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Traffic Solutions Pty Ltd

PATONS LANE RESOURCE RECOVERY CENTRE, 123-179 PATONS LANE, ORCHARD HILLS.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

July 2017

REF: 15.16.089

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PATONS LANE RESOURCE RECOVERY CENTRE, 123-179 PATONS LANE, ORCHARD HILLS.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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1. INTRODUCTION

This Construction Traffic Management Plan has been prepared to describe the proposed site establishment and operation of the approved Patons Lane Resource Recover Centre at 123 – 179 Patons Lane Orchard Hills. (See figure 1).

The Land and Environment Court approved the project application number MP09_0074 in relation to the proposed project. The consent condition 30 requires the preparation of a Construction Traffic Management Plan (CTMP) for submission to the Department of Planning and Environment (DP&E) for approval.

This plan will describe the heavy vehicle approach/departure routes for the works and activities associated with Site Establishment and the construction of the Recycling and Reprocessing Area (as defined in Appendix B) to address the consent condition which states:

> **Construction Traffic Management Plan**
>
> 30. The proponent shall prepare and implement a Construction Traffic Management Plan. The plan must be prepared in consultation with Council and the RMS approved by the Director General ***prior to the commencement of site establishment, [our emphasis]***

Additionally it is noted that Schedule 4 Condition 38 of the approval provides that:

> **Transport Code of Conduct**
>
> 38. The Proponent shall prepare and implement a Transport Code of Conduct. This Code must:
>
> a) be prepared in consultation with the RTA and Council, and approved by the Director-General ***prior to the commencement of operation [our emphasis]***

While the Transport Code of Conduct is not specifically required for Site Establishment works and activities to commence, it has been included as a matter of best practise to support the CTMP (attached as Appendix A to this report).

The code of conduct contains commitments which must be followed by all contractors, subcontractors and heavy vehicle drivers. The CTMP applies to all persons associated with the construction of the project. The Transport Code of Conduct will be updated to cover operational issues and submitted to the DP&E for specific approval prior to the commencement of any operations.

This report describes the construction vehicle approach and departure routes. In this regard it should be noted that the Court has prohibited all heavy vehicles travelling to or from the site travelling along Luddenham Road south of Patons Lane.

Patons Lane and part of Luddenham Road are to be reconstructed by the proponent to upgrade vehicle access to the subject site.

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Penrith Council and Roads and Maritime officers have been consulted in the preparation of this report and Transport Code of Conduct. The following officers have been provided a draft copy of this report on the 5th December 2016 for comments:

Roads and Maritime Services:	Mr. Pahee Rathan, Manager Land Use Assessment, Parramatta Ph. 8849 2490
Penrith City Council:	Mr. David Drozd, Manager Traffic. Ph. 4732 7578

Penrith City Council has responded with the following comments:

Penrith City Council's Senior Traffic Engineer Graham Green advised on 12 April 2017 that *"Council's Traffic Engineering Section position is that this CTMP is acceptable subject to the caveat that the issue of the bridge capacity is resolved."*

These comments also apply to the Transport Code of Conduct which was submitted with the CTMP.

In relation to the issue of bridge capacity Penrith City Council's Asset Systems Engineer Alexx Alagiah has advised as follows

"I refer to the bridge investigation report submitted by Integrity Testing Services to determine the capacity of the South Creek Bridge on Luddenham Road for using heavy vehicle involving Patons Lane development.

I advise that Council accepts the recommendations made by the Integrity Testing Services that Bridge is capable for using all types of heavy vehicle recommended in the report with the recommended repair to the centre pier and abutments Bridge load limit be removed.

Arrangement will be taken to remove the bridge load limit sign and the recommended repairs to the bridge.

It is anticipated that these works are to be completed within the next three months and Council will further advise you once these works have been completed."

The RMS's Laura van Putten, Network and Safety Officer - West has responded on 19 June 2017 with the following comments:

"This Draft CTMP has been reviewed and note the construction vehicle access as proposed in your report. RMS has no objection to the proposed Draft CTMP subject to the following:

- *Council consent be provided with no issues and for council to consider any impacts that may occur on the local road network including the proposed changes to the load restrictions for the existing bridge on Luddenham Road over South Creek.*
- *All heavy vehicles approach the site via Mamre Road into Luddenham Road and Patons Lane.*
- *Access be maintained for residents and emergency vehicles at all times;*
- *All affected residents to be advised in writing prior to construction works beginning;*

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- *If required a Road Occupancy License must be obtained from Transport Management Centre;*
- *If required barricades and signs to be provided in accordance with Australian Standards;*
- *Provision of RMS accredited traffic controllers to control traffic movements, if necessary;"*

It should be noted that:

1. No B-double vehicles are permitted to deliver or access the site.

2. The Executive Summary of the report undertaken by Integrity Testing dated 21 February 2017 states:

   "The bridge is suitable for traversing by all legally loaded trucks to the Higher Mass Limit (HML) loadings for all categories, in essence this means that ALL legally loaded trucks are safe to use the bridge." and;

   There were problems with damage to the bridge from recent flooding. We recommend that to maintain the suitability of the bridge in the long term for traversing by trucks to HML loadings that the repairs to the abutments and central pier are carried out by the owner of the bridge (Penrith City Council) as follows: -

   - *Remove all deleterious matter from around the base of the abutments and the central pier.*
   - *To replace with either well compacted road base or even encircle the central pier and in front of the abutments with gabions and fill with a weak concrete to ensure strong foundations and support of the existing piles.*
   - *For the approaches, after the works as described above have been completed to replace the defective materials behind the abutments with either weak concrete or well compacted road base and a new spray and chip seal over the approaches and the main deck.*
   - *Finally renew the bridge deck joint seals as there is some evidence of water leakage at the joints.*

3. No heavy vehicles shall travel to or from the site along Luddenham Road south of Patons Lane.

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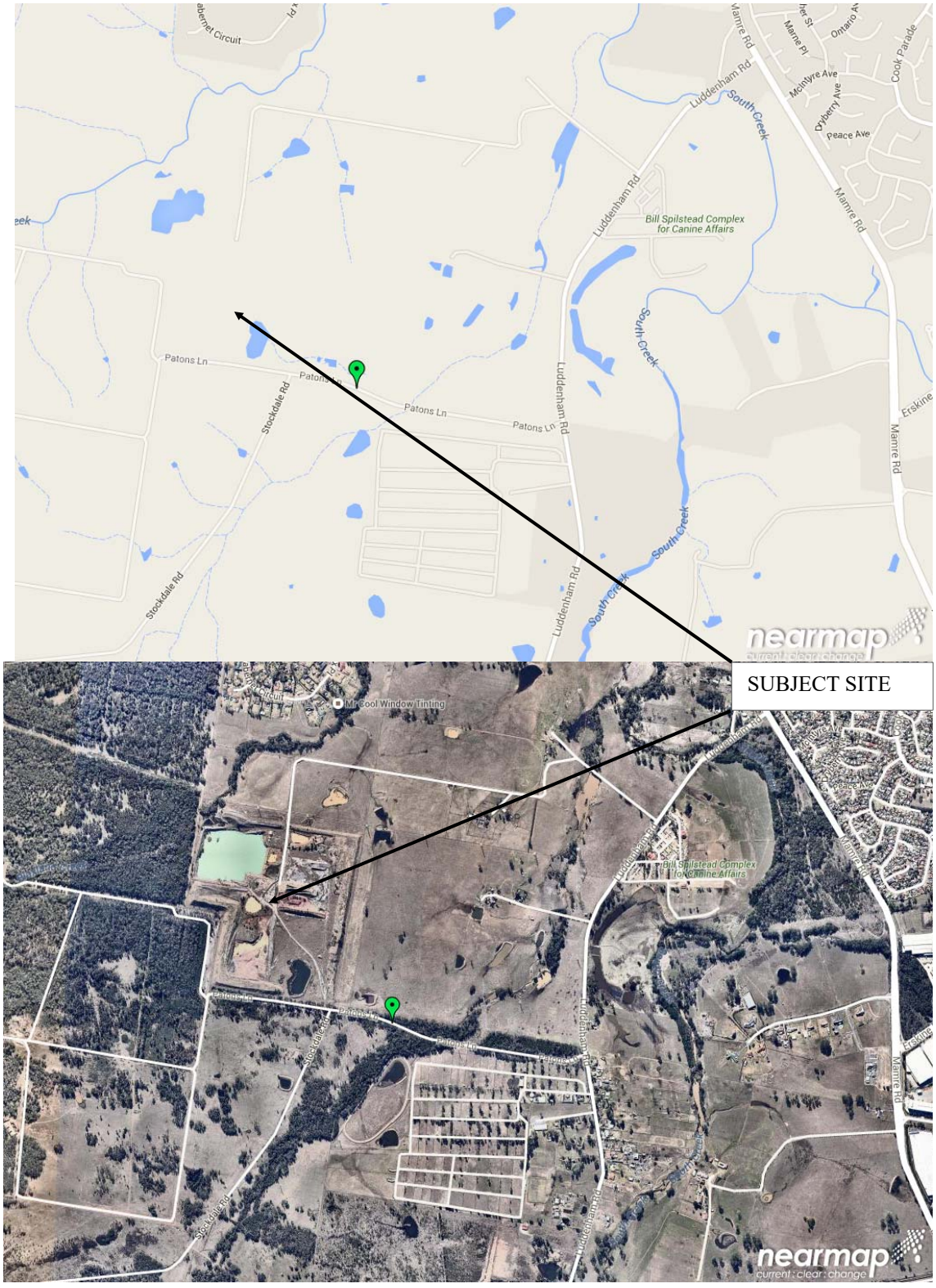

LOCATION

Fig 1

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2. EXISTING TRAFFIC CONDITIONS

The main features of the existing traffic controls in the vicinity of the Project Site are as follows:

- Mamre Road and Luddenham Road generally have an 80 km/h speed limit in the vicinity of this area, however, Luddenham Road, reduces to 60 km/h in the vicinity of Patons Lane.
- The intersection of Mamre Road and Luddenham Road is controlled by seagull line marking.
- The intersection of Luddenham Road and Patons Road has been reconstructed to provide a right turn treatment with a minor holding area in Luddenham Road for right-turning vehicles entering Patons Lane. Stop restrictions exist in Patons Lane at the intersection.
- Mamre Road and Luddenham Road generally have double white centre line marking, however, intermittent overtaking areas are provided.
- Patons Lane has double white centreline provided approaching its intersection with Luddenham Road.
- Mamre Road and Luddenham Road provide one lane in each direction in the vicinity of the Project Site.
- Luddenham Road has a 5t load limit which prohibit vehicles over this weight to travel along Luddenham Road unless the driver has a legitimate delivery or pick up along the route.
- Council has imposed a 33t limit on the Luddenham Road bridge over south Creek.

With regards to the 33t load limit on the bridge, a report prepared by Integrity Testing Pty Ltd Report No. ITPL017-013 dated 21st February 2017 certifies that the bridge "is suitable for traversing by all legally loaded trucks to the Higher Mass Limit (HML) loadings for all categories, in essence this means that ALL legally loaded trucks are safe to use the bridge."

Council has accepted these finding and is in the process of removing the existing 33t load limit which will allow access across this bridge for the construction traffic for this project and later the operation of the site. The Proponent is aware that until Council implements the removal of this load limit, construction vehicles are limited to the existing 33t load limit and that alternative routes are not approved for construction vehicle access and cannot be used.

It should be noted that the approval for this site does not include B-doubles.

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3. PROJECT DESCRIPTION

The principal activities of the project would include the following.

- Construction of the waste recycling and re-processing facility (RRA).
- Site Establishment Works and Activities

The Proponent has provided details of the works and activities included in Site Establishment and the construction of the RRA (expected to take 18 months to complete) in Appendix B.

Patons Lane will be reconstructed in accordance with DA 03/0627 issued 23 June 2003 and the related construction certificate issued 23 August 2003. The approved road design plans for Patons Lane would provide a sealed roadway with a single lane in each direction.

During Site Establishment and construction of the RRA, a range of equipment would travel to and from the Project Site. The principal vehicle types would be as follows.

- Low loaders delivering earthmoving equipment.
- Table-top trucks or tankers delivering parts/equipment/fuel/drainage material for use on site.
- Tri-axle truck and dog trailers for use in transporting clay/shale from the site for brick manufacture or for the construction industry (from Cell 1A).
- Light vehicles used by employees, couriers and visitors.

Schedule 3 Condition 25 of the consent restricts heavy vehicles movements to/from the site to a maximum of 250 vehicles per day.

All deliveries, loading and unloading of material during establishment and construction of the RRA will be wholly on site. During these activities, a range of equipment would travel to and from the Project Site. The principal vehicle types would be as follows.

- Low loaders delivering earthmoving equipment.
- Table-top trucks, tankers delivering parts/equipment/fuel/drainage material/geosynthetics/building materials for use on site.
- Tri-axle truck and dog trailers for use in transporting clay/shale from the site for brick manufacture or for the construction industry.

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- •Tri-axle truck and dog trailers for use in transporting construction materials including aggregates to the project site.

- Agitators delivering concrete to the site.

- Light vehicles used by employees, couriers and visitors.

A condition of consent restricts heavy vehicles movements to/from the site to a maximum of 250 vehicles per day.

All deliveries, loading and unloading of material during establishment and operation will be wholly on site.

4. PROJECT IMPACT

The largest permitted on site is 19m long articulated vehicles or truck and dogs with a maximum weight of 50.5t for the delivery or collection of material. A maximum of 250 heavy vehicle movements to/from the site is permitted per day. Heavy vehicles are defined in the project approval as being vehicles over 5 tonnes GVM.

The heavy vehicles involved with the delivery and collection of material will approach and depart the site via Luddenham Road north of Patons Lane only. Detailed truck routes are described in section 3.4 of this report.

All vehicle access to/from the site will be via a new vehicle access of Patons lane that will be constructed as part of the Patons Lane upgrade.

Construction delivery vehicles will utilise the existing driveways for entry and exit from the site. Employees/sub-contractor vehicles and equipment will be wholly contained on site whenever possible with the exception of works required on the footpath area.

All deliveries, loading and unloading of material during establishment and operation will be wholly undertaken on site. Construction vehicles and equipment will be wholly contained on site.

4.1 Truck Numbers:

The Land and Environment Court has imposed the following condition with regard to heavy vehicle movements:

Heavy Vehicle Movements

25. Despite any other limit in this approval, the proponent shall ensure that heavy vehicle traffic generation for the project does not exceed the maximum limit specified in table 3

Table 3 – Maximum daily heavy vehicle movements

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Maximum daily heavy vehicle movements (including into and out of the site)
250

The weighbridge and administrative staff will monitor the volume and class of each vehicle entering and existing the site in accordance with Schedule 3 Conditions 25 and 26 of the consent. Prior to the construction and commissioning of the weighbridge facilities, the vehicles will be recorded in the site log by gate house staff. Note the gate house will be established on site to control site access and vehicle movements.

4.2 Types of Trucks:

All heavy vehicles will be restricted to 19m articulated or truck and dog tippers restricted to 50.5t as per the report prepared by Integrity Testing Pty Ltd Report No. ITPL017-013 dated 21st February 2017 of the existing bridge on Luddenham Road over South Creek. One off oversized vehicles delivering earth moving equipment if required would be subject to normal application process. No B-double vehicles are permitted on site.

4.3 Operation Times:

The following operation times have been imposed:

Site establishment:

Monday to Friday	7.00am to 6.00pm.
Saturday	8.00am – 1.00pm
Saturdays, Sundays or Public Holidays.	No Work

Operation:

Monday to Friday	7.00am to 5.00pm.
Saturday	8.00am – 2.00pm
Saturdays, Sundays or Public Holidays.	No Work

However, the Land and Environment Court has imposed a condition specifically relating to heavy vehicle operations as follows:

a) Heavy vehicles travelling to or from the site shall not arrive at the site prior to 7am or leave the site 5pm on a weekday and shall not arrive at the site prior to 8am or leave the site after 2pm on a Saturday, or any time on a Sunday or public holiday; and
b) Heavy vehicles travelling to or from the site do not travel upon Luddenham Road south of its junction with Patons Lane.

4.4 Truck Routes:

All heavy vehicles will utilise the State and Regional road system to access Patons lane noting that no heavy vehicles are permitted to approach and depart the site using Luddenham Road south of Patons Lane.

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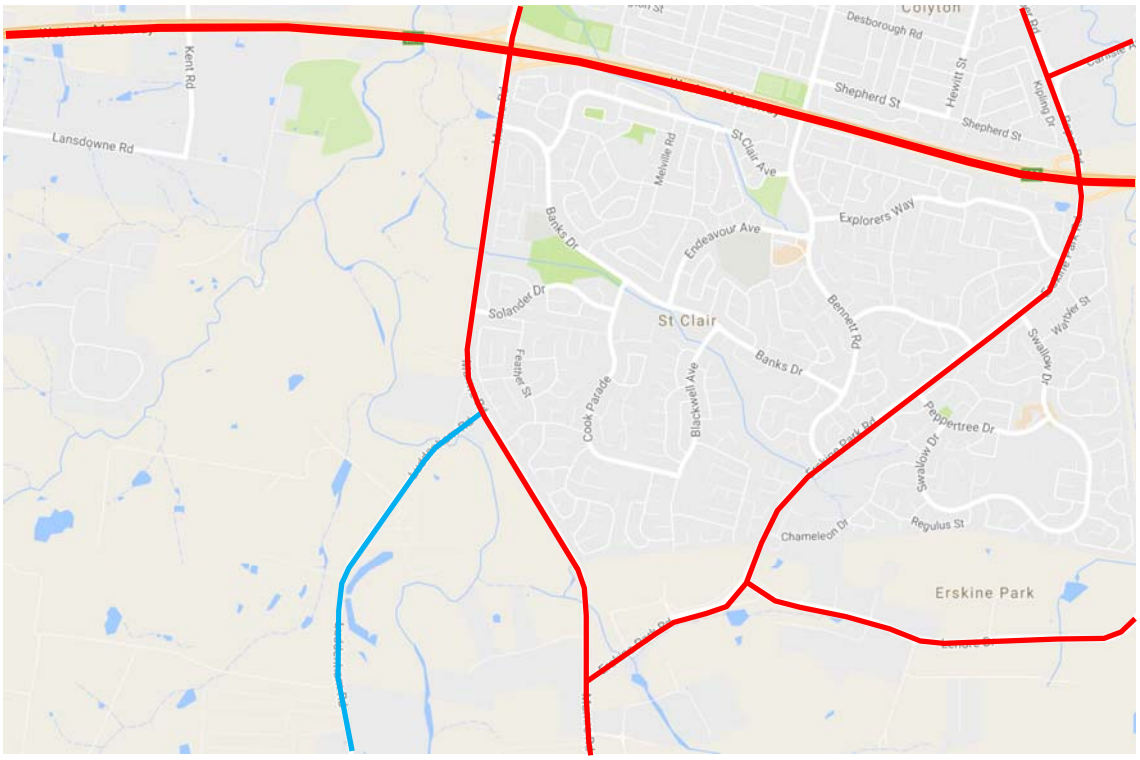
The existing Road Hierarchy in the vicinity of the site is depicted in **Figure 2**. Patons Lane serves a local road function.

A review of the Authority's approved B-double routes plans reveals that Luddenham Road and Patons Lane are not approved B-double roads.



All heavy vehicles would approach the Project Site via Mamre Road, Luddenham Road and Patons Lane. Vehicles travelling to/from the north would likely exit/enter Mamre Road from either the M4 Western Motorway or Great Western Highway. Vehicles travelling to/from the south would enter/exit Mamre Road from Elizabeth Drive and subsequently the Westlink M7. Vehicles travelling from the eastern creek precinct will likely utilise Lenore Lane and Erskine Park Road. **Figure 3 depicts the proposed heavy access routes to/from the site.**

Vehicles would not travel on local roads between the Project Site and the Western Motorway or Westlink M7 except when materials are being received from/delivered to those areas.

ROAD HEIRARCHY
Fig 2

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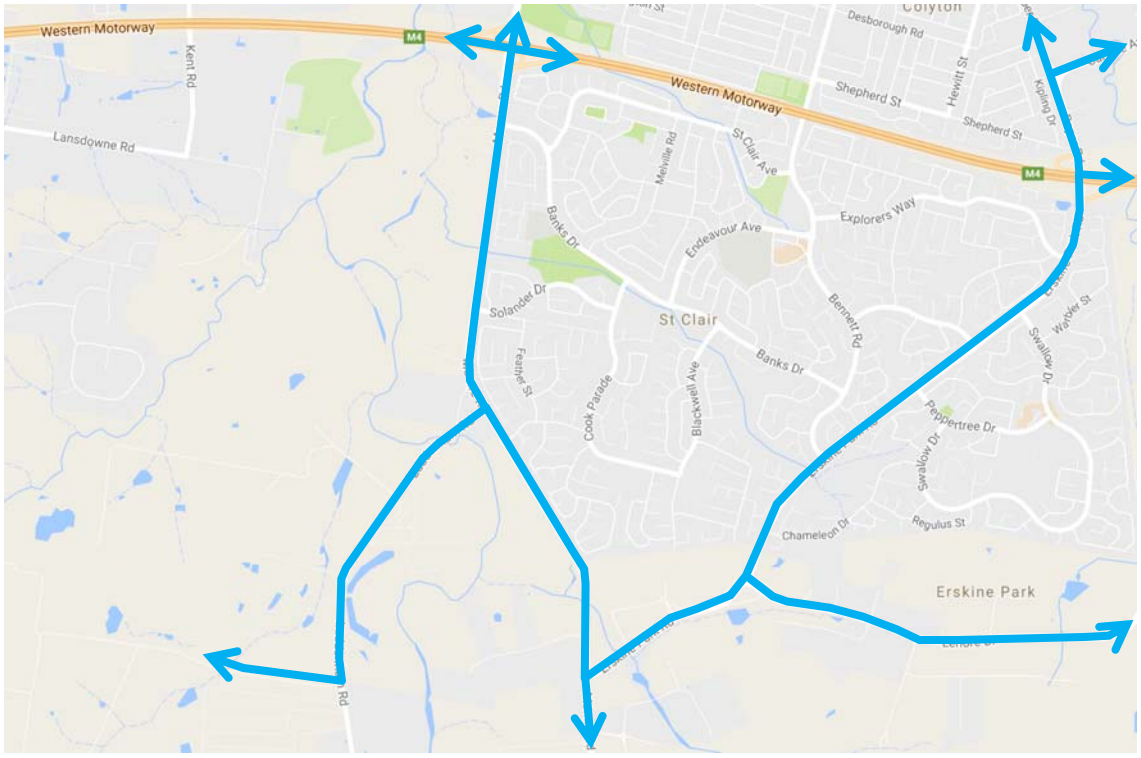
The proposed routes for access to the site by construction traffic are considered appropriate.



Approach and departure routes

PERMITTED TRUCK ROUTES
Fig 3

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4.5 Pedestrian Impact:

No establishment or operation activities will have any impact on the movement of pedestrians.

5. MEASURES TO AMELIORATE IMPACTS

Conditions have been imposed by the Land and Environment Court to minimise the impact of vehicle traffic to and from the site upon adjoining properties particularly in relation to noise. The Transport Code of conduct (attached as Appendix A**)** sets out numerous specific measures to controls noise and other impacts on amenity. These measures include:

- Bans for drivers who repeatedly offend.
- Limits on the use of air brakes
- Banning queuing outside the site
- Strictly enforcing site access hours
- A no tailgating policy
- Covering of loads
- Enforcing compliance with RMS noise emission standards for vehicles
- Enforcing use of non tonal reversing/warning beepers.

The Site Establishment Noise Management Plan (SENMP) (Schedule 4 Condition 26 g) is required to "include an assessment of potential noise and vibration from the proposed construction methods (including noise from traffic) against those objectives;" The noise management protocols relating to traffic have been included in the Traffic Code of Conduct attached to the this Plan as well as the SENMP.

Additionally, the Proponent will install a "no right hand turn for vehicles over 5 tonnes" on Patons Lane for vehicles exiting Patons Lane and entering Luddenham Road.

6. PUBLIC TRANSPORT

No Public transport services are affected by this proposal.

7. EMERGENCY VEHICLES

Emergency vehicles and other road users will not be affected by this proposal.

8. IMPACT UPON EXISTING AND FUTURE DEVELOPENTS

The traffic generated by the works and activities associated with Site Establishment and the construction of the RRA will not have any affect upon existing or future development proposals.

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9. TRAFFIC IMPACT UPON ADJOINING COUNCILS

The proposed truck routes, as a result of the need receive and deliver material to and from the site, will impact on state roads within the adjoining council areas. State Roads are under the care and control of the Roads and Maritime Services, therefore there should be minimal impact upon adjoining Council areas.

10. SITE CONTACT DETAILS

The Patons Lane Resource Recovery Centre current contacts are set out below. Additional site contacts will be made available via the facility website when a Site Office (and eventually a Weighbridge Office) is established and contractors are formally appointed for specific work zones.

Contact	Details
Patons Lane Website	patonslane.com.au
Community hotline operating between 8am and 8pm, Monday to Saturday	0412 586 83324
Email address	community@patonslane.com.au
CEO	jason.walter@patonslane.com.au 0407 261 750
Operations and Compliance	david.white@patonslane.com.au 0434 560 022
Business Development and Community Liaison	lee.smith@patonslane.com.au 0417 408 088

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11. CONCLUSIONS

The works and activities associated with Site establishment and the construction of the RRA are not considered to have any unacceptable traffic impacts upon the existing road operation of the area and the CTMP has revealed:

1. All vehicles associated with establishment and construction can be accommodated on site.

2. There will be no impact to on street car parking.

3. The largest vehicle permitted to access the site is 19m articulated or Truck and Dog combination up to 50.5t.

4. No B-double trucks are permitted on site.

5. No heavy vehicles are permitted to approach or depart the site on Luddenham Road south of Patons Lane.

6. All vehicles can enter and exit the site in a forward direction

7. The proposed routes for access to the site by construction traffic are considered appropriate.

8. The traffic generated by the works and activities will not have any unacceptable impact upon the current operation of the surrounding road network.

9. The works and activities will not have any impact upon the existing road network, emergency vehicles, public transport, pedestrians or cyclists.

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APPENDIX A TRANSPORT CODE OF CONDUCT

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PATONS LANE RESOURCE RECOVERY CENTRE,

GOOD NEIGHBOUR POLICY

123-179 PATONS LANE, ORCHARD HILLS

TRANSPORT CODE OF CONDUCT

The management of the Resource Recovery Centre expect all **HEAVY VEHICLE CONTRACTORS AND HEAVY VEHICLE DRIVERS** delivering or collecting to and from Patons Lane, Resource Recovery Centre to abide by this Code of Conduct which has a particular focus on minimising traffic impacts on our neighbours, especially in relation to noise.

We look forward to long and successful relationship with all our stakeholders including drivers accessing the site and our **neighbours**. Accordingly, drivers complying with this code of conduct will be rewarded while drivers who do not comply will be penalised, and if the breaches are serious enough, or repeated offences occur, these drivers will be banned from the site.

Under this Transport Code of Conduct driver acknowledge that there will be penalties for offending and reoffending drivers.

Serious offences may result in immediate banning from the site (i.e. dangerous or negligent driving)

Minor offences (e.g. inappropriate use of engine brakes, queuing outside operational hours/ early late arrival at site, tailgating neighbours or others) will result in the implementation of the "three strikes" protocol prior to banning from the site. i.e. three substantiated offences and drivers will be banned from entering the site.

Bans: The length of the ban will depend on the seriousness of the offence, and steps taken by the driver/employee after the initial banning to remedy the problems caused and mitigate the potential for reoffending. Bans will be issued by the General Manager on the advice of the Supervisor. Weighbridge or site office staff controlling entry and exit from the site will implement this protocol.

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Under this Transport Code of Conduct Drivers also agree that:

1. Truck noise shall be minimised at all times.

2. Undertakings from the Construction Traffic Noise Management plan shall be adhered to as follows:

   a. **Driver awareness program.**

      All drivers access the site will be subject to a site induction which will include the signing of an undertaking to abide by this Transport Code of Conduct and to minimise noise impacts.

   b. **Maintenance of Vehicles**

      All heavy vehicles will need to comply with RMS Noise Emission standards for individual vehicles. Contractors accessing the site will legally bound to supply equipment and trucks that comply with the required noise emission criteria.

      Drivers are advised that periodic checks for compliance with RMS Noise Emission standards for individual vehicles will be conducted by nominated personnel, either a site officer trained in operating a sound level meter or by a qualified consultant. The hand-held noise monitor will be a Type 1 or 2 noise monitor with a current NATA calibration.

   c. **Identification and rectification of non-complying vehicles.**

      Vehicles suspected by the gate house or weighbridge (or the Supervisor) not to comply with noise emission requirements will be tested by suitably trained nominated personnel who will check heavy vehicles for compliance. Heavy vehicles deemed to being non-compliant by this testing will be excluded from the site until such time that a suitable repair has been undertaken and documentation produced to confirm the repair and compliance.

   d. **Control of engine braking noise.**

      Drivers agree to not use exhaust brakes on Luddenham Road within 500m of the intersection with Patons Lane and at all times whilst travelling on Patons Lane and at no times on the Site.

   e. **Non-Tonal Reversing Beepers shall be fitted.**

      Contractors and equipment suppliers will be legally bound to supply machinery and heavy vehicles that are fitted with “growler” non tonal type reversing beepers.

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f. **No "Tailgating"**

Neighbours have expressed specific concerns about the safety of local passenger vehicle traffic entering and exiting driveways on Luddenham Road. Accordingly, drivers are asked to pay particular attention to giving these vehicles appropriate clearance distances to allow passenger vehicles to undertaken these turns without undue stress or pressure that may result from having a heavy vehicle close behind.

g. **Covering and Securing of All Loads**

Drivers are required to ensure that all loads are secured and covered. Covers are not to be removed until vehicles are on site

3. Maximum Speed limit on site is **20 km/h.**

4. Convoys or multiple trucks travelling closely together are not acceptable.

5. Max weight of all vehicles is to be 50.5t

6. Heavy vehicles travelling to or from the site do not travel upon Luddenham Road south of its junction with Patons Lane.

7. No heavy vehicles shall travel to or from the site along Luddenham Road south of Patons Lane.

8. **Restriction of Hours**

No queuing on approach roads prior to opening hours. Neighbouring residents are only a short distance from the entrance to Patons Lane at the Luddenham Road intersection. These neighbours have access to a hotline number and will report offending vehicles.

Access to the site is only available between:

- 7am and 5 pm on a weekday and
- 8 and 2pm on a Saturday,

Notwithstanding these provisions, the heavy vehicles travelling to or from the Site shall only arrive at the site and leave between these hours. Additionally, **no** heavy vehicles accessing the site will be permitted to queue outside the site entrance. For clarities sake, heavy vehicles travelling to or from the site shall not arrive at the site prior to 7am or leave the site after 5pm on a weekday and shall not arrive at the site prior to 8am or leave the site after 2pm on a Saturday, or any time on a Sunday or public holiday.

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9. Register of Daily Truck Movements

In order to comply with the vehicle movement limits, a gate house will be established to control and record all vehicle access to the site. All vehicle drivers must report to the gate house to allow staff to collect appropriate details

10. **Directions on Site**

Road rules are to adhered to at all times. Heavy vehicle drivers must comply with all speed limits posted on site subject to the maximum speed limit of 20km/hour. Drivers will be directed to one of two main construction zones. Superintendents for these construction zones will have traffic controls operating in these zones. Drivers are to follow directions given by the traffic controllers in these zones.

11. **UHF Radio**

Drivers will be required to carry a UHF radio and utilize the nominated site UHF channel which will be advised upon arrival at the gatehouse.

Attached is a plan indicating the permitted heavy vehicle routes to and from the site

Signed

Jason Walter

Patons Lane RRC

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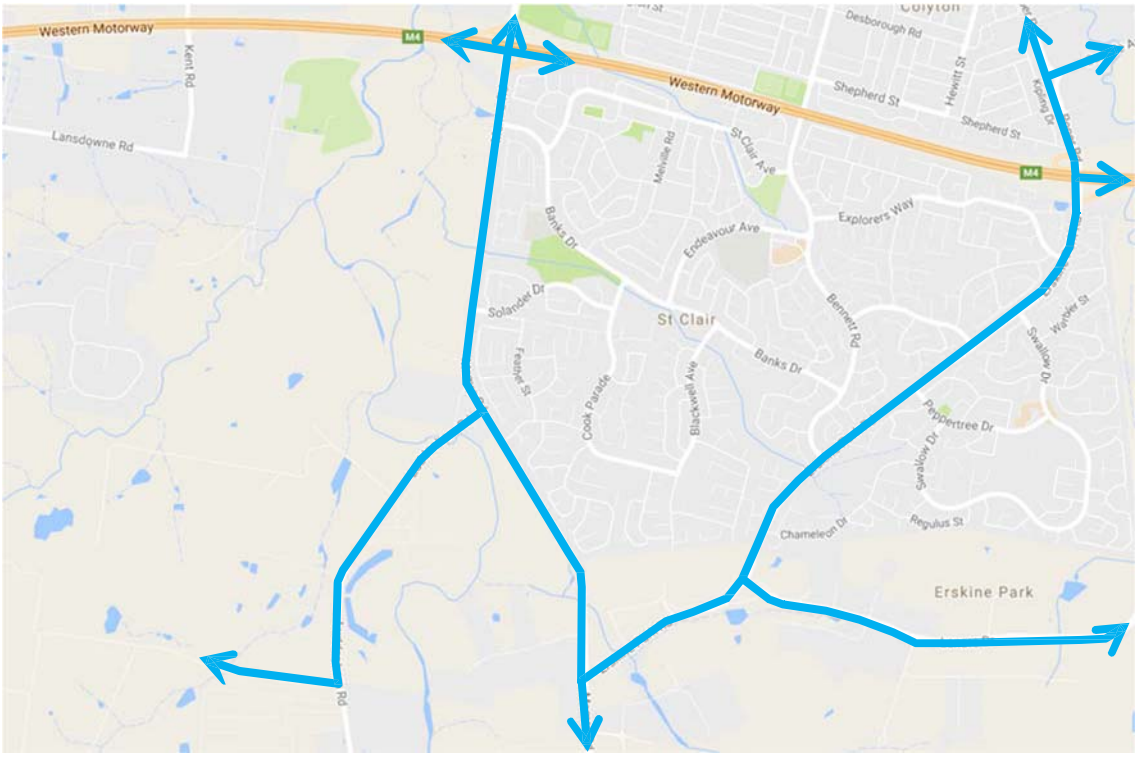

Approach and departure routes

PERMITTED TRUCK ROUTES

I agree to the Transport Code of Conduct

Signed	
Name (please print)	
Date	
Mobile	
Email	
Employer	
Registration	
Drivers Licence No.	

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APPENDIX B MANAGEMENT PLAN FRAMEWORK - WORKS AND ACTIVITIES ASSOCIATED WITH SITE ESTABLISHMENT AND THE CONSTRUCTION OF THE RECYCLING AND RE-PROCESING AREA

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MANAGEMENT PLAN FRAMEWORK - WORKS AND ACTIVITIES ASSOCIATED WITH SITE ESTABLISHMENT AND THE CONSTRUCTION OF THE RECYCLING AND RE-PROCESING AREA

1. Management Plan Framework

The Project Approval requires that this Plan and other plans of management be approved by the Department of Planning and Environment (DP&E) prior to the commencement of the Site Establishment works and activities (i.e. construction works). Additionally, verification of these Plans and other documentation is required via the Pre-Site Establishment Audit process prior to the commencement of any Site Establishment works. These Plans have been developed to acquit these requirements and, once approved by DP&E, are required to be attached to the Landfill Environmental Management Plan (LEMP) which will provide the overarching environmental management framework for the project. Once completed and verified by the Pre-Site Establishment Audit the Proponent can proceed to commence the Site Establishment works. These requirements are set out schematically in Figures 1 and 2.

Additional Plans are required to be approved and verified via a separate Pre-Operational Compliance Audit which must be completed prior to the commencement of operations (i.e. the receipt of any waste materials).

Given the long term nature of the project (25 years), approval was obtained from DP&E pursuant to Condition 32 of Schedule 3 of the Project Approval to submit all but two Plans in stages with Stage 1 defined as being works and activities up to the completion of the extraction of Cell 1 which is estimated to take 5 – 7 years. These Stage 1 Plans will need to be updated prior to undertaking subsequent Stages 2 and 3.

The other two plans required to be submitted prior to the commencement of Site Establishment works have been prepared to cover Site Establishment works including the construction of the Recycling and Re-processing Area which are expected to take 18 months to complete. The scope of the Site Establishment works, Construction of the RRA and Stage 1 works and activities are set out in further detail below.

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Figure 1

Plans Covering Stage 1 of the Project – (construction works and operation for 5-7 years)

Landfill Environmental Management Plan

Plans to be incorporated in the LEMP

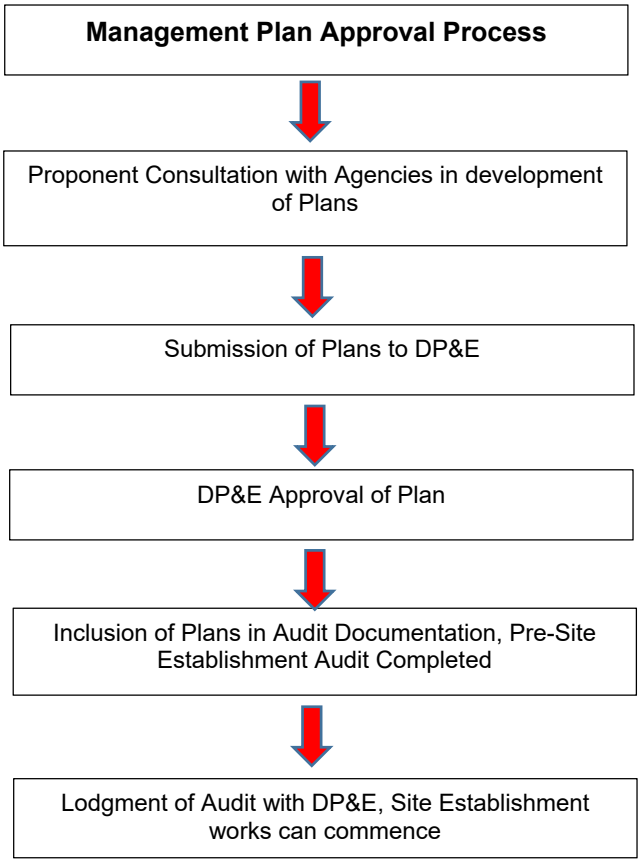
- Quarry Operation Management Plan
- Detailed Engineering Plans
- Asbestos and Contamination Management Plan
- Air Quality and Greenhouse Gas Management Plan
- Soil, Water and Leachate Management Plan
- Fire and Emergency Management Plan
- Rehabilitation Plan
- Landfill Environmental Management Plan
- Construction Quality Assurance Plan Bund Wall, Landscaping and Vegetation Management Plan

Plans Covering Site Establishment works and construction of the RRA (i.e. construction works only – no operations – first 18 months of the project)

Additional Plans required to be incorporated in the LEMP

- Construction Traffic Management Plan and Bridge Investigation
- Site Establishment Noise Management Plan (SENMP)

Figure 2



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2. Scope of Site Works and Activities Included in Stage 1

The Department of Planning and Environment approved the lodgement of all but two management plans on a staged basis. Stage 1 is defined as being up to the completion of excavation of Cell 1 which includes all Site Establishment works and Cells 1A, 1B and 1C. Management plans will be updated in future prior to additional works being commenced (such as Cells 2 and 3) which constitute stages 2 and 3.

Stage 1 works and activities are made up of the following components.

- Site Establishment works and activities
- Construction of the Recycling and Reprocessing Area (RRA)
- Operation of the Landfill and the RRA and cell construction up to the completion of the excavation of Cell 1 (made up of Cells 1A, 1B and 1C)

Stage 1 is expected to take 5-7 years to complete.

It is confirmed that Plans for Stage 1 have been prepared based on the impacts of the above activities being carried out on a full operational level i.e. up to the maximum permitted tonnages and vehicle movements as permitted by the Project Approval which are summarised below.

Hours of Construction:

- Monday to Friday 7am to 6pm; and
- Saturday 8am to 2pm

General Operating Parameters

- Total input: up to 450,000 tonnes per annum (tpa)
- Waste recycled: up to 350,000 tpa
- Waste landfilled: up to 205,000 tpa
- Heavy Vehicles: up to 250 heavy vehicle movements per day
- Maximum resource export rate: 160,000 tpa
- Maximum stockpile height: RL 54 m AHD
- Construction: 10 – 15 people
- Operation: 20 people full time, plus up to 10 part-time contractors
- Hours of Operation:
  - Monday to Friday 7am to 6pm; and
  - Saturday 8am to 2pm

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3. Scope of Site Works and Activities Included in Site Establishment and Construction of the Recycling and Reprocessing Area

The details of these works and activities which have been included in the assessment undertaken to develop the Construction Traffic Management Plan and the Site Establishment Noise Management Plan (SENMP) are set out below.

These construction activities are expected to 18 months to complete and will be carried out within the following parameters.

Hours of Construction:

- Monday to Friday 7am to 6pm; and
- Saturday 8am to 2pm

Personnel

- Construction: 10 – 15 people

4. Scope of Site Works and Activities Included in Site Establishment

The site establishment works and activities are as follows:

- Construction/shaping of the northern face and much of the eastern face to their final rehabilitated landform and landscaping of those faces
- Construction of the northern face will be achieved through the following:
    - Reshaping the existing northeastern and northwestern bund walls, by reducing its height in some areas, raising its height in other areas to create an even northern face with a maximum elevation of 53 m AHD, and a more gentle northerly slope than currently exists. The new northern face and acoustic mound will provide acoustic protection for the earthmoving and landfilling equipment/vehicles operating within Cells 1 and 2. The acoustic mound will be removed at the conclusion of capping in Cell 2 when it is no longer needed for acoustic protection
    - Areas to the north of the acoustic mound will be regraded to their final rehabilitated landform with slopes of approximately 5%. Final landscaping of these areas will occur during site establishment
- Partial rehabilitation of the existing southern and southwestern bund walls through the reduction in the elevation to an approximate elevation of between 57 m AHD and 58 m AHD such that they will not be visible from any residence within The Vines Estate. Once re-shaped, the surface and adjoining batter slopes will be revegetated
- Upgrading and sealing of Patons Lane and upgrading the entrance to the site (from Patons Lane) together with the refurbishment of the existing dual weighbridge and associated office

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- Site preparatory works within the recycling and re-processing area to create the required landform and create a suitable pad for the materials recycling facility warehouse and mobile recycling equipment
- Construction and commissioning of the on-site wheel wash facility
- Upgrading and sealing the internal road network beyond the proposed wheel wash facility to the exit point from the recycling and re-processing area.
- Building and construction works and infrastructure works as shown in Figure 3 below.

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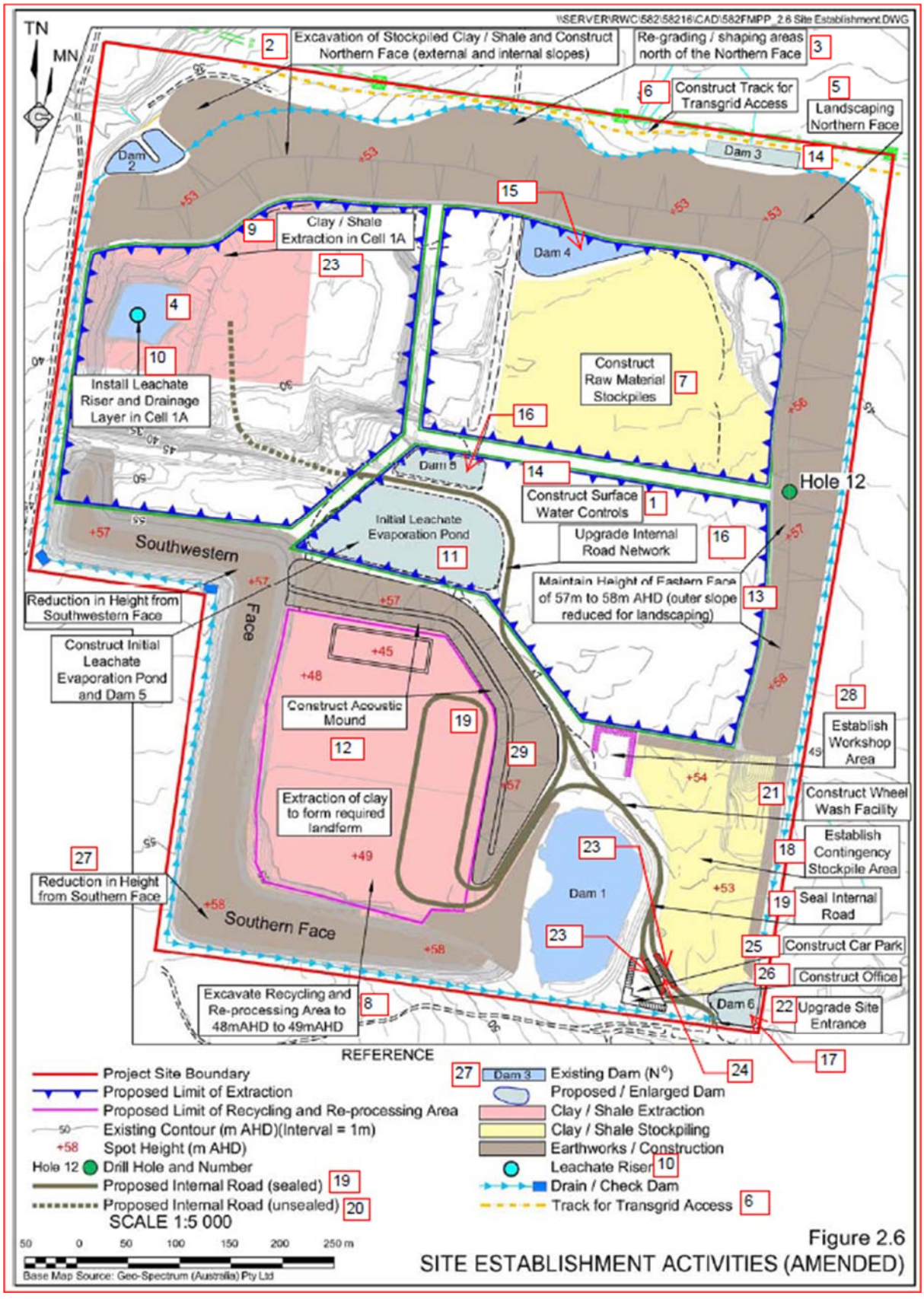
Figure 3



Source – Figure 2.6 Further Modified Project Report

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These works and activities will be undertaken generally in the order set out below (and referenced on Figure 3) noting that the scheduling of specific works will be dependent on factors such as weather, commercial factors including contractor availability, specific logistical requirements and many other issues and will vary accordingly. In addition, many of the works and activities will need to be undertaken simultaneously.

1. Construct Surface Water Controls (integrate dams as required)
2. Excavation of stockpiled Clay/Shale and Construct Northern face (external and Internal slopes)
3. Regrading / shaping areas north of the Northern Face
4. Dewatering of quarry void
5. Landscaping Northern Face
6. Construct Track for Transgrid Access
7. Construct Raw Material Stockpiles
8. Excavate Recycling and Re-processing Area to 48m AHD to 49m AHD. Extraction of clay to form required landform
9. Clay / Shale Extraction in Cell 1A, then 1B and 1C
10. Install Leachate Riser and Drainage Layer in Cell 1A and then 1B
11. Construct Initial Leachate Evaporation Pond
12. Construction of Recycling and Re-processing Area infrastructure (see Figure 2 overleaf for details)
13. Maintain Height of the Eastern Face of 57m to 58m AHD (outer slope reduced for landscaping)
14. Construct re-establish Dam 3 (3A&B)
15. Construct re-establish Dam 4 (4A)
16. Construct / re-establish Dam 5(5A)
17. Construct Dam 6
18. Establish Contingency Stockpile Area
19. Upgrade Internal Road Network [sealed]
20. Upgrade Internal Road Network [unsealed]
21. Construct Wheel Wash Facility
22. Upgrade Site Entrance
23. Upgrade Existing Weighbridges
24. Upgrade Existing Weighbridge Office (Site Compound)
25. Construct Car Park
26. Construct Office
27. Reduction in Height from Southwestern Face
28. Establish Workshop Area
29. Construct Acoustic Mound

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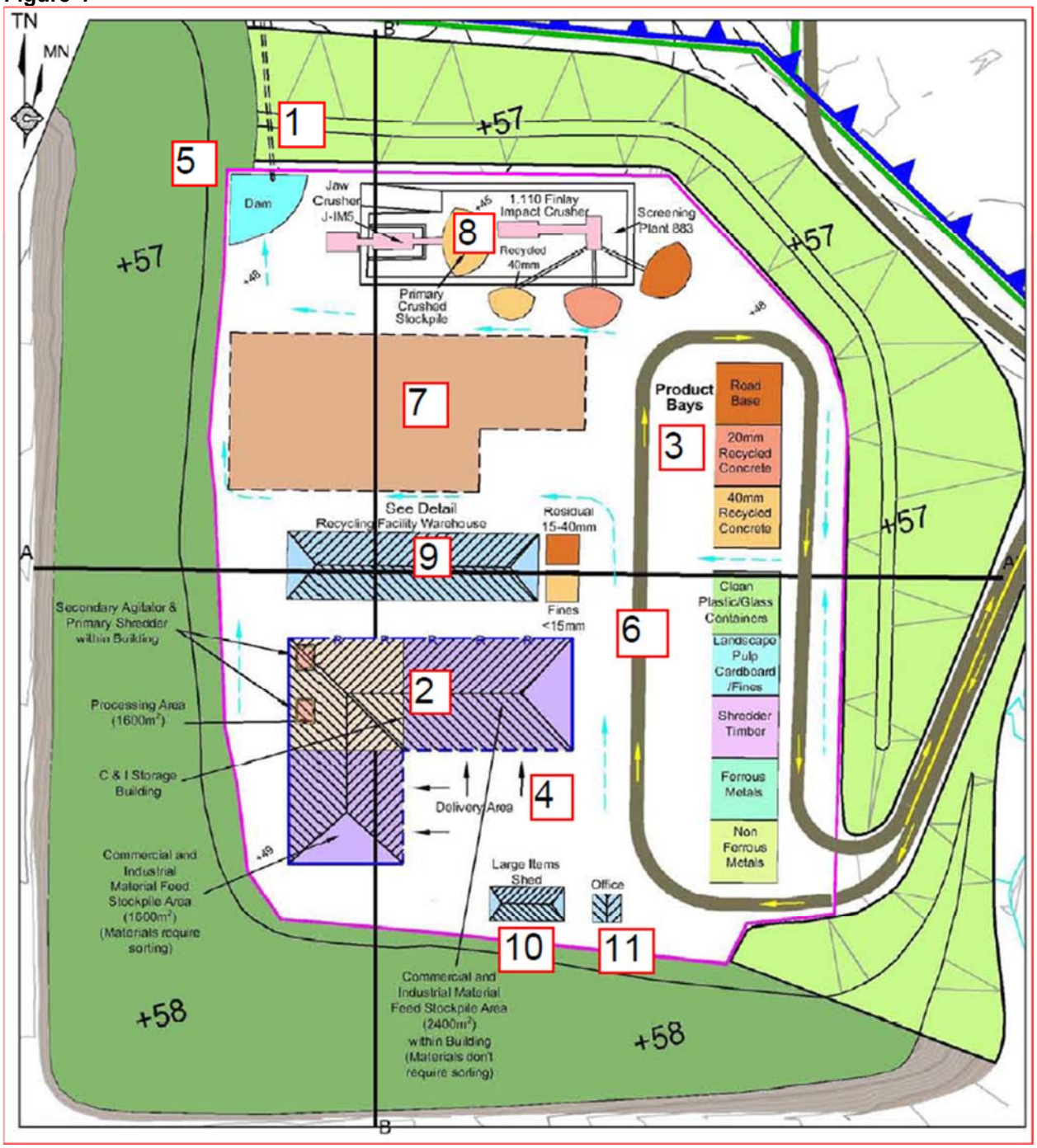
5. Scope of Site Works and Activities Included in the Construction of the Recycling and Re-processing Area (RRA)

The management plans have been based on the impacts of the construction of the entire RRA. The layout of the RRA is set out below at Figure 4. These items are largely buildings and structures that will be subject to Construction Certificates, BCA regulations and Occupation Certificates certified by an approved certifying authority.

Figure 4



Source - Figure 2.8 from Further Modified Project Report.

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The infrastructure permitted to be constructed as part of the in the Approved Development in the RRA will be undertaken generally in the order set out below (and referenced on Figure 4) noting that the scheduling of specific works will be dependent on factors such as weather, commercial factors including contractor availability, specific logical requirements and many other issues and will vary accordingly. In addition, many of the works and activities will need to be undertaken simultaneously

1. Drainage works
2. C&I Storage and Reprocessing Building
3. Product Bays
4. Delivery Area - concrete apron
5. Small Dam
6. Road network
7. External C&D waste stockpile area
8. External C&D Waste processing area
9. Recycling facility Warehouse
10. Large Items Shed
11. Office

6. Scope of Site Works and Activities Included in the Operation of the Landfill, and Recycling and Reprocessing Area and cell construction up to the completion of the excavation of Cell 1

These works and activities are included in Stage 1 and will be undertaken following the completion of the Site Establishment works (subject to confirmation via Pre Operation Compliance Audit) and once the Recycling and Reprocessing Area is constructed (subject to an occupation certificate) and is operational.

The specific works and activities are the:

- Emplacement of wastes into Cell 1A.
- Construction of Cell 1B and 1C including the selective extractive operations to extract the clay / shale resource and related stockpiling activities.
- Receipt and processing of wastes in the RRA with residuals being emplaced in Cell 1A and 1B.

Figure 5 overleaf shows the general arrangement of Cell 1.

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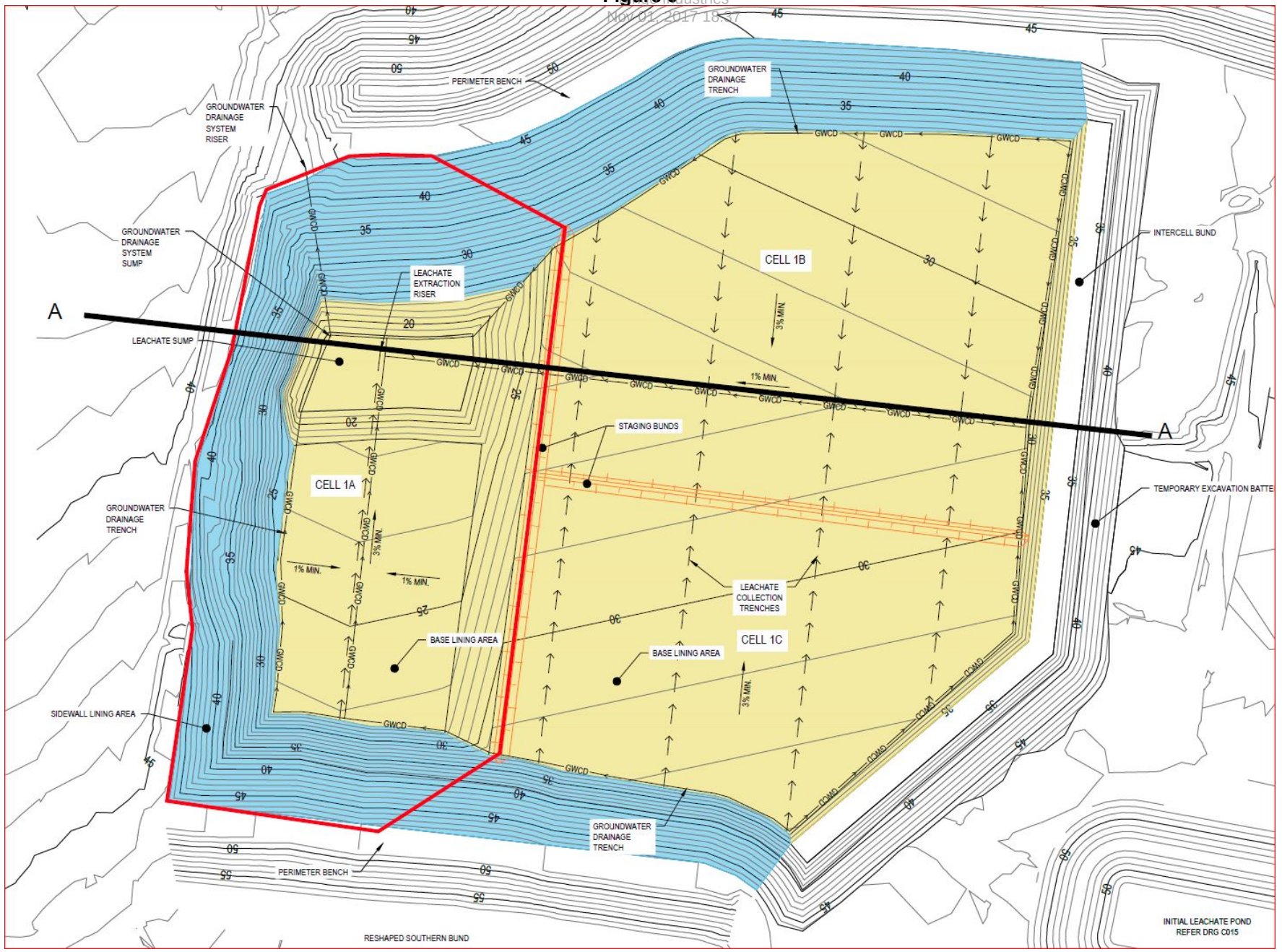
Figure 5



Source – Drawing GHD 21-25736-C003

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