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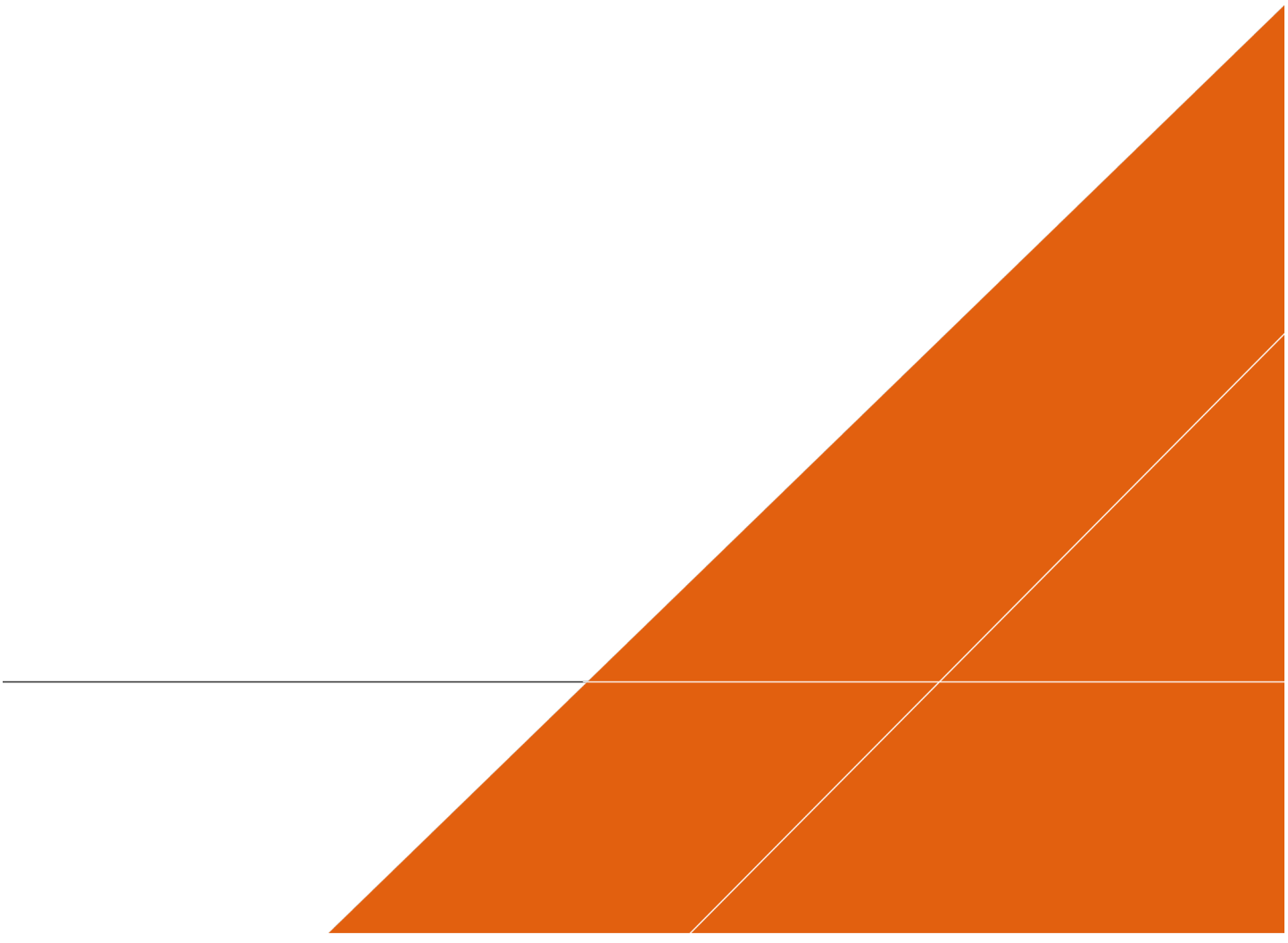
PATONS LANE RESOURCE RECOVERY CENTRE

Traffic Noise Management Plan

11 JULY 2019



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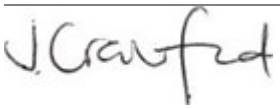
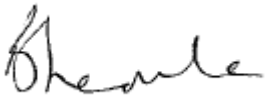
SRC OPERATIONS PTY LTD
PATONS LANE RESOURCE RECOVERY CENTRE

Traffic Noise Management Plan

Author	Brian Clarke, Sean Fishwick	
Checker	Jamie Crawford	
Approver	Brad Searle	
Report No	001	
Date	11/07/2019	
Revision Text	B	

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AUTHORS DETAILS

Author Details	Qualifications and Experience
Brian Clarke	BE (Hons) – Brian has 30 years' consulting experience for noise and vibration services including design assessment and monitoring
Sean Fishwick	Bachelor of Environment - Sean has approximately seven years' experience in environmental planning and impact assessment, including approximately three years' experience in the preparation of environmental documentation associated with waste management infrastructure proposals.

REVISIONS

Revision	Date	Description	Prepared by	Approved by
A	03/05/19	Draft	Brian Clarke, Sean Fishwick	Brad Searle
B	11/07/19	Final - Updated to address DPIE comments.	Brian Clarke, Sean Fishwick	Brad Searle

ACRONYMS AND DEFINITIONS

Acronym / Term	Meaning
BATEA	Best Available Technology Economically Achievable
C&D	Construction and demolition
C&I	Commercial and industrial
CLC	Community Liaison Committee
CoC	Conditions of Consent
Development Approval MP09-0074	The approval granted by the Land and Environment Court for the establishment and operation of the resource recovery centre in August 2012 and approved for the landfilling of commercial and industrial (C&I) and construction and demolition (C&D) waste types (general solid (non-putrescible) waste)
DP&E	Department of Planning and Environment (NSW)
EA	Environmental Assessment
EPA	Environmental Protection Authority
EMS	Environmental Management System
LEMP	Landfill Environmental Management Plan
Principal, the	SRC Operations Pty Ltd.
km	kilometres
NSW	New South Wales
ONMP	Operation Noise Management Plan
POEO Act	*Protection of the Environment Operations Act 1997*
Project, the	Patons Lane Resource Recovery Centre
RRA	Recycling and reprocessing area
RRC	Resource Recovery Centre
TNMP	Traffic Noise Management Plan (this Plan)
tpa	tonnes per annum

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1 INTRODUCTION

1.1 Background

The Patons Lane Resource Recovery Centre ('the Project'), located in Orchard Hills, NSW is a resource management facility comprising Lot 40, DP 738126, within the former Erskine Park Quarry owned by SRC Properties Pty Ltd ('the Principal'). Project Approval MP09_0074 was granted by the Land and Environment Court for the establishment and operation of the resource recovery centre in August 2012 and approved for the landfilling of commercial and industrial (C&I) and construction and demolition (C&D) waste types (general solid (non-putrescible) waste).

The objectives of Patons Lane Resource Recovery Centre (RRC) are to:

- Provide a facility to assist the NSW Government to meet the recycling targets for C&I and C&D waste
- Recover a high proportion of clay/shale resources for the brick and construction industry
- Receive and emplace wastes and residuals from the on-site recycling
- Progressively rehabilitate a disused quarry to re-instate the agriculturally productive land consistent with the surrounding lands.

A description of the Project is provided in Section 2.

Noise emissions from traffic movements associated with the operation of the Project have the potential to impact nearby sensitive receivers. The main noise sources will be truck movements to and from the facility.

Arcadis has been engaged with support from Wilkinson Murray to prepare a Traffic Noise Management Plan (TNMP) for the Project.

1.2 Purpose and Scope

This TNMP has been developed to manage traffic noise impacts associated with operation of the Project.

In addition, this plan specifically addresses Schedule 4 Condition 28 of the Project Approval (MP09_0074) which requires the preparation of a TNMP. The TNMP must be approved by the Director-General prior to the commencement of operation of the Project. How the Conditions of Consent (CoC) are addressed is outlined in Section 3.2.

This TNMP has been prepared in accordance with:

- Project Approval MP09_0074 CoC
- Orchard Hills Waste and Resource Management Facility Environmental Assessment, R.W. Corkery & Co. Pty. Ltd., April 2010
- Further Modified Preferred Project Report (FMPPR) for the Orchard Hills Waste and Resource Management Facility, RW Corkery & Co Pty Limited / GHD, September 2011
- DRAFT Post Approval Guideline – Environmental Management Plan, 2018, Department of Planning and Environment.

1.3 Objectives and Targets

Table 1 below outlines the objectives and targets set out for the Project for the management of traffic noise during operation. These objectives and targets were developed by the Principal based on collective industry experience and best practice.

Table 1 Objectives and Targets

Objective	Target	Timeframe	Accountability
Ensure operational traffic noise and impacts on community are minimised	100% compliance with approved hours of work No exceedances of noise criteria	Duration of operations	Site General Manager
Ensure compliance with relevant CoCs, applicable legislative and other requirements through the implementation of the management measures identified in this plan	No written warnings or infringement notices	Duration of operations	Environmental Engineer
Minimise complaints associated with traffic noise by implementation of the management measures in this plan	No validated complaints from the community regarding traffic noise	Duration of operations	Community Liaison Manager

1.4 Consultation

In accordance with Schedule 4 Condition 24(b) of Development Approval MP09_0074, this TNMP has been prepared in consultation with the NSW Environment Protection Authority (EPA), as outlined in Table 2.

Supplementary information to support the consultation undertaken is included in Appendix A.

Table 2 Consultation Summary

Agency	Date	Person contacted	Comment	Status
EPA	26 June 2019	Deanne Pitts Senior Operations Officer – Waste Compliance	EPA has confirmed that they won't be providing comments on this plan.	Closed

No formal consultation was required with the community under this condition.

2 SITE DESCRIPTION AND WORKS

2.1 Project Overview

The Project site is located at 123-179 Patons Lane, Orchard Hills, NSW, and comprises of Lot 40, DP 738126. The site is approximately 60 ha, and access is provided from Luddenham Road via Patons Lane, a public road which is oriented parallel to the southern boundary of the site and intersects Luddenham Road approximately 1.1 km from the east-southeast of the entrance to the site. The site location is shown in Figure 1.

LEGEND

Project site boundary

Watercourse

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SITE LOCATION

Date: 22/03/2019 Path: \\HC-AUS-NS-FS-01\jobs\10027296\L-GIS\A_Current\B_Maps\ProjectDescription\G10027296_PD_003_SiteLocation_A4P_v2.mxd
Created by: NS
QA by: RB

Figure 1 Site Location

The Project involves a number of components designed to collectively provide an important, financially sound and environmentally responsible waste and resource management service, and the ultimate re-instatement of productive rural grazing land in an area zoned for ongoing agricultural production.

The Project comprises of the following components:

- Erection and operation of the waste recycling and re-processing facility
- Development and operation of staged ancillary waste emplacement cells to contain all residual wastes from the recycling facility, other imported wastes and selected C&D wastes recovered from the on-site existing perimeter bund walls
- Refurbishment of the former weighbridges and offices together with the construction of a range of on-site infrastructure including truck wheel wash, site workshop and water management structures
- Ongoing clay/shale extraction
- Selective removal and on-site disposal of material from the existing perimeter bund walls.

2.2 Scope of Works

2.2.1 Staging

The Project will operate in accordance with three key stages. 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) as part of 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 five to seven years to complete.

Plans for Stage 1 have been prepared based on the impacts of the above activities being carried out at full operational level i.e. up to the maximum permitted tonnages and vehicle movements as permitted by the Project Approval. General construction and operating parameters are summarised in the following sections.

- Hours of construction:
  - Monday to Friday, 7am to 6pm
  - Saturday, 8am to 1pm
  - Sunday, nil.
- 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: 54 m AHD
- Construction: 10 to 15 people
- Operation: 20 people full time, plus up to 10 part-time contractors
- Hours of operation:
  - Monday to Friday, 7am to 5pm

- Saturday, 8am to 2pm.
- Sunday, nil.

The Department of Planning and Environment (DP&E) approved the lodgement of all but two management plans on a staged basis. This TNMP has been prepared for Stage 1 operations.

2.2.2 Site Establishment and Construction of the RRA

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 take 18 months to complete and will be carried out within the following parameters:

- Hours of Construction:
  - Monday to Friday 7am to 6pm
  - Saturday 8am to 1pm
- Personnel:
  - Construction: 10 to 15 people.

2.2.2.1 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 north eastern and north western 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 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 installation of three weighbridges and upgrade of associated office building
- 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 2 below.

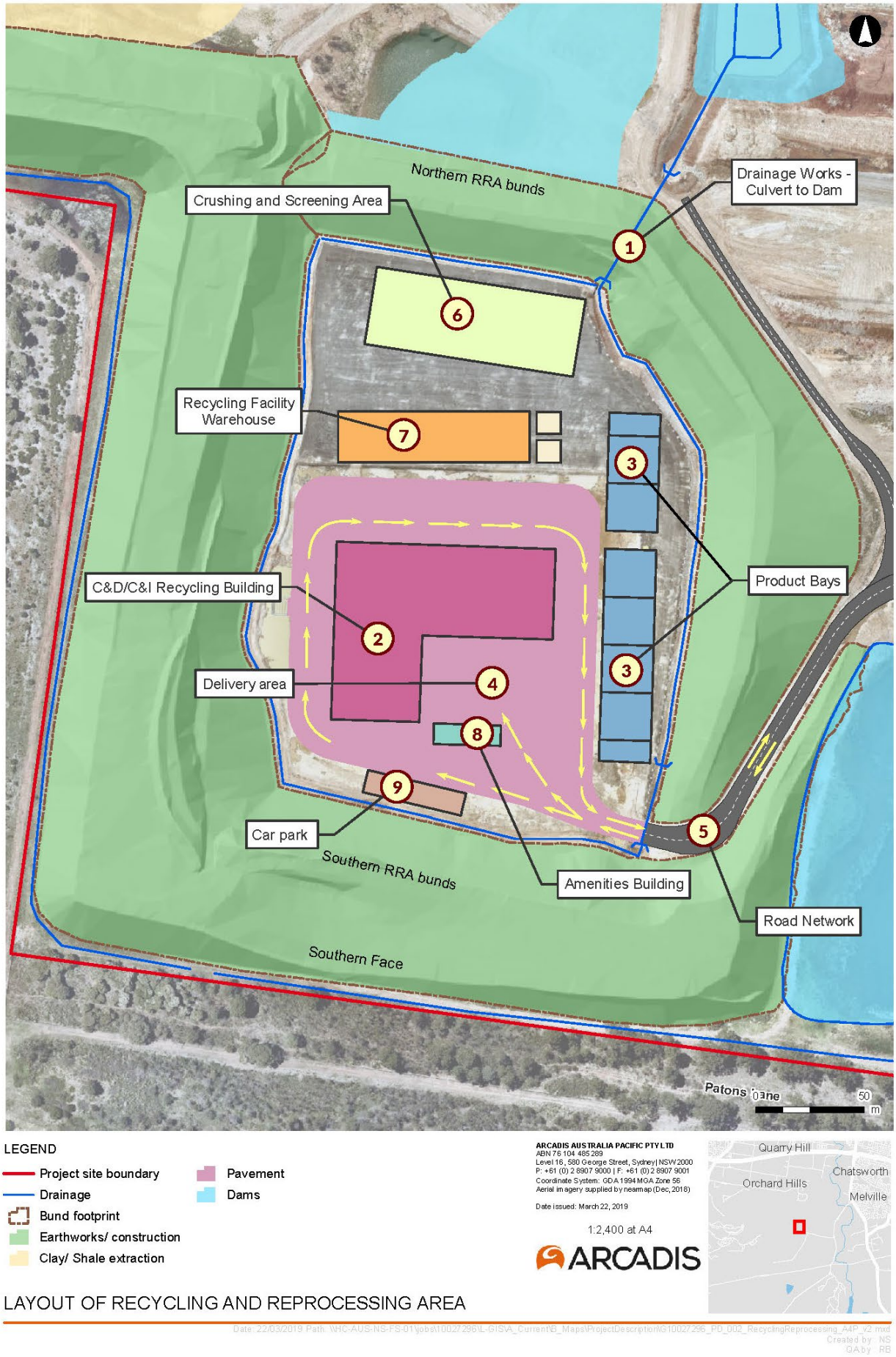
Figure 2 Site Establishment Works

These works and activities will be undertaken generally in the order set out below (and referenced on Figure 2) 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. The works and activities associated with site establishment are as follows:

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 48 m AHD to 49 m 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 4 for details)
13. Maintain height of the eastern face of 57 m to 58 m 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 Pro
22. Upgrade site entrance
23. Install weighbridges
24. Construct car park
25. Construct site office
26. Reduction in height from southwestern face
27. Establish workshop area
28. Construct acoustic mound.

2.2.2.2 Construction of the 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 in Figure 3. 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.



LEGEND

- Project site boundary
- Drainage
- Bund footprint
- Earthworks/ construction
- Clay/ Shale extraction
- Pavement
- Dams

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Aerial imagery supplied by nearmap (Dec, 2018)

Date issued: March 22, 2019

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LAYOUT OF RECYCLING AND REPROCESSING AREA

Date: 22/03/2019 Path: \\HC-AUS-NS-FS-01\jobs\100272961\L-GIS\A_Current\EI_Maps\ProjectDescription\G100272961_PD_002_RecyclingReprocessing_A4P_v2.mxd
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QA by: RB

Figure 3 Layout of Recycling and Reprocessing Area

The infrastructure permitted to be constructed as part of the RRA 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 other issues and will vary accordingly. In addition, many of the following works and activities will need to be undertaken simultaneously:

1. Drainage works
2. C&D / C&I Recycling Building
3. Product Bays
4. Delivery Area
5. Road network
6. Crushing and Screening Area
7. Recycling Facility Warehouse
8. Amenities building
9. Carpark.

2.2.3 Operation

These works and activities are included in Stage 1 and will be undertaken following the completion of the majority of site establishment works (subject to confirmation via a Pre-Operation Compliance Audit) and once the recycling and re-processing area is constructed (subject to an occupation certificate) and is operational.

The specific works and activities associated with Stage 1 operations are the:

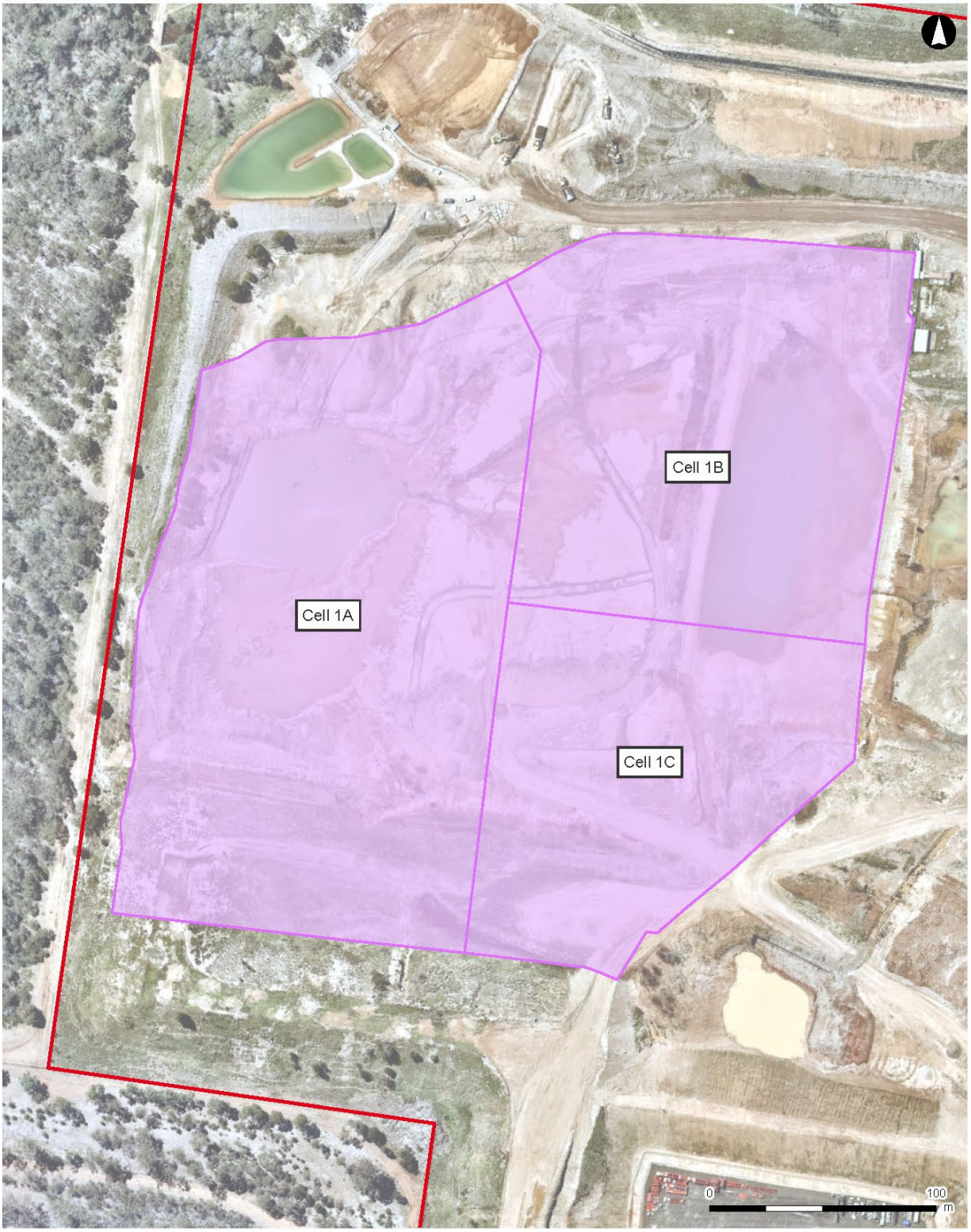
- Emplacement of wastes into Cell 1A
- Construction of Cell 1B and 1C including the selective extractive operations to extract the clay/shale resource and related stockpiling activities
- Receipt and processing of wastes in the RRA with residuals being compacted, baled, and emplaced in Cell 1A and 1B.

Figure 4 shows the general arrangement of Cell 1.

Compacted and baled residual waste will be transported form the RRA to the landfill cell via a dedicated on-site heavy vehicle fitted with a walking floor trailer.

Mobile plant and equipment to be used for the placement of waste into the cells include an excavator with a detachable grab attachment for handling the baled waste, and a bucket attachment for movement of daily cover. A compactor will also be used to provide further compaction of residual waste.

Bulldozers, dump trucks and excavators will be used for the excavation of cells 1B nd 1C.



LEGEND

Project site boundary

Cell 1

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CELL 1 GENERAL ARRANGEMENT

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Created by: NS
QA by: RB

Figure 4 Cell 1 General Arrangement

3 ENVIRONMENTAL MANAGEMENT FRAMEWORK

3.1 Legal and Other Requirements

Details about the legislation, planning instruments and guidelines considered during development of this plan are listed below.

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2000*
- *National Greenhouse and Energy (NGER) Act 2007 (Common-wealth)*
- *Protection of the Environment Operations (POEO) Act 1997*
- *Protection of the Environment Operations (Noise Control) Regulation 2017*
- *NSW Environmental Criteria for Road Traffic Noise (ECRTN) (EPA 1999)*
- *DECCW's Industrial Noise Policy (INP)*
- *Interim Construction Noise Guideline (DECC, 2009).*
- *NSW Road Noise Policy (RNP), Department of Environment, Climate Change and Water 2011.*

3.2 Project Approval

Stage 1 of the Project has been designed to be consistent with the approval conditions, where relevant. The specific approval conditions that are required to be addressed in this plan, including the relevant sections and how compliance is achieved are identified within Table 3.

Table 3 Project Approval (MP09_0074)

<table>
<tr><th>Condition number</th><th>Requirement</th><th>Document Reference</th><th>How Addressed</th></tr>
<tr><td colspan="4">Schedule 4 – Specific Environmental Conditions</td></tr>
<tr><td>21</td><td>The Proponent shall ensure that the noise generated by the Project does not exceed the limits in Table 7. Noise is to be measured in accordance with the relevant modifying/correction factors and meteorological conditions in the NSW Industrial Noise Policy.
Table 7 ; Noise impact assessment criteria dB(A)
<table>
<tr><th>Receiver</th><th>Day Site Establishment Limit LAeq(15 minute) dB(A)</th><th>Day Operation Limit LAeq(15 minute) dB(A)</th></tr>
<tr><td>11 Cabernet Circuit</td><td>43</td><td>39</td></tr>
<tr><td>3 Chablis Place</td><td>41</td><td>38</td></tr>
<tr><td>Newham Residence “Roughwood Park”, Luddenham Road, Orchard
Hills
Bates Residence “Glenholme Farm”</td><td>39</td><td>39</td></tr>
</table></td><td>Section 4.3
Section 5</td><td>Operational traffic noise management levels are outlines in Section 4.3
Management measures for the mitigation of operational traffic noise are provided in Section 5.</td></tr>
</table>

<table>
<tr><th>Condition number</th><th>Requirement</th><th>Document Reference</th><th>How Addressed</th></tr>
<tr><td></td><td>
<table>
<tr><td>Luddenham Rd, Orchard Hills</td><td></td><td></td></tr>
<tr><td>210 Luddenham Road</td><td>35</td><td>38</td></tr>
<tr><td>Residence & Hall at the
Croatian Cultural Association</td><td>37</td><td>39</td></tr>
</table>
</td><td></td><td></td></tr>
<tr><td>23</td><td>The Proponent shall comply with the operating hours in Table 8.
Table 8 – Operating Hours
<table>
<tr><th>Activity</th><th>Day</th><th>Hours</th></tr>
<tr><td rowspan="3">Site establishment</td><td>Monday - Friday</td><td>7 am – 6 pm</td></tr>
<tr><td>Saturday</td><td>8 am – 1pm</td></tr>
<tr><td>Sunday & Public Holidays</td><td>Nil</td></tr>
<tr><td rowspan="3">Operation</td><td>Monday - Friday</td><td>7 am – 5 pm</td></tr>
<tr><td>Saturday</td><td>8 am – 2 pm</td></tr>
<tr><td>Sunday & Public Holidays</td><td>Nil</td></tr>
</table>
</td><td>Section 4.2</td><td>Incorporated into Section 4.2 of this plan.</td></tr>
<tr><td>24</td><td>Notwithstanding the provisions of Table 8 the Proponent shall ensure that:
a) 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; and
b) heavy vehicles travelling to or from the Site do not travel upon Luddenham Road south of its junction with Patons Lane.</td><td>Section 5</td><td>Restrictions on traffic movements have been incorporated into the management measures provided in Section 5.</td></tr>
<tr><td>28</td><td>The Proponent shall prepare and implement a Traffic Noise Management Plan, which shall ensure that feasible and reasonable noise management strategies for vehicle movements associated with the facility are identified and applied. This plan must:</td><td>-</td><td>-</td></tr>
<tr><td></td><td>a) be prepared by a suitably qualified expert whose appointment has been endorsed by the Director-General;</td><td>Author details table</td><td>a) This plan has been prepared by a suitably qualified person from Wilkinson Murray (refer to author details are the start of this plan).</td></tr>
</table>

Condition number	Requirement	Document Reference	How Addressed
			DP&E has provided formal endorsement of Wilkinson Murray's representative, Brian Clarke as a suitably qualified expert (see Appendix C).
	b) be prepared in consultation with the EPA;	Section 1.4	b) Consultation with the EPA regarding the content of this plan is summarised in Section 1.4.
	c) be approved by the Director-General prior to commencement of operation;	-	c) This plan would be approved by the Secretary prior to commencement of operations & is subject to DP&E review.
	d) include driver training to ensure that noisy practices, such as the use of compression engine brakes, are not used near sensitive receivers unless necessary;	Section 5 Transport Code of Conduct	d) Driver training on traffic noise mitigation measures would be undertaken as part of the site induction.
	e) include BATEA for noise suppression in the selection and maintenance of vehicle fleets;	Section 5	e) Consideration of BATEA has been included in the development of this plan and associated management measures.
	f) include communication and management strategies for non-licensee/proponent owned and operated vehicles to ensure the provision of the plan are implemented;	Section 5	f) Measures to ensure non-proponent owned and operated vehicles comply with the traffic noise management plan are included in Section 5 and Section 6.
	g) Include a system of audited management practices that identifies non-conformances, initiates and monitors corrective and preventative action (including disciplinary action for breaches of noise minimisation procedures) and assesses the implementation and improvement of the plan;	Section 6.4	g) Audit and inspection requirements to ensure ongoing compliance with this Plan are included in Section 6.4
	h) specify procedures for drivers to minimise impacts at identified sensitive receivers; and	Section 5	h) Measures for drivers to minimise impacts to sensitive receivers are included in Section 5.

Condition number	Requirement	Document Reference	How Addressed
	i) describe methods for the prevention of heavy vehicle parking outside and near the site.	Section 5 Appendix B, Transport Code of Conduct	i) Heavy vehicles would be prohibited from parking outside and near the site in accordance with the Management Measures in Section 5 and the Transport Code of Conduct.
	This plan must be documented in the Transport Code of Conduct.	-	The management measures included in Section 5 of this Plan.
37 A	The Proponent shall ensure that heavy vehicles travelling to or from the site do not travel upon Luddenham Road south of its junction with Patons Lane.	Section 5	Measures relating to traffic movements to and from site are included in Section 5
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; b) describe the measures to be implemented to minimise the impacts of: i) the Project on the local and regional road network including traffic noise; ii) ensure compliance with the Traffic Noise Management Plan; and iii) minimise conflicts with other road users e.g. school bus operators. c) include measures to ensure truck drivers are aware of the approved routes for the transport of waste by road; and d) include the Traffic Noise Management Plan; e) include a monitoring program and record movements of vehicles out of the site f) require that heavy vehicles travelling to or from the site do not travel upon Luddenham Road south of its junction with Patons Lane.	Appendix B, Transport Code of Conduct	The Transport Code of Conduct includes management measures for traffic noise

3.3 Environmental Assessment Management Measures

The Orchard Hills Waste and Resource Management Facility Environmental Assessment (RW Corkery & Co. Pty Ltd, April 2010), hereafter referred to as the 'EA', details the environmental assessment undertaken for the Patons Lane RRC. No specific safeguards with regard to operational traffic noise have been proposed beyond those CoC outlined above in Section 3.2.

3.4 Roles and Responsibilities

Relevant roles and responsibilities associated with this TNMP are presented in Table 4.

Table 4 Roles and responsibilities

Role	Responsibility
Site General Manager	• Include environmental consideration into all aspects of Project planning • Ensure that Project responsibilities and authorities in relation to operational traffic noise are defined and communicated • Attend audit meetings and action results of any audit findings • Allocate Project resources to address issues related to operational traffic noise • Oversee the implementation and maintenance of this TNMP • Endorse this TNMP • Appoint / nominate and provide support for the Environmental Engineer in the implementation of this TNMP • Report to senior management on the performance of the system and breaches of operational traffic noise criteria • Take action to resolve non-compliances and incidents related to this TNMP • Enforce operational traffic noise requirements for suppliers and sub-contractors • Report operational traffic noise incidents • Review audit corrective actions and take action as necessary to ensure timely close out of issues • Be contactable 24 hours a day • Direct works to be performed in a more environmentally responsible manner that reduces impacts or stop works if there is a risk of environmental harm.
Environmental Engineer	• Oversee the overall implementation of this TNMP • Consider and advise senior management on compliance obligations • Ensure that the outcomes of compliance monitoring / incident reporting are systematically evaluated as part of ongoing management of operational activities • Where standard mitigation measures are deemed insufficient, undertake reasonable steps to manage adverse impacts and implement all additional measures • Ensure operation activity records / monitoring records/ incident reports are kept and maintained on-site • Ensure audits of operation site records / monitoring records/ incident reports are undertaken as needed, findings are shared with relevant site personnel and corrective actions are implemented • Ensure all relevant personnel have and understand the most up-to-date copy of this TNMP • Ensure that all requirements of this TNMP are effectively implemented • Ensure that any required actions arising from incident investigation processes relating to traffic noise during operations are reported to the relevant personnel for further action and ensure that the actions are effectively implemented • Coordinate the implementation of monitoring requirements related to operational traffic noise and corrective actions • Ensure that experienced, trained or qualified personnel conduct noise monitoring • Ensure all monitoring reporting requirements are met and maintained on site • Acts as a primary site contact for any valid complaints received via the Community Liaison Manager • Authorise all monitoring reports and any revisions to this TNMP.

Role	Responsibility
Site Supervisors	• Oversee the implementation of this TNMP • Ensure operational traffic occurs during permitted hours only • Ensure all operational traffic noise mitigation measures are implemented • Where standard mitigation measures are deemed insufficient, undertake reasonable steps to manage adverse impacts and implement all additional measures.
Community Liaison Manager	• Assist the Environmental Engineer in consulting with regulatory agencies and community • Communicate potential environmental impacts to the community and all stakeholders • Manage the resolution of environmental complaints relating to operational traffic noise • Act as a 24-hour contact (if other staff as outlined above are not available).
All Personnel	• Undertake traffic operations in a manner that minimises the potential for noise pollution • Undertake traffic operations in a manner that minimises the occurrence of offensive noise • Take all feasible and reasonable steps to comply with the requirements of this TNMP • Comply with this TNMP • Comply with lawful management directions • Promptly report to management on any non-conformances, non-compliances, environmental incidents and/or breaches of the system • Undergo induction and training in traffic noise management as directed by management • Report all incidents in accordance with reporting requirements outlined in this TNMP.

3.5 Training and Awareness

SRC Operations Ltd will ensure all site personnel, contractors and sub-contractors shall undergo site specific induction training, which will include traffic noise management training developed with an emphasis on understanding and managing noise impacts from the movement of vehicles.

This site-specific induction training will include information relating to the following:

- The location of potentially sensitive receptors
- Relevant traffic noise mitigation measures
- Site hours of operation i.e. the permissible hours of work, including deliveries
- A summary of relevant licence and approval conditions
- Any limitations on traffic movements and behaviours, including but not limited to:
  - Avoidance of speeding on roads approaching the Project Site
  - Avoidance of use of compression brakes approaching the Project Site
  - Avoidance of the use of exhaust brakes on Luddenham Road within 500m of the intersection with Patons Lane and at all times whilst travelling on Patons Lane
  - Designated loading/unloading areas and procedures

- Construction employee parking areas
- Details of the complaints handling procedure
- Details of the environmental incident procedures
- Non-conformance, preventative and corrective action procedures
- The consequences of not complying with traffic noise mitigation measures
- Maintenance of vehicles to maintain compliance with RTA noise criteria.

Toolbox training on noise management requirements and measures will be completed by the On-site Environmental Engineer (or nominated authority).

Personnel directly involved in implementing noise and vibration control measures on site will be given specific training in the various measures to be implemented. Records of all training will be retained within the site office.

4 PROJECT NOISE CONTEXT

This section addresses the key operational traffic noise risks associated with operation of the Patons Lane RRC and the environmental controls established to manage key risks associated with traffic noise.

4.1 Existing Environment

4.1.1 General Description

The site comprises Lot 40, DP 738126, and is located in Orchard Hills, NSW. The site is approximately 60 ha and the surrounding site topography is largely flat, consisting of principle agricultural landscapes.

The site consists of internal and perimeter bund walls with very step batter slopes of approximately 60%, voids, access roads, dams and stockpiles of clay and shale material. A number of buildings and operational infrastructure from previous site operations are still present at the site.

Access to the site is provided from Luddenham Road via Paton's Lane, a public road which is oriented parallel to the southern boundary of the site and intersects Luddenham Road approximately 1.1 km to the east-southeast of the entrance to the site.

4.1.2 Representative Sensitive Receivers

The Project site is located largely within a rural landscape comprising open grazing land, pockets of established tree canopy and low-density housing. Immediately to the west of the Project site is a heavily vegetated area owned by the Commonwealth which is used by the Australian Defence Force. The nearest receivers are located within the Vines residential area, approximately 500 metres to the north. Representative Noise Sensitive receivers have been identified in Table 5.

Noise at all surrounding receivers can be classified as suburban / rural in nature whereby there is little in the way of surrounding activities that contribute to ambient noise levels.

Table 5 Sensitive Receivers

Receiver	Approximate Distance from Site
11 Cabernet Circuit	500 m
3 Chablis Place	500 m
Newham Residence "Roughwood Park", Luddenham Road, Orchard Hills	600 m
Bates Residence "Glenholme Farm" Luddenham Rd, Orchard Hills	700 m
210 Luddenham Road	1500 m
Residence & Hall at the Croatian Cultural Association	1600 m

4.2 Hours of Operation

The hours of operation for the Project, as specified within Schedule 4, Condition 23 of the CoC, are outlined in Table 6.

Table 6 Hours of Operation

Day	Hours
Monday - Friday	7 am – 5 pm
Saturday	8 am – 2 pm
Sunday & Public Holidays	Nil

Notwithstanding the provisions of Table 6 the following requirements are applicable for heavy vehicles:

a) heavy vehicles travelling to or from the Project 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; and

b) heavy vehicles travelling to or from the Project Site do not travel upon Luddenham Road south of its junction with Patons Lane.

Notwithstanding these provisions, the heavy vehicles travelling to or from the Project 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.

4.3 Noise Management Levels

Applicable operational noise criteria are detailed in *Table 7*.

Table 7 Operational Noise Limit

Receivers	Day Site Noise Limit
11 Cabernet Circuit	39
3 Chablis Place	38
Glenholme Farm - Newham Residence	39
Bates Residence	39
210 Luddenham Road	38
Croatian Cultural Association	39

4.4 Access Arrangements

4.4.1 Overview

The approved road design plans for the Project provide a sealed roadway with a single lane in each direction. During operation of the Project, a range of plant and equipment would travel to and from the Project Site. The principal vehicle types during Stage 1 would be:

- Low loaders delivering earthmoving equipment (limited numbers)
- 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 mixed waste to the site (a maximum of up to 75 trucks per day resulting in a maximum of 150 traffic movements, with an average of 50 trucks per day)
- Tri-axle truck and dog trailers for use in transporting recycled products, and clay/shale from the site for brick manufacture or for the construction industry (a maximum of up to 50 trucks per day resulting in a maximum of 100 movements, with an average of 35 trucks per day)
- Light vehicles used by employees, couriers and visitors.

Schedule 3 Condition 25 of the Project Approval (MP09_0074) restricts heavy vehicles movements to/from the site to a maximum of 250 vehicles per day. Heavy vehicles are defined in the Project Approval as being vehicles over 5 tonnes GVM. The largest permitted heavy vehicle on site is a 19m long articulated vehicles or truck and dogs with a maximum weight of 50.5t for the delivery or collection of material.

Transport routes to access the site are planned to minimise any movements on the perimeter of the site in order to contain truck noise consistent with the intent of CoC. Access routes, as described in this section, are consistent with the descriptions contained in the Transport Management Plan.

4.4.2 External Transport to RRA

Heavy vehicles involved with the delivery and collection of material to the Project will approach and depart the site via Luddenham Road, north of Patons Lane only.

All vehicle access to/from the Project site will be via a new vehicle access off Patons Lane that will be constructed as part of the Project. All deliveries, loading and unloading of material during operation will be undertaken within the bounds of the Project site.

All heavy vehicles will utilise the state and regional road network to access the Project site, noting that no heavy vehicles are permitted to approach and depart the site using Luddenham Road south of Patons Lane. The existing road hierarchy in the vicinity of the site is depicted in Figure 5. In summary:

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

Vehicles will 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.

Figure 5 outlines external vehicle movements to and from site.

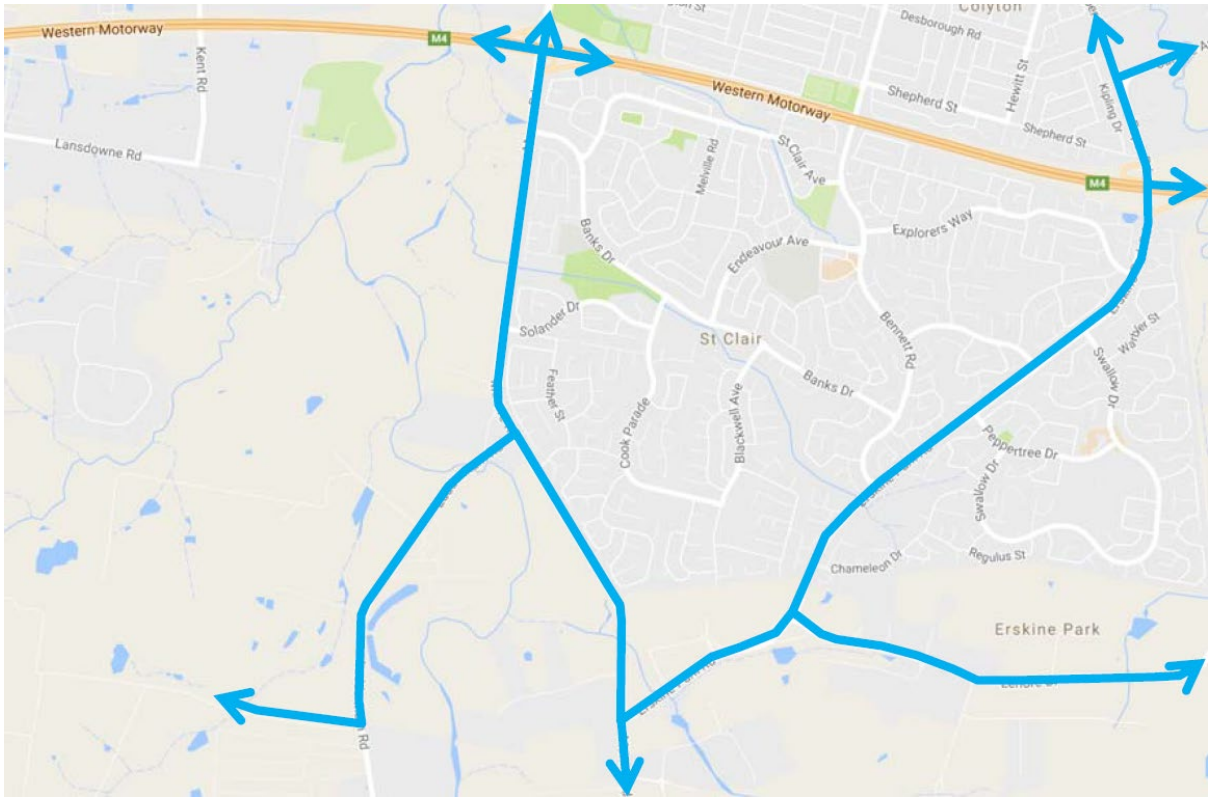

Figure 5 External waste vehicle access routes to and from the Project

4.4.3 Waste Deliveries to RRA

Heavy vehicles arriving at site with waste will enter through the main entrance off Patons Lane and proceed to the entrance weighbridge. The weighbridge operator will determine if the load is to be delivered to the Resource Recovery Area (RRA) or direct to the active landfill. Heavy vehicles will proceed from the entrance weighbridge via the internal concrete paved road to the RRA or to the landfill as shown in Figure 2.

Delivery vehicles that proceed to the RRA will enter the RRA and proceed to the marshalling area. Vehicles will then enter the recycling facility through the eastern wall, tip their loads, and exit the recycling facility

through the western wall. Vehicles will make a right hand turn and proceed around the northern side of the C&D / C&I Processing Building (heading in a clockwise direction), before proceeding to the RRA exit.

Figure 6 Waste Delivery Vehicle Access to RRA

A waste delivery vehicle may stop to be loaded with recycled product at the northern end of the recycling facility prior to departing the RRA.

Once the vehicle has exited the RRA, the vehicle will proceed along the internal road, through a wheel wash, and then onto the exit weighbridge. Once the weighbridge operator has released the vehicle, the vehicle will exit the site from the main gate onto Patons Lane and proceed to Luddenham Road.

Figure 7 provides an overview of vehicle movements associated with recycled product pick-up to and from the RRA.

provides an overview of waste delivery vehicle movements to and from the RRA.

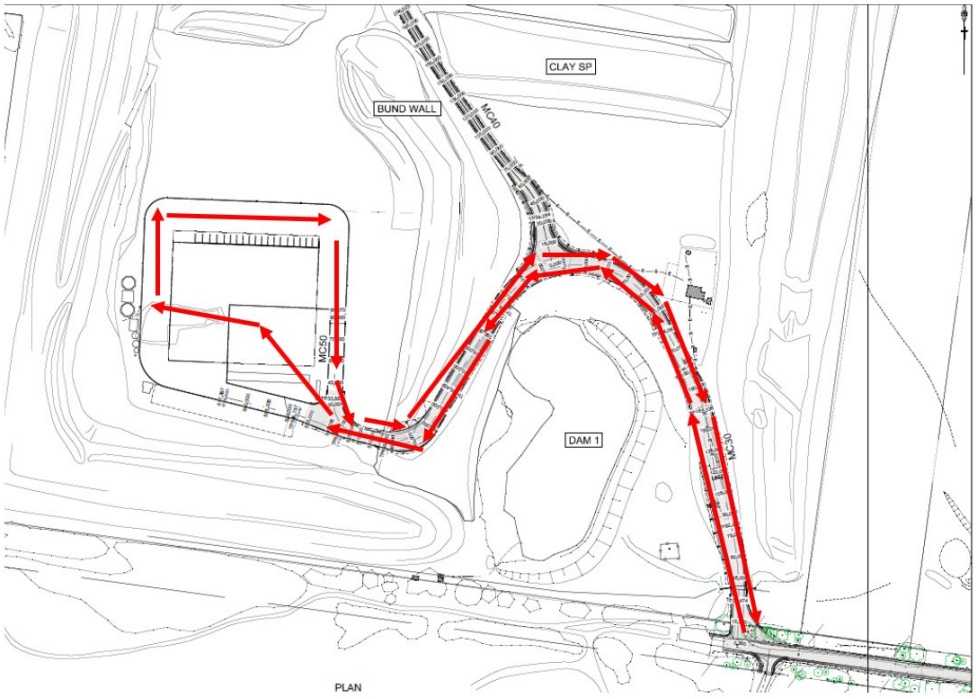

Figure 6 Waste Delivery Vehicle Access to RRA

A waste delivery vehicle may stop to be loaded with recycled product at the northern end of the recycling facility prior to departing the RRA.

Once the vehicle has exited the RRA, the vehicle will proceed along the internal road, through a wheel wash, and then onto the exit weighbridge. Once the weighbridge operator has released the vehicle, the vehicle will exit the site from the main gate onto Patons Lane and proceed to Luddenham Road.

Figure 7 provides an overview of vehicle movements associated with recycled product pick-up to and from the RRA.

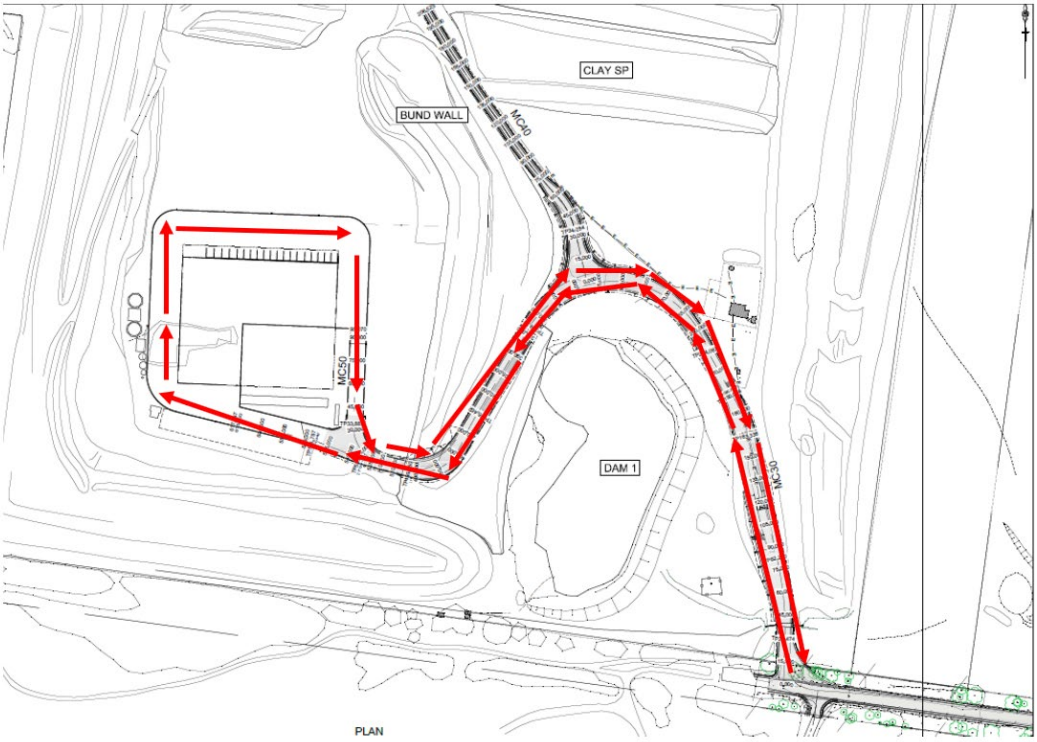

Figure 7 Recycled Product Pick Up Access to RRA

4.4.4 Waste Deliveries to Landfill

Heavy vehicles arriving at site with waste will enter through the main entrance off Patons Lane and proceed to the entrance weighbridge. The weighbridge operator will determine if the load is to be delivered to the Resource Recovery Area (RRA) or direct to the active landfill.

Heavy vehicles will proceed from the entrance weighbridge via the internal concrete paved road to the RRA or to the landfill. Delivery vehicles to the landfill will proceed directly to the active landfill cell via the landfill access roads and ramps.

Vehicles will then unload at the active waste emplacement location and proceed back to the exit weighbridge via the landfill access road if they are not re-loading with recycled products or clay/shale.

A waste delivery vehicle may proceed to the RRA to be loaded with recycled product at the northern end of the recycling facility prior to departing the RRA.

Figure 8 provides an overview of waste to landfill access routes.

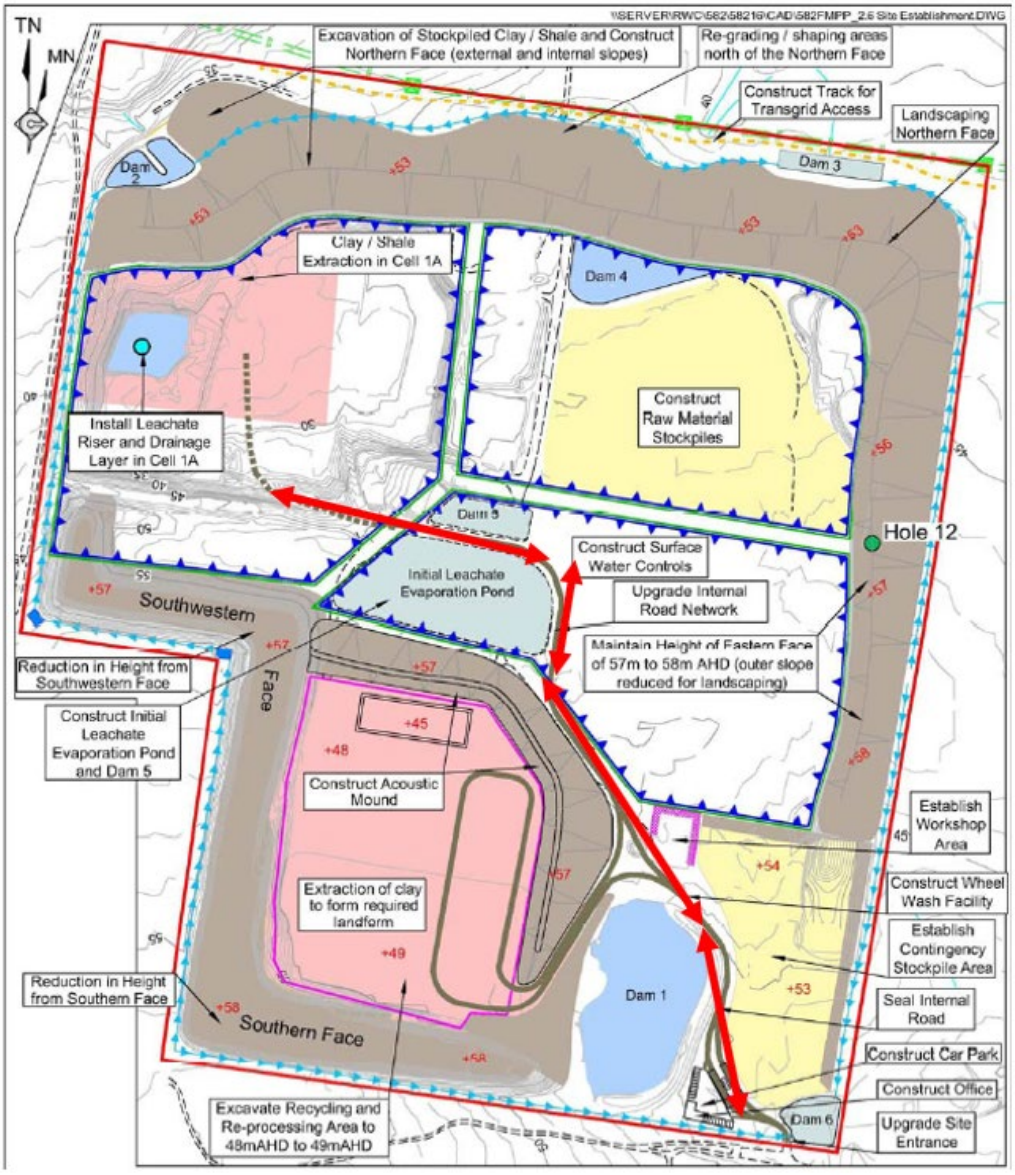

Figure 8 Waste to Landfill Access Routes

If the waste delivery vehicle is picking up a load of clay/shale to be taken off site, then the vehicle will proceed from the waste unloading point to the clay/shale loading point, and then proceed to the landfill access road.

Once the vehicle has exited the RRA or landfill, the vehicle will proceed along the internal road, through a wheel wash, and then onto the exit weighbridge. Once the weighbridge operator has released the vehicle, the vehicle will exit the site from the main gate onto Patons Lane and proceed to Luddenham Road.

Figure 8 provides an overview of heavy plant and equipment routes.

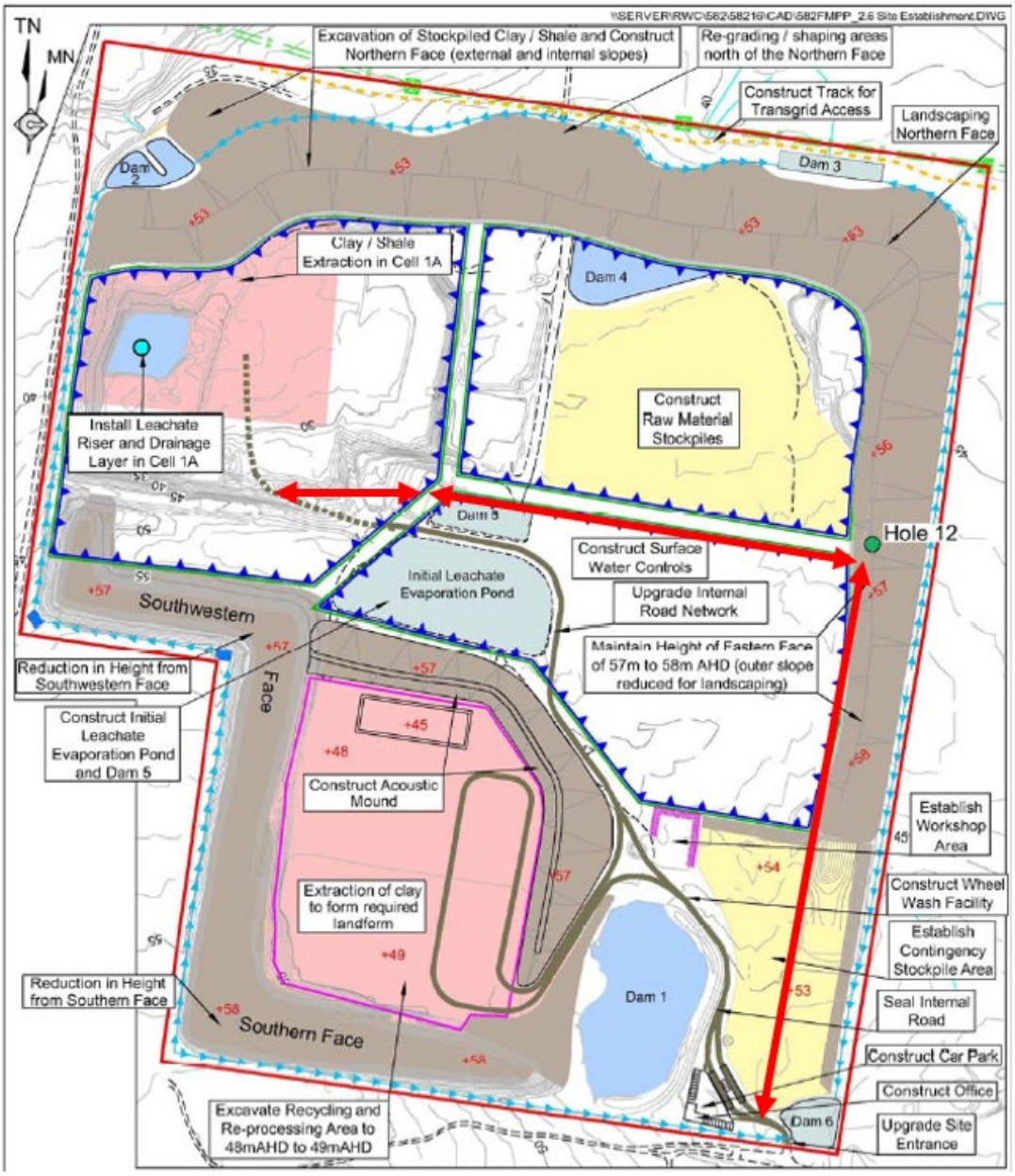

Figure 9 Heavy Plant and Equipment Routes

4.5 Aspects, Impacts and Risk

This section outlines relevant aspects of the operations methodology and the predicted traffic noise impacts. The predicted traffic noise impacts are discussed as relative to the surrounding community or nearby structures. The information in this section is sourced from the Environmental Assessment (R.W. Corkery & Co. Pty. Ltd., April 2010).

LAeq noise levels over a 1-hour period associated with existing traffic, and proposed additional traffic, were calculated using the Comparison of Road Traffic Noise Prediction Model (CoRTN) prediction procedure. The assessment of traffic noise impacts was undertaken using a ‘worst-case scenario’ assumptions regarding traffic generated by the Project. For existing traffic, the maximum traffic volume in any hour was recorded as 300 per hour, with a lower volume of 250 per hour assumed for a typical hour during the daytime.

The receivers potentially most affected by traffic noise from the Project are located adjacent to Luddenham Road. The most potentially affected residence is located approximately 60m from the nearest point of the route taken by trucks arriving to the site from the north.

Typical existing hourly traffic noise level of 60.6 dB(A) can be expected at the worst-case receiver, and additional traffic from the Project, under worst-case conditions, would create 51.8 dB(A). The total traffic noise level is then calculated to be 61.1 dB(A), or an increase of 0.5 dB over the existing level, which is within the allowance criterion of +2 dB(A).

The potential for sleep disturbance from Project traffic is contained to the consideration of noise to residences from trucks as they approach the site prior to 7am. Based on the sound power level of a truck pass-by being 108 dB(A) LAmax, the (façade-corrected) noise levels external to the most potentially affected residences is predicted to be 66 dB(A) LAmax.

The predicted truck passby noise levels at the most affected residences would be greater than the primary noise goal of 65 dB(A) LAmax, by 1 dB, which is an insigniicant exceedance level.

5 MANAGEMENT MEASURES

Operational traffic noise management measures are detailed in Table 8.

Table 8 Management Measures

ID	Management Measure	Timing	Responsibility
Preventative			
TNM1	A Register of Daily Truck Movements will be kept to ensure daily vehicle movements are within approved limits (maximum of 250 heavy vehicles per day).	Daily, during operations	Site Supervisor
TNM2	All drivers accessing the site will be subject to a site induction and would be required to agree to the Transport Code of Conduct which includes measures to minimise traffic noise impacts.	Operations	Site Supervisor
TNM3	All heavy vehicles will need to comply with RMS Noise Emission standards for individual vehicles. Any vehicle deemed not to comply with these standards will not be permitted to enter the site. Vehicles deemed by the weighbridge not to comply with noise emission requirements will be excluded from the site until such time that a suitable repair has been undertaken. Contractors accessing the site will be required to supply equipment and trucks that comply with the required noise emission criteria.	Operations	Site Supervisor and Maintenance Supervisor
TNM4	BATEA principles would be applied during the selection of vehicle fleets and ongoing maintenance (including third party fleets) in accordance with the Transport Code of Conduct, including RMS noise emission standards.	Pre-operation	
TNM5	Haul roads and access roads will be regularly trimmed and graded to minimise noise emissions.	In accordance with Maintenance schedule	Maintenance Supervisor
TNM6	No engine braking shall be used near sensitive receivers unless necessary.	Operations	Site Supervisor
TNM7	Site Access Routes will be operated in accordance with the conditions of consent.	Operations	Site Supervisor
TNM8	Heavy vehicles involved with the delivery and collection of material will approach and depart the site via Luddenham Road north of Patons Lane only.	Operations	Site Supervisor
TNM9	Vehicles will not travel on local roads between the Project site and the Western Motorway or Westlink M7 except when	Operations	Site Supervisor

ID	Management Measure	Timing	Responsibility
	materials are being received from/delivered to those areas.		
TNM10	All heavy vehicle drivers accessing the site would be subject to a site induction in accordance with the Transport Code of Conduct which would include notification around prohibition of parking outside or near the site.	Operations	Site Supervisor
Corrective			
TNM11	An audit of truck noise levels will be conducted on a 6 monthly basis to ensure that noise from truck is not excessive.	6-monthly during operations	Site Supervisor
TNM12	Any identified driving / parking issues will be investigated by the Site Supervisor's nominated representative. Findings and recommendations will be included in this plan and induction procedures.	Operations	Site Supervisor

6 MONITORING AND REVIEW

Monitoring and review of this sub-plan will be undertaken to ensure compliance with the Project Approval and the Principal's Environmental Management System (EMS). This section documents the proposed operational noise monitoring program for traffic noise and review procedure for the Project.

6.1 Monitoring

To assess compliance with the approval criteria and the performance of the noise mitigation measures, real time noise monitoring will be conducted at the fixed locations that are considered representative of residential receptors in the areas which may potentially be influenced by Paton's Lane RRC operations. Real time noise monitors have been deployed and commissioned. This monitoring will continue for the life of the project.

Noise monitoring will be undertaken in accordance with Section 7 of the Landfill Environmental Management Plan (LEMP) and the CoC.

Monitoring results will include detail on the following:

- Responsibility for monitoring
- Relevant standards applicable to the monitoring
- Monitoring technique
- Monitoring location and installation requirements
- Frequency of monitoring
- Sample collection requirements, including chain of custody
- Calibration and maintenance requirements of equipment
- Data management, review and distribution.

Requirements for additional surveillance monitoring due to any observed impacts associated with traffic noise would be initiated by the site supervisor. Compliance with the noise criteria requires a direct assessment of measured results of vehicle noise. Where non-compliance has been demonstrated the source of the exceedance will be identified, corrected and recorded.

Details of monitoring procedures are shown in Table 9.

Table 9 Monitoring Procedures

Detail	Frequency	Standards	Reporting	Action if non - complying	Responsibility
Transport equipment monitoring (noise audit) to assess compliance with expected noise levels, and to allow any increase in noise levels to be identified	If equipment is perceived as being noisy or noisier than other equipment, or in response to complaints	Noise Level of 87 dBA at 7 m	N/A	Assess equipment and undertake remedial actions such as repair, noise proofing, redeployment or removal	Site Supervisor
Attended noise monitoring: In response to noise complaints, To, minimise noise, As needed during operations	As required	Noise Criteria detailed in Table 3-1	As required	Used for assessment of initial non-compliance. Seek professional advice if required	Site Supervisor Noise Specialist

6.2 Non-Compliance and Remedial Measures

Under a scenario where noise monitoring identifies noise levels above the noise limits the following process will be implemented by the Site Supervisor:

1. Stop work
2. Identify reason for exceedance of criteria
3. Consult with potentially affected sensitive receivers, where practical
4. Outline alternative work methodologies or equipment for mitigation or provide alternative treatments such as temporary noise barriers or acoustic shielding
5. Within 15 days of the date of the incident the Site Supervisor shall provide the Secretary and any other relevant agencies with a detailed report on the incident, and any other further reports as requested.

Non-compliance may be identified via internal and external audits, site monitoring, inspections and observations, environmental incidents and emergencies, complaints and management reviews.

Non-compliances will be managed in accordance with Section 7.7 of the LEMP.

A review of non-compliance will be conducted by a suitably qualified acoustic consultant, consistent with measures in Section 5 to determine the regularity of non-compliance of each type of source. Where deemed appropriate corrective actions will be implemented to address non-compliances, whereby examples could include :

- Replacement of identified sources, such as mufflers, prior to failure
- Scheduling into standard maintenance items identified as requiring regular attention
- Review of the adequacy and appropriateness of preventative actions.

The above information will be conveyed to contractor and third party vehicle operators who access the site for implementation in their maintenance plans. Where repeated exceedances occur notice to show cause may be issued in accordance with the Transport Code of Management.

6.3 Audit and Inspection

Environmental audits and inspections will be undertaken in accordance with the Principal's EMS and the CoC. The LEMP details audit requirements used to evaluate environmental performance and the compliance status of the Project.

6.4 Incident and Emergency Response

In the event of a safety / environmental incident or unpredicted impacts relating to noise during operation, it is the responsibility of all personnel to report the incident or event to the Site Supervisor.

All incidents will be managed and reported in accordance with Section 9.4 of the LEMP.

Emergency planning, preparedness and response will be managed in accordance with the Pollution Incident Response Management Plan (PIRMP) and the Fire Emergency Response Management Plan, as detailed in Section 9.4 of the LEMP.

6.5 Review and Improvement

Review and improvement of this TNMP will be undertaken in accordance with the CoCs and Section 1.10 of the LEMP. Continuous improvement will be achieved by the ongoing evaluation of environmental management performance and effectiveness of this plan against environmental policies, objectives and targets.

Review and update of this TNMP shall be undertaken in consideration of:

- Monitoring, audit and inspection results
- Recent and relevant incidents and any lessons learnt

- Any new regulatory obligations
- Any recorded noise complaints
- A review of the effectiveness of environmental controls
- Changes in operations
- Feedback from relevant stakeholders.

7 COMPLAINTS HANDLING PROCEDURE & CONSULTATION

A Complaints Hotline has been set up (0412 586 833) Operating between 8am and 8pm, Monday to Saturday) which is the number advertised on the PLRRC website and Facebook page. It will be further promoted within the immediate local community with signage on the front gate and the Community Liaison Committee (CLC).

Complaints can be made directly to the Principal via email, dedicated phone number or the Principal's Facebook page. Contact details are promoted on the Principal's website. All complaints receive a response within two working days from an appropriate member of the Principal's management team. Complaints regarding a breach of the consent conditions or of planning, environmental or other regulations will also be brought to the attention of the relevant agencies by the Principal. A register is kept by the Principal recording all complaints and the response made.

All complaints are to be considered. Any incident or complaint regarding noise will be recorded and investigated to identify wherever possible the specific cause and corrective action will be implemented where necessary and feasible to do so. The following will be conducted where required:

- Review of management practices to systematically identify and implement options to modify site practices, to ensure effective control of noise generating activities so as to achieve compliance with the noise criteria; and,
- All complaints will be documented by appropriate personnel on the complaints register with correction action taken.
- The complaints register will document the following information of each complaint:
  - Date and time complaint was lodged;
  - Method by which the complaint was made;
  - Details of complainant (if provided);
  - Nature of complaint;
  - Action taken and reasoning behind action; (If no action was taken, the reasoning behind no action); and
  - Follow up with the complainant.

The complainant will be advised of any actions implemented or proposed and their feedback sought in this regard.

The complaint record will be kept for at least five years after the complaint was made.

Complaints will be managed in accordance with Section 7.7 of the LEMP.

APPENDIX A CONSULTATION AND DPIE APPROVAL

Planning, Industry & Environment

Contact Name: Bruce Zhang
Number: 02 9274 6137
Email: Bruce.Zhang@planning.nsw.gov.au

Mr David Taylor
General Manager – Property & Infrastructure
Bingo Industries Limited
PO Box 7
ENFIELD NSW 2136

Dear Mr Taylor

Orchard Hills Waste and Resource Management Facility (MP 09_0074)
Approval of Environmental Management Plans

I refer to your email dated 18 July 2019, seeking approval for the following environmental management plans as required by conditions of project approval MP 09_0074:

- Waste and Resource Recovery Monitoring Program (Condition 5, Schedule 4)
- Asbestos and Contamination Management Plan (Condition 7, Schedule 4)
- Litter Management Plan (Condition 9, Schedule 4)
- Air Quality and Greenhouse Gas Management Plan (Condition 16, Schedule 4)
- Soil, Water and Leachate Management Plan (Condition 20, Schedule 4)
- Operation Noise Management Plan (Condition 27, Schedule 4)
- Traffic Noise Management Plan (Condition 28, Schedule 4)
- Bund Wall, Landscaping and Vegetation Management Plan (Condition 40, Schedule 4)
- Fire and Emergency Management Plan (Condition 43, Schedule 4)
- Rehabilitation Plan (Condition 46, Schedule 4)
- Quarry Operations Management Plan (Condition 4, Schedule 5)
- Landfill Environmental Management Plan (Condition 5, Schedule 5).

The Department has reviewed the revised environmental management plans and concludes the plans address the relevant conditions. As such, the following plans are approved:

- Patons Lane Resource Recovery Centre Waste and Resource Recovery Monitoring Program, prepared by Arcadis, dated 10 July 2019, Revision C
- Patons Lane Resource Recovery Centre Litter Management Plan, prepared by Arcadis, dated 9 July 2019, Revision B
- Patons Lane Resource Recovery Centre Contamination & Asbestos Management Plan, Stage 1 Works, prepared by Hibbs & Associates, dated 21 March 2019
- Patons Lane Resource Recovery Centre Air Quality and Greenhouse Gas Management Plan, prepared by Todoroski Air Sciences, dated 25 June 2019, Version Final-006
- Patons Lane Resource Recovery Centre Soil, Water and Leachate Management Plan, prepared by GHD, dated 21 June 2019, Revision 1
- Patons Lane Resource Recovery Centre Operational Noise Management Plan, prepared by Arcadis, dated 11 July 2019, Revision B
- Patons Lane Resource Recovery Centre Traffic Noise Management Plan, prepared by Arcadis, dated 11 July 2019, Revision B
- Bund Wall, Landscaping and Vegetation Management Plan and Rehabilitation Plan, prepared by Huon Design, dated July 2019

- Patons Lane Resource Recovery Centre Fire and Emergency Management Plan, prepared by SRC Properties Pty Ltd, dated June 2019, Revision L
- Patons Lane Resource Recovery Centre Quarry Operation Management Plan, prepared by R.W. Corkery & Co, dated June 2019, Version 7
- Patons Lane Resource Recovery Centre Landfill Environmental Management Plan, prepared by GHD, dated 25 June 2019, Revision 4.

Should you have any queries in relation to this matter, please contact Bruce Zhang, Acting Senior Environmental Assessment Officer on the above contact details.

Yours sincerely

C. Ritchie 26/7/19

Chris Ritchie
Director
Industry Assessments
as delegate of the Planning Secretary

From: Bruce Zhang <Bruce.Zhang@planning.nsw.gov.au>
Sent: Monday, 8 July 2019 4:08 PM
To: Crawford, Jamie <Jamie.Crawford@arcadis.com>; David Taylor <David.Taylor@bingoindustries.com.au>; Searle, Bradley <Brad.Searle@arcadis.com>
Subject: FW: Patons Lane Management Plans

Dear Jamie

Please see forwarded email from the EPA advising that the EPA won't be providing comments or approving management plans for Patons Lane.

It would be greatly appreciated if EMPs in their final version can be provided for review.

Should you have any questions, please do not hesitate to contact me.

Kind regards

Bruce Zhang
A/Senior Environmental Assessment Officer

Industry Assessments | Department of Planning, Industry and Environment
T 02 9274 6137 | **E** Bruce.Zhang@planning.nsw.gov.au
320 Pitt Street SYDNEY 2000
www.dpie.nsw.gov.au

The Department of Planning, Industry and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

From: Kelly McNicol
Sent: Monday, 8 July 2019 3:45 PM
To: Bruce Zhang <Bruce.Zhang@planning.nsw.gov.au>
Subject: FW: Patons Lane Management Plans

From: Deanne Pitts
Sent: Wednesday, 26 June 2019 10:51 AM
To: Chris Ritchie <Chris.Ritchie@planning.nsw.gov.au>; Kelly McNicol <Kelly.McNicol@planning.nsw.gov.au>
Subject: Fwd: Patons Lane Management Plans

Hi Chris

As discussed on the phone we won't be providing comments or approving these plans.

Call if needed thanks

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From: Ros Dent <Ros.Dent@bingoindustries.com.au>
Sent: Wednesday, June 26, 2019 10:39:49 AM
To: Deanne Pitts
Cc: David Taylor
Subject: Patons Lane Management Plans

Hi Deanne

The Department of Planning has contacted us this morning with an update of the status of the management plans for Patons Lane.
I noted that the following plans remain on their list as pending EPA comments.

Can you clarify for me if EPA is still proposing to advise the Department that EPA does not approve the plans and has no further comments on the below and also the status of any advice to the Department.

1. Litter Management Plan (Condition 9, Schedule 4) – comments provided, to be finalised pending EPA comments
2. Operation Noise Management Plan (Condition 27, Schedule 4) – comments provided, to be finalised pending EPA comments
3. Traffic Noise Management Plan (Condition 28, Schedule 4) – comments provided, to be finalised pending EPA comments
4. Waste and Resource Recovery Program (Condition 5, Schedule 4) – comments provided, to be finalised pending EPA comments

Regards

Ros Dent
Environmental Manager
M: 0416 685 615

APPENDIX B TRANSPORT CODE OF CONDUCT

TRANSPORT CODE OF CONDUCT

The management of the Patons Lane Recycling CentreResource 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 as set our below.

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.

Under this Transport Code of Conduct Drivers also agree that:

1. Truck noise shall be minimised at all times.

2. Undertakings from the Operational 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.

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 **10 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 1pm 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 1pm on a Saturday, or any time on a Sunday or public holiday.

9. Register of Daily Truck Movements

In order to comply with the vehicle movement limits, the weighbridge office will control and record all vehicle access to the site. All vehicle drivers must report to the weighbridge office to allow staff to collect appropriate details

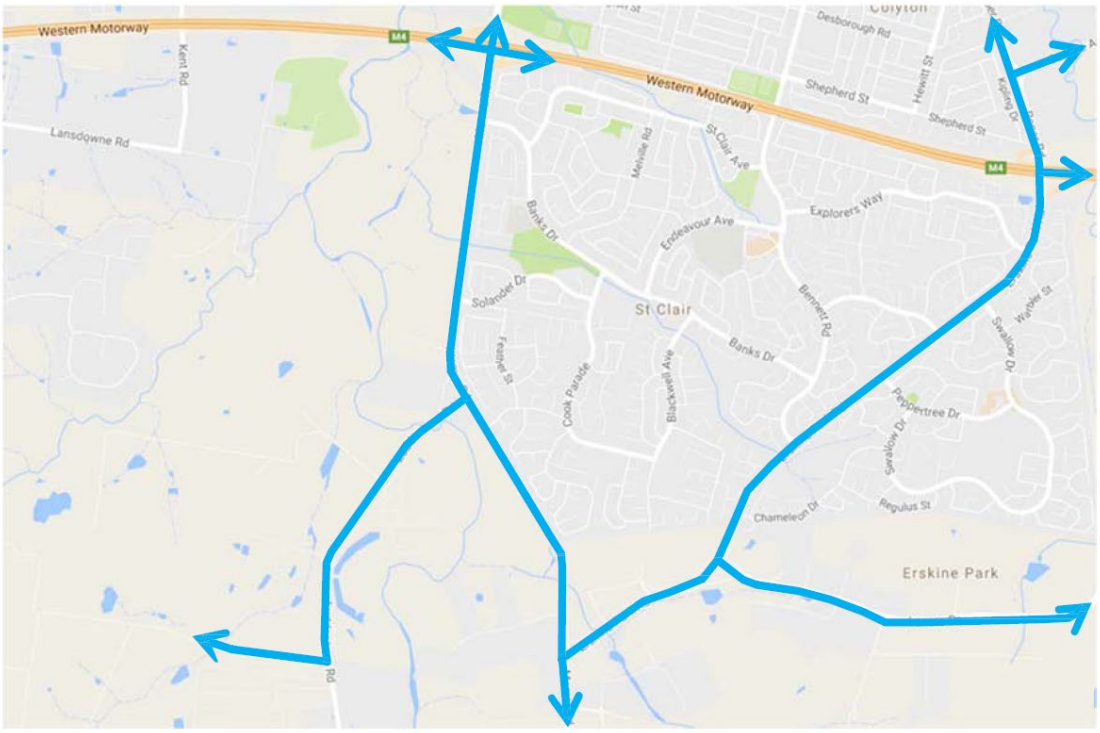
10. **Directions on Site**
Road rules are to adhered to at all times. Heavy vehicle drivers must comply with all speed limits posted on site subject to the maximum speed limit of 10km/hour.

Drivers will be directed to the recycling centre or the landfill. one of two main construction 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 weighbridge office.

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



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.	

APPENDIX C REPORT AUTHOR APPROVAL

NSW GOVERNMENT | Planning & Environment

Contact Name: Bruce Zhang
Number: (02) 9274 6137
Email: Bruce.Zhang@palnning.nsw.gov.au

Mr Jamie Crawford
Senior Environmental Consultant
Arcadis
Level 16, 580 George Street
SYDNEY NSW 2000

Dear Mr Crawford

Orchard Hills Waste Project (MP09_0074)
Approval of Experts to Prepare Operation Noise Management Plan and Traffic Noise Management Plan

I refer to your correspondence dated 31 January 2019, seeking approval for the appointment of two acoustics experts from Wilkinson Murray Pty Ltd to prepare the Operation Noise Management Plan (ONMP) and the Traffic Noise Management Plan (TNMP) as required by conditions 27 and 28 of Schedule 4 of MP09_0074.

The Department has reviewed the qualifications and experience of Mr John Wassermann and Mr Brian Clarke and concludes the two experts have the appropriate skills and experience to prepare the ONMP and TNMP.

Should you have any queries in relation to this matter, please contact Bruce Zhang, A/Senior Environmental Assessment Officer on the above contact details.

Yours sincerely

C. Ritchie 15/2/19

Chris Ritchie
Director
Industry Assessments
as delegate of the Planning Secretary