Traffic Management Plan

AxTRF Management Plans to be used in conjunction with the Visy Management System

AxTRF

Alexandria Dry Recyclables Transfer Facility

85 Burrows Road, Alexandria NSW

[aka. 112-120 Euston Road – no site access from Euston Road]

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Attachments

A – Traffic Management Plan review

Document control

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V1	Draft for DPIE	31 August 2020	Jake Luschwitz Anne Trevena	
V1	Address DPIE comments	1 October 2020	Anne Trevena	Luke Krstanovski
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V1	Address consultant comments	3 December 2020		Luke Krstanovski

Glossary/Abbreviations

AAA	Authorised Access Area
AxTRF/Facility/Site	The dry recyclables facility approved as SSD-10364 on 22 April 2020
AxTRF management plans	The OEMP and its supporting management plans, including this TMP
Conditions	The conditions of consent for the approval of SSD-10364 dated 22 April 2020
COR	Chain of Responsibility under the National Heavy Vehicle Regulator
DPIE	Department of Planning, Industry and Environment
Development approval	SSD-10364 for Visy DRF/AxTRF
DRF	Dry recyclables facility
EIS	Environmental Impact Statement for Visy Dry Recyclables Facility dated November 2019
EPA	Environment Protection Authority
EP&A Act	Environmental Planning & Assessment Act 1979
EPL	Environmental Protection License
FCM	Fully commingled recyclable material
FEL	Front End Loader
HSE system	Visy's Health, Safety and Environment System within VMS
MRF	Materials recovery facility
OEMP	Operational Environmental Management Plan
P&C	Source-separated paper and cardboard
Planning Secretary	The Secretary of the Department of Planning, Industry and Environment

PME	Powered Mobile Equipment, including forklift and FEL
POEO Act	Protection of the Environment Operations Act 1997
RMS	Roads and Maritime Services
RTS	Response to Submissions for Visy Dry Recyclables Facility dated February 2020
SSD	State Significant Development
Stage 1	Operation as a recyclable material transfer facility for up to 110,000 tpa FCM and 45,000 tpa P&C
SWP	Standard Work Practice
TIA	Traffic Impact Assessment for Visy Dry Recyclables Facility dated November 2019
TMP	Traffic Management Plan (this plan)
tpa	Tonnes per annum
TRF	Recyclable material transfer facility
Visy	Visy Industries Australia Pty Ltd ABN 74 004 337 615
VMS	Visy Management System incorporating HSE System
Waste Regs	Protection of the Environment Operations (Waste) Regulation 2014

1 INTRODUCTION

1.1 Overview

Visy is an integrated packaging, paper and resource recovery company operating in Australia for over 70 years and with over 120 sites throughout Australasia and has provided recycling services to eastern Sydney and beyond since the late 1990s.

In 2020 Visy received approval (SSD-10364) to develop the Visy Alexandria Dry Recyclables Transfer Facility (AxTRF; the facility/site) to replace the St Peters facility. In accordance with the approval, Visy has prepared this Traffic Management Plan (TMP) as an Attachment to the Operational Environmental Management Plan (OEMP).

This TMP utilises traffic assessment and management measures identified for the facility by traffic consultants Traffix in preceding documents[1,2] and traffic management experience Visy has garnered from other resource recovery sites (ie. St Peters Recyclable Transfer Facility, Taren Point Resource Recovery Facility, Smithfield Resource Recovery and Manufacturing Precinct). It has been reviewed by traffic consultants Traffix and their letter of review is provided

[1] *Traffic Impact Assessment – Proposed Resource Recovery Facility 112 Euston Road, Alexandria (19.169r02v07)*, November 2019, Traffix.
[2] *ConstructionTraffic Management Plan – VISY Waste Transfer Facility 112 Euston Road, Alexandria (19.169r07v03)*, April 2020, Traffix.

as Attachment A.

This TMP is for Stage 1 of the facility which involves:

- Transfer facility for up to 110,000 tonnes per annum (tpa) of fully commingled recyclable material (FCM) from kerbside collections to Visy's network of material recovery facilities (MRFs); and
- Baling operation for up to 45,000 tpa of source-separated paper and cardboard (P&C) from commercial businesses for transfer to Visy's network of recycled paper machines.

This TMP addresses the specific environmental conditions for operational traffic and access from SSD-10364, which are summarised in Table 1 and referenced to AxTRF management plans.

Under condition B16, operation must not commence until this TMP is approved by the Planning Secretary and the TMP must be implemented for the duration of operation.

Table 1. AxTRF conditions of consent (summarised) for operational traffic and access that are addressed in this plan.

Condition of consent (summarised)	**AxTRF plans reference**
B10. Parking – Applicant must provide sufficient parking on-site to ensure facility traffic does not utilise public and residential streets or public parking facilities.	TMP 1.3
B11. Operating conditions – Applicant must ensure:	
• Internal roads, driveways and parking are in accordance with AS2890.1:2004 and AS2890.2:2002	TMP 3.3
• Swept path of the longest vehicle on-site is in accordance with AUSTROADS guidelines	TMP 3.2
• Facility does not result in any vehicles queuing on the public road network	TMP 3.2 & 4.3.2
• Heavy vehicles and bins from the facility are not parked on local roads or footpaths in vicinity of the site	TMP 4.2 & 4.3.2
• All vehicles are wholly contained on site before being required to stop	TMP 3.2 & 4.3.2
• All loading and unloading of materials is carried out on site	TMP 4.2
• All trucks entering or leaving the site have loads covered and do not track dirt onto the public road network	TMP 4.2
• Turing areas in the car park are kept clear of any obstacles, including parked cars, at all times	TMP 4.2
B15. Operation Traffic Management Plan – Must be prepared prior to commencement of operation to the satisfaction of the Planning Secretary and must include:	
• Prepared by suitably qualified and experienced person(s)	TMP 1.1
• a Driver Code of Conduct	TMP 4.3.2

• details of measures to ensure road safety and network efficiency including:	
○ heavy vehicle routes, access and parking arrangements ○ measures to minimise conflicts with other road users ○ measures to avoid impacts on the local traffic network	TMP 3 TMP 4.3.1
○ measures to ensure drivers adhere to the code of conduct	TMP 4.3.2
○ compliance with relevant conditions of consent	OEMP 2.3 & 4.1 & 8
• monitoring program to ensure effectiveness of measures	OEMP 8 TMP 4.5
• active transport plan	OEMP Attachment I
• if necessary, procedures to notify residents and community of any potential disruptions to routes.	TMP 4.4

1.2 Site Management Plans

This TMP forms part of the AxTRF management plans that have been developed in accordance with the conditions of approval, the management and mitigation measures for the development presented by Visy, and the Visy Management System (VMS). AxTRF management plans comprise:

- Operational Environmental Management Plan (OEMP)
- Waste Management Plan (WMP)
- Traffic Management Plan (TMP; this plan)
- Air Quality Management Plan (AQMP)
- Noise Management Plan (NMP)
- Flood Evacuation and Emergency Response Plan (FEERP)

The purpose of AxTRF management plans is to provide an outline of the operational procedures that are applied to meet environmental requirements for stage 1 operation – recyclables transfer facility. It is applicable to all staff and contractors associated with the operation of the TRF.

The OEMP includes a Register of Statutory Operational Control Measures and Implementation which lists the key management and mitigation measures for the facility and identifies each measure as a design and/or operation control. Design controls are implemented into the facility operation on an ongoing basis as they are incorporated into the facility design, layout and infrastructure. Operation controls are implemented through their inclusion in AxTRF management plans and site VMS requirements.

AxTRF management plans should be used in conjunction with VMS which is described in the OEMP. They are available to all staff and subcontractors via the site management system document control which includes a hard copy onsite and are made available to the public via Visy's website.

The site management team are responsible for the implementation, monitoring and review of AxTRF management plans as described in the OEMP.

1.3 Site Layout

The site street address is 85 Burrows Road, Alexandria NSW Australia. The legal site address is 112-120 Euston Road, however there is no access from Euston Road, so the site is known as 'Visy TRF Burrows Road'. The site is located in an IN1 General Industrial zone within the City of Sydney. An overview of the site in the context of neighbouring premises and key features is provided in the OEMP.

The site layout is provided as Attachment H to the OEMP and shows the two storey office building, large operations building and Burrows Road car park. Figure 1 shows the car parking areas which provide 28 car parking spaces, 2 accessible parking spaces and 3 motorcycle parking spaces and the bicycle storage spaces (3 of) undercover in the old Euston Road car park, which is not accessible to vehicles but can be accessed from a personnel gate on Euston Road or from the Burrows Road carpark via an internal footpath. The site is secure and access is gained only by swipe card for inducted persons or as a visitor.

AxTRF operations are completely contained within the approximately 7,700m^2 operations building. Visy signage on the Burrows Road façade clearly identifies the facility and its dedicated entry and exit only doorways for trucks and the separate car parking access for light vehicles. Traffic flow through the operations building is one way with separate weighbridges for inbound and outbound trucks. Rapid doors at access doorways open only to permit truck passage and close immediately after.

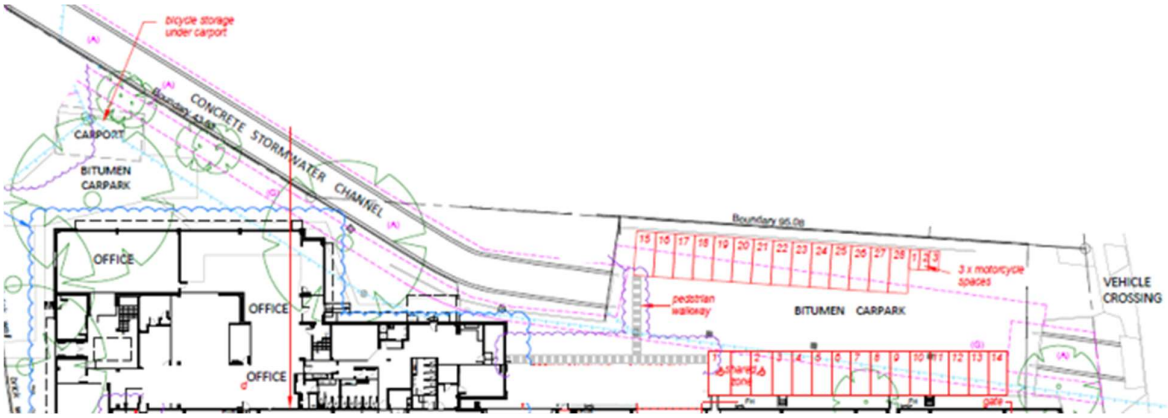


Figure 1. AxTRF parking spaces for 28 cars, including 2 accessible, 3 motorcycles and 3 bicycles.

1.4 Traffic Access

An overview of the site in the context of the local road network is shown in Figure 2. The truck access routes to the facility are shown in Figure 3 and the key access roads of interest are described in

Table 2. The facility benefits from close access to the WestConnex St Peters Interchange and associated extensive upgrades of local roads and intersections, with B-Double approved access from Burrows Road. The facility also benefits from improved pedestrian and bicycle provisions as part of the upgrade works which will benefit alternative transport options to the facility.

Trucks must follow all signage within the facility and travel through the facility only as per the one way traffic plan.

Figure 2. AxTRF location (in orange) including WestConnex St Peters Interchange and associated nearby local road and intersection upgrades.

Source: *WestConnex New M5 Environmental Impact Statement*, Roads and Maritime Services, Pg 5-21.

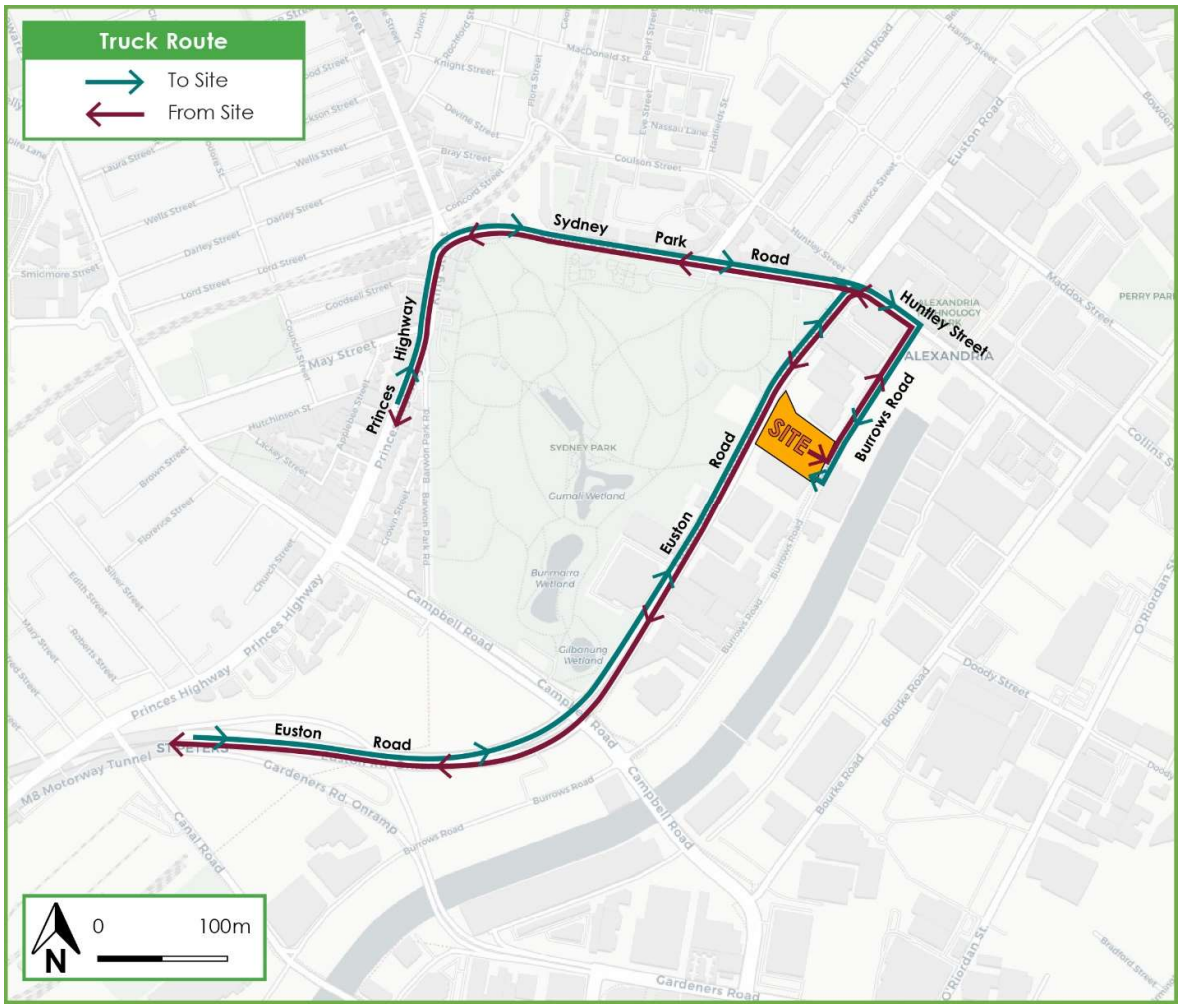


Figure 3. Truck access routes to AxTRF.

Source: Prepared by Traffix, December 2020.

Table 2. AxTRF key local access roads with description relevant to facility traffic access.

Road Name	Road Type	Description (relevant to facility traffic access)
Sydney Park Road	Main Road (MR 528) running east-west. RMS approved B-Double route.	Two lanes through traffic each direction within line marked divided carriageway, with auxiliary turning lanes at intersections.
Euston Road north of Sydney Park Road	Main Road (MR 528) running north-south (generally).	Upgraded road (works in progress) with single lanes through traffic each direction.
Euston Road south of Sydney Park Road	Collector road running north-south (generally). Extensive upgrades as part of WestConnex due for completion during 2020.	Upgraded road with three lanes through traffic each direction within a median divided carriageway. Auxiliary turning lanes at key intersections and for entry to some premises. Roadside parking permitted with restrictions on both kerbsides. Traffic lighted intersection with Sydney Park Road and Huntley Street, with auxiliary right turn lanes for all approaches and left turn slip lanes into and out of Sydney Park Road. Traffic lighted intersection with Campbell Road and M8 on-ramp.
Campbell Road	Collector road running east-west.	Upgraded road with three lanes through traffic each direction within a median divided carriageway. Auxiliary turning lanes at key intersections. Extends over Alexandra Canal to Bourke Road via Campbell Road bridge with two lanes through traffic each direction.
Huntley Street	Collector road running east-west. RMS approved B-Double route between Sydney Park Road and Burrows Road.	Single lane through traffic each direction. Upgraded auxiliary right turn lane for approach into Burrows Road (to be completed). Roadside parking permitted on both kerbsides.
Burrows Road	Local road running north-south (generally). RMS approved B-Double route.	Single lane through traffic each direction. Roadside parking permitted on both kerbsides.

Adapted and updated from *Traffic Impact Assessment – Proposed Resource Recovery Facility 112 Euston Road, Alexandria (19.169r02v07)*, November 2019, Traffix.

1.5 Alternative transport

AxTRF can be accessed using public transport as it is within 400 metres of bus stops on Huntley Street (Route 348) and 800 metres of St Peters station (T3 Bankstown line, T4 Eastern Suburbs & Illawarra line and T8 Airport & South line) across Sydney Park. There are end of trip facilities on site to encourage use of alternative transport, with secure bike storage, showers and lockers available for employees and contractors.

The Visy Alexandria – Green Workplace Travel Plan is included with the OEMP as Attachment I and is displayed on the site notice board. It provides an overview of the closest public transport options and encourages the use of alternative transport, where desired, as part of Visy's commitment to continually improving our environmental performance and minimizing impacts on the external environment.

Following completion of upgrade roadworks in the vicinity, there will also be upgrades to pedestrian and bicycle provisions which will benefit alternative transport options to the facility.

2 ENVIRONMENTAL OBLIGATIONS

2.1 Legislative requirements

As a modern recyclables facility, AxTRF is designed and operated to meet a number of relevant national, state and local government requirements. The OEMP provides an overview of the key environmental obligations which underpin the facility design for the areas of:

- Planning legislation – Facility assessed under *Environmental Planning and Assessment Act 1979* (EP&A Act) through an Environmental Impact Statement (EIS) and granted approval with conditions through SSD-10364.
- Environment protection legislation – Facility operates under *Protection of the Environment Operations Act 1997* (POEO Act) and *Protection of the Environment Operations (Waste) Regulation 2014* (Waste Regs) as a resource recovery and waste storage facility with conditions through EPL 21359.
- Waste and resource recovery strategies – Facility contributes to waste strategy targets and provides a strategically located modern dry recyclables facility as part of Visy's integrated closed loop recycling and manufacturing model to create value from waste.
- Fire safety requirements – Facility assessed against Fire Safety in Waste Facilities guideline through consultation with Fire and Rescue NSW to ensure adequate provision for fire safety and safe fire brigade intervention.

2.2 Roads Act 1993

The site adjoins Euston Road, which is a classified road under the *Roads Act 1993* which empowers Roads and Maritime Services (RMS) to exercise broad authority over aspects of the road. RMS and Sydney City Council were consulted during facility design and their requirements incorporated as required, including the key requirement from RMS that Euston Road not be used for traffic access to site.

2.3 Parking provisions

The facility was designed to include various requirements for parking provisions including:

- Sydney Local Environmental Plan 2012 for car parking rates
- Sydney Development Control Plan 2012 for accessible parking, motorcycle parking and bicycle parking
- Sydney Development Control Plan 2012 for service vehicle parking.

2.4 Visy Management System

The OEMP provides an overview of VMS which requires Visy sites to determine their environmental monitoring processes to ensure compliance with regulatory obligations using the VMS structure of Plan, Do, Check, Act approach.

3 TRAFFIC ASSESSMENT

The facility Traffic Impact Assessment (TIA) formed part of the EIS to determine the following key points:

- Traffic impact from the facility's operation on the surrounding road network, in particular Burrows Road
- Facility design complies with parking requirements, including provision for service vehicles (ie. recyclable collection trucks)
- Access and layout of the facility provides adequate turning for B-Double vehicles (ie. swept path analysis) and ensures no conflicts between heavy vehicles accessing or exiting the site
- Internal design of the facility complies with AS2890.1 (2004) and AS2890.2 (2002) and provides adequate queuing capacity for inbound recyclable collection trucks.

The TIA provides a detailed account of the assessment and it is summarised here to provide an overview of how it established that the facility design includes appropriate traffic management provisions.

3.1 Truck movements and Road Network Performance

The truck movements for the facility were extrapolated from survey data from Visy's St Peters facility to determine the maximum number of heavy vehicle movements for each hour through the day. This is shown in Table 3.

Peak hour movements for heavy vehicles are:

- Morning peak between 9am to 10am with an average of 14 trucks per hour (not shown) and a maximum of 18 trucks per hour
- Evening peak between 3pm and 4pm with an average of 4 trucks per hour (not shown) and a maximum of 8 trucks per hour.

The majority of heavy vehicles are rigid recyclable collection trucks delivering material to the facility. Accordingly, the majority of trucks will originate/depart from the arterial road network, which is accessed primarily through Princes Highway under existing road network and from the St Peters Interchange under future road network.

Table 3. Maximum truck movements for AxTRF extrapolated from a survey of the Visy St Peters facility.

Hour	Trucks	Movements
0	3	6
1	2	4
2	2	4
3	4	7
4	11	22
5	10	20
6	6*	12
7	10	20
8	17*	35
9	18	36
10	12	23
11	15	30
12	15*	31

Hour	Trucks	Movements
13	12	24
14	7	14
15	8	15
16	4	8
17	4	8
18	2*	5
19	4	8
20	4	8
21	5	10
22	4	7
23	6*	13
Total	**185**	**370**

Reproduced from *Response to Submissions 2 (19.169r05v02) – Proposed Resource Recovery Facility 112 Euston Road, Alexandria*, February 2020, Traffix.

Traffic modelling used the assumption that 100% of trucks use the Huntley St/Burrows Road intersection and traffic count data was collected for this intersection during the network peak periods for morning (7am to 9am) and evening (4pm to 6pm). The intersection performance characteristics were assessed under a number of scenarios, including 'worst case scenario' with facility maximum peak truck movements for the maximum nominated waste volume of 155,000 tpa and the arrival or departure of all site staff (26) in the same peak hour (which is unlikely as the facility is staffed across 3 shifts). The results showed a modest increase in the average delay and degree of saturation (which means a reduction in the operational performance of the intersection, ie. increase in queue length). The increased delays were considered to have minimal impacts and a Level of Service B for the intersection was maintained.

It was noted that the maximum capacity of the facility allows for future growth of recycling and the traffic impacts on the existing road network would be less pronounced. It was also noted that the WestConnex projects and associated improvements to local roads would result in significant changes to traffic conditions in the local and regional road network designed to facilitate future growth. The TIA summarised modelled intersection performance from the New M5 EIS for relevant intersections for 2023 and 2033 and reviewed performance for relevant intersections in the context of the facility. Whilst the New M5 EIS showed some intersections in 2033 perform with an unsatisfactory Level of Service, this with the addition of background traffic growth not associated with the facility and without consideration of other strategic projects including Sydney Gateway.

The TIA concluded that in addition to improving capacity, the WestConnex is also intended to reduce congestion on local roads, including Burrows Road, which will no longer perform a

collector road function and that the facility will operate satisfactorily on transport planning grounds.

3.2 Truck access and Queuing

The facility has 3 access driveways on Burrows Road, being: truck entry to the operations building; truck exit from the operations building; and light vehicle car park access. These access arrangements ensure that there is no conflict between heavy vehicles entering and exiting the site.

Swept path analysis demonstrates that a 26m B-Double truck can satisfactorily:

- Right turn entry to the facility from Burrows Road
- Left turn exit from the facility onto Burrows Road
- One way travel through the facility
- Manoeuvre within the facility into loading zones.

A 19m articulated truck can satisfactorily left turn entry to the facility from Burrows Road but not a B-Double. This is considered to have no impact on the operation due to the reasons listed below.

All inbound Council and commercial recyclable collection trucks are able to enter and exit the facility from both approaches on Burrows Road.

- The most efficient route to the arterial road network is via Huntley Street, which is approved for B-Doubles between Euston Road/Sydney Park Road and Burrows Road
- Right turn from St Peters Interchange onto Campbell Road is not permitted, so vehicles need to access Burrows Road via Euston Road and Huntley Street
- The intersection of Burrows Road and Campbell Road is restricted to left-in and left-out of Burrows Road only, so vehicles need to access the WestConnex or Princes Highway via Huntley Street and Euston Road.

The exit driveway of the facility is opposite the entry driveway for the Bingo recycling facility at 76 Burrows Road and to assess potential conflict, truck movement surveys were undertaken from the facility during the morning peak period and considered in the context of AxTRF truck movements. It was determined that as the driveways are for opposing access requirements (ie. one exit only and the other entry only), there is no potential conflict as exiting trucks from AxTRF must give way to trucks entering the Bingo facility from Burrows Road. In addition, localised impacts on Burrows Road are expected to be minimal as the site is midblock approximately 250m from the intersection with Huntley Street and this provides adequate gap acceptance to offset queuing at this intersection[3].

The queuing capacity within the operations building for inbound recyclable collection trucks meets the requirements of the off-street car parking standard AS2890.1 (2004) to provide "*sufficient vehicle storage to ensure that queues awaiting service by the installation do not extend beyond the property boundary of the parking facility under normally foreseeable conditions.*" In accordance with the standard's criteria and methodology, the linear queuing capacity of the facility, which is 7 rigid trucks either unloading or queuing within the operations

[3] *Response to Submissions 1 (19.169r03v04) – Proposed Resource Recovery Facility 112 Euston Road, Alexandria*, February 2020, Traffix

building, meets the requirements of the standard for both mean and maximum truck arrival rates. The facility is therefore expected to contain queues wholly within the operations building during normal operation.

In addition, the facility has spare storage capacity in the area adjacent to the entry weighbridge which can accommodate an additional 8 rigid vehicles. This area is to be relied on in the rare instance of a malfunction or breakdown that delays truck unloading. It is noted that the FCM receival area design is wide enough to allow trucks to pass to circulate independent of unloading activity.

3.3 Parking

The internal design of all parking and circulation areas for the facility complies with AS2890.1 (2004) and AS2890.2 (2002) noting that the 26 car parking spaces is in accordance with a Class 2 user and with minimum space width of 2.5m, length of 5.4m and aisle width of 5.8m and that the 2 accessible parking spaces are in accordance with AS2890.6 (2009) and with minimum space width of 2.4m adjacent to shared area of width 2.4m.

4 TRAFFIC CONTROLS & MONITORING

4.1 Objectives and Performance

AxTRF traffic objectives and performance are included in the overall Objectives and Performance Indicators from the OEMP as shown in Table 4.

Table 4. Objectives and Performance Indicators for stage 1 operation.

Objectives	Performance Indicators
• Operation in accordance with development approval and AxTRF management plans. • Identify potential environment impact sources and implement control measures. • Engage with neighbours to inform of site activities. • Maintain reasonable levels of noise amenity for surrounding businesses and residents. • Contain litter within the site boundary. • Minimise traffic impact to Burrows Road. • Respond quickly and effectively to issues or complaints. • Monitor environmental performance in line with VMS and AxTRF management plan requirements.	• Full compliance with all requirements. • Effective and practical environmental control measures implemented. • No impact to neighbouring businesses or surrounding residents from operation. • Appropriate actions undertaken to investigate issues and/or effectively respond to complaints. • Environmental performance meets expectations.

4.2 Design Controls

The OEMP describes the facility design, layout and operations along with key activity protocols relevant to environmental obligations. As a modern dry recyclables facility, AxTRF design is in accordance with current requirements and expectations for a resource recovery and waste storage facility. This includes a number of design traffic controls which provide high level

mitigation that is implemented into the facility operation on an ongoing basis as controls are incorporated into the layout and infrastructure. Key design controls for traffic include:

- All operations traffic fully contained within the large operations building with dedicated entry and exit driveways onto Burrows Road via rapid doors that open to permit truck passage and close immediately afterwards.
- One way traffic flow through operations building with separate weighbridges for inbound and outbound and sufficient area to enable truck flow independent of unloading in receival bays to minimise time onsite for recyclable collection trucks.
- Two FCM receival bays to allow simultaneous unloading of 2 kerbside collection trucks and separate P&C receival bay
- Building ventilation system to enable the containment of all vehicles within operations building
- Light vehicle car park with separate driveway access and no operations activities permitted
- Designated pedestrian walkway within operation building with physical barriers providing separation to AAA

The facility TIA (see Section 3) predicted the facility will comply with containing all vehicles onsite, including adequate staff car parking and adequate queuing for trucks within the operations building.

4.3 Operation Controls

4.3.1 Truck Routes

The arterial road network provides the primary travel route for trucks to Alexandria as described in Section 1.4. Table 5 shows the approximate numbers of trucks accessing the facility daily when the facility is operating at its maximum capacity of 155,000 tpa. The vast majority of trucks accessing the facility are recyclable collection trucks to unload FCM and then return to collection rounds.

Table 5. Truck numbers accessing the facility daily for operation at capacity (155,000 tpa).

Trucks	Type/s	Approximate daily number (for 155,000 tpa)
Kerbside collection	Rigid	90
Commercial P&C collection	Rigid	55
FCM bulk haul	B-Double	19
P&C bale haul	Semi trailer	7

Council recyclable collection trucks originate from kerbside collection rounds across eastern Sydney and beyond and may approach Alexandria via the most efficient arterial route. The most efficient truck route from the Alexandria arterial road network to AxTRF is via Huntley Street as shown in Figure 3. The traffic modelling for the facility described in Section 3.1 used the

assumption that 100% of trucks accessing the facility use the Huntley St/Burrows Road intersection and that 75% of these use the west route to/from Euston Road or Sydney Park Road. This route is approved for B-Doubles. Huntley Street east of Burrows Road is not approved for B-Doubles.

The most efficient truck route from the St Peters Interchange to and from the facility is via Euston Road and Huntley Street due to turning restrictions on Campbell Road as described in Section 3.2.

Kerbside collection truck movement times are dictated by Council requirements for kerbside collection rounds. Bulk haul truck movements will be concentrated at efficient travel times, with the majority of movements scheduled for off peak times.

4.3.2 Induction & Driver Code of Conduct

The OEMP provides an overview of the Visy induction system. All persons who conduct work at AxTRF must complete mandatory inductions depending on their work role and activities.

Visy site personnel and contractors must complete:

- Visy - HSE - Induction (100-001)
- Visy Recycling - NSW - State Specific Induction (600-002).

Visy truck drivers must complete:

- Visy - Driver - Generic Induction with COR Awareness (103-001).
- Visy Recycling - NSW - State Specific Induction (600-002).

Customer truck drivers (ie. Councils and commercial recyclers) must:

- Visy Recycling - NSW - State Specific Induction (600-002).

The state specific induction includes rules for all sites and an overview of Authorised Access Areas which are reproduced in Figure 4. It also includes an overview of each Visy Recycling site and site specific rules. For AxTRF these include the site traffic plan and driver code of conduct. The driver code of conduct is reproduced in Figure 5. The induction requires a declaration that the site specific responsibilities will be complied with and that any breach of these conditions will bear consequences for the individual and company. This could include rescinding the induction status of drivers who do not adhere to the code of conduct.

Other activity specific inductions may also need to be completed depending on the tasks being undertaken by site personnel and contractors. The Site Manager or delegate will advise activity specific inductions required. For example, these could include:

- Visy Recycling – Operation of FEL – Standard Work Practice (SWP)
- Visy Recycling – Operation of Forklift – Standard Work Practice (SWP)

Inductions for site personnel expire after 2 years and for contractors/visitors and truck drivers after 1 year. Inductions must be renewed after expiry to be valid.

In addition, trucks have their own unique Visy scancard to enter the site as described in the OEMP.

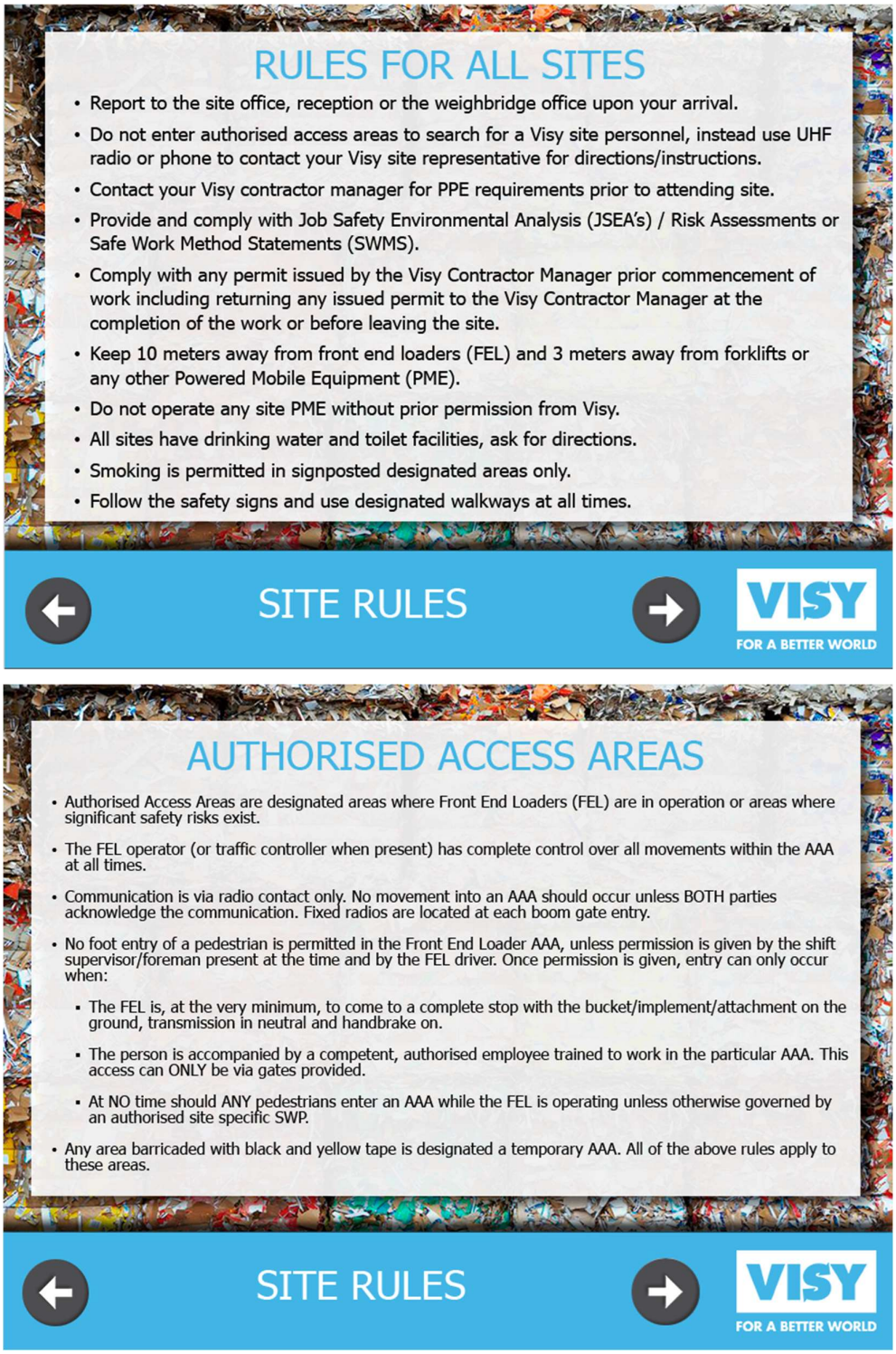


Figure 4. Excerpt from Visy Recycling-NSW-State Specific Induction listing site rules applicable to all sites.

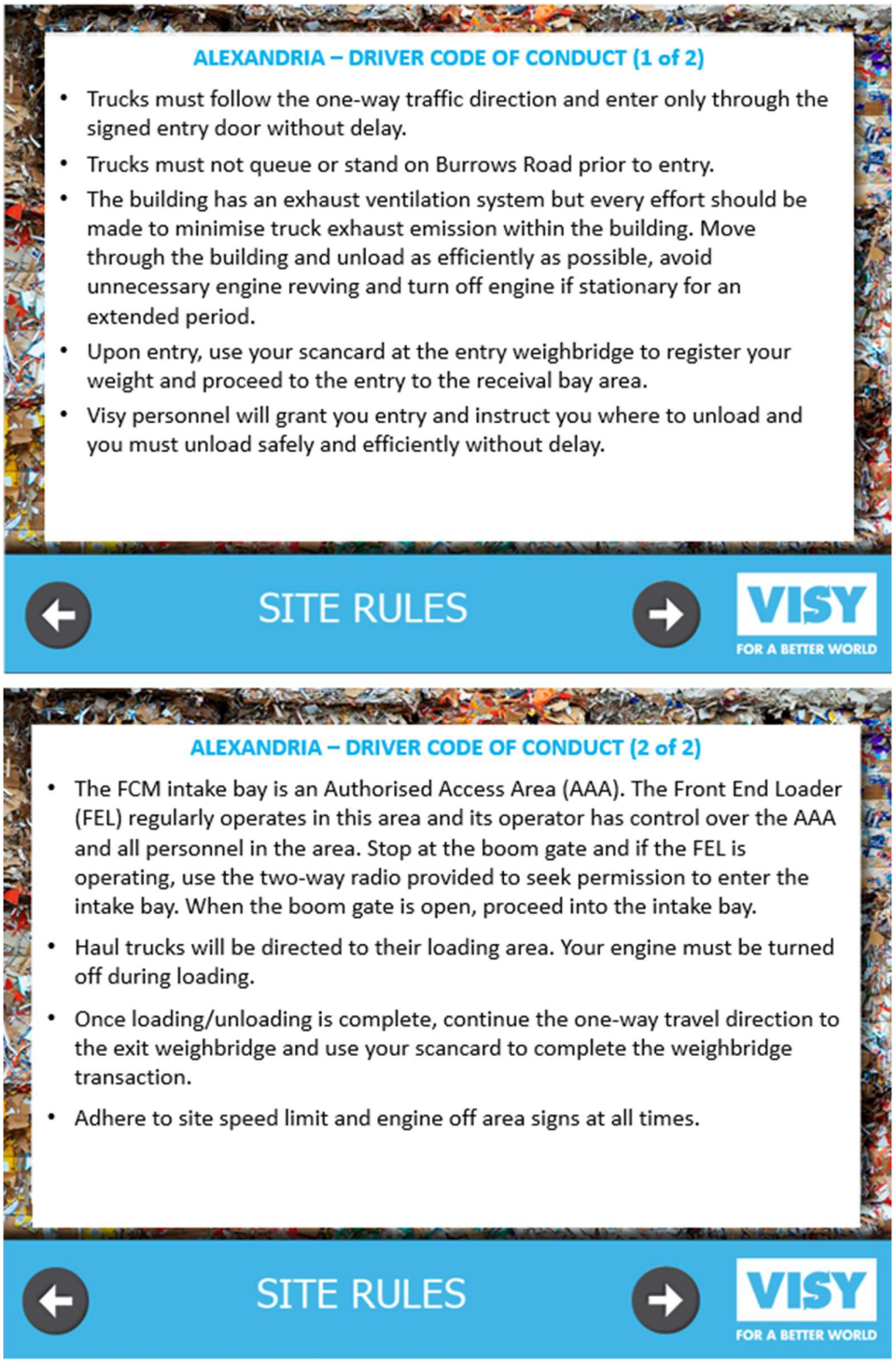


Figure 5. Excerpt from Visy Recycling-NSW-State Specific Induction showing Alexandria Driver Code of Conduct.

4.3.3 Visy PME Requirements

AxTRF implements all VMS requirements for PME, including:

V04-Visy Minimum Standards for Powered Mobile Equipment and People Interaction

Pedestrian Walkways

A designated Category 1 pedestrian-only walkway (green with yellow borders) rings the facility with physical barriers to segregate pedestrians from PME interaction. Across the entry and exit doorways, it is a Category 2 shared walkway (red and white strips) with access gates and a PME warning signage.

Pedestrians must use a designated walkway when moving around the operations area.

Bale Dispatch Area

The P&C bale loading dispatch area is an exclusion zone (hatched red painted zone) where at no time can a PME load a truck when there is a pedestrian in any part of the exclusion zone or on the trailer of the truck. During loading, truck drivers must wait either in their cab, on the Category 1 pedestrian walkway behind the barrier, or in the break room.

Truck drivers must not be outside their cab in the dispatch exclusion zone during loading.

PME Parking

There are designated PME parking areas.

PME engines must be turned off when not in use.

P&C Intake Bay

Access to the P&C intake bay is controlled by Visy personnel. PME drivers and pedestrians entering the area may only be authorised to enter if they have a task to perform. Authorised personnel entering a AAA shall make verbal contact with PME operator/s and maintain 3m separation from operating PME. AxTRF PME use a reversing safety blue light system that shines a blue spot on the ground 3m behind the PME.

Operating PME has a 3m exclusion zone for pedestrians and other PME

Authorised Access Area - FCM Bay

The FCM receival bays are AAA as this is where the Front End Loader (FEL) operates. The Visy mandatory rules for FEL operation in AAAs apply. The AAA is clearly identified by signage and black and yellow hatching lines on the floor and at all pedestrian and vehicle entry points. The FEL operator has complete control over all movements in the AAA.

If a truck or PME requires to enter the AAA, they must contact the FEL operator via 2way radio and wait for permission to enter. The FEL operator controls access to the AAA and the visiting driver must maintain radio contact with the FEL operator and both vehicles must maintain a 10-metre separation distance.

FCM trucks can unload two at a time, one in each FCM receival bay (noting AAA FEL requirements). Trucks should reverse into a bay, unload and then leave to the North following the one-way traffic flow. Trucks should not dally in the FCM receival bay and must move through the facility as efficiently as possible.

During peak periods for incoming FCM, the FEL should give priority to unloading efficiency and ‘stand down’ as required so as to minimise queuing of kerbside recyclable trucks within the

facility.

If a truck or PME driver must exit their vehicle (ie. during bulk haul truck loading), or if a pedestrian must enter the AAA, they must ask permission from the loader operator via 2way radio and wait for the FEL to come to a complete stop, lower the bucket to the ground, and turn the engine off. The FEL must not be started up again until it is the only thing in the AAA. During loading of bulk haul trucks, the driver must wait either in their cab, on the Category 1 pedestrian walkway behind the barrier, or in the break room.

The FEL has complete control over movement in FCM AAA when operating.

PME people incident reporting

Any incident involving PME and pedestrians no matter how minor or breach of the Visy PME/ pedestrian standards must be reported and reviewed by the Site Manager.

Any PME and pedestrian incident MUST be reported no matter how minor.

V05-Visy Minimum Standards for Powered Mobile Equipment (PME)

There are 10 key minimum standard requirements for PME. In summary these involve:

1. Roles and responsibilities – must be understood by all persons at sites regarding PME minimum standards.
2. PME safety technology – must be considered for new PME and existing PME to ensure safety and ergonomic features are suitable for the particular operation.
3. Competency and training (technical skill and behaviour) – all PME drivers must meet Visy PME licence/competency requirements.
4. Separation of people and PME – physical separation must be applied wherever possible, and other traffic management means must be clearly identified including speed limits, exclusion zones, AAA.
5. Safe systems of work – including that driving practices must be adjusted as required to meet load stability, PME must not be left stationary with engine running unattended, seat belt must be worn during operation, mobile phone must not be used whilst operating PME.
6. Risk assessment – PME must have supplier risk assessment and be risk assessed to ensure it meets minimum standards.
7. Equipment maintenance and inspection – must be done in accordance with relevant Standard and manufacturer's instructions, pre-start check shall be completed prior to start of each shift, each PME must have maintenance strategy tailored to suit the operation, condition and age of the PME.
8. Audit – compliance audit conducted yearly against minimum standard.
9. Incidents and minimum standard breaches – report any incident involving PME and pedestrian interaction no matter how minor and any breaches of minimum standard.
10. Refuelling – documented process for refuelling, PME operator must be trained in refuelling procedure and records kept.

4.3.4 Incident reporting

The OEMP describes that any hazard, incident, near miss, or non-compliance with AxTRF management plans must be reported to the Site Manager. This includes any non-compliance with the operation controls outlined in this TMP, including any queuing of trucks on Burrows Road.

4.4 Stakeholder Notification

The OEMP describes that neighbouring businesses were consulted as part of the EIS and will be informed regarding the stage 1 operation and also outlines the complaints procedure for the facility. The Site Manager receives complaints lodged to the Visy Recycling complaints phone line which is provided on signage at the facility.

If a traffic complaint is received, the complaints procedure described in the OEMP shall be followed.

In the event that there is a disruption to the facility operation, the Contingency Waste Management Plan (included in the Waste Management Plan) identifies that trucks may be redirected to other Visy recyclable facilities. As this will have no impact on the local road network of the facility, it is not required to notify surrounding residents or community. If there is a disruption to the facility operation due to a site emergency, the facility emergency response plan includes a procedure to notify identified stakeholders, including neighbouring business and the child care centre.

4.5 Monitoring

The OEMP provides an overview of the monitoring and review of the AxTRF management plans. In summary, the facility is monitored against its environmental objectives and performance through environmental monitoring inspections which incorporate relevant statutory management and mitigation controls and other additional measures contained in AxTRF management plans. Where a performance indicator is not satisfactory, a review of the controls will be undertaken to determine their effectiveness and, if required, a contingency plan with corrective actions will be developed.

In addition, the annual Visy Safe Transport System audit includes AxTRF and monitors against Visy's minimum requirements for chain of responsibility obligations mandated under the Heavy Vehicle National Law.

ATTACHMENT A

AxTRF TRAFFIC MANAGEMENT PLAN EXPERT REVIEW

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills NSW 2012

t: (02) 8324 8700
w: www.traffix.com.au

director: Graham Pindar
acn: 065132961
abn: 66065132961

Reference: 19.169r08r01

4 December 2020

Build Run Repair
Level 11, 2 Southbank Boulevard
Southbank VIC 3006

Attention: Anne Trevena

Re: **112 Euston Road, Alexandria**
Endorsement of Traffic Management Plan

Dear Anne,

I, Vince Doan, an Executive Traffic Engineer from Traffix, has reviewed the Visy AxTRF Traffic Management Plan (TMP) for the Visy Alexandria Dry Recyclable Transfer Facility. The purpose of the review is to ensure the TMP is prepared by a suitably qualified person as stated in Condition B15 which reads as follows:

B15. Operation Traffic Management Plan – *Must be prepared prior to commencement of operation to the satisfaction of the Planning Secretary and must include:*

- *Prepared by suitably qualified and experienced person(s)*
- *a Driver Code of Conduct*
- *details of measures to ensure road safety and network efficiency including:*
  - *heavy vehicle routes, access and parking arrangements*
  - *measures to minimise conflicts with other road users*
  - *measures to avoid impacts on the local traffic network*
  - *measures to ensure drivers adhere to the code of conduct*
  - *compliance with relevant conditions of consent*
- *monitoring program to ensure effectiveness of measures*
- *active transport plan*
- *if necessary, procedures to notify residents and community of any potential disruptions to routes.*

I have reviewed the Traffic Management Plan prepared by VISY and confirm that it addresses the above requirements. I also confirm that I am an appropriately qualified and competent person practising in the relevant area of work. I have recognised relevant experience in the area of work being certified. I hold appropriate current professional indemnity insurance to the satisfaction of the owner or the Principal that is authorising the work being certified.

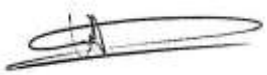
Name	Vince Doan	**Qualification**	BE (Civil)
Company Name	TRAFFIX Pty Ltd	**ABN No**	66 065 132 961
Company Address	Suite 2.08, 50 Holt Street Surry Hills NSW 2010	**Telephone**	02 8324 8700

On the basis of the above, the proposed TMP for the Visy Alexandria Dry Recyclable Transfer Facility is considered supportable.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

Traffix



Vince Doan
Executive Engineer