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AMCOR New Paper Mill – Project B9

TRAFFIC MANAGEMENT PLAN – OPERATIONS

- Version 1
- August 2012



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1. Introduction

1.1 Background

AMCOR Packaging (Australia) Pty Ltd (“AMCOR”) has approval to construct and operate a New Paper Mill at its site in Matraville, NSW. Project approval for the New Paper Mill (the “B9 Project”) was granted by the Minister for Planning on 20 July 2007 (Application No. 05_120). This approval covered the construction and operation of a new paper making facility, including the replacement of two existing paper machines. A modification to the original project approval was granted on the 12 July 2010 which included subdivision of the site, changes in operational noise limits, changes in operational traffic movements and an upgrade of McCauley Street. The modified approval also included changes to the original Minister’s Condition of Approval (MCoA 21) relating to traffic management.

This Traffic Management Plan has been prepared to address the modified MCoA 21 and contains detailed information on the traffic management measures relevant to operation of the New Paper Mill. Construction related measures have been addressed in the Construction Traffic Management Plans already submitted to the Department of Planning and Infrastructure.

1.2 Minister’s Condition of Approval

The modified Minister’s Condition of Approval is presented below and the location in this document where each of the operational requirements is addressed is also presented.

The Proponent shall prepare and implement a Traffic Management Plan to the satisfaction of the Director-General and in consultation with the RTA, Sydney Ports Corporation and Council. The plan shall be submitted to the Director-General prior to the commencement of construction and must include:	
a) A Driver Code of Conduct and training to ensure that noisy practices are not unnecessarily undertaken on site or near sensitive receivers	Section 2.1
b) Details of construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic controls	This condition is not relevant for operation
c) Procedures for notifying residents of construction traffic routes and potential disruptions to routes and access	This condition is not relevant for operation
d) A description of the parking arrangements during construction	This condition is not relevant for operations
e) Detailed analysis of the impact on the road network, where temporary road closures are required	This condition is not relevant for operation
f) Procedures to minimise the use of reversing alarms	Section 2.2
g) Movement scheduling where practicable to reduce impacts during sensitive times of the day; and	Section 2.3
h) Procedures for preventative and corrective action including disciplinary action for breaches of noise minimisation procedures	Section 2.4

2. Traffic Noise Mitigation

The revised MCoA 21 requires a number of noise mitigation measures be implemented to minimise the impact of operational traffic related noise on residential receivers. These are addressed in the following sections.

2.1 Driver Code of Conduct and Training

A Driver Code of Conduct for operations is presented in Appendix A. The Driver Code of Conduct will be issued and explained to all drivers of vehicles requiring access to the site as part of the site induction procedure. The induction process must be completed before drivers are permitted to access the site. Upon successful completion of the induction procedure drivers will be issued with an electronic security pass. The security pass is necessary to activate the entry and exit security gates.

It is not considered necessary to issue the Driver's Code of Conduct to drivers of vehicles that only require access to the car park as they will access and exit the site via the Botany Road access which is distant from residential areas.

2.2 Minimising the Use of Reversing Alarms

There have been complaints in the past about vehicle reversing alarms at night time. These have been from either clamp trucks loading finished product into trucks near residential areas or the operation of the front end loader and clamp trucks in the waste paper storage yard. For the New Paper Mill and Finished Product Store a number of design measures and procedures have been implemented to reduce the impact of reversing alarms on residential receivers including:

- Locating the new Finished Product Store further away from residential receivers. The new Finished Product Store is located along McCauley St and is at least 130m away from the nearest residential receivers. The existing Finished Product Stores for the B7 and B8 paper machines are located as close as 60m to residential areas.
- The new Finished Product Store has been designed to allow trucks to enter, be loaded and exit the store without having to reverse. Most of the product will be despatched in this manner. A small amount of product will be end loaded into shipping containers for export. The trucks transporting the containers will need to reverse into recessed loading docks, however these are located about 180m from the nearest sensitive receivers.
- All clamp truck operations required to load product reels for delivery will take place inside the new Finished Product Store. This will provide significant noise mitigation for their reversing alarms.
- Overall the site and facilities have been designed to minimise the need for heavy vehicles to reverse. Reversing heavy vehicles have been identified as a major safety risk on site and consequently the design and traffic flows have been optimised to minimise these movements.

- The waste paper conveyor will be partially enclosed with the roof and walls to the north designed and installed to minimise the noise emissions from the front end loader.
- Noise barriers will be installed along the northern perimeter of the waste paper yard facing the residential area to minimise the noise emissions from the front end loader operations.
- Appropriate signage will be installed within the site to inform drivers of noise sensitive areas and to limit noise generating activities (such as reversing).

2.3 Movement Scheduling

Noise sensitive times of the day in the local area are evening and night time. Presented below is the average week day heavy vehicles traffic for the New Paper Mill.

Wastepaper deliveries account for the majority of heavy vehicles that access the site. Scheduling will be arranged to maximize the number of deliveries during daytime hours. However, because of the large number of vehicles that will need to be unloaded (in excess of 200 on a busy day) it will be necessary to schedule a significant portion of the deliveries for evening and night time to avoid excessive waiting times and consequent queuing issues.

While the New Paper Mill is operational during the weekends, the number of waste paper deliveries is significantly lower (about 10 - 15% of the typical weekday movements). This is one of the major movement scheduling mitigation measures to provide reduced noise during weekends.

Chemicals and starch deliveries generally occur outside of peak periods to minimise safety and environmental risks but will be scheduled for day time hours.

Solid and general waste removals are scheduled for day time hours.

Finished product despatches occur 24 hours a day 7 days a week. The majority of despatches will be via the Finished Product Store dedicated exit onto McCauley Street which is further away from residential receivers than the general site exit opposite Raymond Avenue. Only despatch of product for export will be via the Botany Road site exit.

Type of Vehicle	Average Weekday Traffic
	B9
Waste Paper Deliveries:	
B-Doubles	4
Semi Trailers	31
Rigids (Compactors, Tippers, Tray Trucks - 2 to 15 tonne load).	147
Starch / Chemicals Deliveries:	
Semi Trailers	2
Finished Product Despatch:	
B-Doubles	16
Semi Trailers	31
Solid Waste Removal:	
Truck and Dog Trailer	6
General Waste:	
Rigids (Front loading hook bins etc.)	1

2.4 Preventative & Corrective Action

Other preventative measures to reduce noise and traffic impacts on residential areas north of the site include:

- Vehicles exiting onto McCauley Street will not be permitted to turn right and travel north into residential areas. Physical traffic management measures (eg. traffic islands) have been included in the design of the McCauley Street exit (in consultation with RCC) to impede right turns by heavy vehicles.
- All heavy vehicles entering and exiting the site will be recorded and monitored. A security pass system will be used to electronically register details of heavy vehicles at the incoming weighbridges and then again at the outgoing weighbridge. Also CCTV will be installed at the exits onto McCauley Street. The information available from these systems will allow any heavy vehicles turning right into residential areas to be identified and appropriate disciplinary action implemented.
- Appropriate signage would be installed within the site to inform drivers of noise sensitive areas and to limit noise generating activities (such as reversing).
- Appropriate signage would be installed at the McCauley Street exit informing them that only left turns would be permitted.



Corrective actions to minimise traffic noise impacts include:

- Any complaints regarding traffic noise or other traffic related matters would be investigated and appropriate remedial measures implemented. As noted above due to the electronic monitoring of heavy vehicles, culprits would be able to be easily identified.
- As part of regular operational noise monitoring the impact of traffic noise would be assessed and if found to exceed noise management goals, additional mitigation measures would be implemented.
- Where traffic noise minimisation measures are disregarded, appropriate disciplinary actions would be implemented including:
 - Re-induction and re-training of offender/contractor in noise minimisation requirements.
 - Issue of official warning letter as per employment or contract conditions.
 - Termination of employment or contract for repeated breaches.

Appendix A – Driver Code of Conduct

- All parking and traffic rules must be adhered to at all times.
- The site speed limit is 10 km/hour.
- Entry to the site is via Botany Road only. Exit from the site, excluding the car park, is via McCauley St only. Exit from the car park is via Botany Road only.
- When exiting the site, a right turn into McCauley Street is not permitted. All vehicles must turn left.
- All vehicles accessing the site must be appropriately maintained and must not be excessively noisy or smoky. Any vehicles found to exceed appropriate noise and/or air quality standards will be removed or not permitted access to site.
- Vehicles must be turned off when not in use. (i.e. No idling).
- Reversing and the use of air brakes should be minimised wherever possible.
- Smoking is prohibited on site including in vehicle cabins.
- Disciplinary action will be implemented against any driver who breaches this Code of Conduct.