

Mayfield West Recycling Facility

Addendum to Operational Traffic and Pedestrian Management Plan

Prepared for Benedict Recycling Pty Ltd

April 2025

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Addendum to Operational Traffic and Pedestrian Management Plan

Benedict Recycling Pty Ltd

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April 2025

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Approved by



Abdullah Uddin

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30/04/2025

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1 Introduction

Benedict Recycling Pty Ltd (Benedict) is the operator of the Mayfield West Recycling Facility (MWRF) located at 1A McIntosh Drive, Mayfield West.

Development Consent (SSD 7698) granted on 13 March 2018 permits the operation of the resource recovery facility, with a capacity to accept and process up to 315,000 tonnes per year of general solid waste (non-putrescible). Subsequently, the following modifications have been approved:

- Modification 1: to amend the works boundary and relocate the public hand unloading area – approved 27 October 2021.
- Modification 2: to receive, treat and export up to 30,000 tonnes per annum of actual acid sulphate soils and potential acid sulphate soils – approved 13 June 2023.
- Modification 3: to relocate the approved actual and potential acid sulfate soils receipt and processing from the main processing building to an existing vacant building (Mag Shed) on the site – approved 18 February 2025.

The following traffic mitigation measures were approved as part of Modifications:

- Site generated traffic will continue to be formally directed to continue to travel only via Steel River Boulevard and McIntosh Drive when travelling within the Steel River estate.
- Benedict Recycling will continue to maintain the access road between McIntosh Drive and the Recycling Facility site in a fit and proper condition and to a suitable standard, repairing it when required at no cost to Ausgrid. This will include repairing any minor areas of surface rutting using 50 mm hot mix asphalt.
- Trucks will not be allowed to queue on the access road between McIntosh Drive and the Recycling Facility site.

The 'Development Consent (as modified)' is the consent as modified by Modification 1, 2 and 3.

Condition B50 of the Development Consent (as modified) requires the preparation of an Operational Traffic and Pedestrian Management Plan. The Operational Traffic and Pedestrian Management Plan ('the OTPMP') was prepared by The Traffic Planner (Rev 1.2, dated 30 July 2018) to meet this condition (Appendix A).

Condition C8, Revision of Strategies, Plans and Programs, requires:

C8. Within three months of:

- (a) approval of a modification;
- (b) approval of an annual review under Condition C9;
- (c) submissions of an incident report under Condition C11; or
- (d) completion of an audit under Condition C13.

the Applicant must review, and if necessary revise, the strategies, plans, and programs required under this consent to the satisfaction of the Planning Secretary.

The OTPMP was prepared by a suitably qualified traffic consultant and submitted to the Department of Planning Housing and Infrastructure prior to the commencement of the expanded operations. The OTPMP was approved by the delegate of the Planning Secretary on 12 September 2023.

This report is an addendum to the OTPMP to address Conditions B50(e) and C8 and other traffic-related conditions. It is to be read in conjunction with OTPMP (Rev 1.2).

This addendum has been endorsed by Abdullah Uddin, EMM Consulting Pty Ltd (EMM) on behalf of Benedict Recycling. Abdullah has over 22 years' experience as a Traffic Engineer in Australia.

The original OTPMP is still valid, and this addendum report should be read in conjunction with the original OTPMP in Appendix A.

2 Amendments to OTPMP

2.1 Legislative requirements

Section 2 of the OTPMP addresses legislative requirements. The Compliance Referral Table of the OTPMP lists the conditions relevant to the OTPMP and where they are addressed in the OTPMP. The conditions B46 and B50(e) have changed in the Development Consent (as modified, dated 13 June 2023):

Table 2.1 Compliance referral table

Condition	Relevant Section of OTPMP
Conditions B46A and B46B B46A. The Applicant must ensure a tipping inspector is present in the hand unloading area as shown on the Development Layout Plan in Appendix A when vehicles or customers are present. B46B. Prior to the commencement of operations under Modification application SSD 7698 MOD 1, the Applicant must amend the bay wall in the heavy waste processing and stockpiling area shown on the Development Layout Plan in Appendix A to accommodate the largest vehicle entering the site to travel unobstructed through the heavy waste processing area.	Sections 5.4 and 5.5
Condition B50 (e) detail measures to minimise the potential for conflicts between light vehicles entering and exiting the hand unloading area as shown on the Development Layout Plan in Appendix A and heavy vehicles and mobile plant	Sections 5.5

2.2 Existing road network conditions

At the time of preparing the original OTPMP (July 2018), one new development was identified in the site's immediate surroundings. Since this time, additional facilities have developed in the local area between the site and Industrial Drive. These facilities are a warehouse facility at 1 Murray Dwyer Circuit, Fraser Motorcycles Newcastle, a car dealer at 5A Murray Dwyer Circuit, and Pettigrew Family Funerals at 7 Murray Dwyer Circuit (see figures below). All these developments are along the Murray Dwyer Circuit. Trucks from the recycling facility are prohibited from using Murray Dwyer Circuit. These new facilities do not materially change the operation of the surrounding road network.



Figure 2.1 Site surroundings in July 2018

Source: Nearmap



Figure 2.2 Site surroundings in July 2024

Source: Metromap

2.3 Operating conditions

Section 4 of the OTPMP elaborates on the measures to be undertaken for the operations on site. The following will be added to the list:

- q) In accordance with Condition B46A, a tipping inspector will be present in the hand unloading area when vehicles or customers are present.

2.4 Internal traffic management

Section 5.4 of the OTPMP describes how internal traffic is managed in the facility. In order to accommodate the changes in conditions B46A, B46B and B50(e), the following traffic management measures will be implemented:

2.4.1 Light vehicles flow plan and hand unload precinct

Following approval of Modification 1, light vehicles delivering waste turn right (Figure 2.3 below) immediately after the weighbridge, to the public hand unloading area as shown by green arrows in Figure 2.3 . Light vehicles no longer follow the perimeter road used by heavy vehicles. This is safer for light vehicle customers as they do not have to interact, drive alongside or hand unload material near heavy vehicles.



Figure 2.3 Vehicle traffic flow plan (Approved and proposed additional areas are approved under the Development Consent, MOD 3 Application)

With MOD 3 approval trucks are proposed to approach the Mag Shed area in an anticlockwise direction to minimise vehicular conflict within the site (Figure 2.4). The internal travel route will generally follow the periphery of the site, for safety and efficiency of the vehicular operation. There will not be any light and heavy vehicular interaction within the proposed travel path for trucks accessing the Mag Shed area. Figure 2.4 shows the truck circulation within the site near the Mag Shed.



Figure 2.4 Truck circulation within the site near the Mag Shed

The light vehicles unload in the hand unload area, either inside the shed (mixed loads and light wastes) or outside in the apron bays (source-separated heavy inerts and timber).

The hand unload zone has its own waste tipping inspector to manage vehicle movements, unloading and any front-end loader movements. The only mobile equipment operating in this area is the front-end loader which empty the hand unload bays from time to time and consolidate with like separated materials in the large shed or the heavy materials processing area.

After the light vehicles have unloaded, they circulate out of the shed or apron area and then stop at the intersection adjacent to the weighbridge, giving way to any exiting heavy vehicles approaching from the right. The light vehicles then turn left and exit via the exit weighbridge.

The swept path accessibility for light vehicles is shown in Figure 2.5.

2.4.2 Heavy Vehicle Circulation

Commercial customers can tip either in the main processing building or can load/unload in the heavy waste processing area. There are no changes in the routes followed by heavy vehicles.

Heavy vehicles cross the entry weighbridge and then continue west towards the main processing shed on site and turn right and traverse along the western side of the shed. Trucks carrying heavy inert wastes continue up along the western side of the shed, to the northern central part of the site where they continue to either pick up material or drop off material. They exit the site using the western side of the main shed.

Trucks carrying mixed or light waste enter the main processing shed and tip. These trucks depart the site using the same route as they arrived.

Heavy vehicles are not permitted to circulate past the hand unload area. The truck circulation plan has been identified in Figure 2.4.

The MOD 3 circulates the AASS/PASS vehicles around the perimeter to the MAG Shed and back. Trucks will weigh in and out of the site and all the required details are recorded in accordance with EPA waste management requirements and trucks will then follow the heavy truck route around the perimeter of the site to the Mag shed.

A Figure 2.5 shows the accessibility of worst-case 19 m long semi-trailer heavy vehicle access to the heavy waste area.



Figure 2.5 Light and heavy vehicle swept paths

2.5 Mobile Equipment Circulation

The front-end loaders:

- transfer materials from inside the hand unload shed into the main processing shed, as shown in green in Figure 2.6
- transfer inert material from the hand unload apron bays to the heavy processing area
- operate in the stockpile storage area for the purpose of stockpile management and truck loading.

The front-end loaders are in constant radio communication with site staff and they operate in these areas when it is safe to do so and also at the most appropriate climatic times to avoid winds.



Figure 2.6 Front-end loader flow (Approved and proposed additional areas are approved under the Development Consent, as modified)

2.6 Loading/unloading zones

Section 5.5 of the OTPMP describes the operational details of the loading and unloading zones.

The following sections are added to address Conditions B46A and B46B.

46A: The Applicant must ensure a tipping inspector is present in the hand unloading area as shown on the Development Layout Plan in Appendix A when vehicles or customers are present.

B46B Prior to the commencement of operations under Modification application SSD 7698 MOD 1, the Applicant must amend the bay wall in the heavy waste processing and stockpiling area shown on the Development Layout Plan in Appendix A to accommodate the largest vehicle entering the site to travel unobstructed through the heavy waste processing area.

Figure 2.7 identifies public unloading area and the new MAG shed.

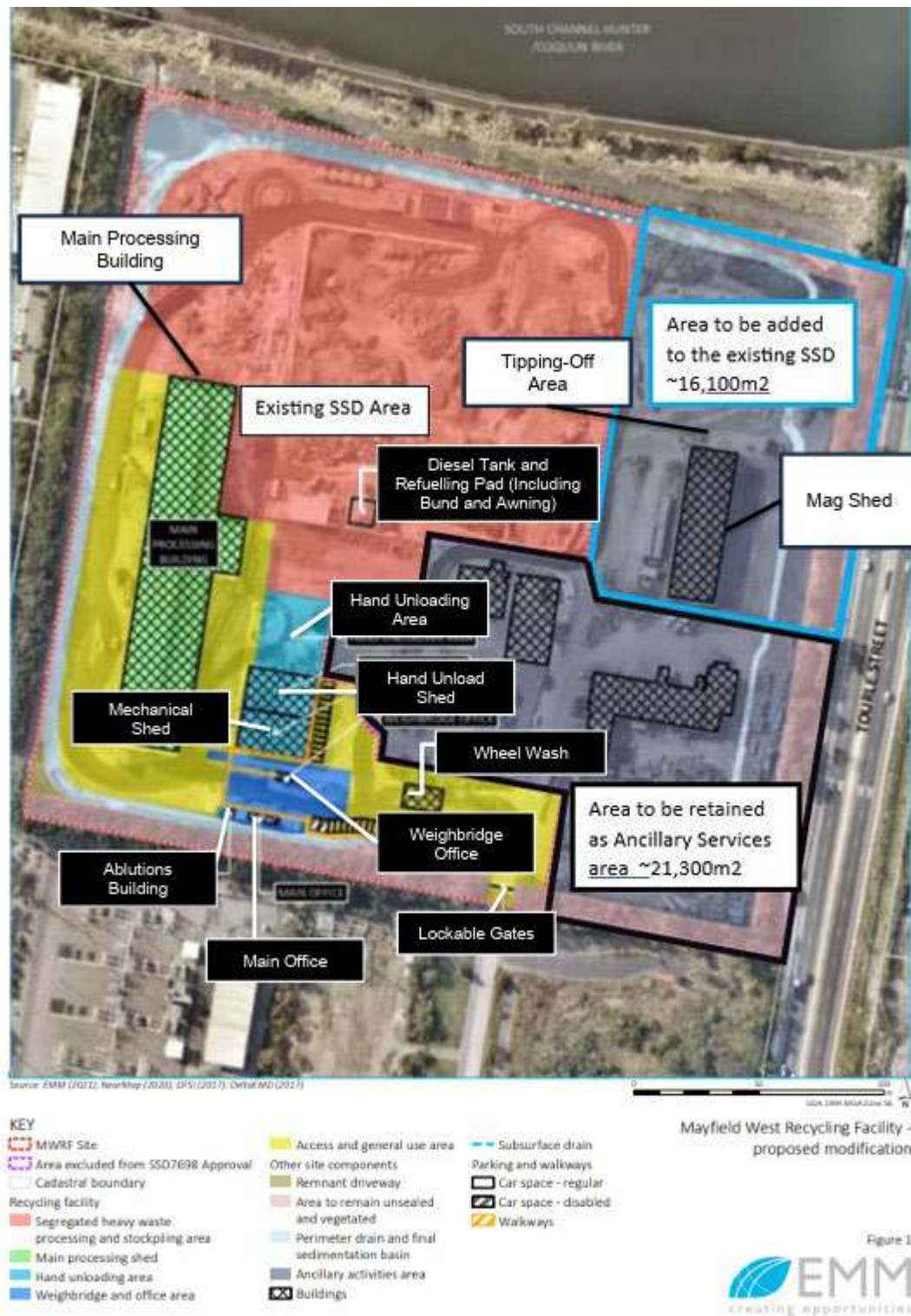


Figure 2.7 Public unloading area within main processing shed

Appendix A

Original OTPMP



Operational Traffic And Pedestrian Management Plan

Mayfield West Recycling Facility

1A MCINTOSH DRIVE, MAYFIELD WEST NSW 2304
LOT 1 DP 874109

DEVELOPMENT NO. SSD 7698

REV 1.2

Prepared by Kyle Fieg
The Traffic Planner

Prepared for
Benedict Recycling Pty Ltd
Mayfield West Recycling Facility

Document History and Quality Record					
Version	Date	Modifications to content	Prepared By	Approved by	Signature
1.0	6/4/2018	Initial Submission	Kyle Fieg	Kyle Fieg	K.Fieg-
1.1	3/7/2018	Review of entire document. Additional Appendix added	Kyle Fieg	Kyle Fieg	K.Fieg
1.2	30/7/2018	Final issue	Kyle Fieg	Kyle Fieg	K.Fieg

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1 Introduction

1.1 Overview

Benedict Recycling Pty Ltd (Benedict Recycling) operates a recycling facility at 1a McIntosh Drive, Mayfield West. Benedict Recycling has established this Traffic Management Plan (TMP) as a part of its Operational Environmental Management Plan (OEMP).

The Operational Traffic and Pedestrian Management Plan (OTPMP), has been prepared by 'The Traffic Planner' and addresses the overarching vehicle movement planning requirements in accordance with the contract, relevant standards and Management Procedures. This plan will ensure vehicular and pedestrian traffic will not be exposed to any additional hazards as a result of operations at the facility and associated traffic. It will also provide that personnel are not exposed to risks associated with operational traffic and public vehicular traffic.

The objectives of the Operational Traffic and Pedestrian Management Plan are:

- Ensuring the facility activities do not interfere with other operations on the road network;
- Guaranteeing all operational and associated traffic complies with contract requirements;
- Ensure that traffic management complies with local and state road authority requirements;
- Guaranteeing operational traffic management considers local road peak-hour volume and roadworks; and
- Ensuring the safety of all other road users.

The Plan shall address, but not be limited to, the following matters:

- Public Safety and the Safety of all persons accessing the facility;
- Vehicle routes of site ingress and egress;
- Loading and unloading of vehicles;
- Predicted vehicular traffic volumes on the local road network, types and routes;
- Marshalling and queuing of trucks on public roads;
- Parking Arrangements;
- Use of Overmass / Oversized vehicles (if applicable);
- Pedestrian and traffic management methods, and
- Pedestrian and traffic volumes;
- Impact to public transportation and cyclists;
- Local Traffic calming measures; and
- Heavy vehicles are not permitted to access Werribi Street.

This plan can potentially affect the following stakeholders:

- Road users;
- Businesses;
- Residents;
- Pedestrians;
- Cyclists;
- Emergency Services;
- Heavy vehicle operators; and
- Public transport.

1.2 Council Consultation and Outcome

This OTPMP has been submitted to Newcastle City Council for review and comment. A council principal planner and traffic engineer reviewed the OTPMP and found it to be satisfactory. Evidence of this consultation and comment is contained in Appendix 7.

1.3 Abbreviations and Terminology

The following terms, acronyms and definition are used in this plan:

Terms	Explanation
OTPMP	Operational Traffic and Pedestrian Management Plan
RMS	Roads and Maritime Services

1.4 Document Amendment and Distribution

This document shall be reviewed as follows (with reference to SSD Approval conditions outlined):

(C8) Within three months of:

- (a) approval of a modification;
- (b) approval of an annual review under Condition C9;
- (c) submissions of an incident report under Condition C11; or
- (d) completion of an audit under Condition C13

the Applicant (Benedict Recycling) must review, and if necessary revise, the strategies, plans, and programs required under this consent to the satisfaction of the Secretary.

Note: This is to ensure the strategies, plans and programs are updated on a regular basis and incorporate any recommended measures to improve the environmental performance of the Development.

In addition to the above, the OTPMP will be reviewed:

- As requested by Management Review;
- When there is a change of method and technology that may affect the accuracy of this document; or
- When there has been a significant event to which this document was relevant; or
- As a result of a Non-Conformance resulting from an audit;

In accordance with Condition B51, Benedict must:

- not commence the operations until the OTPMP required by Condition B50 is approved by the Secretary; and
- implement the most recent version of the OTPMP approved by the Secretary for the duration of the development.

This OTPMP and all associated planning documents must be available for view on site at all times.

2 Legislative Requirements

In accordance with SSD 7698, an operational traffic and pedestrian management plan (OTPMP) prepared by a suitably qualified traffic consultant is required to be submitted to the secretary prior to the commencement of expanded operations.

Operational Traffic and Pedestrian Management Plan

B50. Prior to the commencement of operations, the Applicant must prepare an Operational Traffic and Pedestrian Management Plan (OTPMP) for the Development to the satisfaction of the Secretary. The plan must form part of the OEMP required by Condition C4 and be prepared in accordance with Condition C7.

The Development may only be carried out in accordance with the management and mitigation measures (see Appendix B of SSD 7698 Development Consent).

Management measures:

- *Site generated traffic will continue to be formally directed to continue to travel only via Steel River Boulevard and McIntosh Drive when travelling within the Steel River estate.*
- *Benedict Recycling will continue to maintain the access road between McIntosh Drive and the Recycling Facility site in a fit and proper condition and to a suitable standard, repairing it when required at no cost to Ausgrid. This will include repairing any minor areas of surface rutting using 50 mm hot mix asphalt.*
- *Trucks will not be allowed to queue on the access road between McIntosh Drive and the Recycling Facility site.*

The OTPMP must:

- a) be prepared by a suitably qualified and experienced person(s);
- b) be developed in consultation with Council;
- c) detail the measures that would be implemented to ensure road safety and network efficiency during operation;
- d) detail measures to ensure public safety is maintained at all times including marking pedestrian access ways and signage to direct the public to the public unloading area;
- e) detail how the public unloading area will be barricaded from the contractor unloading areas and processing areas to ensure safety is maintained;
- f) feature how traffic exiting the main processing building will give way to traffic exiting the segregated heavy waste processing and stockpiling area to ensure vehicles safely exit the site;
- g) detail heavy vehicle routes, access and parking arrangements;
- h) include a Driver Code of Conduct to:
 - i. minimise the impact on the local and regional road network;
 - ii. reduce conflicts with other road users;
 - iii. minimise road traffic noise; and
 - iv. ensure truck drivers use Steel River Boulevard and McIntosh Drive (the use of Murray Dwyer Circuit is not permitted);
 - v. ensure truck drivers use specified routes
- i) include a program to monitor the effectiveness of these measures; and
- j) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.

Please note that the provision of any information in this OTPMP will not exempt the Benedict from correctly fulfilling all other conditions relevant to the SSD Approval for the above site.

Compliance reference table:

Condition	Relevant Section of OTPMP
A12 Heavy vehicles are not permitted to access Werribi Street.	Sections 1.1, 3.2 and 8.1
B44 The Applicant must implement all reasonable and feasible measures to minimise the impact on the site's access road and any impacts on 1 McIntosh Drive, Mayfield West (Lot 16 in DP 270249).	Sections 5.1 and 5.3
B45 Prior to the commencement of operations, the vehicular entrance and exit driveways and the direction of traffic movement within the site are to be permanently marked on the pavement surface.	Section 5.3
B46 All customers are not permitted to leave their vehicles anywhere on the site other than the public unloading area and to access the pedestrian walkways between marked car parking spaces and the weighbridge and office area.	Sections 5.4 and 5.5
B47 Prior to the commencement of operations, the Applicant must provide and mark 25 on-site parking spaces (including two accessible spaces) for staff and visitors to ensure that traffic associated with the Development does not utilise public and residential streets or public parking facilities. Parking areas are to be constructed in accordance with the latest version of Australian Standard 2890. All parking associated with the Development must be contained on site.	Section 7
B48 Parking is only permitted within the designated parking spaces.	Section 7
B49 The Applicant must ensure: (a) all vehicular movement to and from the site must be in a forward direction; (b) 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 maintained in accordance with the latest version of Australian Standard 2890.1 and Australian Standard 2890.2; (c) 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; (d) the Development does not result in any vehicles queuing on the public road network or along the sites access road owned known as 1 McIntosh Drive, Mayfield West (Lot 16 in DP 270249) which is subject to a right of carriageway; (e) heavy vehicles and bins associated with the Development are not to be parked on local roads or footpaths in the vicinity of the site; (f) only light vehicles and trailers are permitted within the public unloading area, no heavy vehicles are permitted within the public unloading area; (g) all vehicles are wholly contained on site before being required to stop; (h) all loading and unloading of materials is carried out on-site in designated areas; (i) the different activities such as unloading (public and contractor), processing and stockpiling areas at the site are clearly marked and separated by physical barriers to ensure safety is maintained; (j) signage must be erected to direct the public and contractors to the designated unloading and loading areas; (k) public and contractor unloading areas are kept separate; (l) pedestrian access paths are clearly marked and interactions between pedestrians and vehicles must be minimised; (m) an outbound wheel wash must be installed behind the exit weighbridge as per Figure 3.9 of the RTS; (n) signage is erected and vehicles at the site do not exceed a speed of 20	<p>Section 4</p> <p>Sections 5.4 and 7</p> <p>Section 5.1</p> <p>Section 6.5</p> <p>Section 8.1</p> <p>Section 5.5</p> <p>Section 5.3</p> <p>Section 5.5</p> <p>Section 5.4</p> <p>Section 5.4</p> <p>Sections 5.4 and 5.5</p> <p>Section 10.1</p> <p>Section 8.3</p> <p>Section 5.4</p>

<p>km/h;</p> <p>(o) vehicle manoeuvring areas must always be kept clear of any obstacles, including parked cars; and</p> <p>(p) the turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.</p>	<p>Section 4</p> <p>Section 7</p>
<p>B50 Prior to the commencement of operations, the Applicant must prepare an Operational Traffic and Pedestrian Management Plan (OTPMP) for the Development to the satisfaction of the Secretary. The plan must form part of the OEMP required by Condition C4 and be prepared in accordance with Condition C7. The OTPMP must:</p> <p>(a) be prepared by a suitably qualified and experienced person(s);</p> <p>(b) be prepared in consultation with Council;</p> <p>(c) detail the measures that would be implemented to ensure road safety and network efficiency during operation;</p> <p>(d) detail measures to ensure public safety is maintained at all times including marking pedestrian access ways and signage to direct the public to the public unloading area;</p> <p>(e) detail how the public unloading area will be barricaded from the contractor unloading areas and processing areas to ensure safety is maintained;</p> <p>(f) detail how traffic exiting the main processing building will give way to traffic exiting the segregated heavy waste processing and stockpiling area to ensure vehicles safely exit the site;</p> <p>(g) detail heavy vehicle routes, access and parking arrangements;</p> <p>(h) include a Driver Code of Conduct to:</p> <ul style="list-style-type: none"> (i) minimise the impact 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 Steel River Boulevard and McIntosh Drive (the use of Murray Dwyer Circuit is not permitted); (v) ensure truck drivers use specified routes <p>(i) include a program to monitor the effectiveness of these measures; and</p> <p>(j) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.</p>	<p>Section 1.1</p> <p>Section 1.2, Appendix 7</p> <p>Sections 6</p> <p>Sections 5.3, 5.4 & 10.1</p> <p>Section 5.5</p> <p>Section 5.4.</p> <p>Sections 5 and 6</p> <p>Section 8.1</p> <p>Section 11</p> <p>Section 12.2</p>
<p>B51(b) The Applicant must: implement the most recent version of the OTPMP approved by the secretary for the duration of the development</p>	<p>Section 1.4</p>
<p>C8 Within three months of:</p> <p>(a) approval of a modification;</p> <p>(b) approval of an annual review under Condition C9;</p> <p>(c) submissions of an incident report under Condition C11; or</p> <p>(d) completion of an audit under Condition C13.</p> <p>the Applicant must review, and if necessary revise, the strategies, plans, and programs required under this consent to the satisfaction of the Secretary.</p>	<p>Section 1.4</p>

3 Specific Project Assessment and Risks

Location: 1a McIntosh Drive, Mayfield West 2304 (LOT 1 DP 874109)

SSD Approval No: SSD 7698

Local Government Area: Newcastle City Council

Resource recovery activities limited to 90,000 tonnes per year of general solid waste (non-putrescible) were approved on the site by consent DA2015/0291 on 8 March 2016.

Project Approval SSD 7698 allows increased processing capacity to 315,000 tonnes per year of general solid waste including construction and demolition waste and commercial and industrial waste.

3.1 Site Aerial View



3.2 Existing Road Network Conditions

The site is surrounded by:

- the Hunter River (South Arm) to the north;
- Tourle Street to the east;
- Ausgrid Mayfield West Substation to the south; and
- light industrial buildings to the west.

At the time of developing this OTPMP, there are no existing developments, works or events that have been identified in the area that will affect the plans detailed in this OTPMP.

3.3 Risk Assessment

A detailed risk assessment and associated control methods must be identified and documented for all high risk works as per the Workplace Health and Safety Act 2011 and Regulation 2011. This Operational Traffic and Pedestrian Management Plan must be taken into consideration when

developing these documents. All conditions in this document must be adhered to and carried out diligently and in a safe manner.

3.4 Speed Zoning

Speed limit within the facility is 10km/hr.

Street Frontage	Current Speed Limit	Proposed Speed Limit
McIntosh Drive	50km/hour	50km/hour
Steel River Boulevard	50km/hour	50km/hour
Industrial Drive	80km/hour	80km/hour

3.5 Residents and Neighbouring Properties

Access to neighbouring properties will be maintained at all times. Neighbouring property occupants and local stakeholders will be notified of the timeframes for completion of any out of the ordinary works that impact the local surrounds.

Vehicles must be parked/stopped in a position that does not block access to the neighbouring properties.

3.6 Impact on Local Businesses

This project is not expected to have any significant impact local business. Existing access arrangements be maintained comparable to the existing situation. Stakeholder consultation will occur throughout the project should this change.

3.7 Transport Management for Service, Delivery, and Garbage Vehicles

No impact on existing services is expected during the works. Stakeholder consultation will occur throughout the project should this change.

3.8 Impacts on Public Transport

This project is not expected to have any significant effect on public transport timetables.

Existing access arrangements and services will be maintained comparable to the existing conditions.

4 Operating conditions

The following measures must be undertaken:

- a) all vehicular movement to and from the site must be in a forward direction;
- b) 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 maintained in accordance with the latest version of Australian Standard 2890.1 and Australian Standard 2890.2;
- c) the swept path of the longest vehicle entering and exiting the site, as well as maneuverability through the site, is in accordance with the relevant AUSTROADS guidelines;
- d) the Development does not result in any vehicles queuing on the public road network or along the sites access road owned known as 1 McIntosh Drive, Mayfield West (Lot 16 in DP 270249) which is subject to a right of carriageway;
- e) heavy vehicles and bins associated with the Development are not to be parked on local roads or footpaths in the vicinity of the site;
- f) only light vehicles and trailers are permitted within the public unloading area; no heavy vehicles are permitted within the public unloading area;
- g) all vehicles are wholly contained on site before being required to stop;
- h) all loading and unloading of materials is carried out on-site in designated areas;
- i) the different activities such as unloading (public and contractor), processing and stockpiling areas at the site are clearly marked and separated by physical barriers to ensure safety is maintained;
- j) signage must be erected to direct the public and contractors to the designated unloading and loading areas;
- k) public and contractor unloading areas are kept separate;
- l) pedestrian access paths are clearly marked, and interactions between pedestrians and vehicles must be minimised;
- m) an outbound wheel wash must be installed behind the exit
- n) signage is erected, and vehicles at the site do not exceed a speed of 10km/h;
- o) vehicle maneuvering areas must always be kept clear of any obstacles, including parked cars; and
- p) the turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.

5 Site Traffic Management and Control

5.1 Site Entry/Exit

The proposed entry and exit routes aim to provide the shortest distances to arterial roads and avoid the use of local roads by trucks. Entry to the site will be via McIntosh Drive. Refer to Appendix 2 for detailed Haulage Routes and Site Access.

Benedict Recycling will continue to maintain the access road between McIntosh Drive and the Recycling Facility site in a fit and proper condition and to a suitable standard, repairing it when required at no cost to Ausgrid. This will include improving any minor areas of surface rutting using 50 mm hot mix asphalt.

All vehicles will be wholly contained on site before being required to stop.

5.2 Access Signage and Infrastructure

Signposting has been installed at the entry point to the facility on McIntosh Drive.

This sign details the following:

- Opening Hours
- Site Address
- Accepted Waste Types
- Not Accepted Waste Types



Photo 1 - Site Entry Signage

Additional signage has been erected within the facility (refer Section 5.4) such speed limit signage, as speed limit in the site is 10 km/h. These signs comply with AS1742.3.

5.3 Access Management

The site is accessed via an existing access road off McIntosh Drive which is a cul-de-sac road servicing the Steel River Industrial Estate. The site's access runs through a portion of land owned by Ausgrid. As such, access to the site is facilitated through a Right of Carriageway which connects to McIntosh Drive.

Benedict Recycling will continue to maintain the access road between McIntosh Drive and the Recycling Facility site in a fit and proper condition and to a suitable standard, repairing it when

required at no cost to Ausgrid. This will include improving any minor areas of surface rutting using 50 mm hot mix asphalt.

The largest vehicle accessing the site is a 25 metre B-double heavy vehicle. Swept path analysis shown in Appendix 4, demonstrates that a 25 metre B double can access the site via the proposed access way, enter the incoming weigh bridge, turn around either through or around the main processing shed and exit via the outgoing weighbridge.

The proposed access arrangements are deemed acceptable and will operate satisfactorily.

Internal roads, site entry and parking will be maintained in accordance with the latest version of Australian Standard 2890.1 and Australian Standard 2890.2.

Before the commencement of operations, the vehicular entrance and exit driveways and the direction of traffic movement within site will be permanently marked on the pavement surface.

5.4 Internal Traffic Management

All members of the public, contractors and other visitors to the site undergo a site induction on arriving at the entry weighbridge. The induction outlines site traffic controls and management measures. The visitor and members of the public induction outlines that visitors are to be accompanied by a Benedict representative at all times. The inductions are contained in Appendix 8.

Heavy vehicle and light vehicle traffic exiting the main processing building from either the main processing area or hand unloading area will give way to traffic travelling south-bound towards the weighbridge area to ensure vehicles safely exit the site. Stop signs have been installed at all exit points of the processing shed.

Examples of traffic management signage on site are shown in the photos below.

	
Photo 2: Entry sign directing all vehicles to weighbridge and outlining speed limit and UHF channel	Photo: 3 no entry signs on exit to main processing shed



Photo 4 Signage located at south western corner of main processing shed directing light vehicles to hand unloading area



Photo 5: Signage directing light vehicles to stop before proceeding to entrance to hand unloading area



Photo 56 Heavy vehicle entrance to main processing shed



Photo 7: Sign on site exit directing vehicles to access site via McIntosh Drive and Steel River Boulevard.

5.5 Loading / Unloading Zones

A hand unloading area has been established within the northern end of the main processing shed to separate heavy vehicle tipping and hand unloading for safety reasons. Only light vehicles and trailers are permitted in the hand unloading area. No heavy vehicles are permitted in this area.

Within the shed, the hand unloading area is clearly marked and partially segregated from the remaining processing area with concrete barriers. A Benedict employee (a "spotter") is present at all times within the hand unloading area to direct light vehicles and to inspect loads.

Safety within the hand unloading area will be ensured through the visitor induction process, appropriate signage, physical concrete barriers and the presence of a Benedict employee within the hand unloading area to direct and assist members of the public.

Customers using the site, including contractors or members of the public, and are not permitted to leave their vehicles anywhere other than in the hand loading area, weighbridges or designated car parking area.

The entire segregated heavy waste unloading/loading and stockpiling area will be sealed prior to the commencement of expanded operations. Remaining unsealed areas within the site that are not part of the 'Area to remain unsealed and vegetated' will be progressively sealed with concrete or asphalt. Trucks delivering or picking up material will access the storage compounds on sealed access roads.



Figure 2: Public unloading area within main processing shed.

5.6 Material, Plant and Spoil Bin Storage Areas

Heavy vehicles and bins associated with the Development are not to be parked on local roads or footpaths in the vicinity of the site. These areas will be allocated within the facility. No storage of materials, plant or spoil will be allowed on public land or public roads.

It is noted the Contractor must obtain a permit from the City's Traffic Engineering Department regarding the placing of any material, plant or spoil bins on public ways, should this ever be required.

6.1 Approved Operating Hours

Waste Receival	Waste Processing	Waste Dispatch
- Monday to Friday, 6 am to 6 pm - Saturday, 6 am to 5 pm - Sunday and public holidays, 7 am to 3 pm	- Monday to Friday, 6 am to 6 pm - Saturday, 6 am to 5 pm - Sunday and public holidays, not permitted	- Monday to Friday, 6 am to 6 pm - Saturday, 6 am to 5 pm - Sunday and public holidays, not permitted

Works outside of the hours identified may be undertaken in the following circumstances:

- the actions are inaudible at the nearest sensitive receivers;
- for the delivery or dispatch of materials as requested by the NSW Police Force or other public authorities for safety reasons; or
- where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.

It is noted to facilitate large infrastructure projects the facility currently has the approval to accept waste (not process) on a 24-hour basis, no greater than six times per year and only for a period of up to two weeks in length for each occasion. Council and all adjacent landowners must be notified no later than 48 hours before each of the 24-hour waste receival periods along with a description of the principal infrastructure projects which necessitate the 24-hour operations.

During the 24-hour waste receival period, the number of heavy vehicles accessing the site from 6 pm to 6 am must not exceed 12.

6.2 Traffic Generation and network efficiency

The facility operation would receive waste and deliver recycled products throughout the Newcastle and Lower Hunter Region of NSW. The flow of traffic from the site consists of:

- approximately 60% of the development's traffic would travel to and from the site from the east along Industrial Drive.
- approximately 40% of the development's traffic would travel to and from the site from the west along Industrial Drive which connects to the Pacific Highway.

The site has excellent access to:

- Tourle Street which is a major arterial road which provides access to Kooragang Island, Stockton, Williamtown, Nelson Bay, Port Stephens and surrounds
- Industrial Drive which is a four to six lane dual carriageway arterial road which provides access to the Pacific Highway and also services some industrial sites.

The waste would be delivered to the facility from businesses and the general public by light vehicles such as utes with box trailers, heavy vehicles and skip bins (from building sites and households). The waste would be dispatched from the site via heavy vehicles including semi-trailers, truck-and-dog combinations and B-Doubles. Also, employees would access the site via light vehicles.

The increase in heavy vehicle and light vehicle arising from the expanded operations is expected to contribute 0.9% of total daily traffic volumes along Steel River Boulevard and 0.2% along Industrial Drive. Council and RMS did not raise any concerns with the operating capacity of the surrounding road network.

6.3 Haulage Routes

Traffic Management measures will be implemented on and around the site to ensure the safe use of the roadway and surrounding areas.

The approved truck haulage route plan shall form part of the contract and must be distributed to all truck drivers. The approved heavy vehicle haulage routes make use of the arterial road network as much as possible with use of local streets only when required.

To further manage the traffic impacts of the facility operations, the following measures have been committed to:

- ensuring vehicles continue to use McIntosh Drive when travelling within the Steel River Industrial Estate
- maintaining the right of carriageway (Right of Carriageway) at no cost to Ausgrid
- prohibiting queuing along the access road between the Resource Recovery Facility and McIntosh Drive

Site generated traffic will continue to be formally directed to continue to travel only via Steel River Boulevard and McIntosh Drive when travelling on the Steel River estate.

- **It is noted the use of Murray Dwyer Circuit for Heavy Vehicles is not permitted.**
- **It is noted the use of Werribi Street for Heavy Vehicles is not permitted.**

Refer to Appendix 2 for detailed Haulage Route plan.

It is noted that all reasonable and feasible measures must be implemented to minimise the impact on the site's access road and any impacts on 1 McIntosh Drive, Mayfield West (Lot 16 in DP 270249).

6.4 Peak Traffic Movements

The proposed increase in production capacity at the facility would generate additional traffic movements to and from the site through the delivery and dispatch of waste which has the potential to impact on the safety and efficiency of the surrounding road network. See below table for estimated peak traffic movements.

Light Vehicles	Heavy Vehicles
270 per day	276 per day

The following times have been identified as peak times for local traffic movements on the surrounding road network:

Day	AM	PM
Monday	7:30am to 9:30am	4:30pm to 6:00pm
Tuesday	7:30am to 9:30am	4:30pm to 6:00pm
Wednesday	7:30am to 9:30am	4:30pm to 6:00pm
Thursday	7:30am to 9:30am	4:30pm to 6:00pm
Friday	7:30am to 9:30am	4:30pm to 6:00pm
Saturday	8:30am to 9:30am	
Sunday	9:30am to 10:30am	

6.5 Vehicle Queueing

No queuing or marshalling of trucks is permitted on any public road surrounding the site. Specifically, Trucks will not be allowed to queue on the access road between McIntosh Drive and the Recycling Facility site.

As part of the site induction, drivers of heavy vehicles will be notified that queuing or parking on McIntosh Drive or the access road to the site is to be avoided.

If there are not adequate space on-site trucks must be turned away and must not queue in the surrounding areas.

7 Parking

There will be 25 marked parking spaces provided, including two spaces for people with a disability. Parking is only permitted within the designated parking spaces. All parking associated with the Development must be contained on site. The parking space dimensions meet the Australian Standard (Parking Facilities, Part 1: Off-street car parking, AS/NZS 2890.1:2004).

Parking spaces are allocated along the southern part of the perimeter drain, east of the weighbridge and office area. The following measures are to be put in place to ensure safe access:

- there will be approximately 5 m of clear space between the parking spaces and the main access road;
- there are clear sight lines from the car spaces along the access road;
- the speed limit on the site is 10km/h;
- turning areas in the car park will be kept clear of any obstacles, including parked cars, at all times; and
- lighting in the southern car park will be installed and designed to comply with AS 1158.

The parking spaces closest to the site office will be designated as two disabled parking spaces and three visitor spaces. The other parking spaces will be used by site employees who have a high level of awareness of the dangers of vehicles and mobile plant.

The location of the parking spaces is detailed in Appendix 1 and 3.

8 Heavy Vehicles

The majority of waste being brought onto the site from the increase in processing capacity is expected to be mainly from commercial customers (heavy vehicles) not the general public (light vehicles). The commercial customers would use larger capacity trucks such as multiple-axle combination heavy vehicles to transport excavated materials to and from the site, thereby reducing the number of trucks accessing the site. One truck and dog deliver the equivalent tonnage as 40 small loads.

8.1 Driver Professional Conduct

All heavy vehicle contractors will be inducted into the "Driver Code of Conduct". Refer to Appendix 6. In addition, it is expected that all Commercial and Municipal Heavy Vehicle Drivers must maintain a high level of professional conduct, and as a minimum:

- Adhere to posted speed limits and road signs;
- Use of the horn only as a warning device;
- Road noise impacts are minimised through measures such as driver training for limiting truck compression braking and avoiding the use of engine brakes in residential areas;
- All vehicles to be wholly contained on site before being required to stop;
- All loads are to be covered when leaving the site;
- All vehicles are loaded and unloaded only on-site;
- Allow enough room between vehicles;
- Will not park or queue along McIntosh Drive;
- Respect and be watchful for pedestrians and other drivers on the dedicated transport routes; and
- Follow instructions given by Police, RMS and other authorities.

It is noted the use of Murray Dwyer Circuit for Heavy Vehicles is not permitted.

It is noted the use of Werribi Street for Heavy Vehicles is not permitted.

8.2 Refuelling

The following is noted:

- the mobile plant will be refuelling within a bunted area with runoff from within the bund reporting to an oil-water separator;
- the refuelling area will be covered by an awning so that rainwater does not enter the refuelling area;
- there will be a diesel spill kit stored at the bowser; and
- in the case of a spill, used absorbent material will be disposed at an appropriately licensed waste facility.

8.3 Truck Wheel Wash

A truck wheel wash has been installed after the exit weighbridge to assist in dust and dirt debris minimisation (refer Photo 7 below).



Photo 7 Outbound truck wheel wash

All excess water from the truck wash and wheel wash are to be discharged into suitable holding tanks and removed from the facility for treatment at an appropriately licensed facility or via trade waste.

8.4 Dust Minimisation

All reasonable steps must be taken to minimise dust generated during all works authorised by this consent. The following measures will be undertaken to reduce dust generation:

- a) all on-site roads and car parking areas are sealed with concrete or asphalt;
- b) all operating, storage, unloading and loading areas must be sealed with concrete, asphalt or another impervious barrier (s) of the same or higher quality;
- c) water sprinklers at the crushing and screening plant must be utilised at all time when the plant is operational;
- d) dust suppressants must be used to prevent particulate emissions from stockpiles and other dust generating sources;
- e) trucks and vehicles entering and leaving the Development that are carrying loads of dust generating materials must have their loads covered at all times, except during loading and unloading;
- f) crushing occurs for no more than 46 days per year in total;
- g) crushing does not occur during adverse meteorological conditions;
- h) all operations and activities occurring at the Development must be carried out in a manner that minimises the emissions of air pollutants from the Development;
- i) trucks associated with the Development do not track dirt onto the public road network;
- j) public roads used by these trucks are kept clean; and
- k) any works are carried out progressively on site to minimise exposed surfaces.

9 Abnormal and Oversize/Overmass Loads

Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a one-off occasion is obtained from the City's Traffic Operations Unit).

Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. Specific Traffic Control Plans will be developed for each abnormal movement and will be submitted for assessment to the relevant local and regulatory authorities on a case by case basis.




For more information, please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.

9.1 NSW Oversize Overmass Load Carrying Vehicles Network



9.2 Abnormal Loads Permit Requirements

- Traffic Control Plan
- RMS Road Occupancy Licence
- Newcastle City Council approval
- Transport Management Plan (High Risk)

-  NSW Oversize Overmass Load Carrying Vehicles Network Approved Roads
-  Exception Routes (not approved)
-  Limited Access Locations

10 Pedestrian Traffic Management and Control

It is noted that McIntosh Drive does not have dedicated pedestrian footpaths. There will be no changed to the conditions surrounding the facility relating to pedestrian movements.

10.1 Pedestrian Paths and Guidance

It is a requirement that the facility provides designated pedestrian pathways, clear of vehicle traffic, from the car park to site buildings, office and amenities. Pedestrian paths are shown in the site plan contained in Appendix 1.

It should be noted that, any pedestrian accessing the site beyond the office, amenities and weighbridges will be either site employee, inducted contractor or an inducted visitor. Visitors will be accompanied at all times by a Benedict representative.

All customers are not permitted to leave their vehicles anywhere on the site other than the public unloading area and to access the pedestrian walkways between marked car parking spaces and the weighbridge and office area.

10.2 Cyclist Management and Control

No Cyclist access will be permitted within the facility.

Cyclists will be subject to the same Traffic Management Controls as registered road users on the surrounding road network. Adequate provision for cyclists will be made for current movements along all frontages and intersecting streets.

11 Monitoring, Measurement and Review

The purpose of Monitoring and Measurement is to ensure that all construction works, including subcontracted activities, are being performed in accordance with the contract requirements, statutory requirement and in a controlled and safe environment. Ongoing monitoring and audit of Traffic Management procedures and the worksite implementation of traffic control shall be conducted.

Audits of the Traffic Control measures under differing operating conditions are to be carried out including during overcast and rainy weather, at night or at any other restrictive times where conditions may change in accordance with the requirements of AS1742.3.

Results of audits, inspections and improvements are to be reported in the reporting cycle of the contract to enable assessment of the adequacy of the implementation of the Traffic Control within contract performance and system review meetings.

11.1 Monitoring Program

The measures detailed in the table below are employed to monitor and record the movement of vehicles accessing the site and adherence to the code of conduct:

TMP Monitoring Program

Parameter	Monitoring Required	Frequency	Criteria/ Performance Measure/Trigger	Response
Onsite Truck routes	Spot Monitoring	Weekly	Onsite blockages or disturbance	Follow up with driver Review of procedures
Traffic Flow	Congestion	As Required	Complaints Detection	Respond according to result.
Driver Management	Spot Monitoring	Ongoing on a case by case basis	Complaints Detection	Review of procedures and operations Follow up with driver

11.2 Control of rubbish and light waste

All light waste (including light waste within co-mingled waste) will be tipped inside the main processing shed. The access road between McIntosh Drive and the recycling facility site will be inspected daily to ensure that there is no rubbish is left along the access road (most likely food and beverage waste from drivers).

The site boundary fences will be inspected daily, and any wind-blown light waste within site will be removed and sent to the main processing shed.

Any rubbish found along the access road between McIntosh Drive and the recycling facility site will be removed promptly.

12 Communications Strategy

12.1 Worksite Communications

There will be two-way communications, such as mobile phone devices or two-way radio, throughout the worksite to assist with traffic management of vehicles travelling into, through and/or around the worksite.

12.2 Stakeholder Works Notifications

Local community notification and consultation processes will be undertaken with all stakeholders prior to any changes to or impact on the road network, including consultation with the nearby, adjacent landowners, sensitive receivers, relevant regulatory authorities, Registered Aboriginal Parties and other interested stakeholders.

Notifications will be provided to all impacted stakeholders at least 7 days prior to any change to the road network conditions. Refer to Appendix 5 for example of community notification letter.

12.3 Emergency Services Notification

Emergency Services will be informed in a timely manner of relevant activities proposed within this OTPMP that affect the use of the surrounding road network. Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations.

13 Contact Details

13.1 Key Contacts

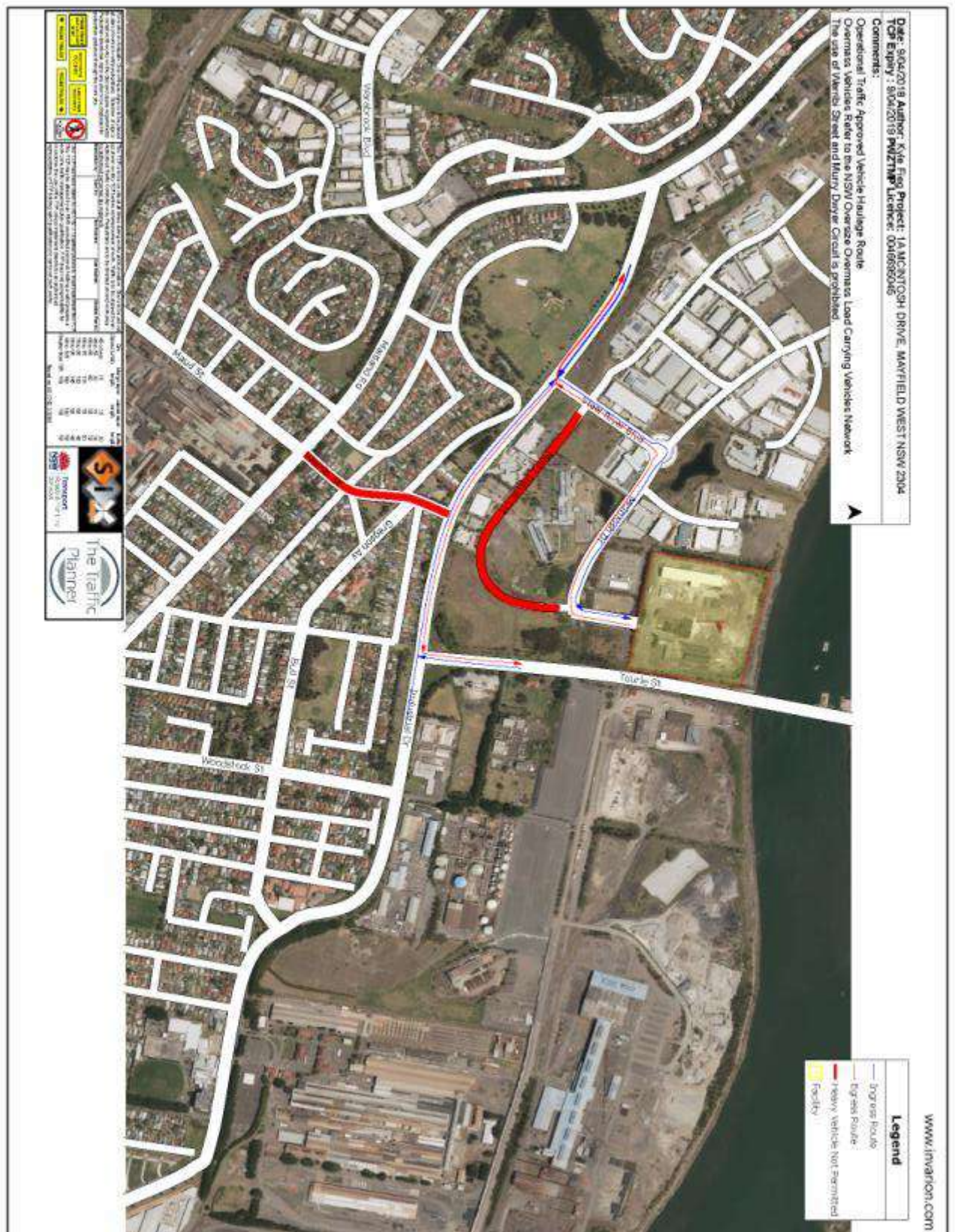
Name	Position	Contact #
Newcastle City Council	Compliance	(02) 4974 2000
Department of Planning and Environment	Compliance	1300 305 695
EPA	Newcastle region	(02) 4908 6800

13.2 Emergency Contacts

Name	Location	Contact #
Warratah Police Station	30 Harriet St, Waratah	(02) 4926 6599
Mayfield Medical Centre	278 Maitland Rd, Mayfield	(02) 4967 4446
John Hunter Hospital	Lookout Rd, New Lambton Heights	(02) 4921 3000
NSW Fire and Rescue	Industrial Drive Mayfield West	(02) 4967 7550

14 Appendix 1 - Vehicular Traffic and Pedestrian Control Plans





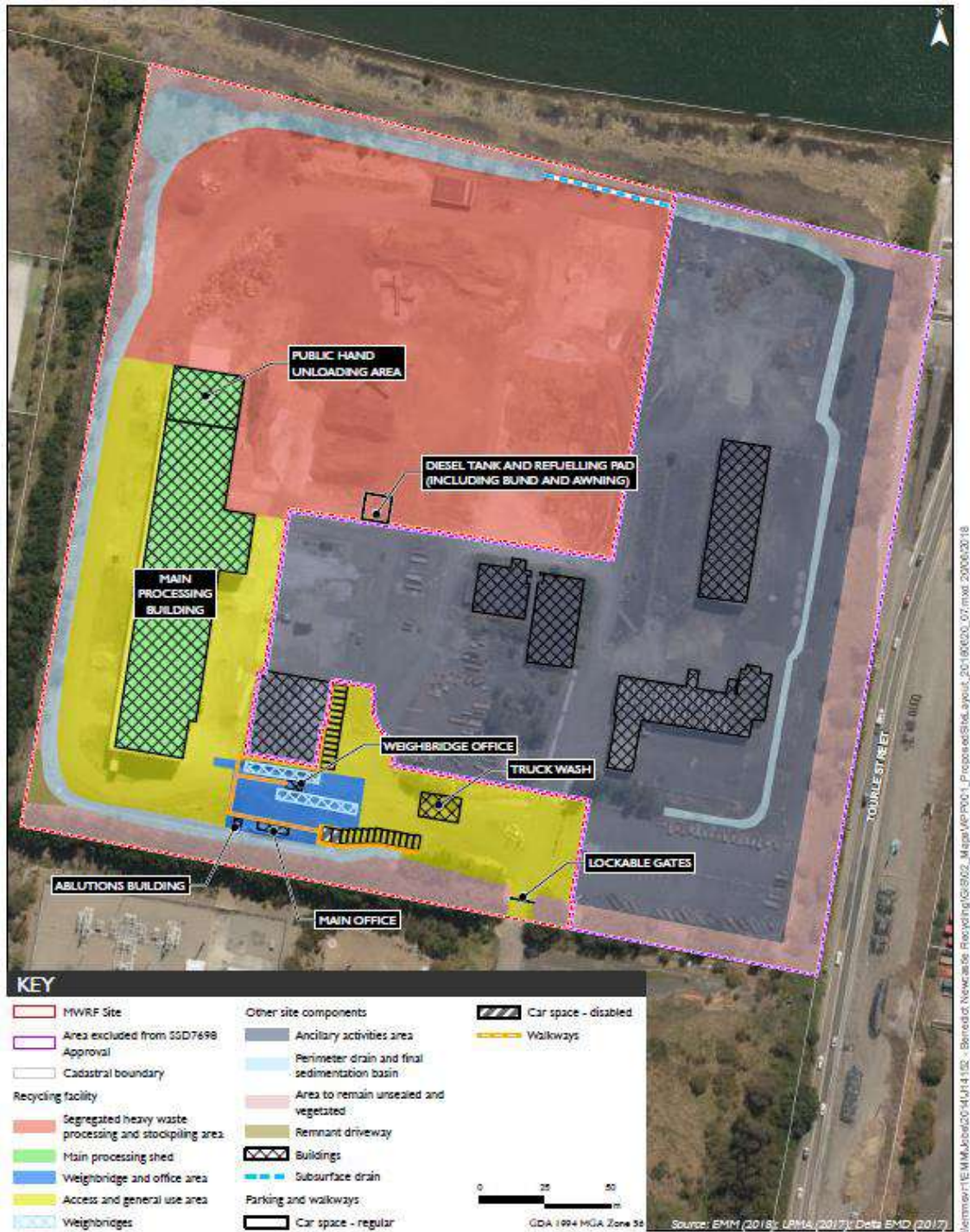




Figure 16: Public Unloading Area



Figure 6: Waste Processing Areas



EXAMPLE OF A TEMPORARY ROAD CLOSURE NOTIFICATION LETTER

The notification letter is to be distributed at least seven (7) days before the closure.

ON COMPANY'S LETTERHEAD

Temporary Road Closure of McIntosh Drive, Mayfield West on Sunday, 9 November 2018 from 7am to 7pm

McIntosh Drive will be temporarily closed to traffic from Steel River Boulevard on Sunday, 9 November 2018 from 7am to 7pm. The road is closed to enable a mobile crane to lift air-conditioning unit on to [Building address].

During the closure, traffic controllers will be in attendance at Steel River Boulevard and McIntosh Drive corners to provide local access. Through traffic will be diverted via alternative routes

If these works do not proceed on the above date, the back-up date for these works is Sunday, 16 November 2018.

For any concerns on the day of the works please contact the Site Supervisor on [Contact Mobile Number].

If you would like any further details please contact [Contact Name], [Position Title] on [Contact Phone Number].

[Contact Name]
[Position Title]

DRIVER CODE OF CONDUCT



MAYFIELD WEST

FEBRUARY 2018

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

Document Control				
Rev No	Date	Revision Details	Author	Reviewer
01	13/02/2018	Draft	MH	IC
02	12/03/2018	Revised Draft	MH	IC
03	28/03/2018	Final	MH	IC

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1. INTRODUCTION

1.1 BACKGROUND

Benedict Recycling Pty Ltd (Benedict) is the operator of the Mayfield West Recycling Facility (MWRF) located at 1A McIntosh Drive, Mayfield West.

Resource recovery activities limited to 90,000 tonnes per year of General Solid Waste (non-putrescible) were approved on the site by consent DA2015/0291 on 8 March 2016. The site currently operates under the regulation of Environment Protection Licence (EPL) 20771.

Application SSD 7698 proposed to increase the processing capacity of the existing resource recovery facility to 315,000 tonnes per year of general solid waste (non-putrescible) including construction and demolition waste and commercial and industrial waste.

Condition B51 (h) of the development consent for SSD 7698 approving the increased processing capacity stipulates that a Driver Code of Conduct be developed as a component of the *Operational Traffic and Pedestrian Management Plan*.

The purpose of this document is to minimise the impact of heavy vehicle traffic associated with MWRF on both the local road network, other road users and on the community.

1.2 LOCATION

The facility is located at 1A McIntosh Drive, Mayfield NSW and is within the local government area of Newcastle City Council. The site occupies Lot 1 in DP 874109, with a total land area of approximately 8.9 ha.

Figure 1.1 shows the location of the site and the main arterial routes used to access the site. The site is bounded by:

- the Hunter River (South Arm) to the north
- Tourle Street to the east
- Ausgrid Mayfield West Substation to the south; and
- light industrial buildings to the west



Figure 1.1 – Site Location Map

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1.3 HEAVY VEHICLE TRAFFIC ROUTE

When travelling to MWRF heavy vehicles will turn off Industrial Drive into Steel River Boulevard, then turn right at the roundabout into McIntosh Drive before turning left into the right of way to the site. This main haulage route to and from the site is shown below in Figure 1.2.

The use of Murray Dwyer Circuit for Heavy Vehicles is not permitted.

The use of Werribi Street for Heavy Vehicles is not permitted.



Figure 1.2 – Traffic Routes

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 MWRF on the efficient and safe operation of the local road network, in particular Steel River Boulevard and McIntosh Drive. All traffic generated by the MWRF operations is, to the maximum extent practical, be limited to Steel River Boulevard and McIntosh Drive. As part of their site induction, drivers of heavy vehicles associated with MWRF operations will be notified that the use of Murray Dwyer Circuit and/or Werribi Street is not permitted.

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All heavy vehicles hauling to and from the MWRF site must:

- i. Have undertaken a site induction carried out by an approved member of the MWRF staff or suitably qualified person under the direction of the MWRF 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 MWRF site;
- iv. Comply with the direction of authorised site personnel when within the site.

A single page document detailing the *Site Access Traffic Route* 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 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 MWRF site is 10 km/h which is to be strictly maintained.

All heavy vehicle drivers associated with Mayfield West Recycling operations 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.

2.2 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.

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The Heavy Vehicle Driver Fatigue Law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne GVM (however there are Ministerial Exemption Notices that can apply).

Under the law, 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 Mayfield West Recycling 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 MWRF are:

Monday to Friday	6:00am to 6:00pm
Saturday	6:00am to 5:00pm
Sundays & Public Holidays	7:00am to 3:00pm (receivals only)

Condition B64 of the development consent stipulates that on limited occasions (i.e no greater than six times per year and only for a period of less than two (2) weeks in length for each occasion), the receipt of waste is permitted on a 24 hours per day basis to allow for the waste to be generated by major infrastructure projects that require waste disposal at night to access the facility.

During the 24 hour infrastructure waste receipt periods described above, the number of heavy vehicles accessing the site from 6:00pm to 6:00am must not exceed 12 on any given night. In such circumstances, Newcastle City Council must be notified in writing prior to the 24 hour waste infrastructure period.

2.5 LOAD COVERING

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

All heavy vehicles arriving at or departing from the Mayfield West Recycling Facility that are carrying loads of 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.

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2.6 VEHICLE DEPARTURE AND ARRIVAL

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

2.7 INCIDENT REPORTING

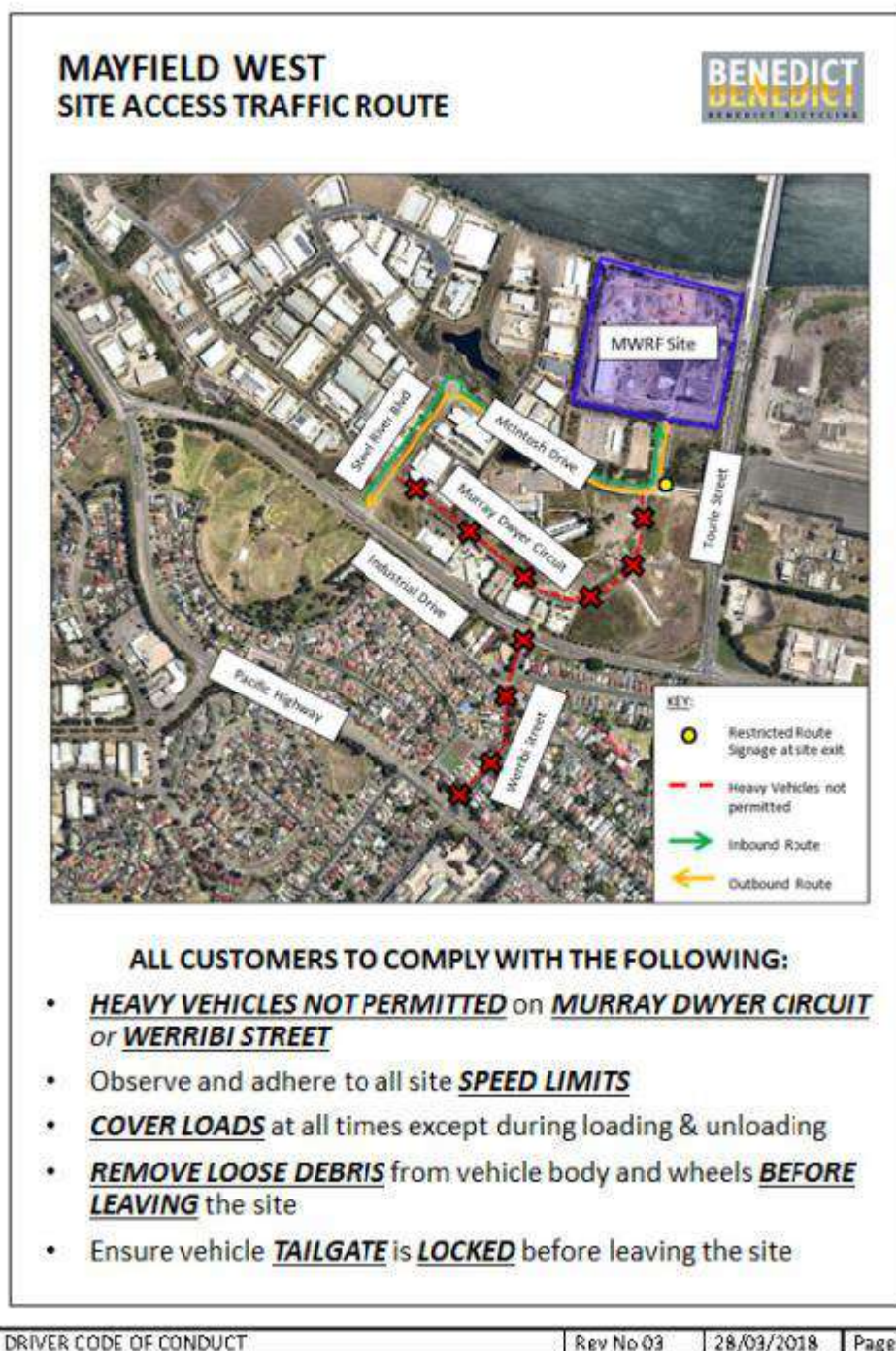
To assist in the orderly resolution of complaints, site management will keep a register itemising all reported incidents relating to complaints in regard to heavy vehicle driver conduct external to the site.

Information to be logged is to include (where possible):

- 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.

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Site Access Traffic Route



Janet Krick

From: Geof Mansfield [gmansfield@ncc.nsw.gov.au]
Sent: Friday, 11 May 2018 2:23 PM
To: Janet Krick
Subject: FW: Attention: Geof Mansfield, Benedict Recycling - Mayfield Recycling Facility - Operational Traffic and Pedestrian Management Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Janet,

Council traffic officers have reviewed the OT&PMP submitted for the Benedict Recycling Facility and advised it is satisfactory.

Regards

Geof Mansfield | Principal Planner (Development)
 Development and Building Services | Planning and Regulatory
 Newcastle City Council
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 Email: gmansfield@ncc.nsw.gov.au
 Web: www.newcastle.nsw.gov.au
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From: Janet Krick [mailto:jkrick@emmconsulting.com.au]
Sent: Friday, 4 May 2018 2:22 PM
To: Geof Mansfield
Cc: Phil Towler; Kyle Fieg; David Ryner
Subject: RE: Attention: Geof Mansfield, Benedict Recycling - Mayfield Recycling Facility - Operational Traffic and Pedestrian Management Plan

Hi Geoff and David,

Following up on the below request for comment submitted to Council on the 16 April. Could you please review and provide comment on the Operational Traffic and Pedestrian Management Plan for the Benedict Mayfield West Recycling Facility at your earliest convenience.

Many thanks and kind regards

Janet Krick | Senior Environmental Planner
 T 02 4907 4800 | D 02 4907 4815 | M 0456 664 212 | F 02 4907 4899
www.emmconsulting.com.au

From: Geof Mansfield [mailto:gmansfield@ncc.nsw.gov.au]
Sent: Monday, 23 April 2018 1:46 PM
To: Janet Krick; Official Mail
Cc: Phil Towler; Kyle Fieg; David Ryner
Subject: RE: Attention: Geof Mansfield, Benedict Recycling - Mayfield Recycling Facility - Operational Traffic and Pedestrian Management Plan

Hi Janet,

A copy of the OTPMP has been forwarded to an officer in our traffic section for consideration. A response will be forwarded in approximately two weeks, sooner if possible.

Regards

Geof Mansfield | Principal Planner (Development)
Development and Building Services | Planning and Regulatory
Newcastle City Council
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From: Janet Krick [<mailto:jkrick@emmcconsulting.com.au>]
Sent: Monday, 16 April 2018 4:04 PM
To: Official Mail
Cc: Geof Mansfield; Phil Towler; Kyle Fieg
Subject: Attention: Geof Mansfield, Benedict Recycling - Mayfield Recycling Facility - Operational Traffic and Pedestrian Management Plan

Hi Geof,

Thank you for your time just now. As discussed, Benedict Recycling recently received SSD Approval to expand their existing operations at 1A McIntosh Drive, Mayfield West NSW 2304. Condition 50 of the approval requires the preparation of an Operational Traffic and Pedestrian Management Plan (OTPMP) in consultation with Council. Accordingly a Draft OTPMP has been prepared by "The Traffic Planner" for Council comment.

As discussed, it would be greatly appreciated if you could provide a timeframe to provide feedback. Please do not hesitate to contact me on the details below if you require further information.

Many thanks and kind regards

Janet Krick | Senior Environmental Planner

T 02 4907 4800 | **D** 02 4907 4815 | **M** 0456 664 212 | **F** 02 4907 4899

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