

asongroup



# **Operational Traffic Management Plan**

ESR Horsley Logistics Park

327-355 Burley Road, Horsley Park (Lot 201)

14/04/2022

1328r06

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## Document Control

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# Glossary

Acronym	Description
AGRD	Austrroads Guide to Road Design
AGTM	Austrroads Guide to Traffic Management
CC	Construction Certificate
Compass Drive	Previously known as the Western North South Link Road (WNSLR)
Council	Fairfield Council
CTMP	Construction Traffic Management Plan
DA	Development Application
DCP	Development Control Plan
DoS	Degree of Saturation
DPIE	Department of Planning, Industry and Environment
FSR	Floor space ratio
GFA	Gross Floor Area
HRV	Heavy Rigid Vehicle (as defined by AS2890.2:2018)
LEP	Local Environmental Plan
LGA	Local Government Area
LoS	Level of Service
MOD	Section 4.55 Modification (also referred as a S4.55)
MRV	Medium Rigid Vehicle (as defined by AS2890.2:2018)
NHVR	National Heavy Vehicle Regulator
OC	Occupation Certificate
RMS Guide	Transport for NSW (formerly Roads and Traffic Authority), Guide to Traffic Generating Developments, 2002
S4.55	Section 4.55 Modification (also referenced as MOD)
S96	Section 96 Modification (former process terminology for an S4.55)
SRV	Small Rigid Vehicle (as defined by AS2890.2:2018)
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales
TIA	Transport Impact Assessment
TIS	Transport Impact Statement
veh/hr	Vehicle movements per hour (1 vehicle in & out = 2 movements)
WNSLR	Western North South Link Road (Refer also Compass Drive)

# 1 Introduction

## 1.1 Overview

Ason Group has been engaged by ESR Australia to prepare an Operational Traffic Management Plan (OTMP) in relation to Lot 201, within the ESR Horsley Logistics Park (ESR).

The Proposal for Lot 201 consists of 40,576 m<sup>2</sup> of combined warehouse, office, amenity, and retail floorspace. A breakdown of the key development details is provided below.

**TABLE 1: LOT 201 DETAILS**

	Land Use	Warehouse 1	Warehouse 2A	Warehouse 2B	Estate Cafe
<b>Building (GFA)</b>	Warehouse <sup>2</sup>	19,731 m <sup>2</sup>	5,150 m <sup>2</sup>	13,553 m <sup>2</sup>	-
	Office	536 m <sup>2</sup>	578 m <sup>2</sup>	415 m <sup>2</sup>	-
	Amenity	553 m <sup>2</sup>	-	-	-
	Retail	-	-	-	60 m <sup>2</sup>
<b>Parking Provisions</b>	Car	108 Spaces	98 Spaces	22 Spaces <sup>1</sup>	6 Spaces
	Bicycle	4 Spaces	8 Spaces	4 Spaces	-
<b>Docks</b>	Loading Bays	13 Bays	6 Bays	10 Bays	-

Note: 1) including 2 provisional car parking spaces.

2) For Warehouse 2A: sum of 5,000 m<sup>2</sup> warehouse GFA and 150 m<sup>2</sup> waste area/plant room GFA.  
For Warehouse 2B: sum of 13,403 m<sup>2</sup> warehouse GFA and 150 m<sup>2</sup> waste area/plant room GFA.

The proposed parking provision of Lot 201 as outlined above readily satisfies the minimum parking requirements (171 spaces) outlined in Condition A8 of the approval.

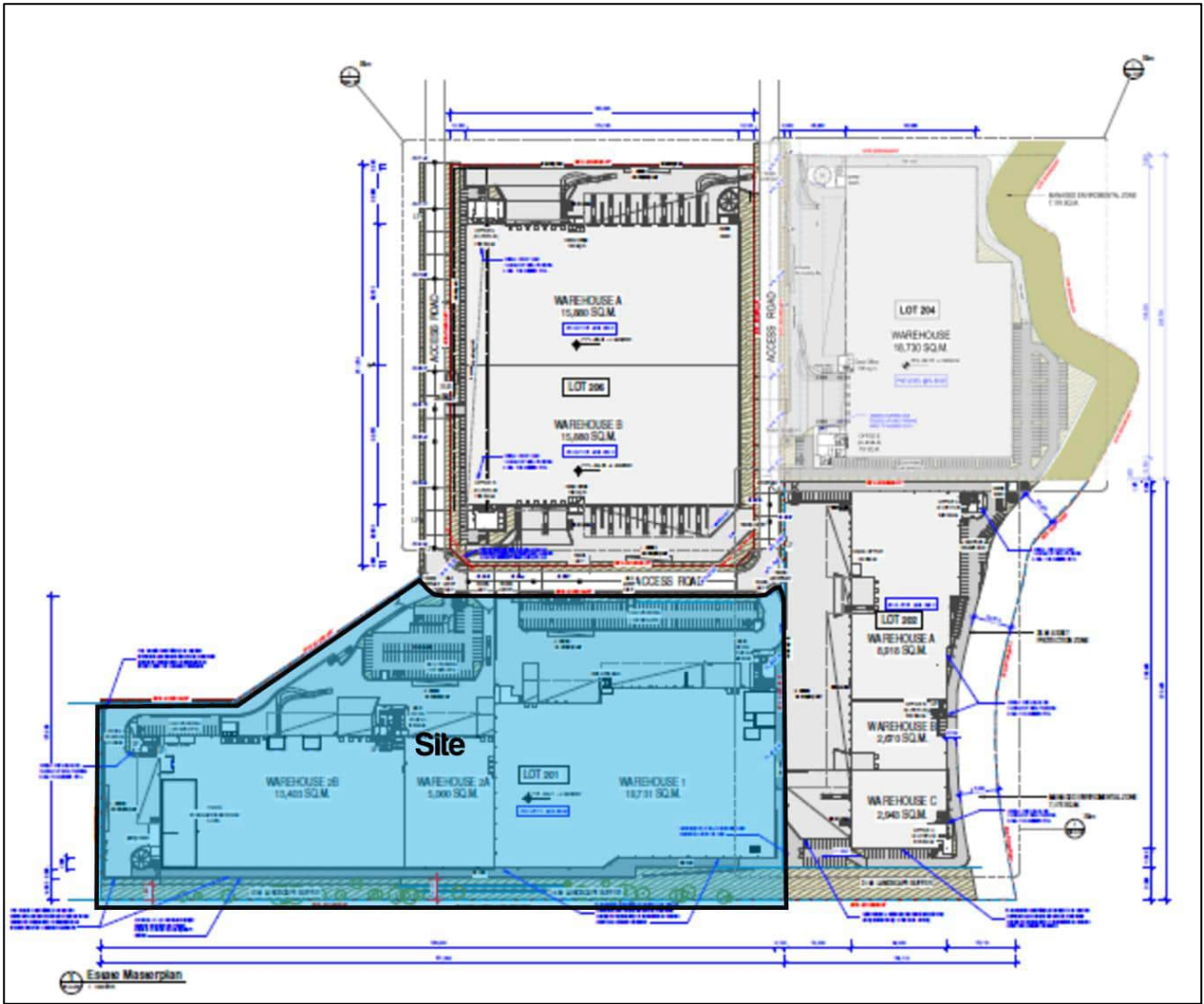


Figure 1: Horsley Logistics Park Context Showing Warehouse Lot 201 (Mod 5)

This OTMP is in response to Condition B27A of the Amendments to Lot 201 (SSD-10436-Mod-5), dated 21 February 2022. **Table 2** outlines these conditions.

**TABLE 2 CONDITIONS OF CONSENT (SSD 10436-MOD-5)**

	Condition	Response
B27A	Prior to the commencement of operation of the first tenancy within Lot 201 of the development, the Applicant must prepare an Operational Traffic Management Plan (OTMP) for Lot 201. The OTMP must form part of the OEMP required by condition C6 and must:	
(a)	be prepared by a suitably qualified and experienced expert, in consultation with Fairfield City Council and to the satisfaction of the Planning Secretary;	Consultants from Ason Group are suitably qualified Traffic Engineers. Council and the Planning Secretary shall be consulted following preparation of this plan, with relevant updates (if required) made following that consultation.

<b>(b)</b>	detail the numbers and frequency of truck movements, sizes of trucks and vehicle routes;	Hours of operation – refer Section 2.3. Lot 201 will operate 24/7. Section 2.4 outlines the maximum permissible vehicle size, truck routes and all approved B-double truck routes. The Site has been designed for access by 26m B-doubles. Larger vehicles shall be subject to separate permit approvals via the National Heavy Vehicle Regulator; a process that requires separate endorsement by Council outside the scope of this OTMP.
<b>(c)</b>	include measures to maintain road safety;	Refer to Section 5.2 for measures to maintain road safety.
<b>(d)</b>	include details of a traffic management system to avoid conflicts between vehicles entering, exiting, and manoeuvring within Lot 201, including but not limited to traffic signals, detector loops and push buttons, regulatory traffic signs and line marking;	Refer to Section 3.2.3 for details of the traffic management system for Lot 201.
<b>(e)</b>	include details of ongoing maintenance measures for the traffic management system;	Refer to Section 5 for details of ongoing maintenance measures for the traffic management system.
<b>(f)</b>	include contingency traffic management measures to be implemented in the event of traffic management system failure;	Refer to Section 5.2 and Table 5 for details on contingency traffic management measures in response to traffic management system failure.
<b>(g)</b>	include a program to monitor the effectiveness of the traffic management system; and	Refer to Section Table 5 for details on monitoring the effectiveness of the traffic management system.
<b>(h)</b>	include a Driver's Code of Conduct addresses procedures to ensure drivers implement safe driving practices.	A driver Code of Conduct can be found in Section 3.8. The drivers code of conduct addresses ways to minimise the impacts on the road network, with other road users, ensure truck routes are utilised and to manage pedestrian movements which all stem from following the NSW road rules.
<b>B27B</b>	The Applicant must:	
<b>(a)</b>	not commence operation of Lot 201 until the OTMP required by Condition B27A is approved by the Planning Secretary; and	Noted.
<b>(b)</b>	implement the most recent version of the OTMP approved by the Planning Secretary for the duration of operation of Lot 201.	Noted - the most up to date version of the approved OTMP shall be implemented at all times, once operational. Any updates to this OTMP shall be communicated to relevant stakeholders, including Council, TfNSW, DPIE and building tenants.

## 1.2 Background

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This OTMP has been prepared specifically for Lot 201 and relates to the operation of three warehouses within ESR which was granted approval on 21 February 2022 as part of the ESR Horsley Logistics Park state significant development (SSD-10436).

Further background can be found online via the Major Projects website<sup>1</sup>.

## 1.3 Purpose of this Report

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The purpose of this OTMP is in response to condition B27A (as outlined above) and other requirements, and form part of the Site's OEMP prepared separately. It provides guidance in relation to the parking and traffic management arrangements for Lot 201 with an overall objective to ensure safe and efficient movement of vehicles and personnel. This plan details the following:

- Thresholds for the type, frequency, and number of trucks within to the Site,
- Detail the access and parking arrangements to ensure no queuing on the public road network,
- Appropriate internal traffic controls and signage,
- Driver Code of Conduct,
- Proposed crossings and signage for safe movement of pedestrians between designated carpark to the office areas,
- Details in relation to governance and administration of the plan.

## 1.4 Exclusions

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This OTMP does not cover the following:

- Traffic and pedestrian management associated with construction activities. Reference should be made to relevant Construction Traffic Management Plans (CTMP) or Traffic Guidance Schemes (TGS's) specific to those works, as required.
- Traffic and parking management within the broader ESR area.
- Transport of Dangerous Goods is not covered by this OTMP. A Transport Emergency Response Plan (TERP) is required prior to transport of any Dangerous Goods. It is expected that such plans will be prepared by the Tenant involved in the transport of Dangerous Goods to/from the individual businesses within the Estate.

## 1.5 References

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In preparing this Plan, reference is made to the following:

- Ason Group, Transport Assessment, ESR Horsley Logistics Park – SSD 10436 (Modification 1), dated 3 May 2021 (Mod 1 TA Report)

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<sup>1</sup> <https://www.planningportal.nsw.gov.au/major-projects/projects/esr-horsley-logistics-park>

- Department of Planning & Environment, Assessment Report – ESR Horsley Logistics Park, State Significant Development Application (SSD 10436), March 2021
- Department of Planning & Environment, SSD 10436 Development Consent, 31 March 2021
- Department of Planning & Environment, SSD 10436 Mod 5 Development Consent, 21 February 2022
- National Transport Commission, Australian Code for the Transport of Dangerous Goods by Road & Rail, Edition 7.5, dated 2017.
- RMS Technical Direction TDT 2013/04a, Guide to Traffic Generating Developments – Updated traffic surveys (RMS Guide TDT 04a)
- Roads and Maritime Services (RMS), Guide to Traffic Generating Developments (RMS Guide)
- TransGrid, TransGrid Easement Guidelines – Third Party Development



# 2 Precinct Details

## 2.1 ESR Horsley Logistics Park Overview

ESR is a warehouse and industrial development situated in Kemps Creek. ESR lies within the Western Sydney Employment Area (WSEA), and it is important to note that there is a site-specific WSEA – Fairfield Development Control Plan (WSEA FDCP 2016) for the entire Site.

A total development floor area of 108,739 m<sup>2</sup> is to be provided by the industrial buildings within ESR, as outlined by the approved Mod 5 (SSD 104356 Mod 5).

Figure 2 below provides the context of ESR with regard to existing road systems.

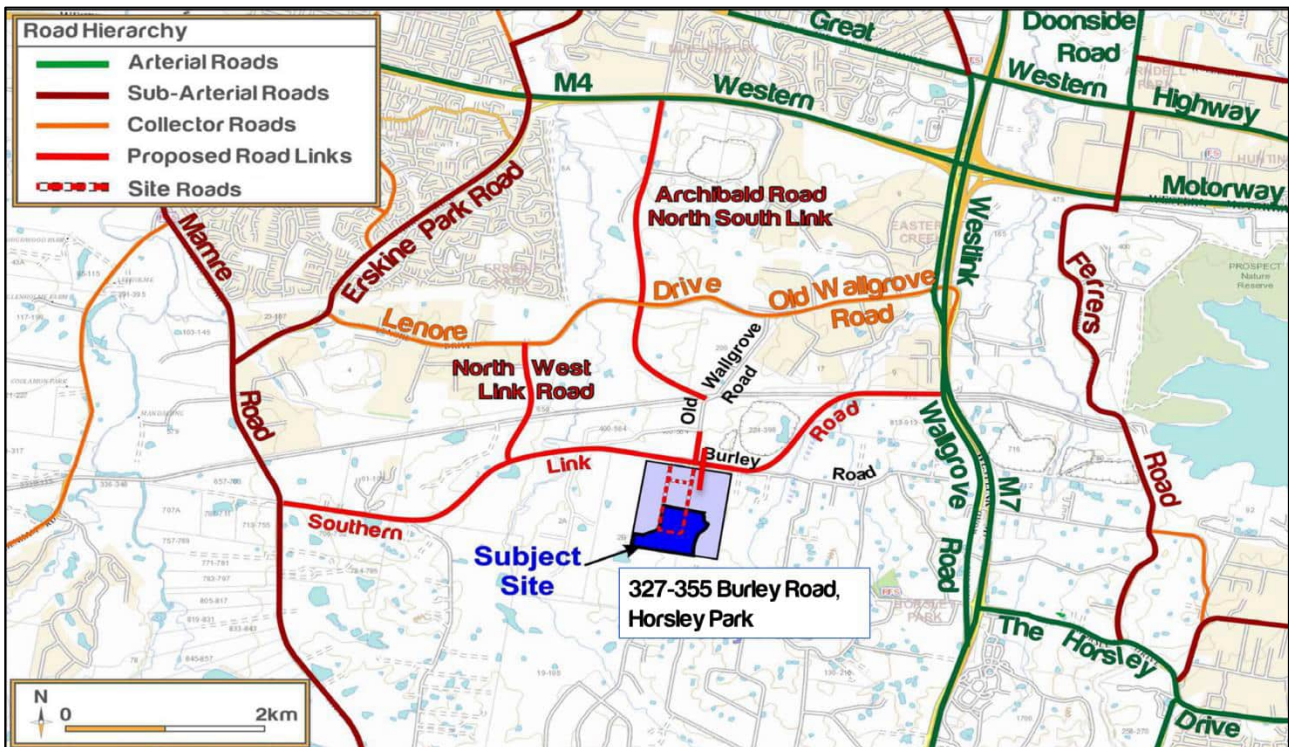


Figure 2: Site Appreciation and Road Hierarchy

All access to ESR is provided via 2 Access Roads which are connected to Burley Road as shown Figure 3.

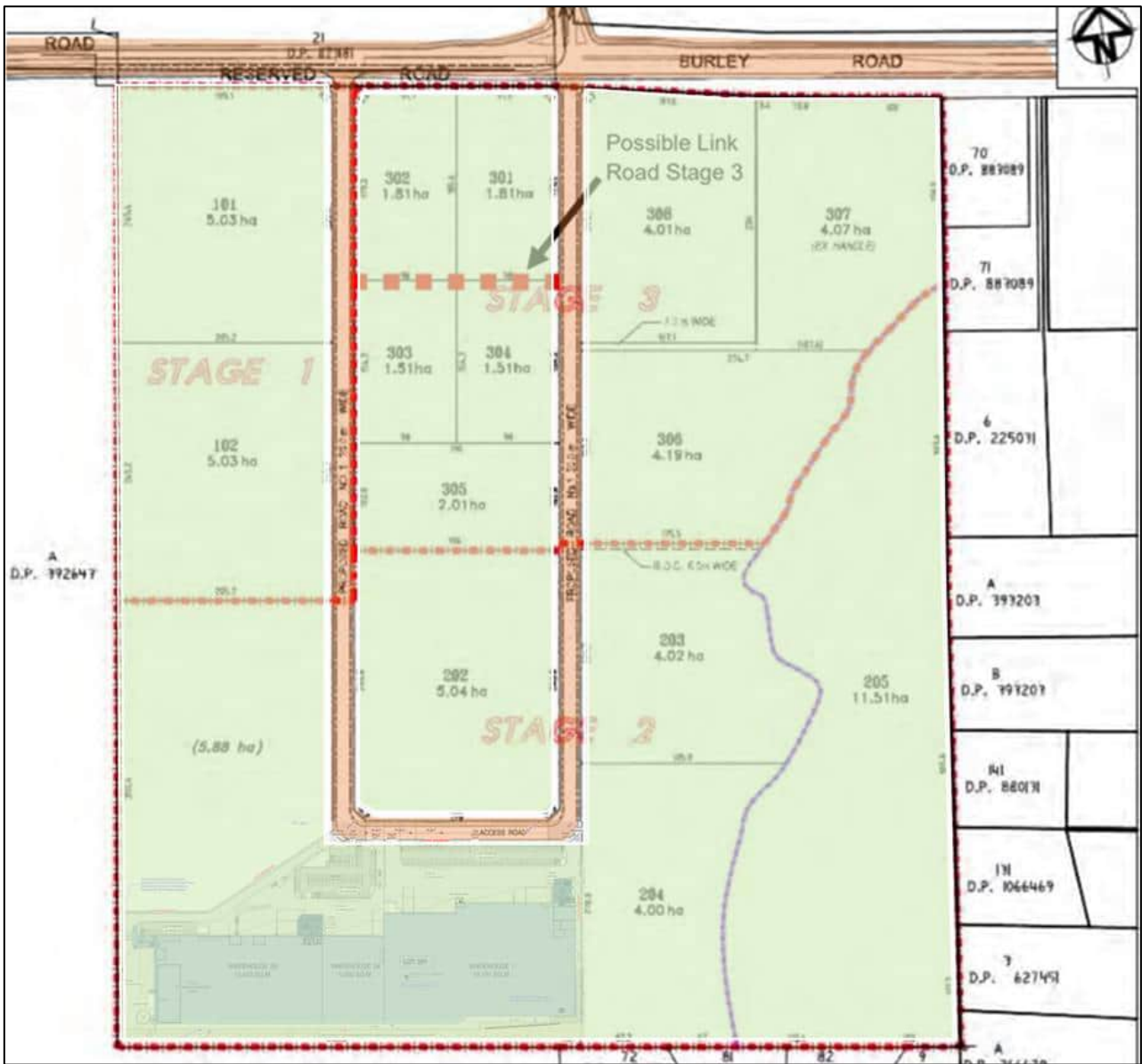


Figure 3: Site Roads

## 2.2 Site Overview

Lot 201 is an industrial warehouse development with ancillary offices, amenities, and an estate cafe. Key details of the site have been detailed previously within **Figure 2**. **Figure 4** Below presents a plan illustrating the development that is currently under construction, showing the general layout of the warehouse and associated traffic circulation, loading, and parking areas.



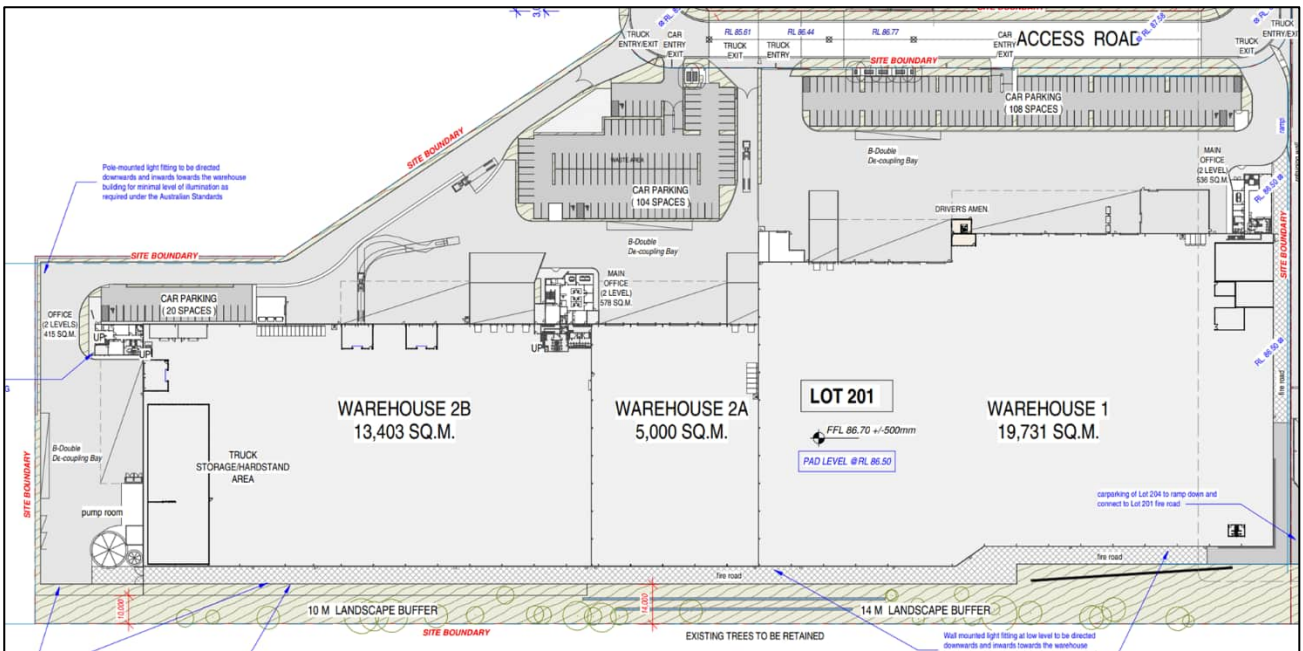


Figure 4: Lot 201 Site Plan.

## 2.3 Hours of Operation

The broader ESR estate will be operational 24 hours a day, 7 days a week.

In this respect, the operation of Lot 201 warehouses is also intended to operate 24 hours a day, 7 days a week.

## 2.4 Approved Estate Vehicle Movements

The transport and traffic projections underpinning Lot 201 is a daily traffic generation of 1,106 vehicles. The AM and PM peak traffic generation is 103 veh/hr and 77 veh/hr respectively.

For clarity, 1 veh/hr (or veh/day) relates to the number of vehicle movements rather than simply the number of vehicles. As such, 1 vehicle in & out equates to 2 vehicle movements.

## 2.5 Site Access Arrangements

Warehouse 1 has separated entry and exit access crossovers for commercial vehicles (trucks). Further, Warehouse 2A & 2B has separated entry and entry/exit access crossovers for commercial vehicles (trucks). The Warehouse 2A & 2B combined entry/exit access driveway also accommodates private vehicle access. These driveways are located along the Access Road and shall facilitate access and egress movements for vehicles up to 26.0 m B-Doubles.

Warehouse 1 and 2A car parks each have combined entry and exit driveways along the Access Road. Whereas Warehouse 2B has a separate entry and exit which does not connect directly to the Access Road. All car parks shall facilitate access and egress movements for light vehicles.

A copy of the warehouse plan and access crossovers have been provided in **Figure 5**.

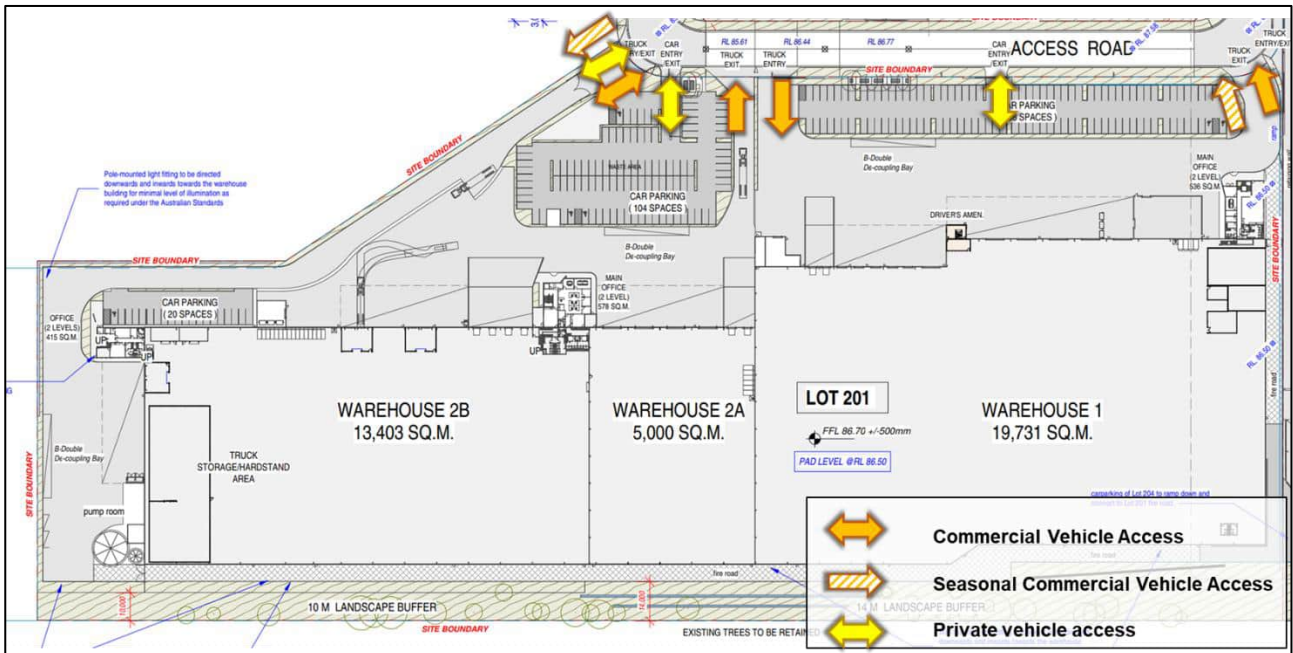


Figure 5: Warehouse Plans & Access

# 3 Traffic Management Plan

## 3.1 Pedestrian Management

Pedestrian access to the hardstand areas used by heavy vehicles shall be restricted, as far as practicable, for safety purposes. Pedestrian exclusion areas should be clearly signposted with appropriate signage (example below).



In the event that pedestrian access is required within truck manoeuvring areas, high visibility vests and other personal protective clothing shall be worn at all times. Where possible, temporary work areas within commercial vehicle manoeuvring areas should be clearly delineated by way of traffic cones and/or temporary barriers.

It should be noted that pedestrians have right-of-way when crossing driveways, therefore all vehicles turning into a development will be required to give-way to pedestrians when entering or exiting individual Lots.

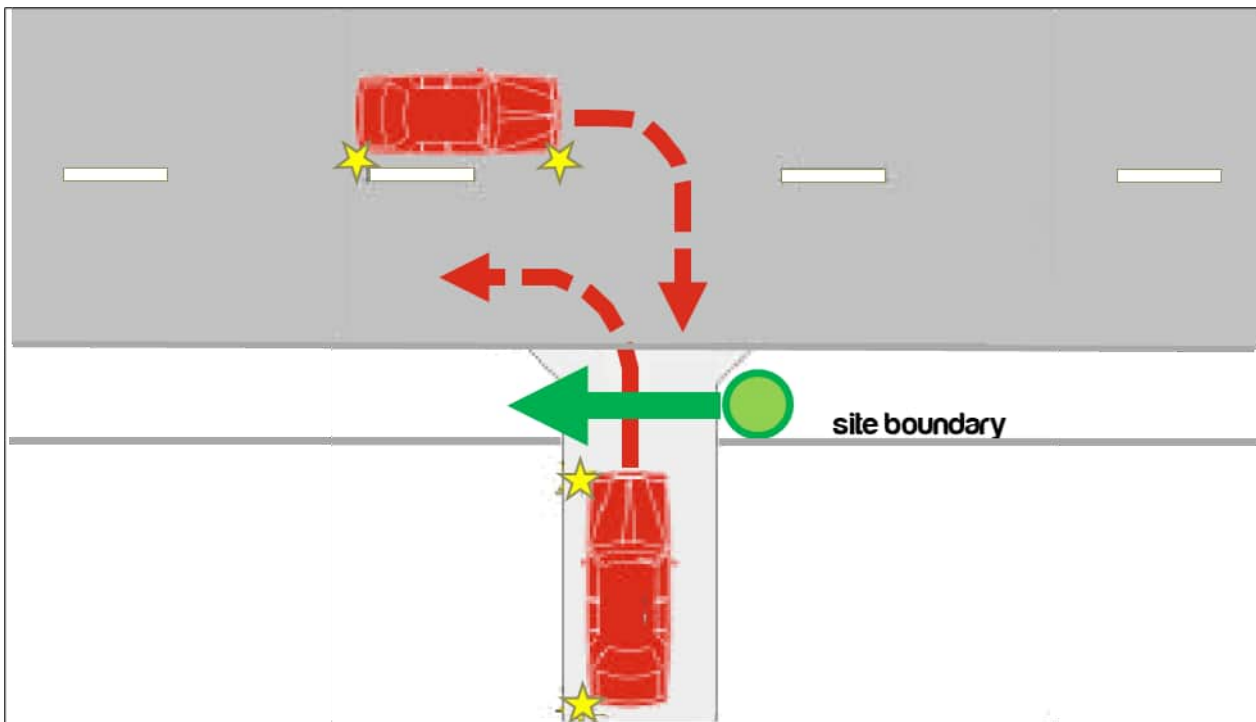


Figure 6: Pedestrian/Cyclist Priority of Movement at Site Access

## 3.2 Vehicle Management

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All drivers are to operate vehicles in a manner consistent with the requirements of applicable Work Health and Safety (WHS) legislation and other business specific policies.

All commercial vehicle drivers are to be familiar with the Driver Code of Conduct – outlined in Section 6- before attending ESR.

The Site access driveways and hardstand area has been designed for use by vehicles up to and including 26 metre B-doubles, as demonstrated in the swept path analysis attached as **Appendix A**. Restrictions apply to 1 dock for Warehouse 2B where the RSD shall be limited to a 12.5 m Heavy Rigid Vehicle (HRV) when a 20 m Articulated Vehicle (AV) is reversing into the adjacent bay.

All vehicles on-site (including car park and loading areas) shall be subject to maximum speed limit of 20km/hr at all times. Lower limits (i.e., 10km/hr) may be imposed, at the discretion of tenants.

Speed limit signs (sign reference: R4-1A, 450mm x 600mm) will be in accordance with AS1742.4 and TfNSW Traffic Signs Register. Speed limit signage placement and installation height shall be in accordance with AS1742.2 and AS1742.4. Signage shall be made of reflectorised material on the assumption that the signage is legible under all conditions.

It is also important to note that any posted speed signage within the site (private roads) should not replicate the design and appearance of the regulatory speed limit signage (a number within the red circle).

### 3.2.1 Maximum Vehicle Size

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As indicated in above, maximum vehicle size expected to access Lot 201 is a 26.0 metre B-double. In the event a larger vehicle — including oversize vehicle configurations — wishes to access the Site, a separate application shall be submitted to the NHVR and approved prior to any vehicle arriving to Site.

### 3.2.2 Truck Access Routes

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All drivers shall access the Site from Johnston Crescent fronting Lot 201 which have been outlined within **Figure 7**. From that point, heavy vehicles are to use the Classified Road network wherever possible, with the use of local Council roads only as necessary.

At all times, drivers are to adhere to the applicable Road Rules and the Drivers Code of Conduct outlined in Section 6.

All drivers accessing the Site (and ESR in general) shall adhere to the following access management measures:

- Vehicles turning right into driveways or side roads shall do so from as close to the centreline of the carriageway.

Note - if turning from a two-lane road - the TfNSW Heavy Vehicle Driver Handbook states that vehicles 7.5 metres or longer with a DO NOT OVERTAKE TURNING VEHICLE sign displayed on the back can turn right from the lane on the immediate left of the far-right lane.

- Heavy vehicles (in excess of 4.5 Tonne GVM) or long vehicles (over 7.5 metres in length) must not stop on a length of road outside a built-up area, except on the shoulder of the road.



In a built-up area where parking is permitted (for vehicles lighter than 4.5 Tonne GVM and under 7.5 metres in length), they must not stop for longer than one hour (buses excepted). For more information on where vehicles can stand or park, refer to the Road Users' Handbook.

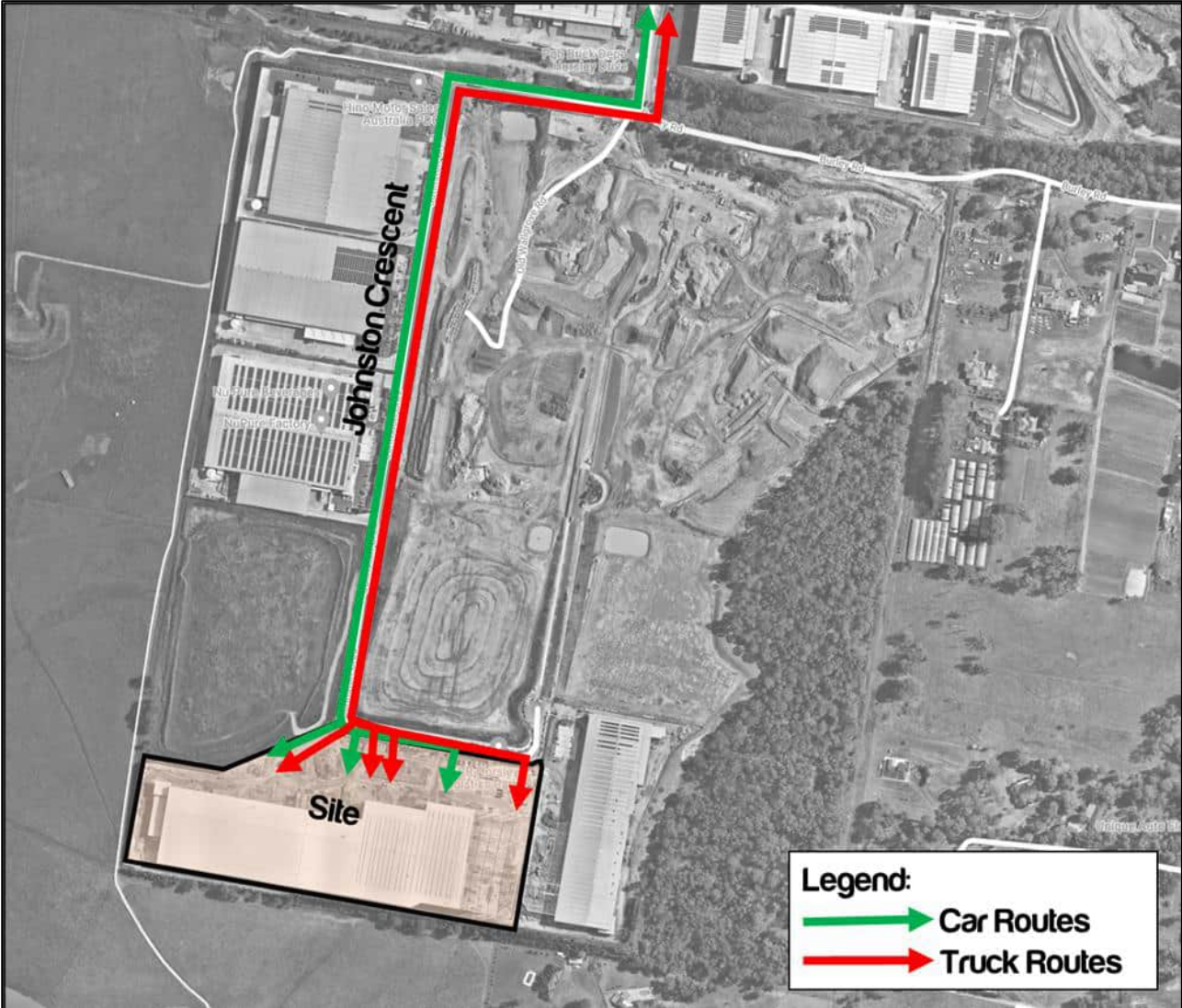


Figure 7: Lot 201 Access/Egress Routes.

Further to the above, the on-site circulation within Lot 201 shall provide access for fire trucks, side loading and dedicated unhitching areas as outlined below in **Figure 8**.

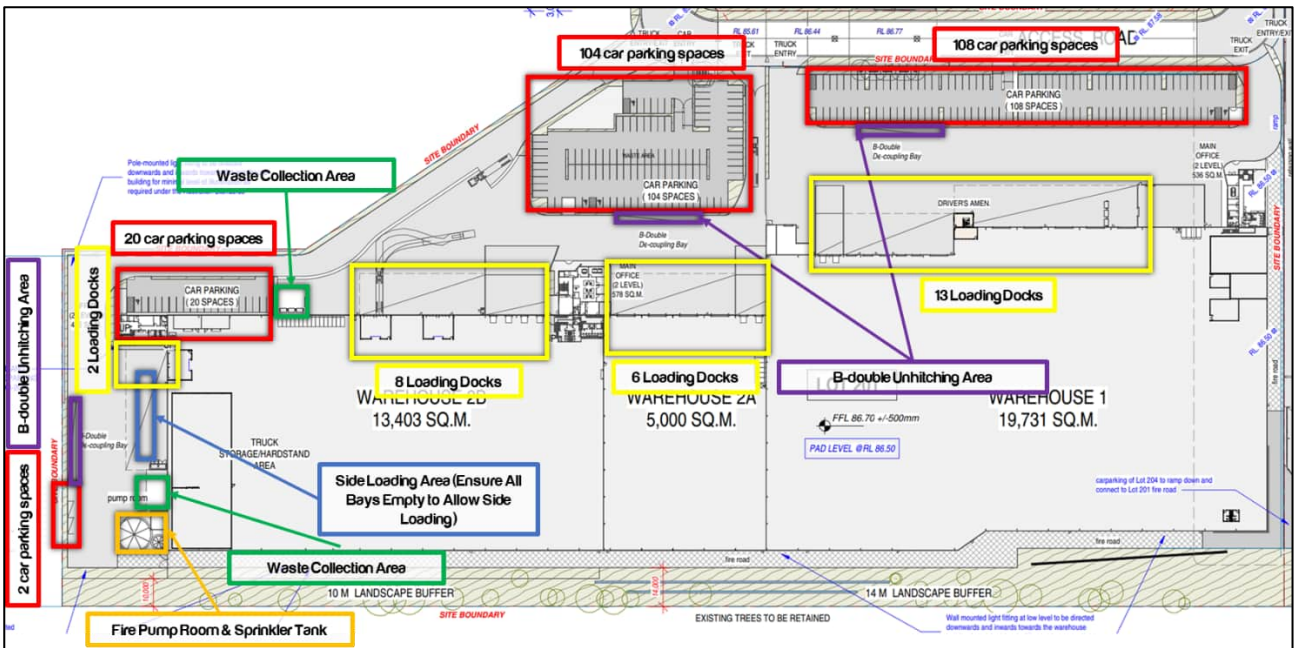


Figure 8: Light and Heavy Vehicle Parking and Loading Areas

### 3.2.3 Traffic Management System

Noting the western hardstand for Warehouse 2B does not cater for unrestricted two-way flow for vehicles larger than a HRV, there shall be some traffic management measures proposed to ensure safe and efficient movement within the Site.

Condition B28A (d) outlines the use of a traffic management system to avoid conflicts between vehicles entering, exiting, and manoeuvring within Lot 201, including but not limited to traffic signals, detector loops and push buttons, regulatory traffic signs and line marking.

The design of the hardstand has changed since the condition of consent was provided, with the main vehicles accessing the western hardstand are predominately light vehicles. It is expected that heavy vehicles will only occasionally use this hard stand, and as such at no time is it expected that two heavy vehicles (AV's or larger). As such, the implementation of traffic signals and associate infrastructure is not considered essential.

Therefore, a signage and Line Marking plan is provided within **Appendix C** and demonstrates how conflicts for light and heavy vehicles shall be minimised, for all access and internal manoeuvring movements. These measures include supplementary signs, line marking and/or infrastructure (convex mirrors)

Reference should be made to Section 5 for details of ongoing maintenance measures to ensure that all vehicle movements within the Site are managed appropriately.

### 3.3 Vehicle Queuing

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As outlined in Section 2.4, the development has a threshold of 1,106 commercial vehicle movements per day. Further, the AM and PM peak hour traffic generation is 103 veh/hr and 77 veh/hr respectively for Lot 201.

The access driveways from Johnston Cres and the internal heavy vehicle circulation area provides sufficient capacity to readily accommodate these vehicle arrivals without any on-street queueing. In addition, a schedule for deliveries of materials and goods will be established prior to that day. Therefore, at no stage shall queueing occur on the public road network. Regular monitoring of queueing should be undertaken to ensure there is no queue on to the public roadway.

AT NO STAGE ARE VEHICLES TO QUEUE ON-STREET.

### 3.4 Loading and Unloading of Materials

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Sufficient area shall be set aside on-site for the loading and unloading of goods without obstructing general vehicle access or circulation. Trucks SHALL ONLY be parked on-site when they are undertaking unloading/loading activities within their designated loading docks.

Swept path analysis demonstrating required manoeuvring areas for on-site loading bays are provided in **Appendix A**, which confirms possible movements for the nominated truck sizes. Furthermore, the vehicle queuing guidelines outlined within Section 3.3 mandate that at no stage will loading or unloading materials occur off-site. All trucks entering or leaving the site with loads have their loads covered to ensure that no vehicle will track dirt, debris, or other fallen materials onto the public road network.

### 3.5 Service Vehicle Access Routes

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Waste service vehicles and the associated bins are not to be parked on local roads or footpaths and must remain within the Site at all times.

### 3.6 Temporary or Unplanned Works

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Construction works, and associated traffic management measures are not covered by this plan. Notwithstanding, any traffic and pedestrian control in relation to temporary or unplanned works shall be designed in accordance with the TfNSW Traffic Control at Work Sites manual, as appropriate.

Where practicable, work areas and temporary pedestrian paths (if applicable) should be physically separated from vehicle movements by way of traffic cones, bollards and/or temporary pedestrian fencing.

## 3.7 Dangerous Goods

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A Transport Emergency Response Plan (TERP) is required prior to transport of any Dangerous Goods. It is expected that such plans will be prepared by the Tenant involved in the transport of Dangerous Goods to/from the individual businesses within the Estate. Accordingly, transport of Dangerous Goods is not covered by this OTMP.

It is expected that any TERP would, as a minimum, be in accordance with the 2012 Emergency Response Guidebook or HB76: 2010 Dangerous Goods – Initial Emergency Response Guide.

## 3.8 Driver Code of Conduct

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Reference should be made to the Drivers Code of conduct has been provided within **Appendix B**.



# 4 Parking Management

## 4.1 On-site Car Parking

In accordance with the condition A8, “The Applicant must ensure the development provides car parking in accordance with the following rates”. Therefore, parking rates for the wider ESR have been provided in accordance with the Mod 5 approval. The rates are as follows:

- 1 space per 300 m<sup>2</sup> GFA for Warehouse;
- 1 space per 40 m<sup>2</sup> GFA for Office; and
- 1 space for disability parking for every 100 car parking spaces

Further, the below rate for Retail which was approved as part of the Mod 1 TA Report has been applied to the Estate Café.

- 1 space per 50 m<sup>2</sup> of GLA for Retail

Application of the approved Mod 5 rates to the floor areas has been summarised below:

TABLE 3 CAR PARKING REQUIREMENTS AND PROVISION							
Building	GFA (m <sup>2</sup> )					Parking Requirement	Parking Provision
	Warehouse	Office	Amenity	Retail	Total		
Warehouse 1	19,731	536	553	-	20,820	80	108 <sup>1</sup>
Warehouse 2A	5,150 <sup>3</sup>	578	-	-	5,728	33	98 <sup>1</sup>
Warehouse 2B	13,553 <sup>4</sup>	415	-	-	13,968	57	22 <sup>2</sup>
Estate Cafe	-	-	-	60	60	1	6 <sup>2</sup>
Subtotal	<b>38,134</b>	<b>1,529</b>	<b>553</b>	<b>60</b>	<b>40,576</b>	<b>171</b>	<b>234</b>

- Note: 1) including 2 accessible spaces  
 2) including 1 accessible space  
 3) 5,000 m<sup>2</sup> warehouse GFA and 150 m<sup>2</sup> waste area/plant room GFA  
 4) 13,403 m<sup>2</sup> warehouse GFA and 150 m<sup>2</sup> waste area/plant room GFA

The provision of parking (including 6 accessible spaces) provided exceeds the nominal parking requirement. and therefore, complies with the approved parking rates.

## 4.2 On-street Parking

On-street parking is generally restricted; and shall adhere to all signposted parking controls at all times.

Vehicles are NOT to be parked on-street.

Drivers will ensure that trailers are parked within their designated areas and will not park trailers within circulation roadways and access roads (incl. emergency vehicle access roads). Management of each warehouse shall remain the responsibility of the respective property's owner to ensure that no vehicles associated with Lot 201 are parked on-street.

# 5 Plan Administration

## 5.1 Plan Maintenance

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This Plan shall be subject to ongoing review and will be updated as necessary in response to monitoring activities, changing requirements or in response to any documented WHS issues. In particular, a review of this Plan may be required where a new business occupies a tenancy and has different operational requirements to that envisaged under this Plan (refer to Section 2.3). Where a change of businesses does not alter the underlying characteristics of the operation, no change to this plan would be required.

As a minimum, ongoing review of the OTMP shall occur annually. All and any reviews undertaken should be documented, however key considerations regarding the review of the OTMP shall be:

- Annual surveys of the Sites access points to review traffic generation.
- Quarterly condition review in relation to dirt on public roadways for the first 2 years of operation. Following that, review can occur annually as part of the ongoing review cycle.
- Regular checks undertaken to ensure all loads are entering and leaving site covered.
- A dilapidation report shall be undertaken every periodically to assess the condition of the road and note whether there has been any reduction in quality of the road. This report shall be forwarded to Council for appropriate action, where deemed necessary.

## 5.2 Monitoring Requirements

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To ensure the effectiveness of this OTMP, various monitoring requirements have been established and expected to form part of the monitoring plan required to be included as part of the overarching OEMP.

A comprehensive contingency plan shall be established and included in the overarching OEMP. In relation to transport and parking, the following measures are to be included in that overarching plan. In addition to the Framework OTMP monitoring requirements, the following site-specific ones shall apply.

**TABLE 4 CONTINGENCY PLAN**

Risk		Condition Green	Condition Amber	Condition Red
Operational Movements	<b>Trigger</b>	Visual monitoring of all traffic movements within the Site does not detect unsafe movement of traffic and risk to persons and property	Monitoring of all traffic movements within the Site detects unsafe movement of traffic and risk to persons and property	Monitoring of all traffic movements within the Site identifies several unsafe movements of traffic and risk to persons and property
	<b>Response</b>	Visual monitoring to continue daily as part of an ongoing process.	<ul style="list-style-type: none"> <li>Review needed to address persistent unsafe movements.</li> <li>Modification of traffic controls to self-enforce appropriate vehicle manoeuvres within the site.</li> </ul>	Condition Amber responses, plus the following additional responses; <ul style="list-style-type: none"> <li>Direct cessation of unsafe movements.</li> <li>Notify the planning secretary within 7 business days of becoming aware of a non-compliance.</li> </ul>
	<b>Trigger</b>	Following periods of adverse weather conditions (e.g., a significant heavy rain event), internal roads/aisles have been inspected prior to vehicle traffic use and no issues found	Internal roads / aisles have been inspected following adverse weather conditions and minor issues found (small potholes, dirt / debris, or pooling water)	Internal roads / aisles have been inspected following adverse weather conditions and major issues found (failed road integrity, large diameter potholes, fallen light poles or trees)
	<b>Response</b>	No further action required until next adverse weather event.	<ul style="list-style-type: none"> <li>Any impediments to access roads will be cleared.</li> <li>Maintenance teams to repair any potholes and remove excess water when expected traffic volumes are lowest.</li> </ul>	Condition Amber responses, plus the following additional responses; <ul style="list-style-type: none"> <li>Install a detour around any unsafe obstacle to ensure safety for all motorists and/or pedestrians.</li> </ul>
	<b>Trigger</b>	Parking occupancy less than provided on-site capacity	Parking bay requirements are within 90% of the provided spaces	Parking requirements exceed parking spaces provided.
	<b>Response</b>	No response required. Continue monitoring program	Review and investigate parking rates and where appropriate, implement additional remediation measures such as: <ul style="list-style-type: none"> <li>Undertake additional parking reviews to determine cause of higher limit parking space issues in more detail.</li> </ul>	Condition Amber responses, plus the following additional responses; <ul style="list-style-type: none"> <li>Temporary halting of activities and resuming when conditions have improved.</li> <li>Provide incentives for carpooling and utilising active transport measures.</li> </ul>

			<ul style="list-style-type: none"> <li>Review OTMP and update where necessary.</li> <li>Provide additional training to tenants to provide information on lowering parking demands.</li> </ul>	
<b>Trigger</b>	No unsafe pedestrian movements identified.		Pedestrian behaviour identified to be risky and unsafe.	Site design/operations identified to place pedestrians in unsafe situations and multiple near miss events
<b>Response</b>	No response required. Continue monitoring program		<ul style="list-style-type: none"> <li>Review needed to address persistent unsafe movements.</li> <li>Modification of traffic controls to self-enforce appropriate vehicle manoeuvres within the site.</li> </ul>	Condition Amber responses, plus the following additional responses; <ul style="list-style-type: none"> <li>Direct cessation of unsafe movements by amending design of Site.</li> <li>Notify the planning secretary within 7 business days of becoming aware of a non-compliance.</li> </ul>
<b>Trigger</b>	Operational traffic volume is in accordance with permissible and programmed volume constraints		Operational traffic volumes are within 90% of the permissible volume constraints	Operational traffic volumes exceed permissible volume constraints
<b>Response</b>	This operational traffic volume review shall be completed monthly for the first 6 months of operation and bi-annually thereafter.		Review and investigate operational activities, and where appropriate, implement additional remediation measures such as: <ul style="list-style-type: none"> <li>Undertake review of the Site's traffic generation in more detail.</li> <li>Review OTMP and update where necessary.</li> </ul> Provide additional training to tenants.	Condition Amber responses, plus the following additional responses; <ul style="list-style-type: none"> <li>Temporary halting of activities and resuming when conditions have improved.</li> <li>Surveys of accesses shall be required to allow enforcement of site-specific thresholds.</li> <li>Notify the planning secretary within 7 business days of becoming aware of a non-compliance.</li> </ul>
<b>Trigger</b>	Loading / service bays are within operational constraints		Loading / service bays are within 90% of capacity	Loading / service bays exceed capacity.
<b>Response</b>	No response required. Continue monitoring program		Review and investigate operational activities, and where appropriate,	Condition Amber responses, plus the following additional responses;

			<p>implement additional remediation measures such as:</p> <ul style="list-style-type: none"> <li>• Drivers be provided with additional training and an extra copy of the Driver Code of Conduct.</li> <li>• Provision of additional training to the tenants should be provided to ensure the most appropriate schedule can be created.</li> </ul>	<ul style="list-style-type: none"> <li>• Approved traffic thresholds to be enforced for the peak periods</li> <li>• Review OTMP and update where necessary.</li> <li>• Notify the planning secretary within 7 business days of becoming aware of a non-compliance.</li> </ul>
	<b>Trigger</b>	Service bays are not restricted and being utilised as intended.	Vehicles other than service vehicles are stopped within the service area	Vehicles other than service vehicles are consistently parked within the service area
	<b>Response</b>	No response required. Continue monitoring program	<p>Review and investigate operational activities, and where appropriate, implement additional remediation measures such as:</p> <ul style="list-style-type: none"> <li>• Drivers be provided with additional training and an extra copy of the Driver Code of Conduct.</li> <li>• Provision of additional training to the tenants should be provided to ensure the most appropriate schedule can be created.</li> </ul>	<p>Condition Amber responses, plus the following additional responses;</p> <ul style="list-style-type: none"> <li>• Review OTMP and update where necessary.</li> <li>• Notify the planning secretary within 7 business days of becoming aware of a non-compliance.</li> </ul>
	<b>Trigger</b>	No vehicles parked adjacent to TransGrid access	Vehicle stopped adjacent to TransGrid access	Vehicle parked adjacent to, and blocking, TransGrid access
	<b>Response</b>	No response required. Continue monitoring program	<ul style="list-style-type: none"> <li>• Vehicle and driver to be moved from blocking the access.</li> <li>• Provision of additional training to the tenants should be provided to ensure TransGrid easement is not to be restricted.</li> <li>• Drivers be provided with additional training and an extra copy of the Driver Code of Conduct.</li> </ul>	<p>Condition Amber responses, plus the following additional responses;</p> <ul style="list-style-type: none"> <li>• Review OTMP and update where necessary.</li> <li>• Notify the planning secretary within 7 business days of becoming aware of a non-compliance.</li> </ul>

Queueing	<b>Trigger</b>	No queuing identified at the Site access	Queuing identified at the Site access	Queuing identified on the public road as a direct result from activities within the Site.
	<b>Response</b>	No response required. Continue monitoring program	Review the delivery schedules prepared by the tenant. <ul style="list-style-type: none"> <li>Drivers be provided with additional training and an extra copy of the Driver Code of Conduct.</li> <li>Provision of additional training to the tenants should be provided to ensure the most appropriate schedule can be created.</li> </ul>	Condition Amber responses, plus the following additional responses; <ul style="list-style-type: none"> <li>Approved traffic thresholds to be enforced for each sub-tenancy.</li> <li>Review OTMP and update where necessary.</li> <li>Notify the planning secretary within 7 business days of becoming aware of a non-compliance.</li> </ul>
Incidents	<b>Trigger</b>	No incidents observed or reported	Near miss or minor incident occurred within the carriageway of Lot 201 which did not require medical attention (such as tripping on raised footpath)	Major incident occurred within the carriageway of Lot 201 which did not require medical attention (such as being hit by a truck while exiting a Site)
	<b>Response</b>	No action required at this stage, however continual reinforcement to all tenants to report all incidents shall continue.	Near miss to be reported to the appropriate Incident to be reported to Site Manager and Estate Coordinator, for immediate remedy.	Condition Amber responses, plus the following additional responses; <ul style="list-style-type: none"> <li>Temporary halting of activities and resuming when incident has been remedied.</li> <li>Incident to be reported to Site Manager and Estate Coordinator.</li> <li>Review OTMP and update where necessary.</li> <li>Notify the planning secretary within 7 business days of becoming aware of a non-compliance.</li> </ul>
Noise	<b>Trigger</b>	Operational noise volume is in accordance with permissible and programmed volume constraints	Operational noise volumes are within 90% of the permissible volume constraints	Operational traffic volumes exceed permissible volume constraints
	<b>Response</b>	No action. Continue ongoing monitoring activities.	Review and investigate noisy operational activities, and where appropriate, implement additional remediation measures such as:	Condition Amber responses, plus the following additional responses; <ul style="list-style-type: none"> <li>Undertake additional noise surveys to review cause in more detail.</li> </ul>

			<ul style="list-style-type: none"> <li>• Undertake additional noise reviews to determine cause of higher limit noise issues in more detail.</li> <li>• Review OTMP (and other sub-plans) and update where necessary.</li> <li>• Provide additional training to tenants to provide information on lowering noise emissions.</li> </ul>	<ul style="list-style-type: none"> <li>• Surveys of each tenancy shall be required to allow enforcement of site-specific thresholds.</li> <li>• Review OTMP and update where necessary.</li> <li>• Provide additional training to tenants to provide information on lowering noise emissions.</li> <li>• Notify the planning secretary within 7 business days of becoming aware of a non-compliance.</li> </ul>
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## 5.3 Key Responsibilities

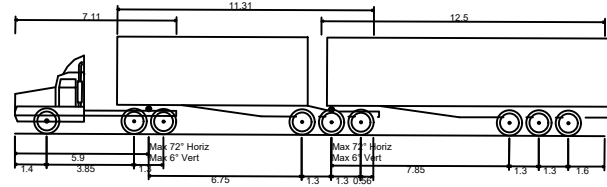
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Management of Lot 201 shall ensure:

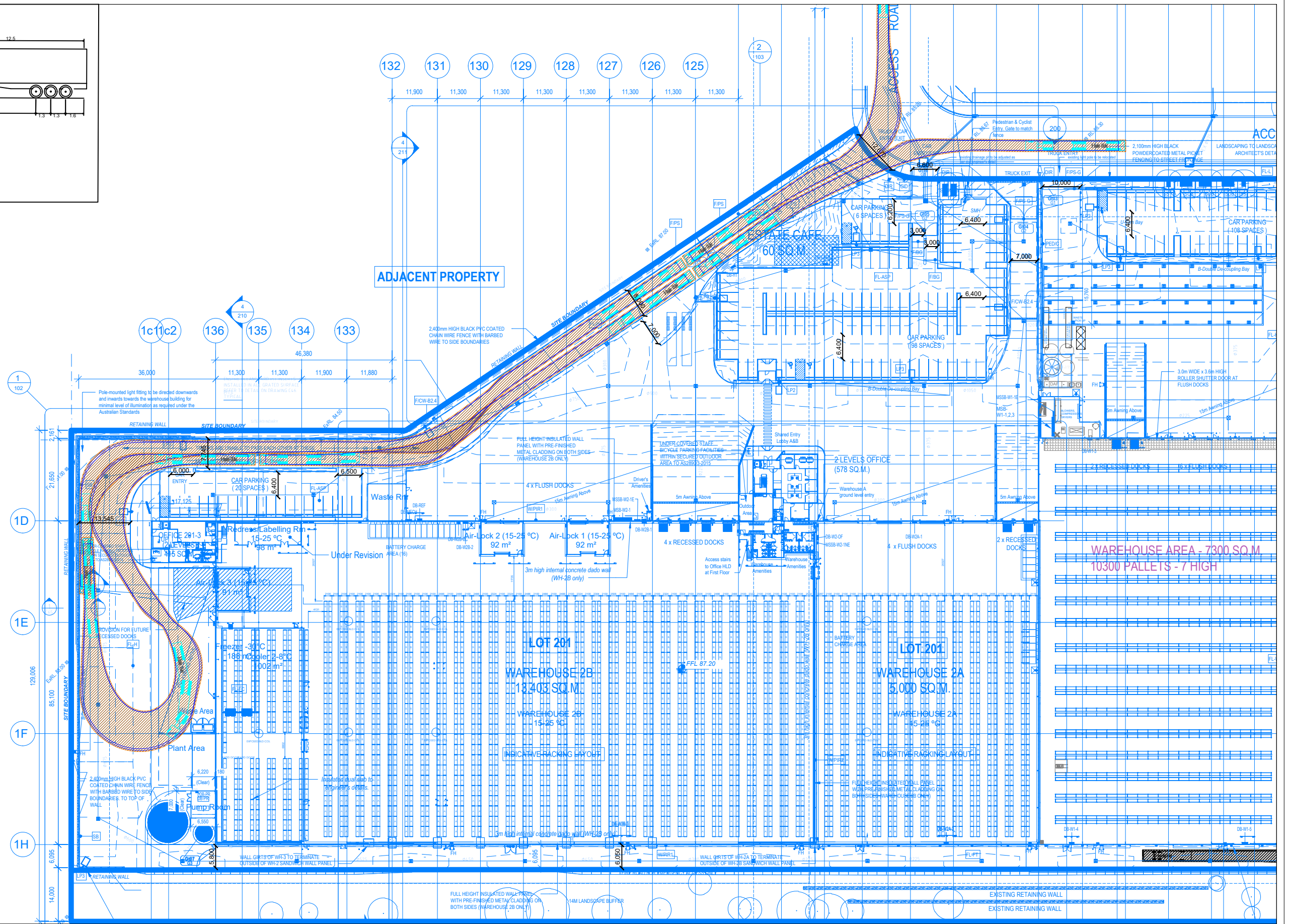
- All staff are provided with sufficient training to undertake the required tasks. This includes responsibility for measures to ensure that all staff and visitors are familiar with the Estate wide OTMP and will comply with the site specific OTMP.
- That all vehicles will not, in any manner, be knowingly overloaded.
- Operational noise levels remain nominal. In the event that noise is exceeded, then the tenant should undertake all feasible and reasonable mitigation and management measures to ensure noise levels are within acceptable levels. If noise levels cannot be kept below applicable limits, then a different operation method or equipment must be utilised.
- All vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site.
- Vehicles must be wholly within site before being required to stop, as well as loading and unloading materials.
- Loading areas and turning areas within site will be kept clear at all times.
- All vehicles must enter and exit the Site in a forward direction.
- Management must not, by their actions or requirements, force or coerce employees or drivers to break the law.
- Management shall notify the Planning Secretary in writing of any non-compliance. This notification must:
  - identify the development and the application number for it,
  - set out the condition of consent that the development is non-compliant with,
  - the way in which it does not comply and
  - the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.
- Management shall prepare a Compliance Monitoring and Report Program and submit to the Planning Secretary no later than 6 weeks before the commencement of operation of the Site.

# Appendix A. Swept Path Analysis

### VEHICLE PROFILE



B-Double (26.0m)  
 Overall Length 26.000m  
 Overall Width 2.500m  
 Overall Body Height 4.300m  
 Min Body Ground Clearance 0.540m  
 Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 15.000m



**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

This drawing is provided for information purposes only and should not be used for construction.

**Drawn By:**  
 O HASHMI

**Client:**  
 HANSEN YUNCKEN

**Project:**  
 1717  
 327-355 Burley Road, Horsley Park

**Drawing Title:**  
 SWEEP PATH ASSESSMENT  
 WAREHOUSE 3 ENTRY AND EXIT

**Date:**  
 19-Apr-22

**Scale @ A3:**  
 1:1000

**Drawing Number:**  
 AG01

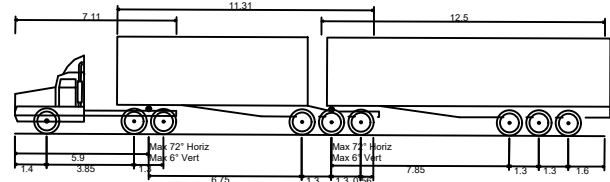


Suite 17.02, Level 17, 1 Castlereagh Street  
 Sydney NSW 2000

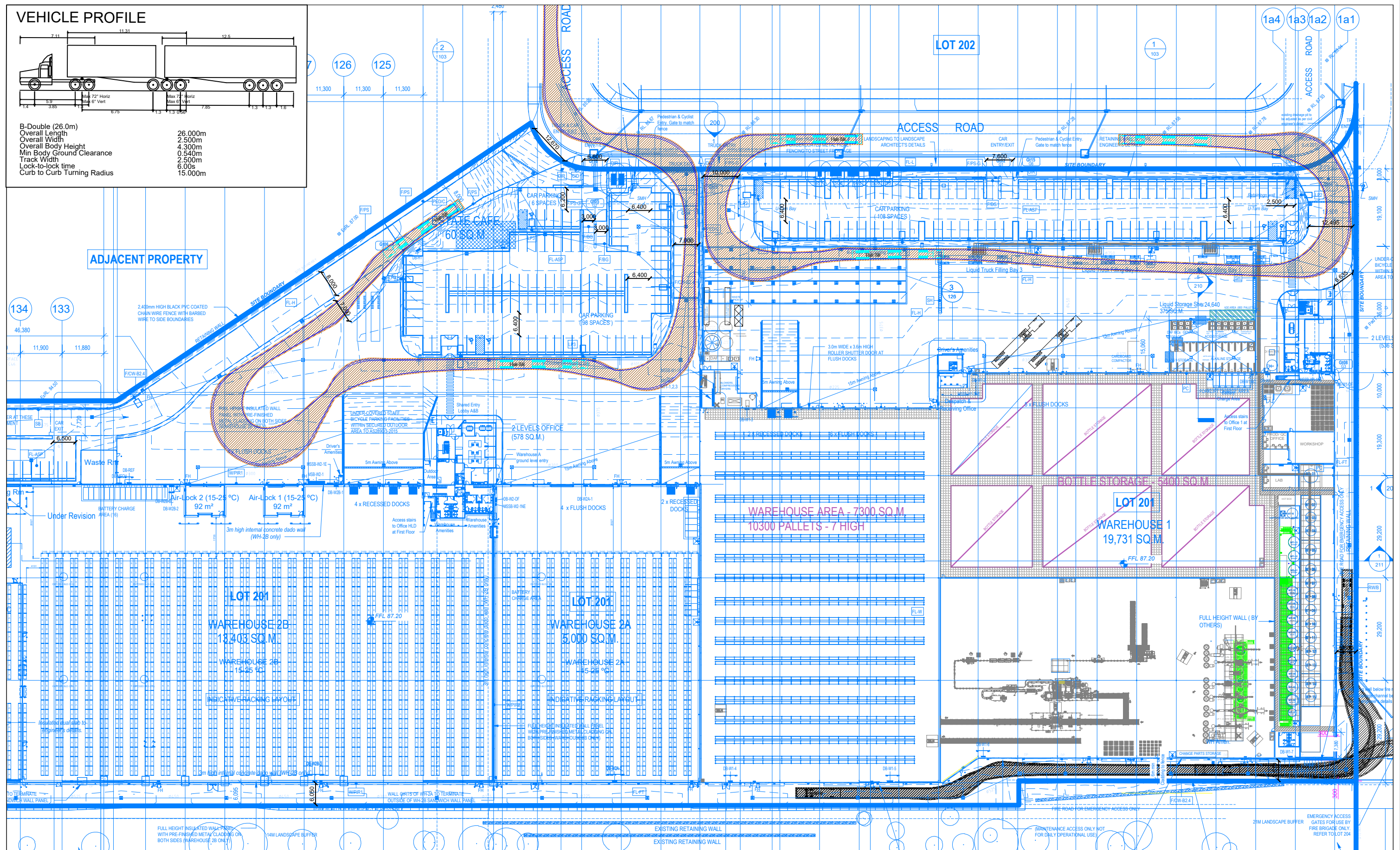
info@asongroup.com.au



**VEHICLE PROFILE**



B-Double (26.0m)  
 Overall Length 26.000m  
 Overall Width 2.500m  
 Overall Body Height 4.300m  
 Min Body Ground Clearance 0.540m  
 Track Width 2.500m  
 Lock-to-lock time 6.00s  
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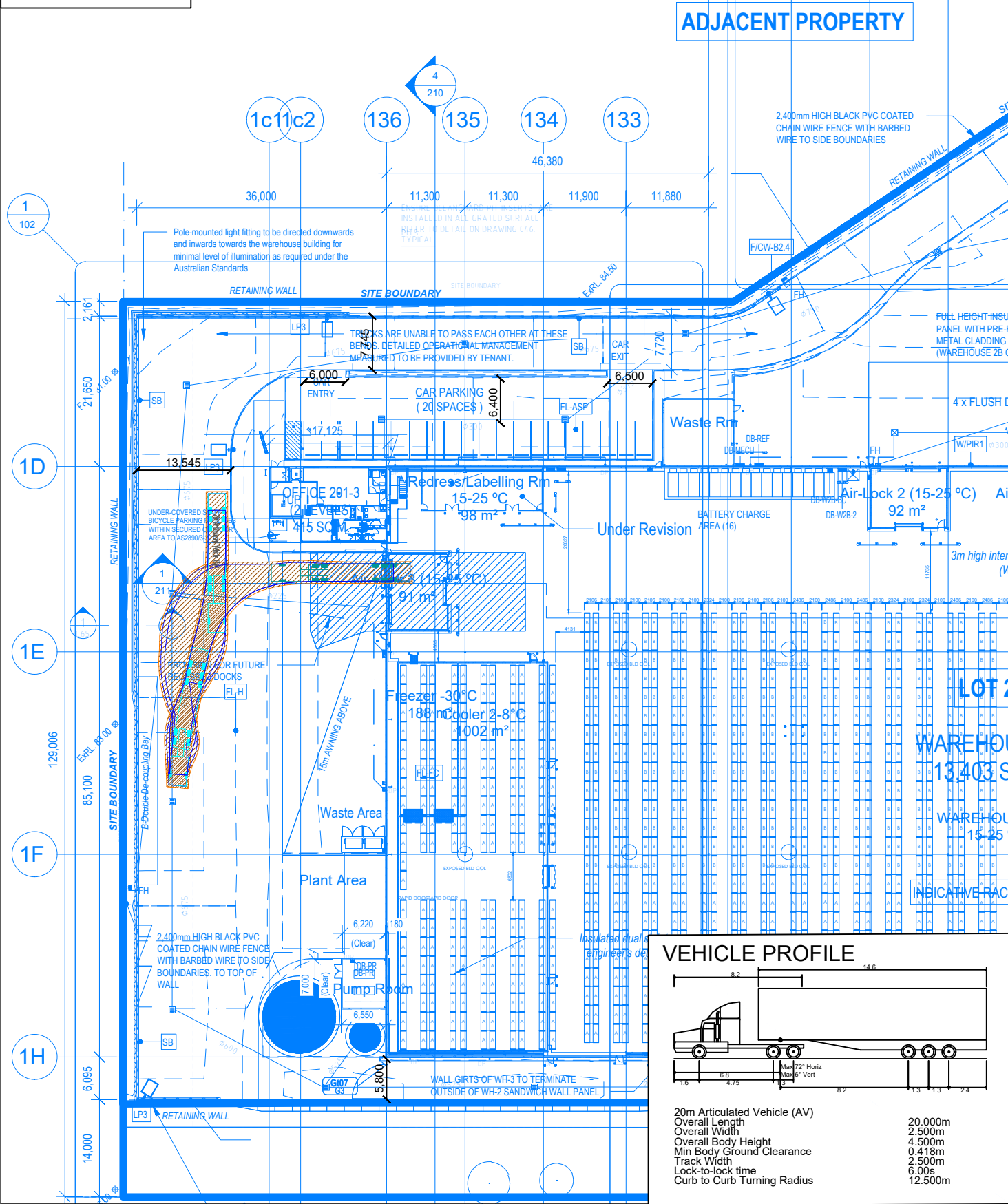
**Drawn By:**  
 O HASHMI  
**Client:**  
 HANSEN YUNCKEN

**Project:**  
 1717  
 327-355 Burley Road, Horsley Park  
**Drawing Title:**  
 SWEEP PATH ASSESSMENT  
 WAREHOUSE 1 AND 2 ENTRY AND EXIT

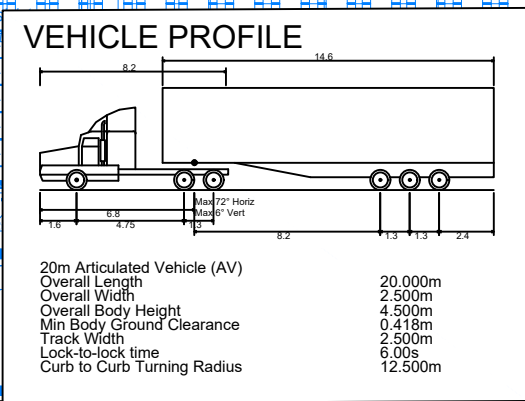
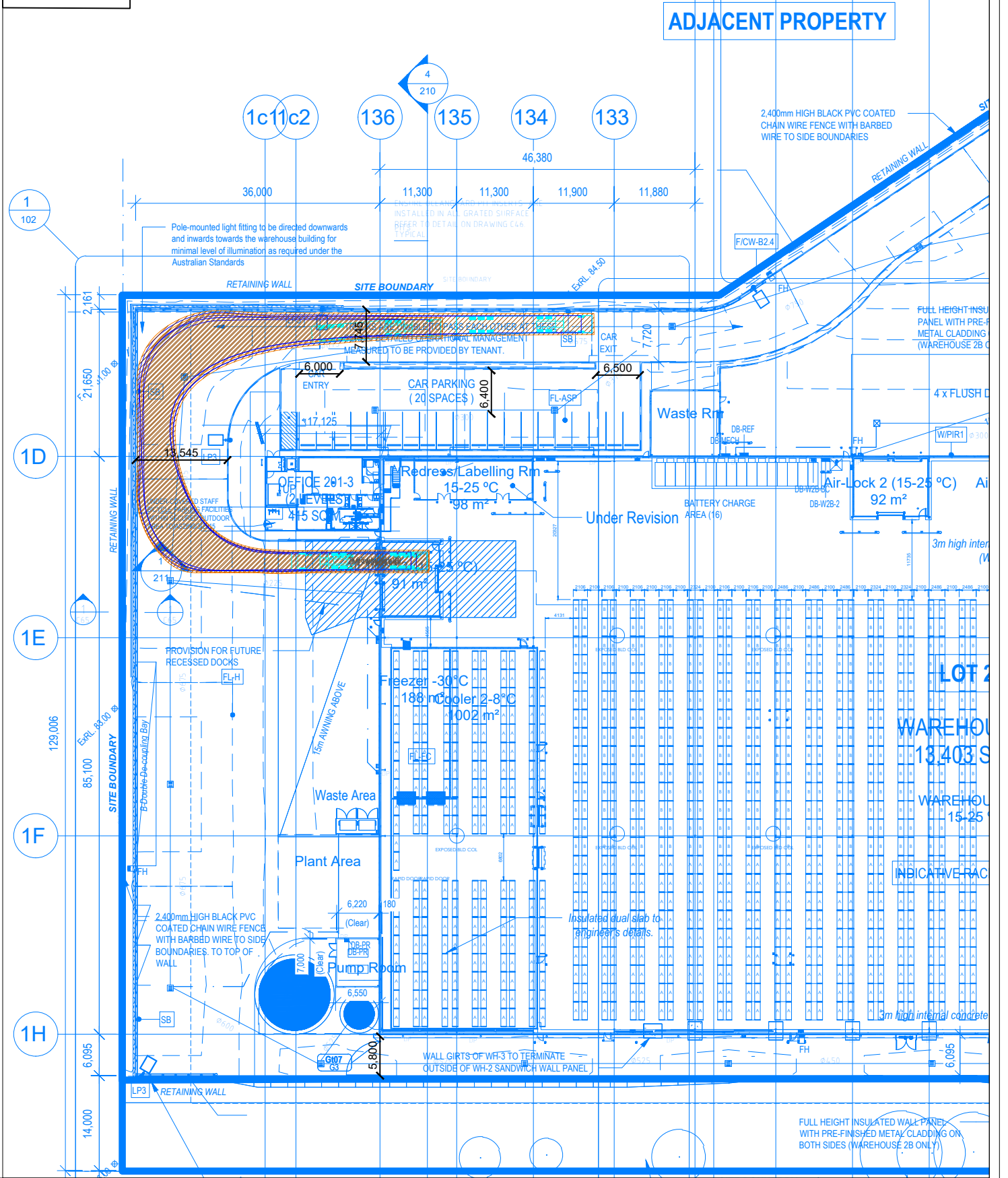
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**Drawing Number:**  
 AG02

**asongroup**  
 Suite 17.02, Level 17, 1 Castlereagh Street  
 Sydney NSW 2000  
 info@asongroup.com.au

# ENTRY



# EXIT



**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

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**Drawn By:**  
 O HASHMI

**Client:**  
 HANSEN YUNCKEN

**Project:**  
 1717  
 327-355 Burley Road, Horsley Park

**Drawing Title:**  
 SWEEP PATH ASSESSMENT  
 WAREHOUSE 3 RSDs ENTRY AND EXIT

**Date:**  
 19-Apr-22

**Scale @ A3:**  
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**Drawing Number:**  
 AG03

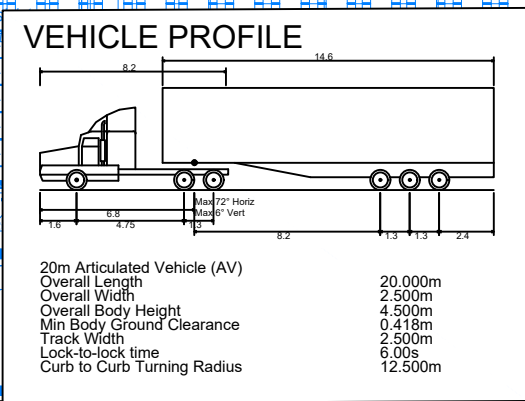
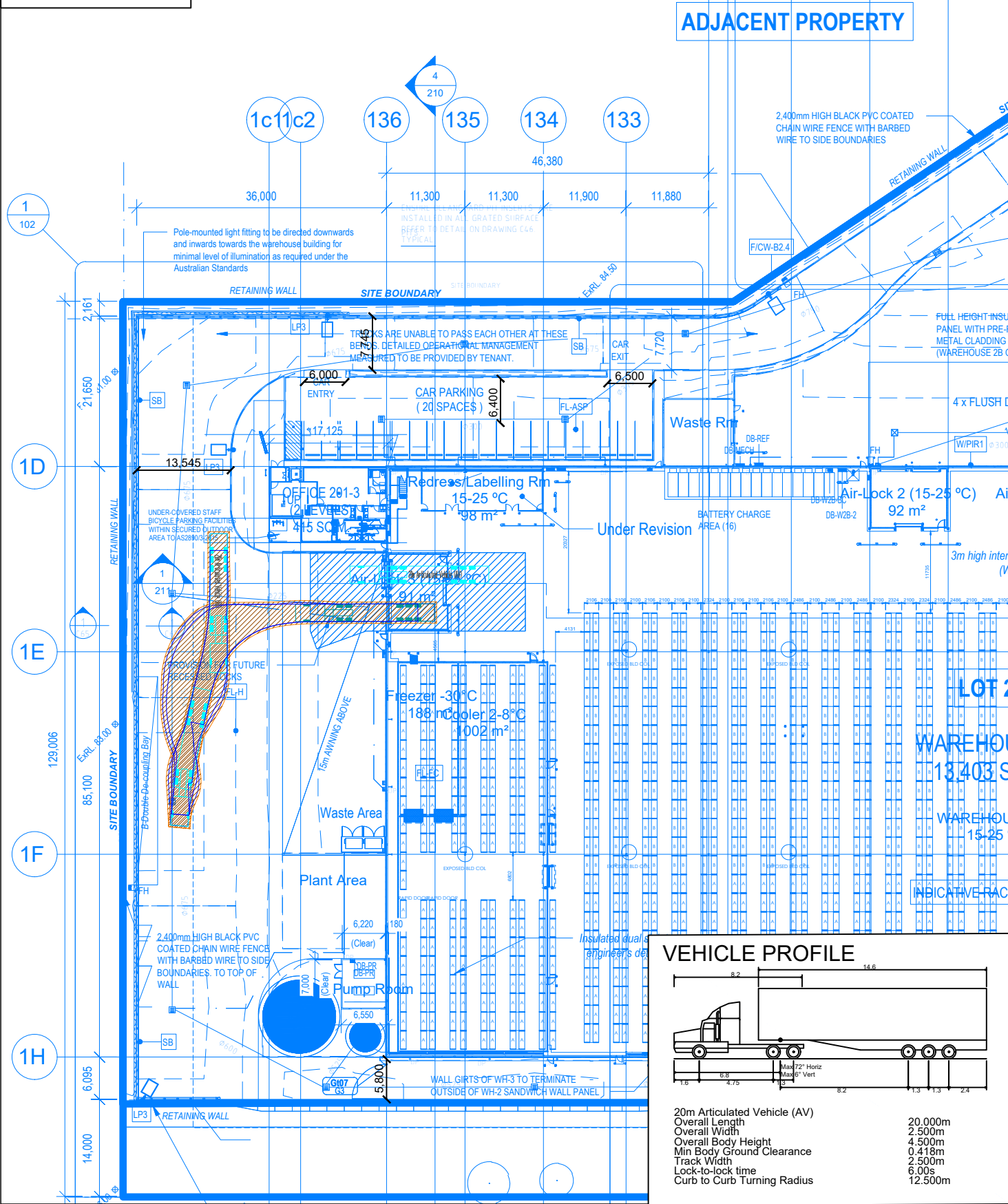


Suite 17.02, Level 17, 1 Castlereagh Street  
 Sydney NSW 2000

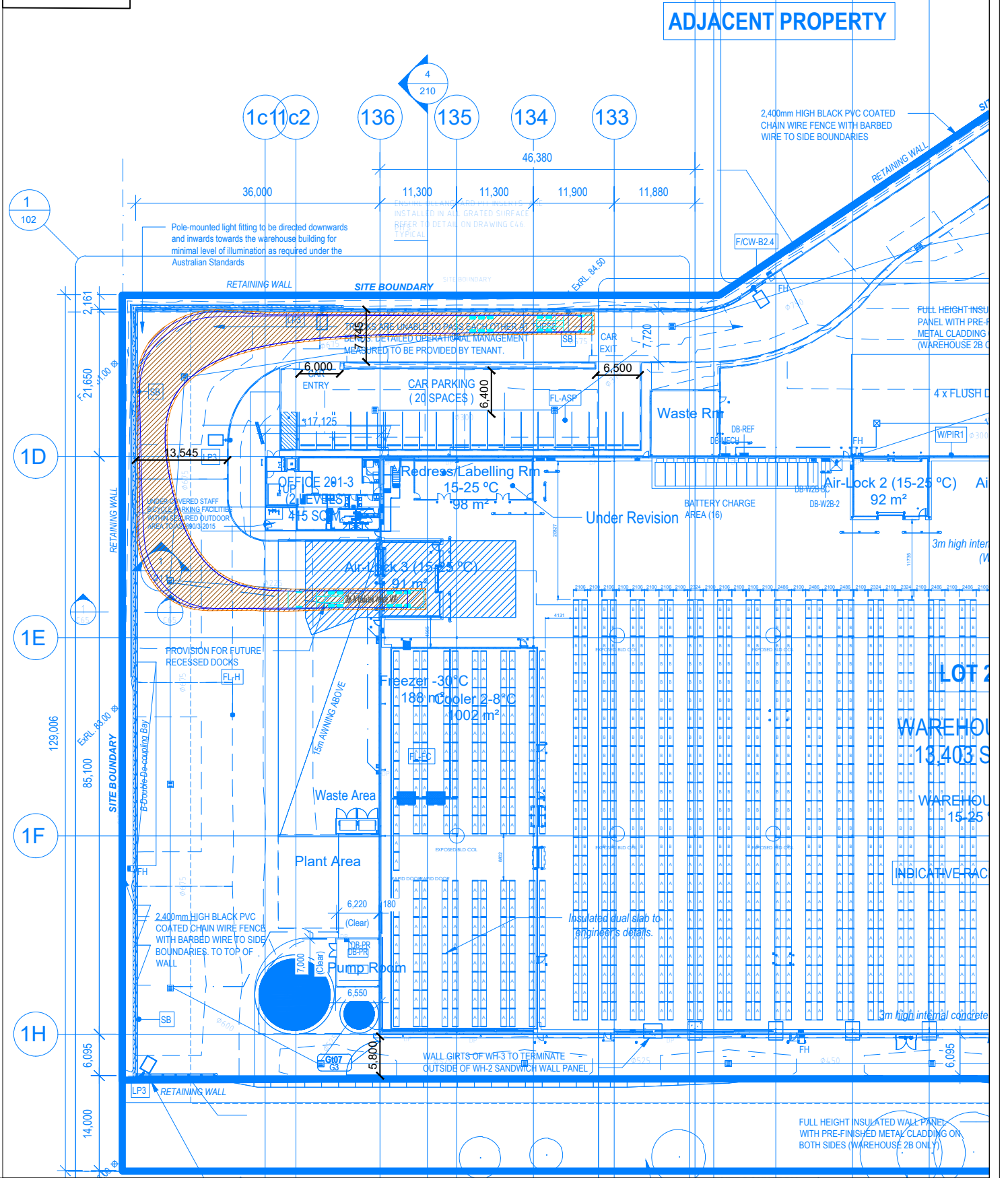
info@asongroup.com.au



# ENTRY



# EXIT



**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

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**Drawn By:**  
O HASHMI

**Client:**  
HANSEN YUNCKEN

**Project:**  
1717  
327-355 Burley Road, Horsley Park

**Drawing Title:**  
SWEEP PATH ASSESSMENT  
WAREHOUSE 3 RSDs ENTRY AND EXIT

**Date:**  
19-Apr-22

**Scale @ A3:**  
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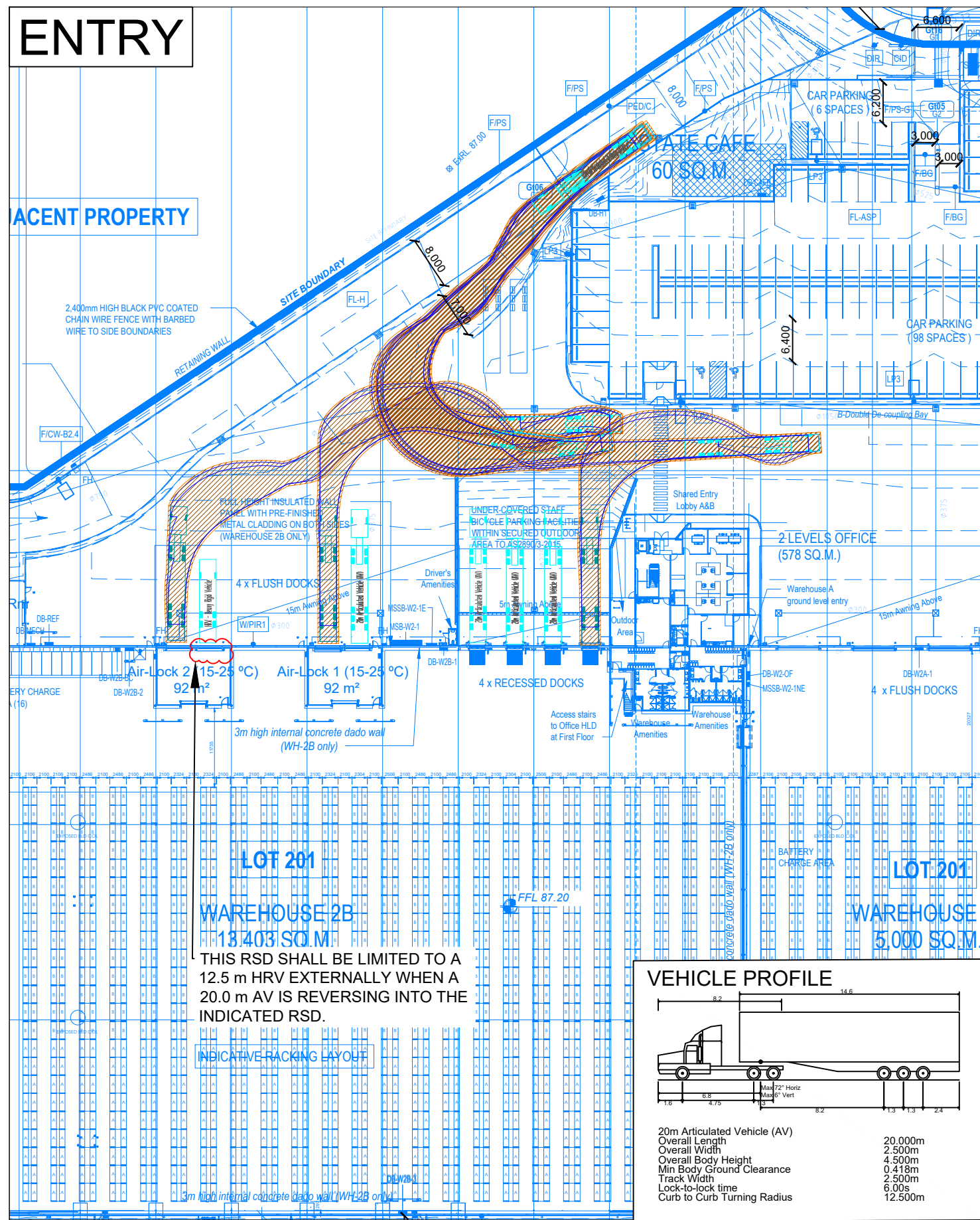
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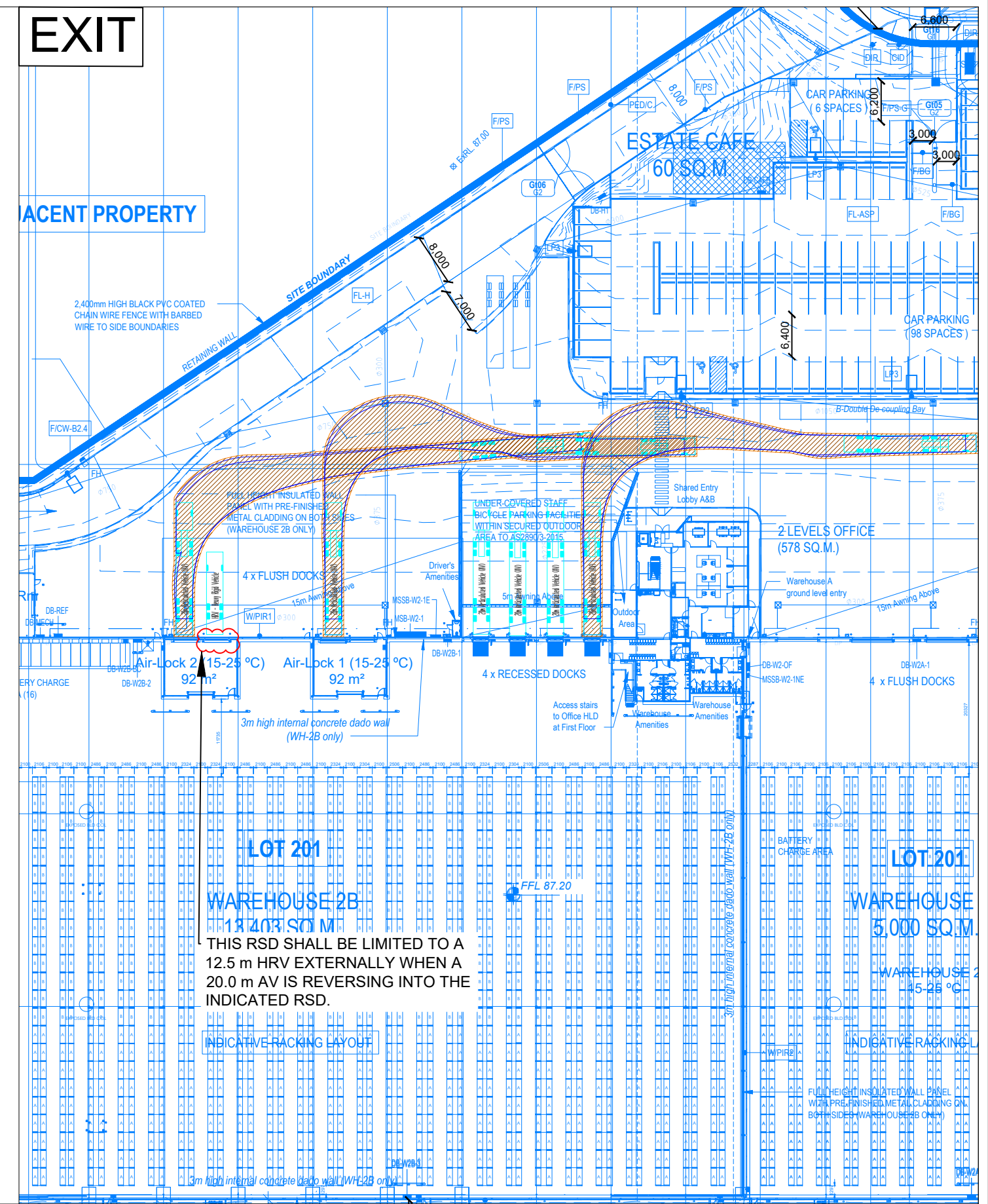
Suite 17.02, Level 17, 1 Castlereagh Street  
Sydney NSW 2000

info@asongroup.com.au

# ENTRY



# EXIT



**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

This drawing is provided for information purposes only and should not be used for construction.

**Drawn By:**  
 O HASHMI

**Client:**  
 HANSEN YUNCKEN

**Project:**  
 1717  
 327-355 Burley Road, Horsley Park

**Drawing Title:**  
 SWEEP PATH ASSESSMENT  
 WAREHOUSE 2B RSDs ENTRY AND EXIT

**Date:**  
 19-Apr-22

**Scale @ A3:**  
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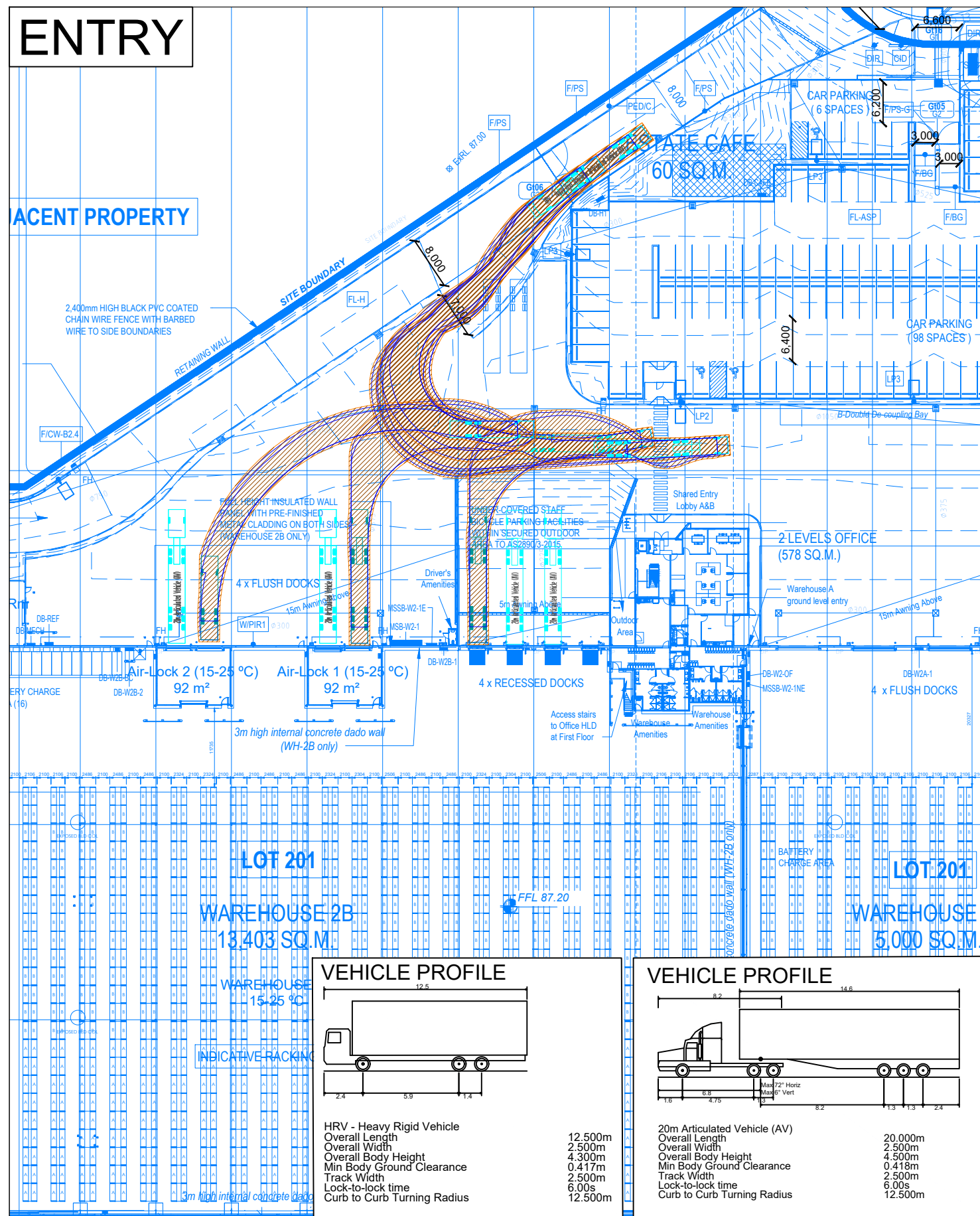
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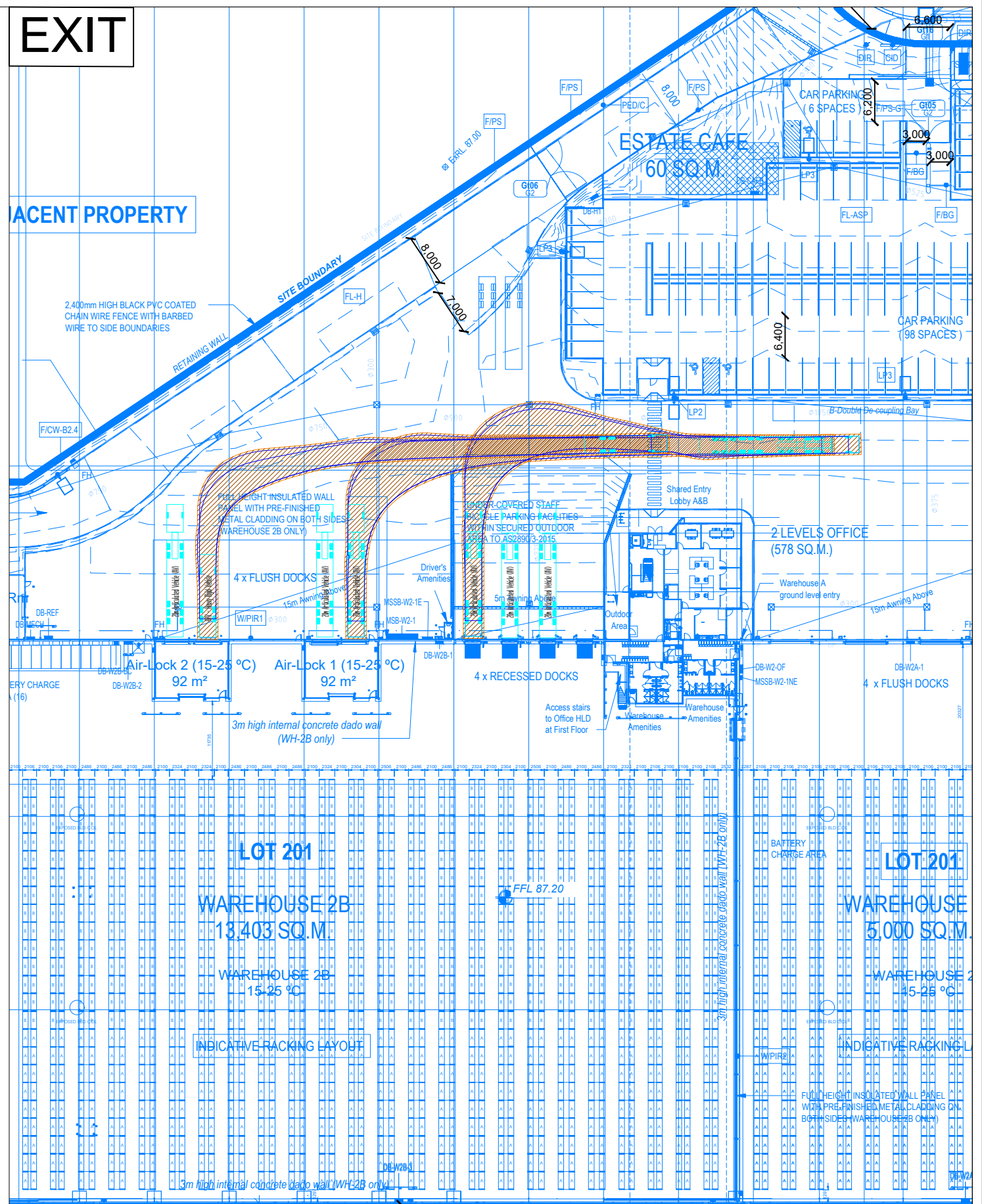
Suite 17.02, Level 17, 1 Castlereagh Street  
 Sydney NSW 2000  
[info@asongroup.com.au](mailto:info@asongroup.com.au)



# ENTRY



# EXIT



**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

This drawing is provided for information purposes only and should not be used for construction.

**Drawn By:**  
O HASHMI

**Client:**  
HANSEN YUNCKEN

**Project:**  
1717  
327-355 Burley Road, Horsley Park

**Drawing Title:**  
SWEPT PATH ASSESSMENT  
WAREHOUSE 2B RSDs ENTRY AND EXIT

**Date:**  
19-Apr-22

**Scale @ A3:**  
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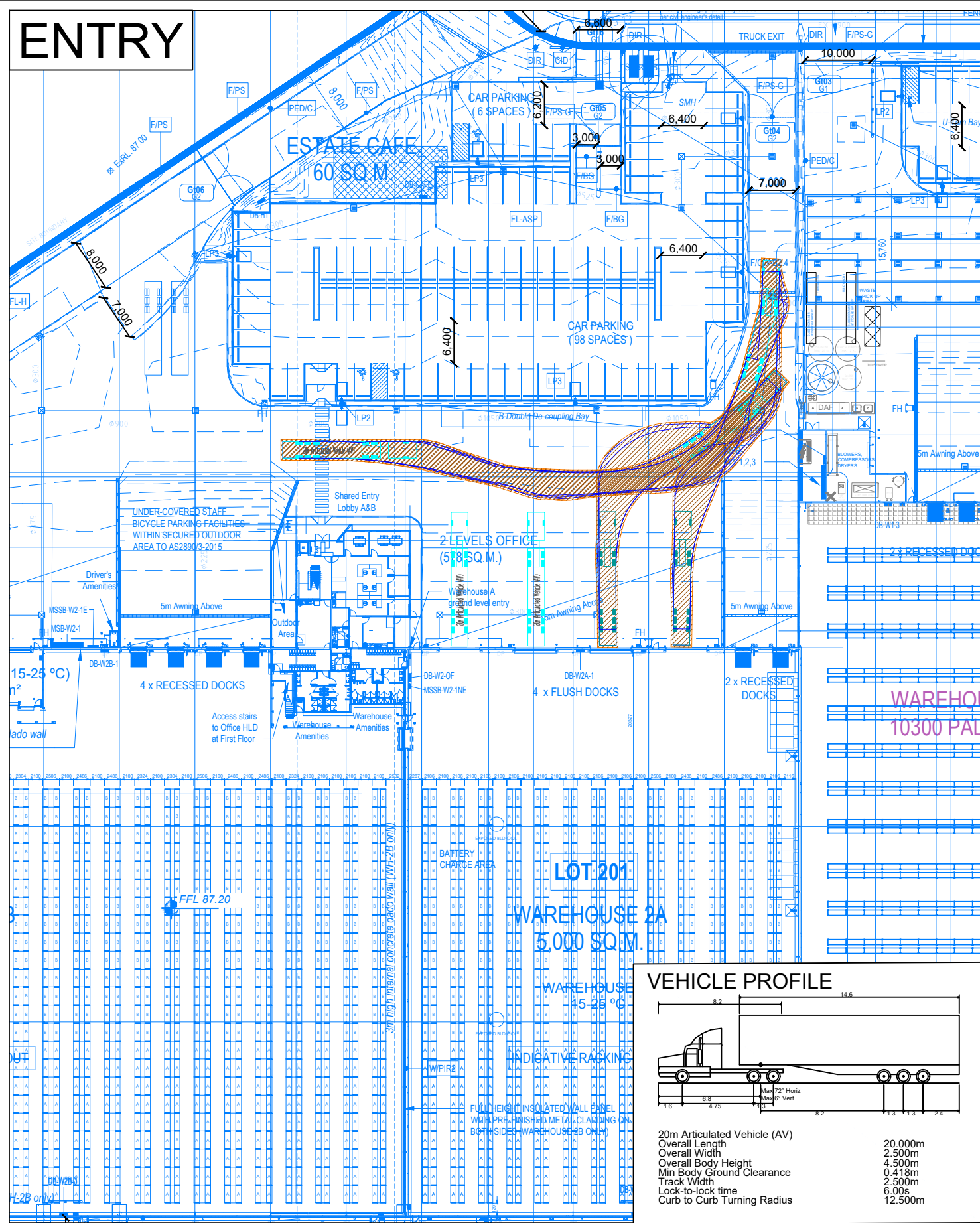
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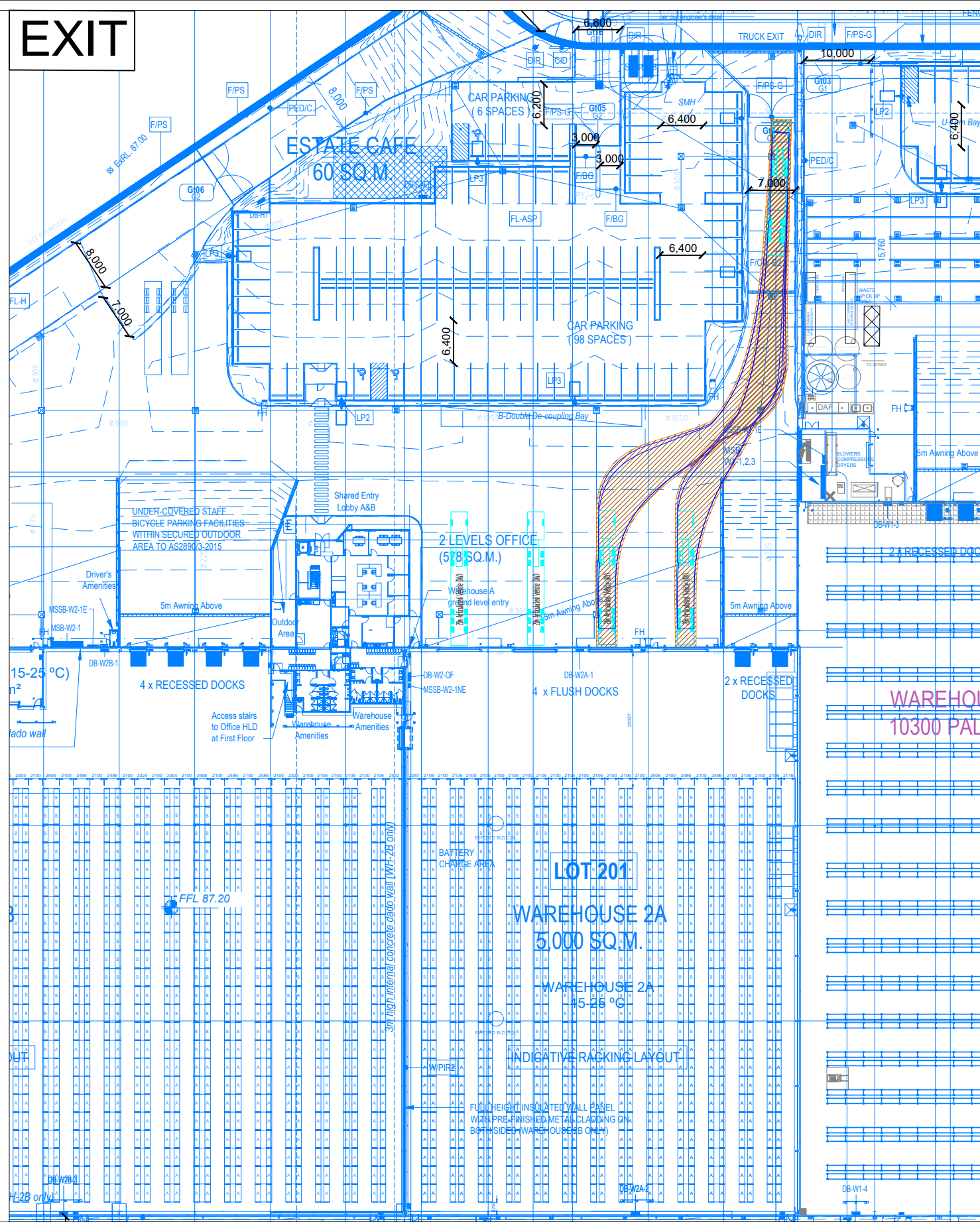
Suite 17.02, Level 17, 1 Castlereagh Street  
 Sydney NSW 2000  
[info@asongroup.com.au](mailto:info@asongroup.com.au)



# ENTRY



# EXIT



**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

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**Drawn By:**  
 O HASHMI

**Client:**  
 HANSEN YUNCKEN

**Project:**  
 1717  
 327-355 Burley Road, Horsley Park

**Drawing Title:**  
 SWEEP PATH ASSESSMENT  
 WAREHOUSE 2A RSDs ENTRY AND EXIT

**Date:**  
 19-Apr-22

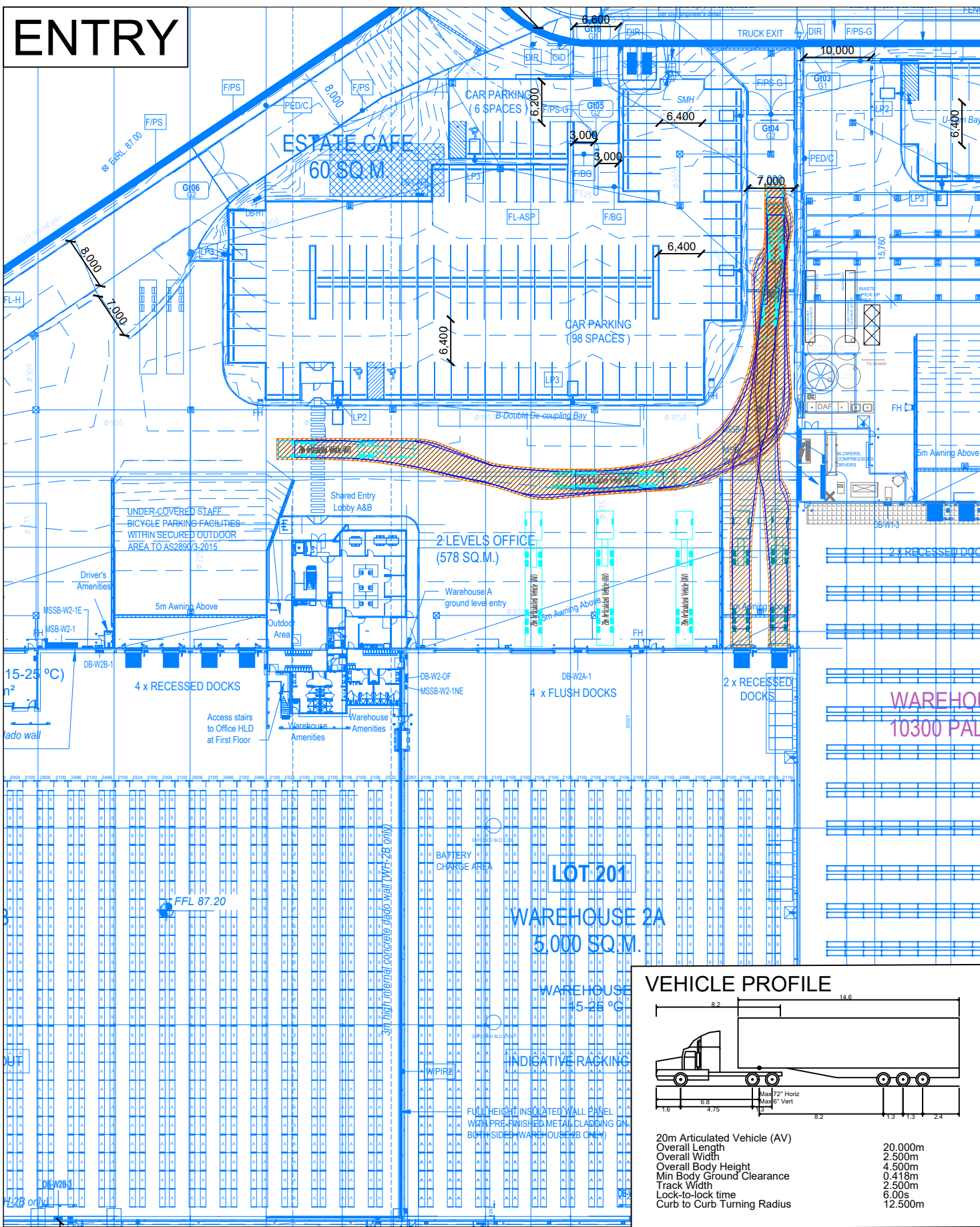
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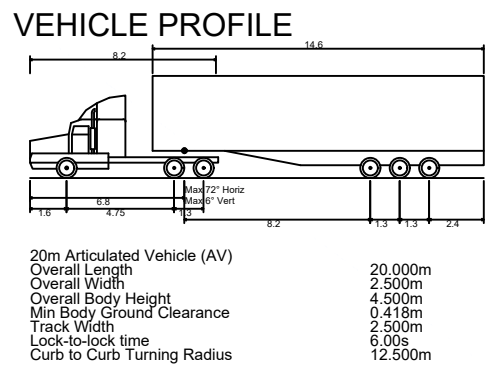
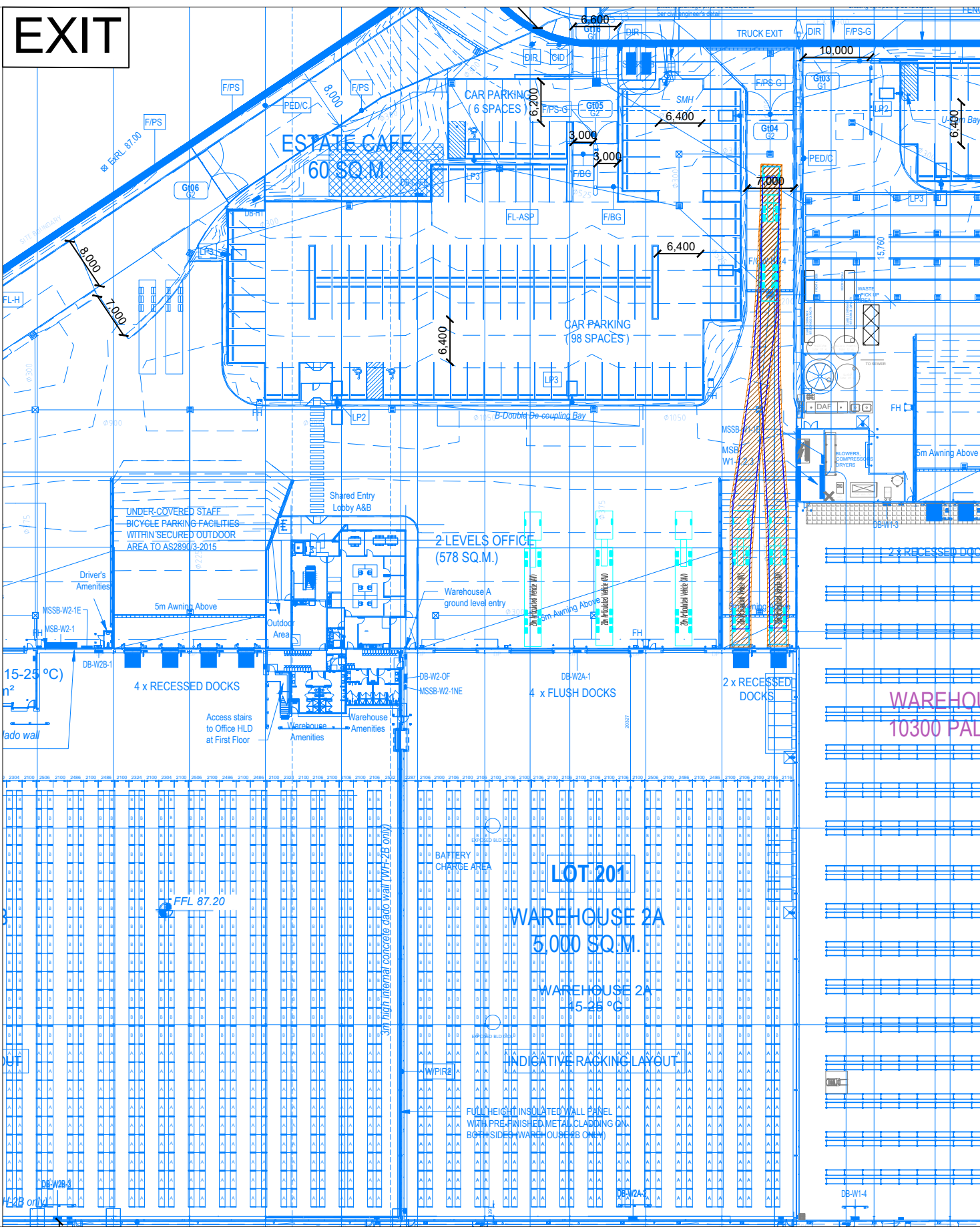
**asongroup**

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 Sydney NSW 2000  
[info@asongroup.com.au](mailto:info@asongroup.com.au)

# ENTRY



# EXIT



**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

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**Drawn By:**  
 O HASHMI

**Client:**  
 HANSEN YUNCKEN

**Project:**  
 1717  
 327-355 Burley Road, Horsley Park

**Drawing Title:**  
 SWEEP PATH ASSESSMENT  
 WAREHOUSE 2A RSDs ENTRY AND EXIT

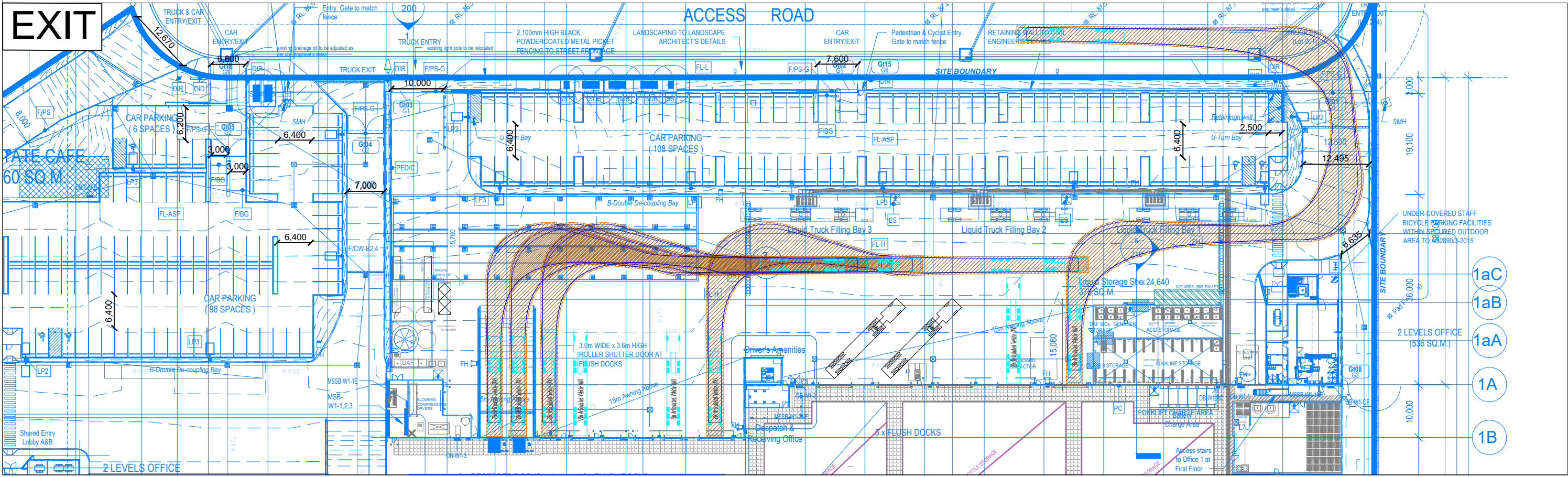
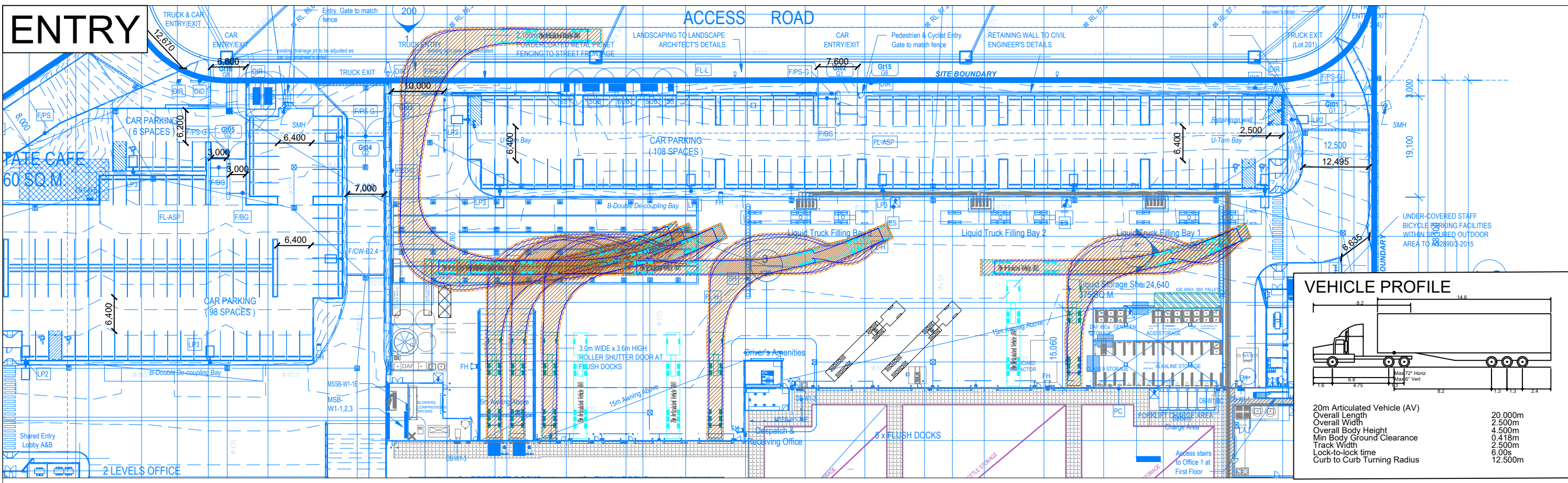
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 19-Apr-22

**Scale @ A3:**  
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**Drawing Number:**  
 AG08

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 Sydney NSW 2000  
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**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

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**Drawn By:**  
O HASHMI

**Client:**  
HANSEN YUNCKEN

**Project:**  
1717  
327-355 Burley Road, Horsley Park

**Drawing Title:**  
SWEEP PATH ASSESSMENT  
WAREHOUSE 1 RSDs ENTRY AND EXIT

**Date:**  
19-Apr-22

**Scale @ A3:**  
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**Drawing Number:**  
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**asongroup**

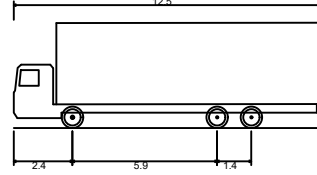
Suite 17.02, Level 17, 1 Castlereagh Street  
 Sydney NSW 2000  
[info@asongroup.com.au](mailto:info@asongroup.com.au)

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- 1aB
- 1aA
- 1A
- 1B

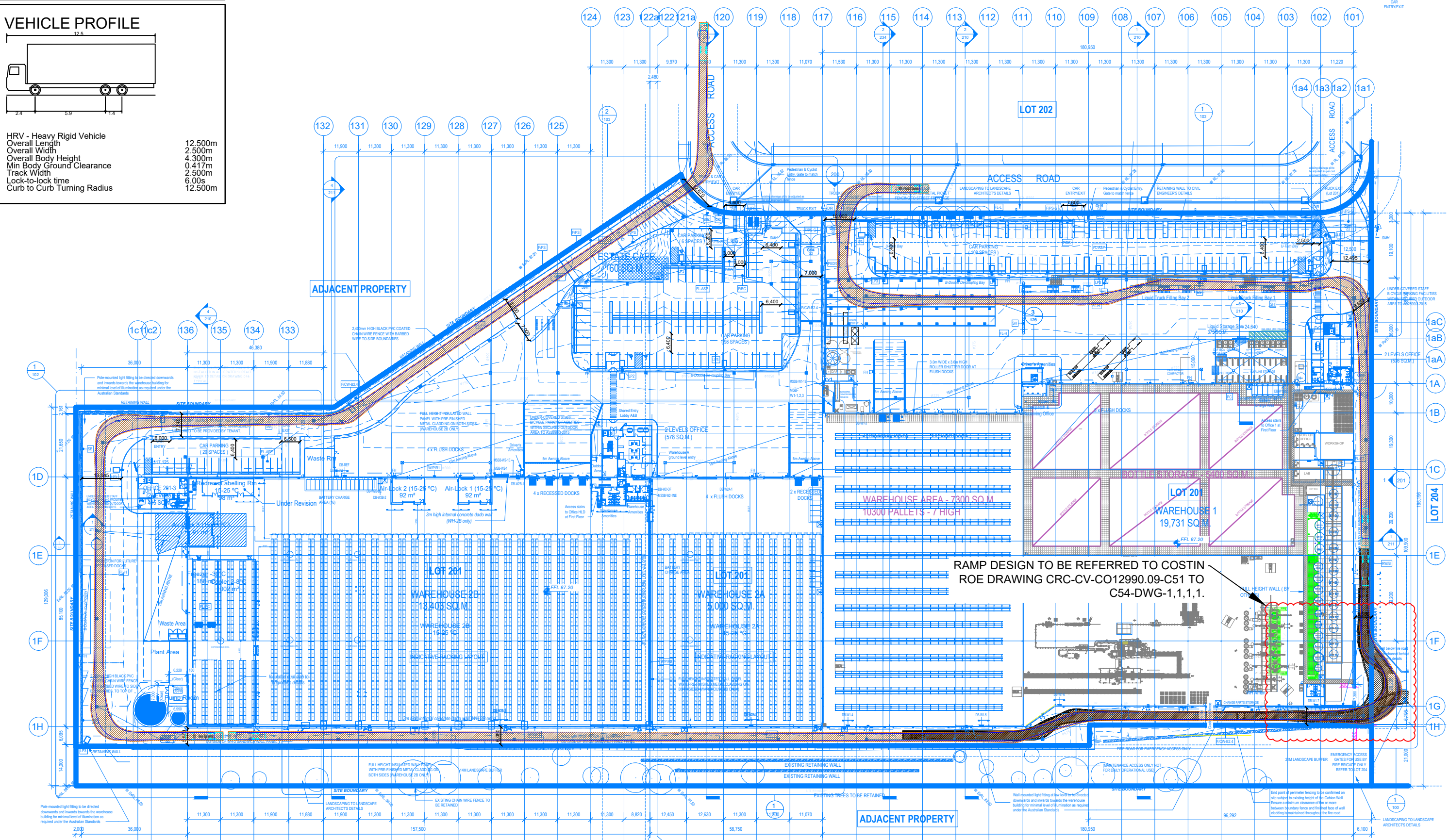


# CLOCKWISE

## VEHICLE PROFILE



HRV - Heavy Rigid Vehicle  
 Overall Length 12.500m  
 Overall Width 2.500m  
 Overall Body Height 4.300m  
 Min Body Ground Clearance 0.417m  
 Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 12.500m



RAMP DESIGN TO BE REFERRED TO COSTIN ROE DRAWING CRC-CV-CO12990.09-C51 TO C54-DWG-1,1,1,1.

**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

This drawing is provided for information purposes only and should not be used for construction.

**Drawn By:**  
O HASHMI

**Client:**  
HANSEN YUNCKEN

**Project:**  
1717  
327-355 Burley Road, Horsley Park

**Drawing Title:**  
SWEEP PATH ASSESSMENT  
FIRE TRUCK (12.5 m HRV) ACCESS

**Date:**  
19-Apr-22

**Scale @ A3:**  
1:1250

**Drawing Number:**  
AG10

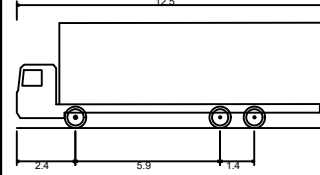
**asongroup**

Suite 17.02, Level 17, 1 Castlereagh Street  
 Sydney NSW 2000  
[info@asongroup.com.au](mailto:info@asongroup.com.au)

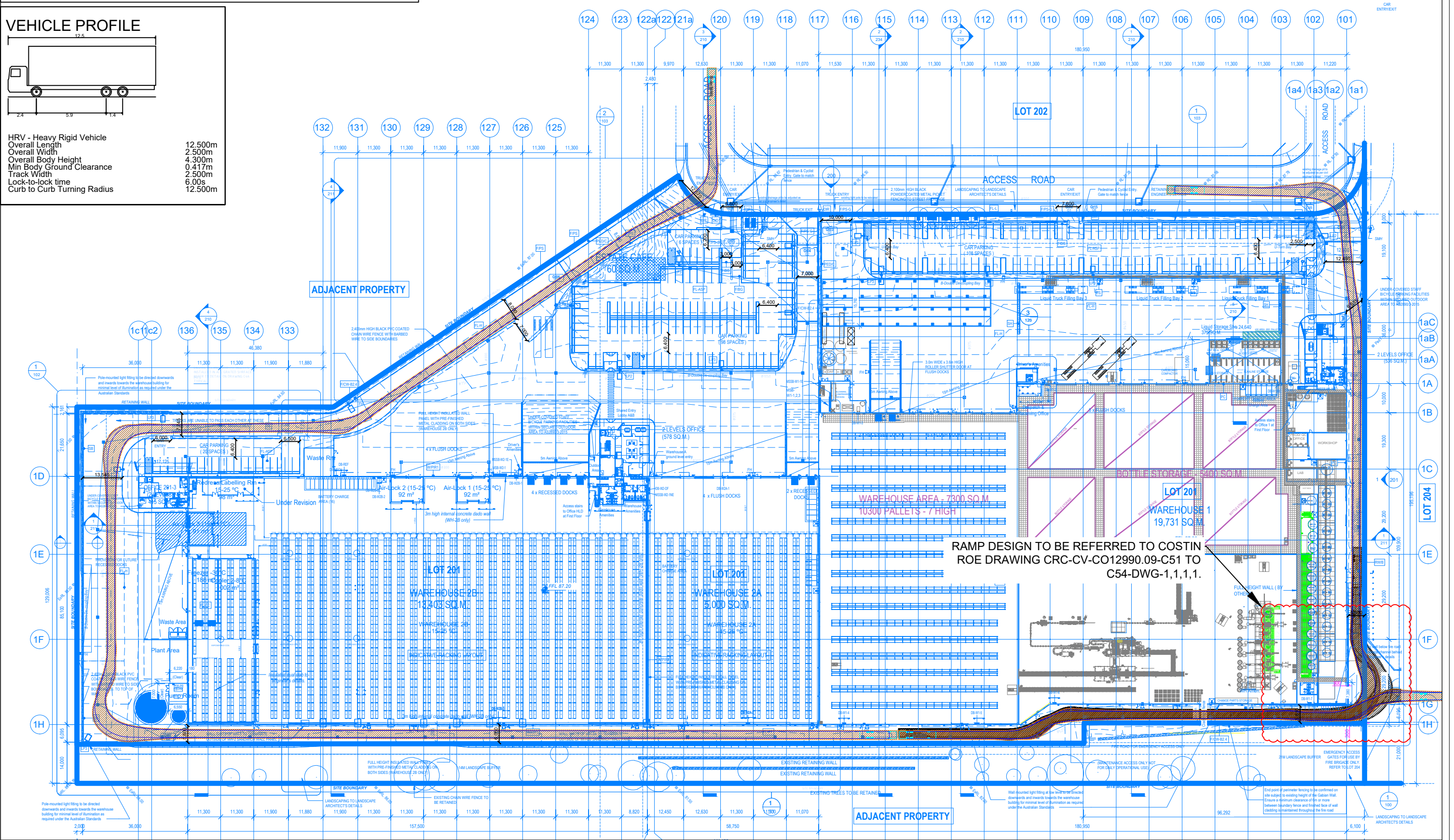


# COUNTER CLOCKWISE

## VEHICLE PROFILE



HRV - Heavy Rigid Vehicle  
 Overall Length 12.500m  
 Overall Width 2.500m  
 Overall Body Height 4.300m  
 Min Body Ground Clearance 0.417m  
 Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 12.500m



**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

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**Drawn By:**  
O HASHMI

**Client:**  
HANSEN YUNCKEN

**Project:**  
1717  
327-355 Burley Road, Horsley Park

**Drawing Title:**  
SWEEP PATH ASSESSMENT  
FIRE TRUCK (12.5 m HRV) ACCESS

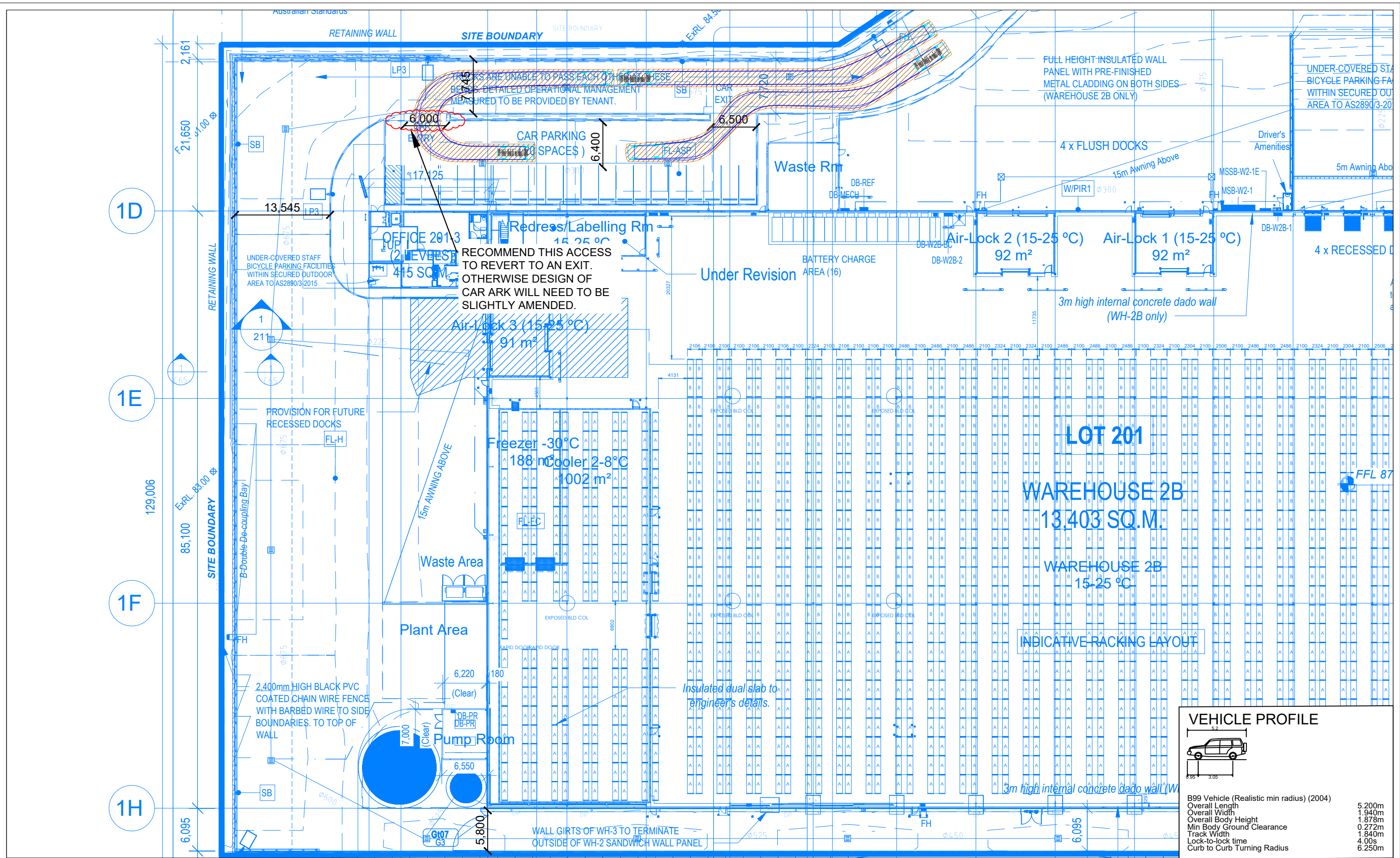
**Date:**  
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**Drawing Number:**  
AG11

**asongroup**

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 Sydney NSW 2000  
[info@asongroup.com.au](mailto:info@asongroup.com.au)



VEHICLE PROFILE	
B99 Vehicle (Realistic min radius) (2004)	5.200m
Overall Length	1.940m
Overall Width	1.878m
Overall Body Height	0.272m
Min Body Ground Clearance	1.840m
Track Width	4.00s
Lock-to-lock time	6.250m
Curb to Curb Turning Radius	

**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

This drawing is provided for information purposes only and should not be used for construction.

**Drawn By:**  
O HASHMI

**Client:**  
HANSEN YUNCKEN

**Project:**  
1717  
327-355 Burley Road, Horsley Park

**Drawing Title:**  
CAR PARK DESIGN  
WAREHOUSE 3

**Date:**  
19-Apr-22

**Scale @ A3:**  
1:500

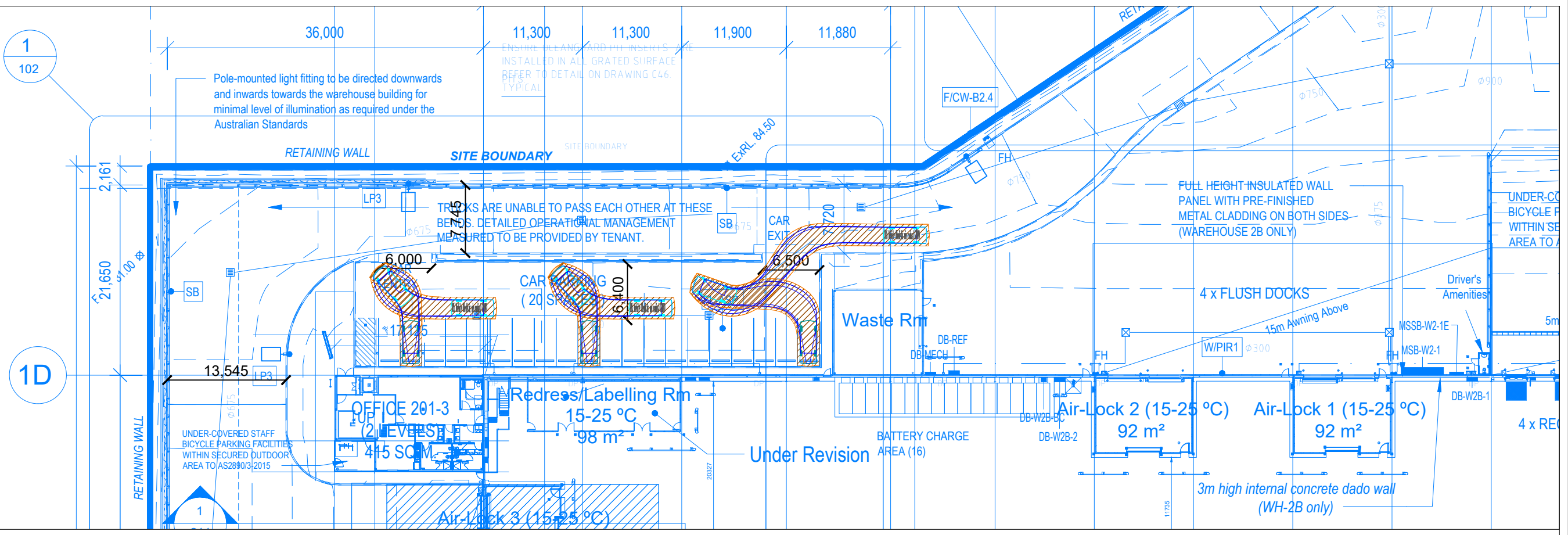
**Drawing Number:**  
AG12

**asongroup**

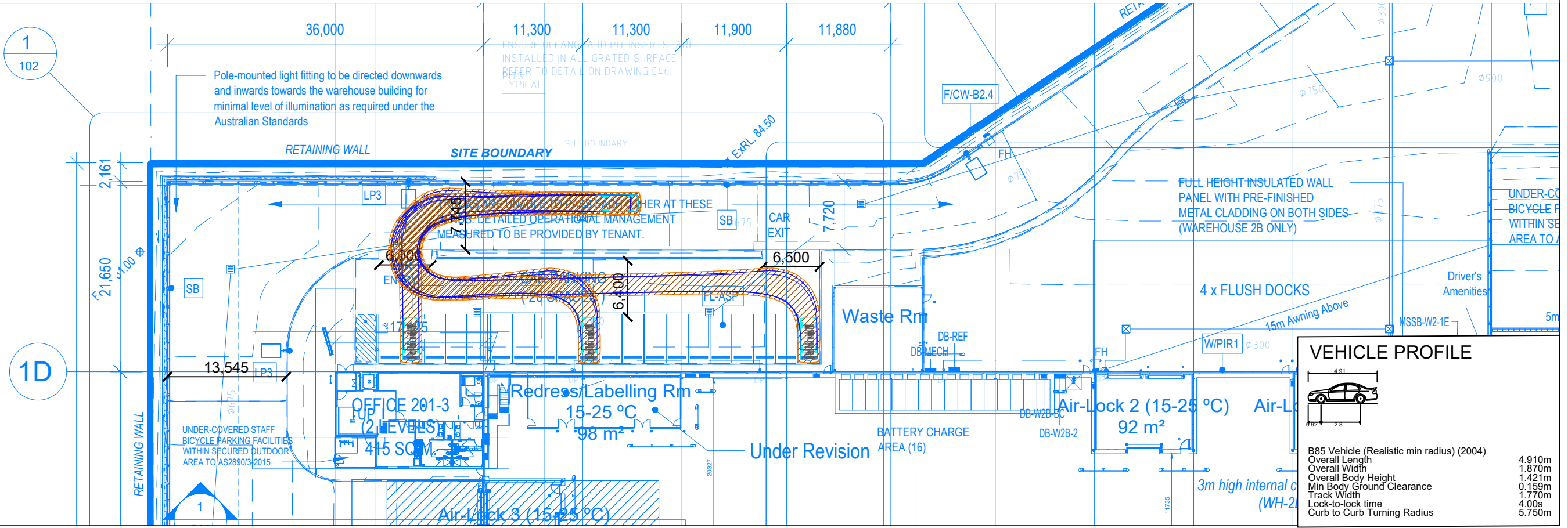
Suite 17.02, Level 17, 1 Castlereagh Street  
 Sydney NSW 2000  
[info@asongroup.com.au](mailto:info@asongroup.com.au)



# ENTRY



# EXIT



VEHICLE PROFILE	
B85 Vehicle (Realistic min radius) (2004)	4.910m
Overall Length	1.870m
Overall Width	1.421m
Overall Body Height	0.159m
Min Body Ground Clearance	1.770m
Track Width	4.00s
Lock-to-lock time	5.750m
Curb to Curb Turning Radius	

**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

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O HASHMI

**Client:**  
HANSEN YUNCKEN

**Project:**  
1717  
327-355 Burley Road, Horsley Park

**Drawing Title:**  
CAR PARK DESIGN  
WAREHOUSE 3

**Date:**  
19-Apr-22

**Scale @ A3:**  
1:500

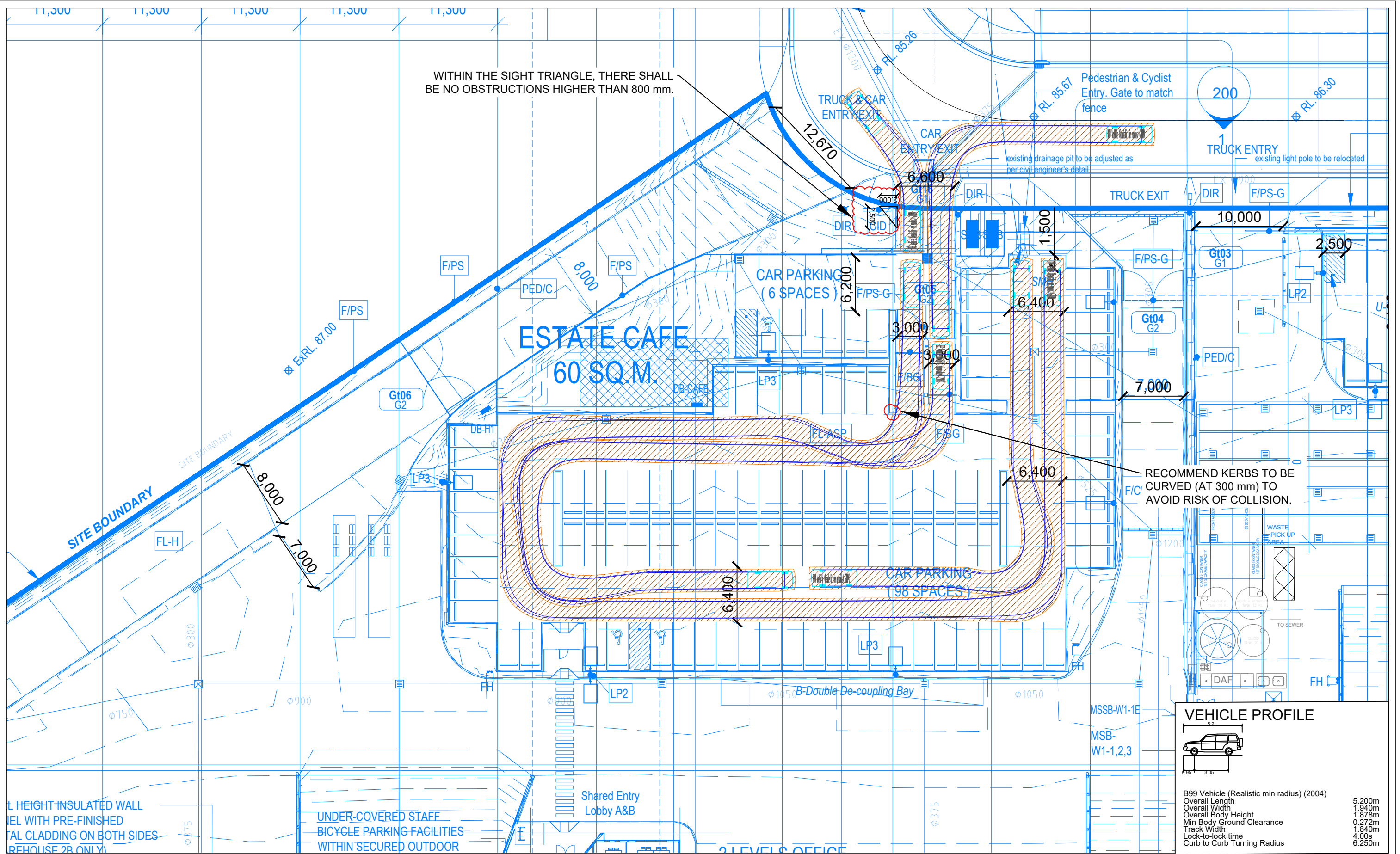
**Drawing Number:**  
AG13



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Sydney NSW 2000

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**Notes:**  
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O HASHMI

**Client:**  
HANSEN YUNCKEN

**Project:**  
1717  
327-355 Burley Road, Horsley Park

**Drawing Title:**  
CAR PARK DESIGN  
WAREHOUSE 2

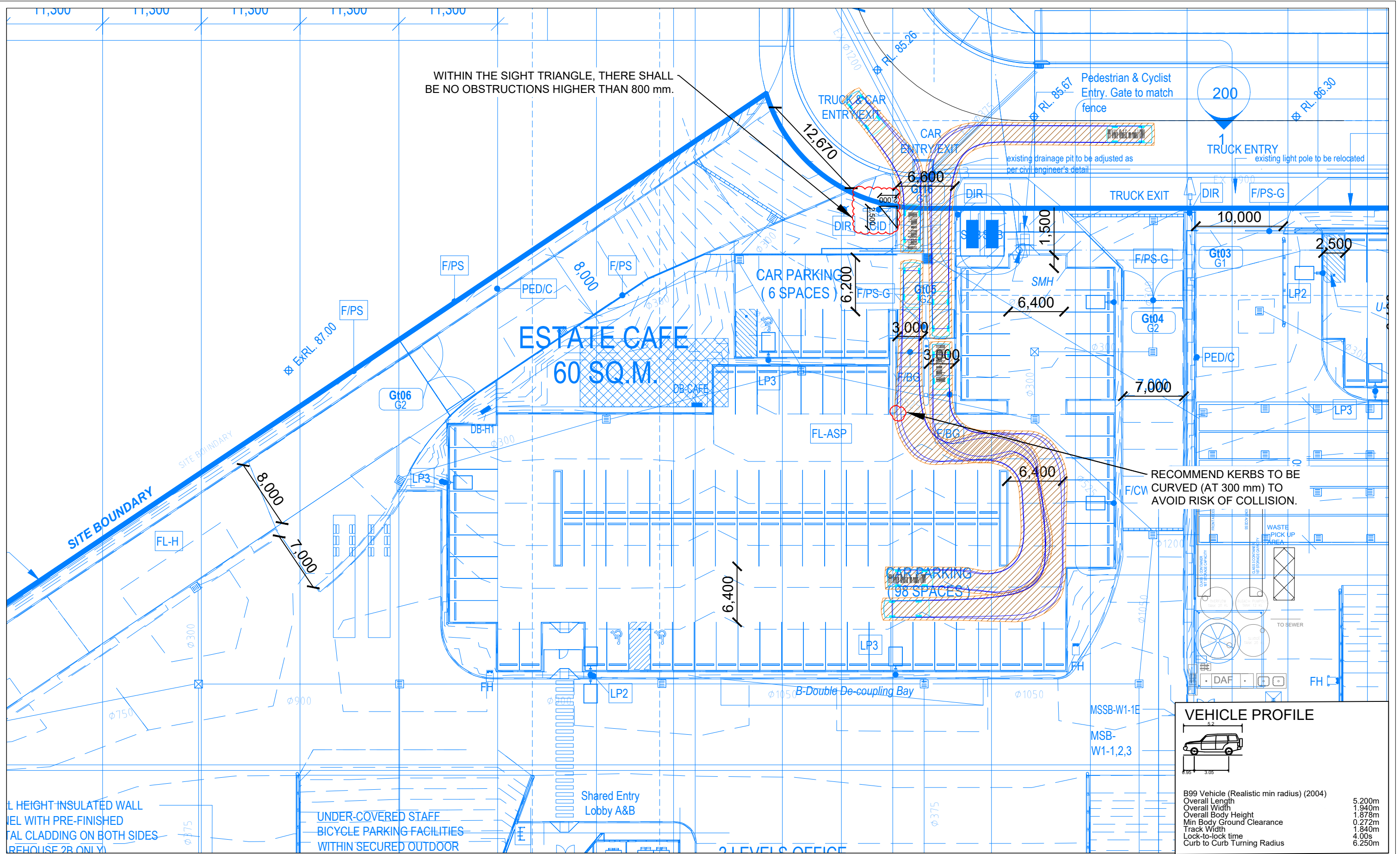
**Date:**  
19-Apr-22

**Scale @ A3:**  
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**Drawing Number:**  
AG14

**asongroup**

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 Sydney NSW 2000  
[info@asongroup.com.au](mailto:info@asongroup.com.au)



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 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

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**Drawn By:**  
O HASHMI

**Client:**  
HANSEN YUNCKEN

**Project:**  
1717  
327-355 Burley Road, Horsley Park

**Drawing Title:**  
CAR PARK DESIGN  
WAREHOUSE 2

**Date:**  
19-Apr-22

**Scale @ A3:**  
1:400

**Drawing Number:**  
AG15

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 Sydney NSW 2000  
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# ENTRY

WITHIN THE SIGHT TRIANGLE, THERE SHALL BE NO OBSTRUCTIONS HIGHER THAN 800 mm.

## PROPERTY

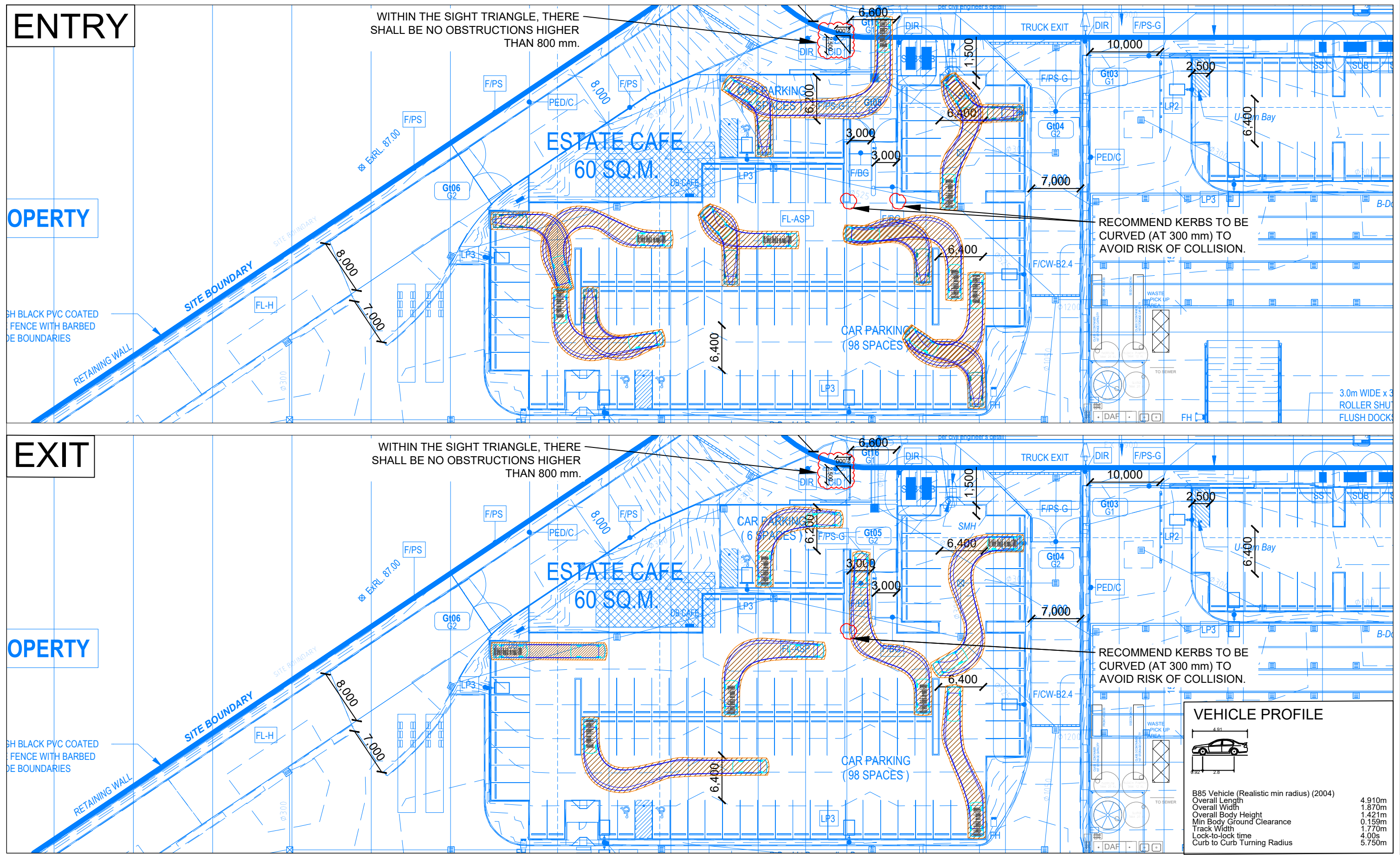
800mm HIGH BLACK PVC COATED FENCE WITH BARBED WIRE BOUNDARIES

# EXIT

WITHIN THE SIGHT TRIANGLE, THERE SHALL BE NO OBSTRUCTIONS HIGHER THAN 800 mm.

## PROPERTY

800mm HIGH BLACK PVC COATED FENCE WITH BARBED WIRE BOUNDARIES



VEHICLE PROFILE	
B85 Vehicle (Realistic min radius) (2004)	4.910m
Overall Length	1.870m
Overall Width	1.421m
Overall Body Height	0.159m
Min Body Ground Clearance	1.770m
Track Width	4.00s
Lock-to-lock time	5.750m
Curb to Curb Turning Radius	

**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
 The plan assessed (blue) was provided by Hansen Yuncken on 16.03.2022

This drawing is provided for information purposes only and should not be used for construction.

**Drawn By:**  
O HASHMI

**Client:**  
HANSEN YUNCKEN

**Project:**  
1717  
327-355 Burley Road, Horsley Park

**Drawing Title:**  
CAR PARK DESIGN  
WAREHOUSE 2

**Date:**  
19-Apr-22

**Scale @ A3:**  
1:500

**Drawing Number:**  
AG16

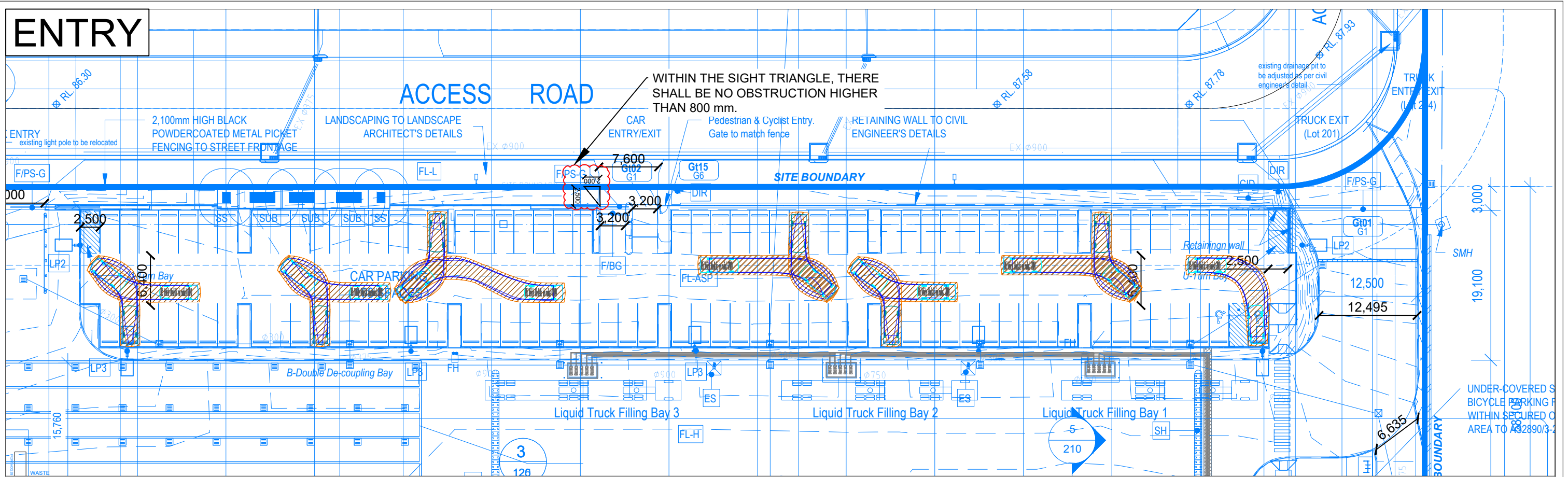
**asongroup**

Suite 17.02, Level 17, 1 Castlereagh Street  
 Sydney NSW 2000  
[info@asongroup.com.au](mailto:info@asongroup.com.au)

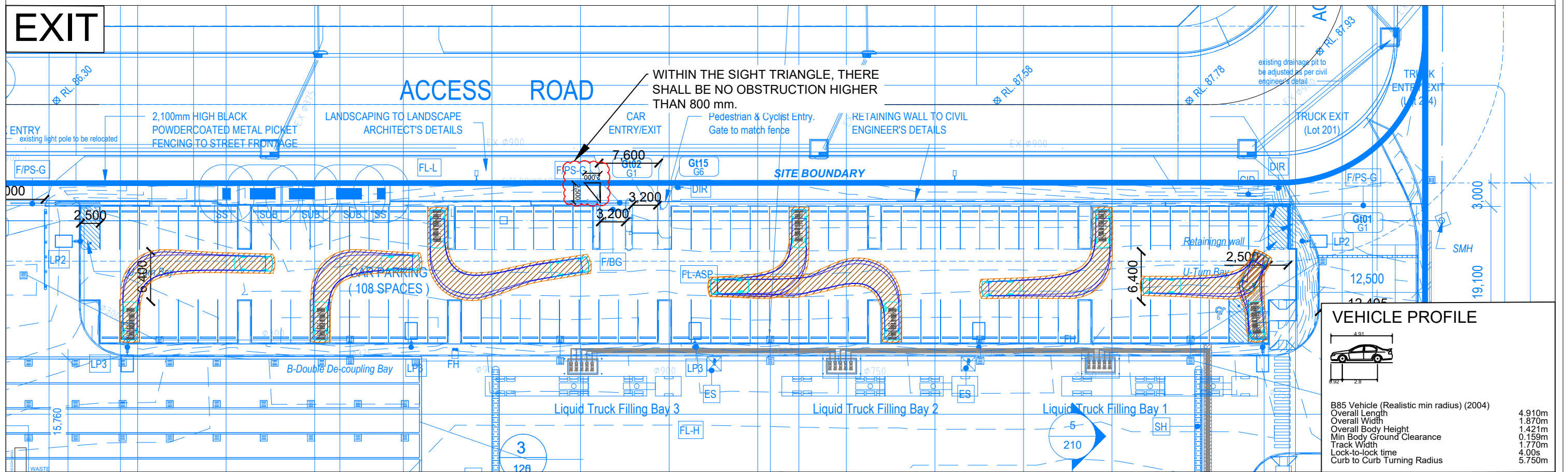




# ENTRY



# EXIT



VEHICLE PROFILE	
B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
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**Notes:**  
 The swept path assessment was undertaken at 10 km/hr with 300 mm clearance  
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**Drawn By:**  
O HASHMI

**Client:**  
HANSEN YUNCKEN

**Project:**  
1717  
327-355 Burley Road, Horsley Park

**Drawing Title:**  
CAR PARK DESIGN  
WAREHOUSE 1

**Date:**  
19-Apr-22

**Scale @ A3:**  
1:500

**Drawing Number:**  
AG18

**asongroup**

Suite 17.02, Level 17, 1 Castlereagh Street  
 Sydney NSW 2000  
[info@asongroup.com.au](mailto:info@asongroup.com.au)

# Appendix B. Drivers Code of Conduct

Drivers operating within Lot 201 shall adhere to safe driving policies as outlined below in the Driver Code of Conduct (the Code).

## Objectives of the Code

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- To minimise the impact of the development on the local and regional road network;
- Minimise conflict with other road users;
- Minimise road traffic noise during night-time hours;
- Ensure truck drivers use specified routes; and
- Manage/control pedestrian movements.

## Code of Conduct

---

The code of conduct requires that all drivers must:

- Demonstrate safe driving and road safety activities.
- Comply with all traffic and road legislation.
- Adhere to site signage and instructions.
- Only enter and exit the site via the allocated entry and exit points.

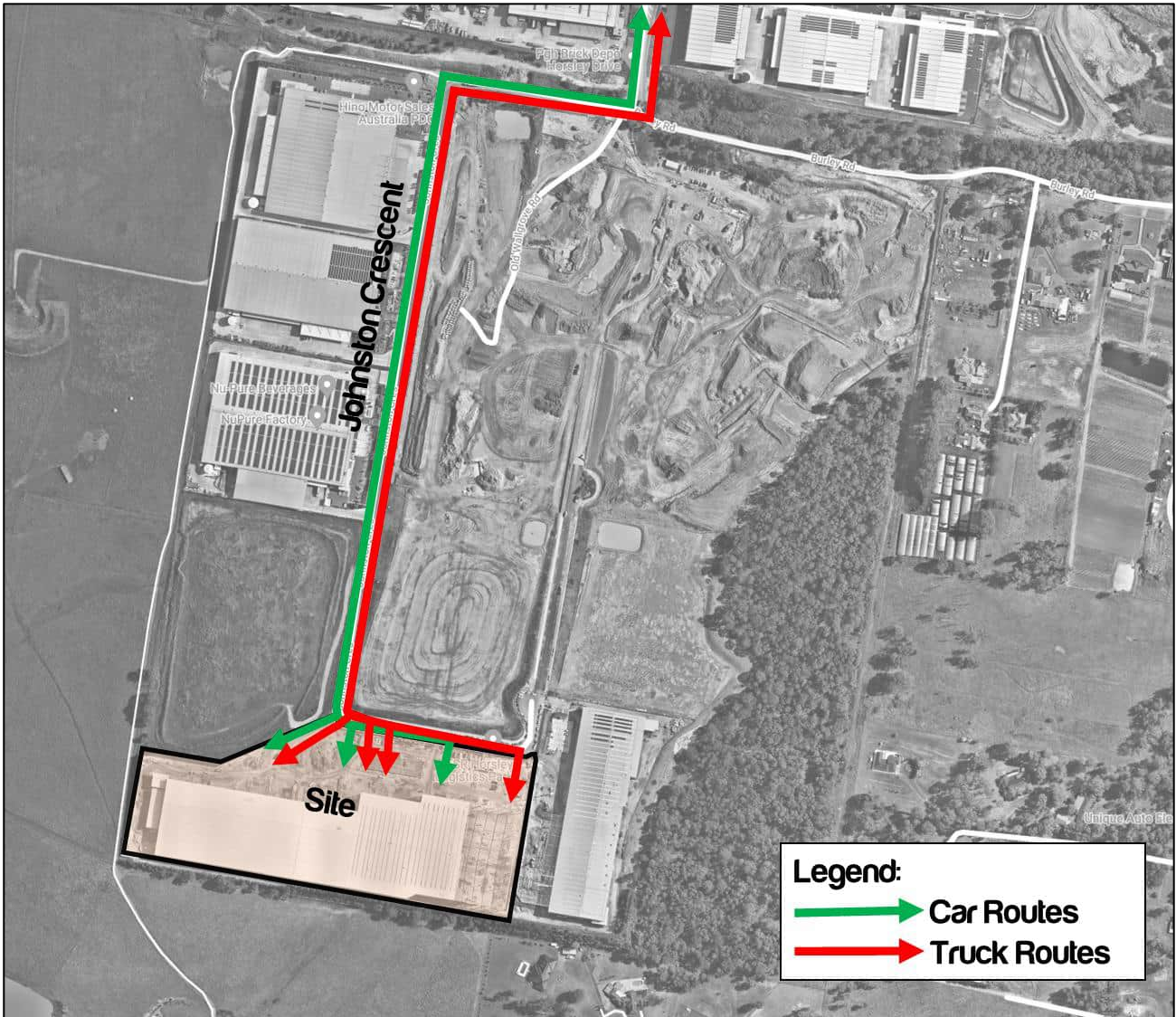
Drivers undertaking any of the following will be in a breach of conduct, result in administrative action and potential removal from Lot 201 and the broader ESR:

- Reckless or dangerous driving causing injury or death.
- Driving whilst disqualified or not correctly licensed.
- Drinking or being under the influence of drugs while driving
- Failing to stop after an incident.
- Loss of demerit points leading to suspension of licence.
- Any actions that warrant the suspension of a licence
- Exceeding the speed limit in place on any permanent or temporary roads

The above activities shall be enforced by licence checks, random drug and alcohol testing, and review of any community / enforcement feedback.

## Driver Routes

All drivers must abide with the following route to and from the Site.



## Management Team Responsibilities

Management (operator / manager / scheduler) is responsible to take all steps necessary to ensure drivers are as safe as possible and will not require staff to drive under conditions that are unsafe.

Management is to achieve this by undertaking the following:

- Ensure that all drivers adhere to the designated heavy vehicle routes as required by the route designated above.
- Ensure that the Management is responsible for ensuring no breaches of road transport laws, and to make sure that any actions or inactions taken by Management do not contribute to or encourage breaches of the NHVR.
- Ensuring all work-related vehicles are well maintained, and that the equipment enhances driver, operator, and passenger safety by way of:



- Daily prestart inspections for all vehicles and associated equipment.
- All vehicles must be fitted with reverse alarms.
- Ensure all operators on-site have a current verification of competency (VOC) for their current driver's licence of the appropriate class.
- Ensure maintenance requirements are met.
- Identify driver training needs and arranging appropriate training or re-training. This may include operator assessment as part of all inductions.
- Encouraging Safe Driving behaviour by:
  - Ensure rosters and schedules do not require drivers to exceed driving hours regulations or speed limits;
  - Keep records of drivers' activities, including work and rest times;
  - Ensure Drivers do not work while impaired by fatigue or drive in breach of their work or rest options;
  - Ensuring any Tenant is informed if their staff become unlicensed.
  - Not covering or re-imbursing staff speeding or other infringement notices.
  - Ensuring Legal use of mobile phones in vehicles while driving only and that illegal use is not undertaken.
- Encouraging better fuel efficiency by:
  - Use of other transport modes or remote conferencing, whenever practical.
  - Providing training on, and circulating information about, travel planning and efficient driving habits.

## Driver Responsibilities

---

All drivers accessing Lot 201 must:

- Be responsible and accountable for their actions when operating a company vehicle or driving for the purposes of work.
- Be cognisant of the noise and emissions requirements imposed within the OEMP, and in a broader sense, the NSW/ Australian Road Rules.
- Display the highest level of professional conduct when driving a vehicle at work.
- Ensure they have a current Australian State or Territory issued driver licence for the class of vehicle they are driving, and this licence is to be carried.
- Immediately notify their supervisor or manager if their drivers' licence has been suspended, cancelled, or has had limitations applied.
- Comply with all traffic and road legislation at all times.
- Assess hazards while driving and demonstrate appropriate care.
- Regularly check the oil, tyre pressures, radiator, and battery levels of vehicles they regularly used.
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas.
- Not drive outside of the approved heavy vehicle routes. All drivers must obey weight, length and height restrictions imposed by the National Heavy Vehicle Regulator, and other Government agencies. Heavy Vehicles shall adhere to the routes outlined in Section 4.2.2.
- Be aware that at no time may a tracked vehicle be permitted or required on a paved road.
- Never drive under the influence of alcohol or drugs, including prescription and over the counter medication if they cause drowsiness –to do so will merit disciplinary measures.

- Wear a safety seat belt at all times when in the vehicle.
- Avoid distraction when driving –the driver will adjust car stereos/mirrors etc. before setting off or pull over safely to do so.
- Report any near-hits, crashes, and scrapes to their manager, including those that do not result in injury.
- Report infringements to a manager at the earliest opportunity.
- Report vehicle defects to a manager prior to the next vehicle use.
- Adhere to the authorised site access and egress routes.
- Follow speed limits as imposed within the estate.
- Take reasonable care for his or her own personal health and safety.
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons.
- Notify their employer if they are not fit for duty prior to commencing their shift.
- Ensure all loads are safely covered and / or restrained, as necessary.
- Ensure no dirt or debris from the vehicles is tracked on to the public road network.
- Operate their vehicles in a safe and professional manner, with consideration for all other road users.
- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device.
- Advise management of any situations in which the driver knows, or thinks, may present a threat to workplace health and safety.
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary.
- Have a valid Container Wright Declaration if they are to move freight containers.

## Crash or incident Procedure

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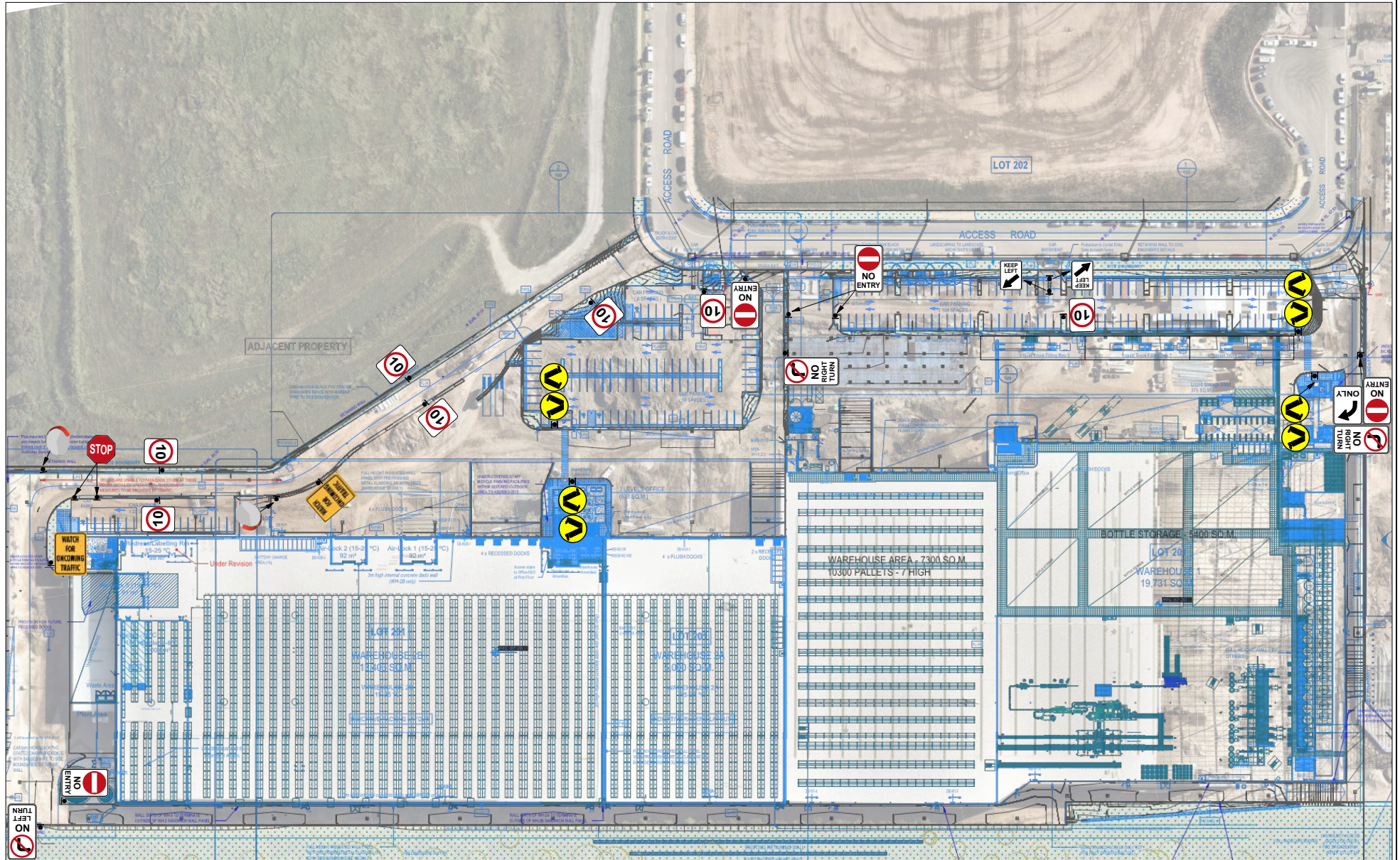
In the event of a crash or other incident whilst driving:

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the following information is noted:
  - Details of the other vehicles and registration numbers
  - Names and addresses of the other vehicle drivers.
  - Names and addresses of witnesses.
  - Insurers details
- Give the following information to the involved parties:
  - Name, address, and company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
  - If there is a disagreement over the cause of the crash.
  - If there are injuries.
  - If you damage property other than your own.

- As soon as reasonably practical, report all details gathered to your manager.

# Appendix C. Traffic Management System





**ADDITIONAL NOTES**

**Closure:**  
Site Overview

**Client:**  
ESR Australia

**Project:**  
Job No: 1328  
Address: Lot 201, ESR, Kemps Creek

**Drawing Title:**  
1518-TGS-02-2C&2D OWE\_Kemps Creek

**Date:**  
16/04/2022

**Scale @ A3:**

**Drawing Number:**  
AG.01

**asongroup**

**DESIGNER:** JAMES LAIDLER  
CERT: 0034322012