

David Pavey Pty Ltd trading as

Pavey Consulting Services

Specialising in

Traffic Impact Assessments and Transportation Planning
Road Safety, Traffic Management Plans and Traffic Control Plans
Civil and Structural Design
Project Management and Contract Administration
Mediation and Government Relations

Operational Traffic Management Plan

Roberts Road Quarry Maroota

22nd November 2022

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Revision Register

Rev	Date	Author	Checked by	Approved By	Remarks
0	22 February 2022	David Pavey	Sharyn Pavey	David Pavey	Issued for client review
1	1 March 2022	David Pavey	Sharyn Pavey	David Pavey	Final version for submission to Department- includes Council Consultation
2	4 April 2022	David Pavey	David Pavey	David Pavey	Inclusion of Appendix E Endorsement by Secretary Department Planning and Environment of Author
3	8 July 2022	David Pavey	David Pavey	David Pavey	Inclusion of comments received from TfNSW
4	22/11/2022	Changes by Tara O'Brien	Lisa Thomson	David Pavey	Inclusion of measures to minimise dust and tracking of material in Sections 5.0 and 8.0 Drivers Code of Conduct includes content from section 8.0

4 15/05/2023 Reviewed by Lisa Thomson - no changes required

4 26/07/2023 Reviewed by Lisa Thomson - no changes required

1.0 INTRODUCTION

Pavey Consulting Services has been commissioned by VGT Environmental Compliance Solutions Pty Ltd (VGT) and Hodgson Quarries and Plant Pty Ltd to prepare a Traffic Management Plan (TMP) for Roberts Road Quarry.

Development consent DA 267-11-99 Mod 4 allows for operation until 2030 for the extraction and processing of up to 480,000 tonnes of quarry products per annum and limit truck movements associated with the development to 70 outbound and 70 inbound per day and to 10 outbound and 10 inbound per hour.

This Report was prepared in accordance with DA 267-11-99 Mod 4 Schedule 2 Conditions 50A as reproduced below.

Traffic Management Plan

50A. The Applicant must prepare a Traffic Management Plan that must:

- (a) be prepared by suitably qualified and experienced person/s whose appointment has been endorsed by the Secretary;
- (b) be prepared in consultation with TfNSW and Council;
- (c) include a Drivers' Code of Conduct that contains procedures to ensure that drivers:
 - (i) adhere to posted speed limits or other required travelling speeds;
 - (ii) adhere to designated transport routes;
 - (iii) implement safe and quiet driving practices; and
 - (iv) minimise potential conflict with school buses.
- (d) describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct; and
- (e) propose measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site.

This report is the Transport Management Plan for the Roberts Road Sand Quarry located off Roberts Road, Maroota, NSW 2756, incorporating Lots 1 and 2 DP228308 and Lot 2 DP312327.

2.0 LIMITS IF REPORT

This report considers the particular instructions and requirements of our client. Pavey Consulting Services has taken care in the preparation of this report, however it neither accepts liability nor responsibility whatsoever in respect of:

- Any use of this report by any third party,
- Any third party whose interests may be affected by any decision made regarding the contents of this report, and/or
- Any conclusion drawn resulting from omission or lack of full disclosure by the client, or the clients' consultants.

3.0 SUITABILITY OF AUTHOR

As required by the Condition of Consent, this Traffic Management Plan has been prepared by David Pavey who has been endorsed by the Secretary Department of Planning and

Environment suitably qualified and experienced person.

Details of this endorsement are provided in Appendix E

4.0 REFERENCES

- ◆ Work Health & Safety Act (NSW) 2011
- ◆ Work Health & Safety Regulations (NSW) 201
- ◆ Work Health & Safety (National Uniform Legislation) Act 2011
- ◆ Work Health & Safety (National Uniform Legislation) Regulations 2011
- ◆ Safe Work Australia: Construction Work - Code of Practice (2013)
- ◆ Safe Work Australia: General Guide for Workplace Traffic Management (2014)
- ◆ Safe Work Australia: Traffic Management: Guide for Construction Work (2014)

5.0 WAYS TO CONTROL TRAFFIC RISKS

Keeping people and vehicles apart

The best way to protect pedestrians is to make sure people and vehicles cannot interact. Where powered mobile plant is used at a workplace, you must ensure it does not collide with pedestrians or other powered mobile plant.

This can be achieved by not allowing vehicles in pedestrian spaces or not allowing pedestrians in vehicle operating areas, for example using overhead walkways.

However, this may not be reasonably practicable in all workplaces. If people and vehicles cannot be separated, you should consider using:

- barriers or guardrails at building entrances and exits to stop pedestrians walking in front of vehicles,
- high impact traffic control barriers,
- temporary physical barriers, or
- separate, clearly marked footpaths or walkways e.g. using lines painted on the ground or different coloured surfacing.

Vehicle routes

Vehicle routes at the workplace should have a firm and even surface, be wide and high enough for the largest vehicle using them and be well maintained and free from obstructions. They should be clearly sign-posted to indicate speed limits, traffic calming measures like speed humps and parking areas.

Reducing speed is very important where administrative control measures are the only reasonably practicable approach. Speed limits should be implemented and enforced and traffic calming devices like speed humps considered.

Pedestrian crossings

Pedestrian crossings should be clearly marked with ground markings, lights or signs. If the vehicle route to be crossed is a road or railway consider control measures that will work with those already established by the relevant authority, for example a local council or rail authority.

Both pedestrians and vehicles should have good visibility, for example pallet goods should not be stored in a way that would obscure vision.

Procedures indicating who has right of way at crossings should also be established.

Parking areas

Parking may be needed for workers, visitors, trucks and other vehicles used in the workplace. Consider setting out the workplace so parking areas:

- are located away from busy work areas and traffic routes,
- have walkways leading to and from parking areas which are separated from vehicles or vehicle routes e.g. use physical controls like barriers or bollards to prevent vehicles from crossing into walking areas, and
- are clearly marked and sign-posted, well-lit and unobstructed.

Reversing vehicles

If reasonably practicable eliminate the need for reversing by using drive-through loading and unloading systems, multi-directional mobile plant or rotating cabins. Where this is not possible consider:

- using devices like reversing sensors, reversing cameras, mirrors, rotating lights or audible reversing alarms,
- using a person to direct the reversing vehicle if they cannot see clearly behind—this person should be always in visible contact with the driver and wear high-visibility clothing,
- providing designated clearly marked, signposted and well-lit reversing areas, and
- excluding non-essential workers from the area.

Loading and unloading vehicles

It is important to make sure visitors including visiting drivers are aware of the workplace layout, the route they should take and safe working procedures for the workplace. Provide drivers with safe access to amenities away from loading areas or other vehicular traffic.

Provide effective ways to warn of loading in progress to other plant operators, drivers and pedestrians. Warning devices can include signage, cones, lights, alarms and horns.

Signs and road markings

Clear road markings like reflective paint and signs should be used to alert pedestrians and vehicle operators to traffic hazards in the workplace.

Signs should be provided to indicate exclusion and safety zones, parking areas, speed limits, vehicle crossings and hazards like blind corners, steep gradients and where forklifts are in use.

Lighting

Traffic routes, manoeuvring areas and yards should be well lit with particular attention given to junctions, buildings, walkways and vehicles routes. Where possible they should be designed to avoid extreme light variation, for example drivers moving from bright into dull light or vice versa.

Dust

Visually assess activities during adverse weather conditions and modify activities as required to minimise dust, including:

- Increase use of the water cart in dry weather;
- Delaying non-essential earth-moving activities during periods of high wind; and
- Reducing truck speeds.

Material Tracking

Deposited material will be cleaned off the sealed entrance and public roads and hauling operations should cease while conditions are adverse.

6.0 COUNCIL AND TfNSW CONSULTATION

The Hills Shire Council has been consulted during the development of this Operational Traffic Management Plan.

Council was provided a draft copy on 25th February 2022 and provided their feedback on 1 March 2022. Full details of their feedback are included in Appendix D.

All comments and request made by The Hills Shire Council have been incorporated within the latest revision of this plan.

TfNSW provide feedback on the finalised version on the 27 June 2022. These comments are provided in Appendix F and have been incorporated within this plan

7.0 SITE LOCATION AND DESCRIPTION OF APPROVED OF ACTIVITIES

Site Location and overall Access

The site for the Roberts Road Sand Quarry is located off Roberts Road, Maroota, NSW 2756, incorporating Lots 1 and 2 DP228308 and Lot 2 DP312327 (see Figure 1 and 2).

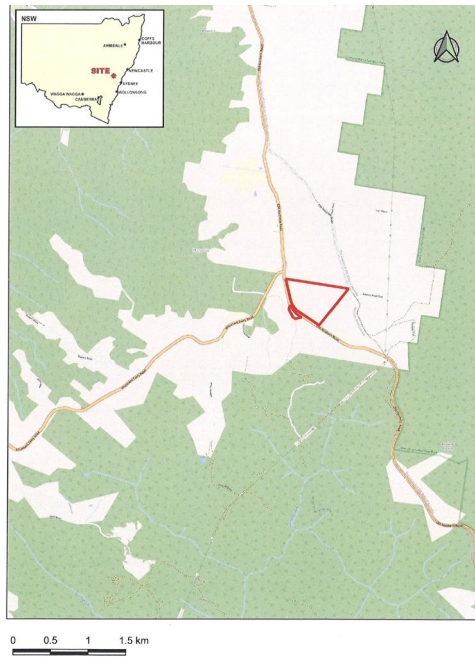


Figure 1 Locality Map



Figure 2 Locality Map

Access to the quarry is available via a single vehicle access directly off Roberts Road, as shown in figure 3.

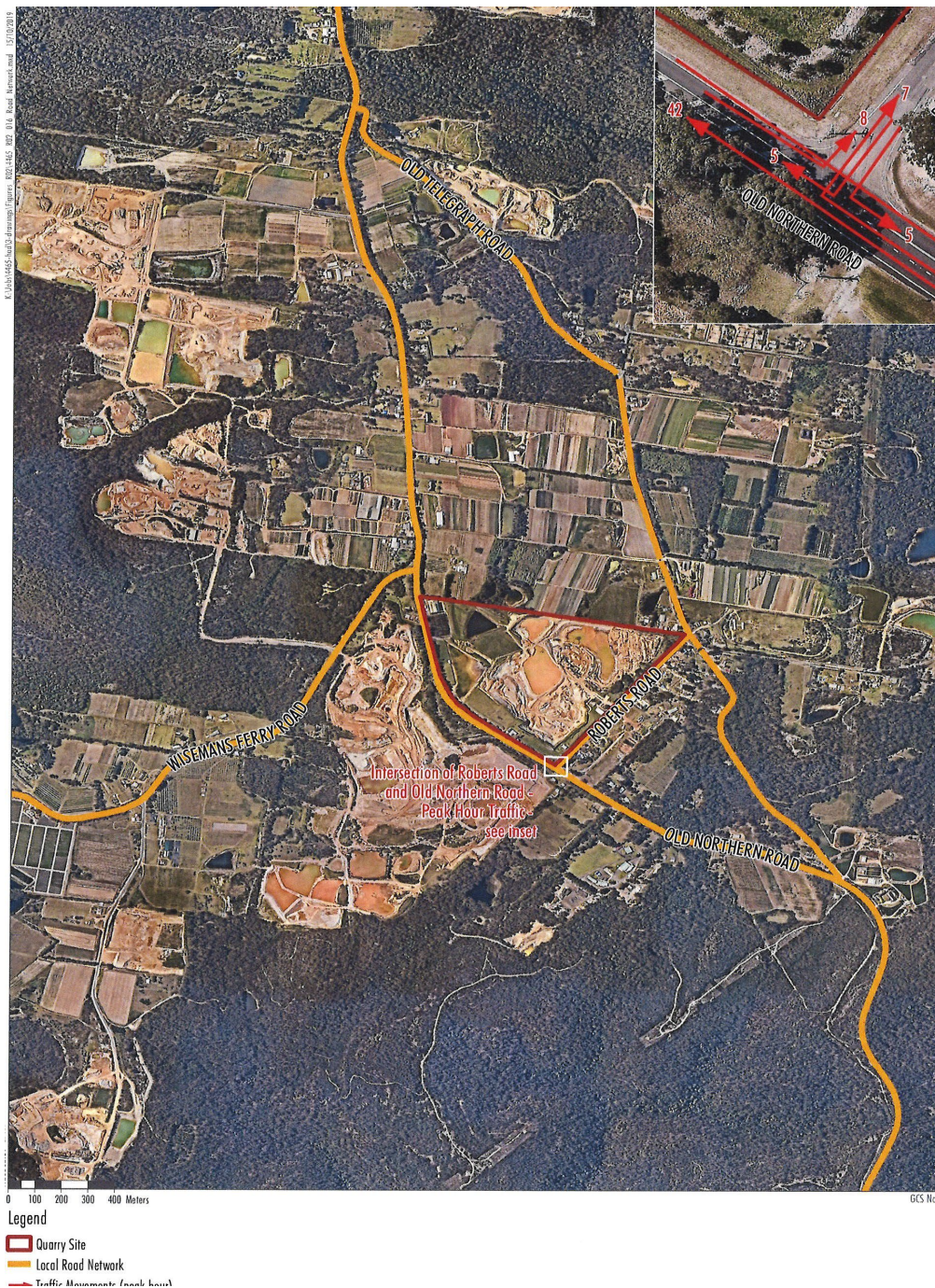


Figure 3 Site Access Plan

Roberts Road is a local rural road which provides access to the quarry and several other land holdings. It intersects with Old Telegraph Road to the east which provides access to further landholdings and another unrelated quarry operation. To the west, Roberts Road intersects with Old Northern Road.

Old Northern Road is a collector road which originates at Wisemans Ferry on the Hawkesbury River and travels through north-western Sydney before terminating at Windsor Road on approach to the M2 Motorway.

Site Access Point

The site access is located on the northern side of Roberts Road, approximately 290 m east of the intersection with Old Northern Road. Roberts Road in this location offers a straight horizontal alignment allowing for good visibility in each direction along its length. Sight distance to the right (south-west) is 290 m with clear visibility to Old Northern Road, whilst sight distance to the left (north-

east) is 220 m. These distances are in compliance with the sight distances for access driveways to commercial vehicle facilities as outlined in Australian Standard AS 2890.2-2002 Parking facilities - Off-street commercial vehicle facilities. (Reference: Seca Solution, 2019).

The intersection of Old Northern Road and Roberts Road was also assessed, with visibility to the left out of Roberts Road being 300 metres, whilst visibility to the right is 278 m. Sight distance requirements at intersections are outlined in the Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (Austroads, 2017), with safe intersection sight distance (SISD) being the critical requirement. For the posted speed limit of 90km/hr along Old Northern Road a SISD of 214 m is required. As such, the intersection satisfies Austroads requirements in regard to sight distance. (Reference: Seca Solution, 2019).



Photograph 1 Visibility to the right (southwest) out of the existing site access



Photograph 2 Visibility to the left (north-east) out of the existing site access

Intersection Layout

The layout of the Old Northern Road – Roberts Road intersection also includes a channelised right turn lane for turning movements into Roberts Road, which has a storage length of approximately 35 m with approximately 20 m of additional storage available within the painted median. This allows storage for at least two quarry trucks with through traffic still able to pass along Old Northern Road. Given the relatively low traffic flows and minimal delays for turning movements observed during the site work this turn lane is considered to have sufficient capacity (Seca Solution, 2019).

Traffic Volumes

Limitations to truck movements are as follows from Development consent 267-11-99 Mod 4, Schedule 2 Condition 50 of the consent.

The Applicant must ensure that truck movements associated with the development do not exceed 70 outbound and 70 inbound per day and does not exceed 10 outbound and 10 inbound per hour.

Transport Routes

The trucks deliver sand and other quarry products principally to the Sydney construction market with approximately 20% heading south-east on Old Northern Road towards Pennant Hills Road via Castle Hill TR and the majority (approximately 80%) heading north-west before turning onto Wisemans Ferry Road 900 m north of Roberts Road.

School Bus Operations

There is an existing school bus stop along Roberts Road. During the December 2018 survey for the SoEE, two buses were observed (at approximately 7.15 am and 8.30 am). Both turned left into and left out of the intersection of Old Northern Road and Roberts Road. Given the low traffic flows along Roberts Road and the good visibility for quarry trucks, it is considered the approved daily truck movements will not impact upon the operation of these buses.

8.0 TRAFFIC MANAGEMENT PLAN

Introduction

The purpose of this document is to minimise the impacts of the heavy vehicle traffic on Roberts Rd, the surrounding properties and on the community and to manage the movement of heavy vehicles using best industry practice.

Objectives

The objectives of this Traffic Management Plan and Driver Code of Conduct are to:

- Ensure compliance with the conditions,
- Encourage compliance and acceptance of the Truck Driver Code of Conduct by all heavy vehicle drivers,
- Minimise the heavy vehicle impacts on the community,
- Foster an understanding and awareness within the company of community expectations and legislative requirements in regard to heavy vehicle movements,
- Protect and enhance public safety through compliance with relevant road rules,
- Increase OH&S understanding in relation to fatigue, vehicle operation in public areas and,
- obligation to the general public.

Project Description

Hodgson Quarries and Plant Pty Ltd has consent to:

- (a) process or dispatch more than 480,000 tonnes of quarrying products at the site in any calendar year;*
- (b) receive more than 320,000 tonnes of VENM and ENM (in total) at the site in any calendar year;*
- (c) import more than 3 million tonnes of VENM and ENM to the site; and*
- (d) import VENM and ENM beyond 31 May 2030.*

Site Access and Internal Operations

Access Arrangements

Access to the site is controlled by Hodgson Quarries and Plant Pty Ltd staff.

The site is serviced by a 12.50m wide combined ingress/egress access driveway, providing access onto the Roberts Road frontage.

On approach to quarry entrance in advance contact should be made to the Loader Operator via UHF Ch.28, to seek directions to proceed past weighbridge.

The site speed limit is 5 km/h (walking pace) and this will be enforced.

An internal Traffic Control Plan for the site entrance is provided in Appendix A

Passenger Vehicles

The suitability of the proposed access driveway with respect to accommodating passenger vehicles is assessed based on guidelines provided within the Australian Standard for Off-Street Car parking (AS2890.1-2004). This publication provides driveway design recommendations based on several site characteristics such as the number and classification of vehicles to be accommodated on-site and the functional role of the frontage road.

It is evident that the proposed combined ingress/egress driveway suitably accords with the design criteria specified within AS2890.1-2004 and is therefore considered to be

satisfactory in terms of servicing passenger vehicles.

Upon entry to the subject site, passenger vehicles will access the at-grade passenger vehicle parking areas located immediately prior to the weighbridge.

Signage has been erected to direct all visitors to report to office prior to moving around the site.

Hours of Operation

The approved hours of operation for the Quarry are as follows:

- Construction: 7.00 am to 6.00 pm Monday to Friday
- Extraction and Processing: 7.00 am to 6.00 pm Monday to Friday and 7.00 am to 1.00 pm Saturdays
- Vehicle loading: 6.00 am to 6.00 pm Monday to Friday and 6.00 am to 1.00 pm Saturdays.
- No works are undertaken on Sundays or Public Holidays. The Quarry has a current workforce of 10 full-time employees.

Minimising Vehicle Movements

Traffic movement around the workplace should be minimised as much as possible. This will be achieved where practicable by:

- Controlling entry/exit to the work area by planning or engineering processes (e.g. gates, signage, speed control),
- Developing storage areas so delivery vehicles do not have to cross the site,
- Scheduling work processes to minimise the number of vehicles operating at the same time, and
- Scheduling work processes to minimise the number of vehicles operating while people are moving through an area (e.g. start and finish of shifts).

Haul Roads

All heavy vehicle drivers must adhere to the designated truck routes to/from the site as follows:

Approach routes:

- Heading from Pennant Hills Rd via Castle Hill Rd along Old Northern Road and into Roberts Street,
- Heading from north-west along Wisemans Ferry Road, on to Old Northern Rd and then onto Roberts Road, or
- As determined by the Haulage Plan as provided

Departure routes:

- Heading south-east on Old Northern Road towards Pennant Hills Road, via Castle Hill Rd
- Heading north-west before turning onto Old Northern Rd than onto Wisemans Ferry Road approximately 900 m north of Roberts Road, or
- As determined by the Haulage Plan as provided.

All heavy vehicles are to stay on designated heavy vehicle routes unless authorised otherwise.

Dust Mitigation

Visually assess activities during adverse weather conditions and modify activities as required to minimise dust, including:

- Increase use of the water cart in dry weather;
- Delaying non-essential earth-moving activities during periods of high wind;
- All vehicles are restricted to a speed limit of 5km/h;
- Trucks are covered when entering and leaving the premises carrying loads of potentially dust generating material; and
- All vehicle movements on unsealed areas are to be restricted to internal haul roads and working areas.

The monitoring of dust deposition gauges is undertaken in accordance with the Air Quality Management Plan at three sites (north, east and south) on the perimeter of the operation. Due to security and power availability, High Volume Air Samplers are located near the office area and the weather monitoring equipment.

Material Tracking

If visible mud on Roberts Road is noted, trucks are to cease moving off site until the sealed area of haul road and Robert Road is cleaned off. If the water cart is in use, then cease. If rain is the cause, cease all unnecessary traffic until weather has eased.

If dry material is noted on Roberts Road, the sealed area of the road will be cleaned with a hose as required.

Truck wheels will be manually washed prior to exiting the property if conditions dictate that there is a continued risk of material tracking onto Roberts Road.

9.0 DRIVER CODE OF CONDUCT

A Driver Code of Conduct has been developed for the site and is included in Appendix B

In addition, a Local Traffic Management Policy has been agreed to by a number of quarry operators in the vicinity this forms part of the Drivers Code of Conduct and is provided in Appendix C

The Driver Code of Conduct document includes:

Heavy vehicle drivers

All heavy vehicle drivers need to comply with:

- Have undertaken a site induction carried out by an approved member of staff,
- Hold a valid driver's licence for the class of vehicle that they operate,
- Operate the vehicle in a safe manner within and external to the site, and
- Comply with the direction of authorised site personnel when within the site.

Heavy Vehicle Speed

All Heavy vehicle drivers need to comply :

- With Signposted speed limits on haul routes and internally within the site,
- And should drive as appropriate in consideration of the existing road conditions.

All Heavy vehicle drivers need to comply with are to be aware of the "Three Strikes Scheme" introduced by the Roads and Maritime Services which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, the Roads and Maritime Services will record a strike against that vehicle. If three strikes are recorded within a three-year period, the Transport for NSW will act to suspend the registration of that vehicle (up to three months).

Heavy Vehicles Driver Fatigue

Fatigue is one of the biggest causes of accidents for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Reform was therefore developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007.

The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne GVM.

Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at night when residents are especially sensitive to noise.

In some instances, compression braking is required for safety reasons however when passing through or adjacent to residential areas or isolated farmsteads a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

Load Covering

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

All trucks arriving at or departing the site whether loaded with material or not are required to have an effective cover over their load for the duration of the trip.

All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site.

Drivers must ensure that following tipping that the tailgate is locked before leaving the site.

Vehicle Departure and Arrival

Trucks should only be scheduled to arrive during operating hours to prevent the need for on street parking.

Adhere to Designated Truck Route

Trucks will adhere to the designated truck route to and from the site.

10.0 COMPLIANCE MONITORING

Commencement of Traffic Management Plan & Driver Code of Conduct

It is proposed that this Traffic Management Plan will be reviewed after 6 months of operation and then annually.

The Driver Code of Conduct is to be signed by individual drivers and authorised representative of Hodgson Quarries and Plant Pty Ltd at the time when drivers attend their site induction or shortly thereafter. The Driver's Code of Conduct will be reviewed annually.

Monitoring of Product Transport

The Proponent shall keep accurate records of:

- The amount of quarry products transported to and from the site (per calendar month and year),
- The number of laden vehicle movements from the site (per hour, day, week, calendar month and year), and
- Monitor complaints with respect to the usage of Roberts Road and other haul roads

Monitoring Measures

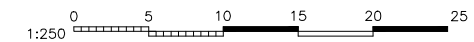
A formal observation of compliance of both the Drivers Code of Conduct and Covering of Loads at three monthly intervals will be undertaken to document any departures and identify any remedial actions with employees, heavy vehicle drivers or haulage companies that may be necessary as a result of these observations.

Appendix A
Site Traffic Control Plan



SAFework NSW - PREPARE
WORKZONE PLANS NO TCT1017730.

ENGINEER - DAVID PAVEY
B.E. (CIVIL)



**PRELIMINARY ISSUE
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APPROVED:	D.P.

PAVEY CONSULTING SERVICES

TITLE
ROBERTS ROAD QUARRY MAROOTA
SITE TRAFFIC CONTROL PLAN

SCALE	SIZE	SKETCH No.	REVISION	DATE
1:250	A1	SK2022-024-001	0	22-02-22

Appendix B
Drivers Code of Conduct

Hodgson Quarries & Plant Pty Ltd

Truck Driver Induction Code of Conduct

1. Purpose

To ensure all drivers who are approaching & entering the Maroota Site know the correct procedures.

2. Scope

To cover all persons whilst in and about the quarry site.

3. Responsibilities

The Quarry Manager / Site Supervisor have overall responsibility to ensure the observance of the requirements of this procedure.

All personnel within the quarry site have a responsibility to comply with the requirements of this procedure and to at all times follow the directions of the Quarry Manager / Site Supervisor.

4. Procedure

All drivers must:

- Comply with all NSW government rules and regulations, including all posted, school zone and work-site speed limits;
- Comply with RMS regulations and never leave the quarry overloaded;
- Minimise potential conflict school buses;
- Attend regular safety meetings with appropriate supervisor/manager;
- Hold a valid driver's licence for the class of vehicle that is operated and must immediately report any changes to the status of their licence.
- Operate the vehicle in a safe and quiet manner within and external to the Quarry site;
- Comply with all directions of site personnel when onsite;
- Assess tipping areas for hazards and follow the tipping SWMS.
- Comply with the Roberts Road Quarry WHSMS.
- Always display courtesy and restraint towards other road users and employ defensive driving techniques to avoid accidents;
- Conduct a prestart on the vehicle to ensure the vehicle is safe to operate, if it's not safe DO NOT OPERATE IT, report defects to the quarry manager.
- Drivers will present fit for work, Refer to Fitness for Work and Drugs and Alcohol policies.
- Drivers must adhere to designated truck routes in and out of the quarry.

5. Heavy Vehicle Compression Braking

- In some instances, compression braking is required for safety reasons however when passing through or adjacent to residential areas or isolated farmsteads a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.
- **In particular in early morning**, at no times is compression braking permitted.

6. On approach to the quarry (entering Roberts Rd)

- Minimum speed is insisted on,
- In advance on entering the quarry contact should be made to the Loader Operator via UHF Ch.28, only say **“One at the gate”**, do not mentioned who you are working for.
- Speed whilst in the quarry is strictly **“5km/hr ie WALKING PACE ONLY”** low range.
- All PPE must be worn at all times, including high visibility clothing, safety boots, while moving about the quarry site.
- Never approach an operating mobile machine from the rear of the machine.
- If it is necessary to approach, then contact should first be made with the operator by radio if possible, otherwise remain in your truck until called to get your docket.
- Do not approach machinery until eye contact is made with operator & he/she acknowledges your presence and equipment is grounded.
- When exiting the quarry after being loaded, call out **“Truck up Haul Road”**.

7. Load Covering

- All trucks arriving at or departing the site whether loaded with material or not are required to have an effective cover over their load for the duration of the trip
- All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site.
- Drivers must ensure that following loading and on tipping that the tailgate is locked before leaving the site.
- Drivers should report any loose debris on Roberts Rd.
- The Site Controller will immediately engage a street sweeper or other suitable equipment to remove any reported loose debris on Roberts Rd.

8. On exiting to the quarry(onto Roberts Rd)

- Minimum speed is insisted on Roberts Rd.
- Comply with all signposted speed, school zone and work-site speed limits.
- All drivers must adhere to designated route.

Inductee: _____ Inductor: _____
Date: _____ Date: _____

Hodgson Quarries & Plant Pty Ltd	
TRUCK DRIVER INDUCTION	
Author: Stuart Reed	
Approved by: Martin Hodgson	
DATE OF ISSUE: 22/11/22	ISSUE NUMBER: 6.1
PAGE NUMBER: 2 of 2	

Appendix C
Maroota Local Traffic Management Policy

Maroota Local Traffic Management Policy

The Maroota Local Traffic Management Policy is an inter-pit agreement between local sand quarries.

Extractive industry operators and their customers benefit from the use of local and arterial roads, in particular Old Northern Road and Wisemans Ferry Road. These roads are shared between local residents, businesses, travellers and haulage vehicles.

As a licenced driver in the Maroota area you are aware of the existing local speed limitations and the speed restrictions at the Maroota Public School, along Old Northern Road.

All haulage vehicles entering and leaving the quarry sites must comply with the Traffic Management Policy including:

- **The speed limit as observed on all local and arterial roads in the Maroota and surrounding areas,**
- **The speed limit on Old Northern Road at Maroota Public School is 60 km/h**
- **The speed limit on Old Northern Road during school zone times is 40 km/h between the hours of:**
 - **8:00 – 9:30 am, and**
 - **2:30 – 4:00 pm**
- **All loads must be covered before leaving quarry sites, and**
- **Drivers are requested to limit the use of engine / exhaust braking in considering potential noise impacts.**

Repeated failure to comply with the Traffic Management Policy may result in refusal of entry to all quarries under this agreement.

The growing importance of Maroota sand resource as a valuable commodity for the Sydney sand market warrants a high standard of compliance and self-regulation to ensure our joint commercial future.



Dixon Sand Pty Ltd



P.F. Formation Pty Ltd



Hodgson Quarries
and Plant Pty Ltd

Appendix D
Consultation with The Hills Council

David Pavey

Subject: FW: Lots 1 and 2 DP 228308, Lot 2 DP 312327, Roberts Road, Maroota Operational Traffic Management Plan

From: Kristine McKenzie <kmckenzie@thehills.nsw.gov.au>

Sent: Tuesday, 1 March 2022 2:30 PM

To: paveyconsulting@inet.net.au

Subject: FW: Lots 1 and 2 DP 228308, Lot 2 DP 312327, Roberts Road, Maroota Operational Traffic Management Plan

Hi David,

In regard to the Draft Operational Traffic Management Plan, I have reviewed the draft document and offer the following comments for your review and action:

- a. The draft document is to be updated to remove the reference to Davis Road. The reference is required to be updated to Roberts Road;
- b. The draft document is to be updated to remove or clarify references to Pennant Hills Road. In this regard Pennant Hills Road does not directly connect to Old Northern Road. This reference is required to be deleted or clarified that Pennant Hills Road connects to Old Northern Road via Castle Hill Road;
- c. The draft document is to be updated to remove references to Roberts Street and replace it with Roberts Road;
- d. Section 7 on 'load covering' (Code of Conduct) is to be expanded in regard to what action will be taken by quarry management if loose material is tracked on to Roberts Road.

Given the above comments, you are requested to update the draft plan.

Regards, Kristine



Kristine McKenzie

Principal Coordinator Development Assessment

+61298430319 | kmckenzie@thehills.nsw.gov.au

Administration Centre, 3 Columbia Court Norwest NSW 2153

PO Box 7064, NORWEST NSW 2153 | DX 9966 Norwest

www.thehills.nsw.gov.au

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Appendix E
Qualifications and Endorsement of the Author
David Pavey



Department of Planning and Environment

Lisa Thomson

VGT Environmental Compliance Solutions Pty Ltd
PO Box 2335
GREENHILLS NSW 2323

15/02/2022

Dear Ms Thomson

**Roberts Road Quarry (DA 267-11-99) – Traffic Management Plan
Appointment of qualified person**

I refer to your letter dated 12 January 2022 requesting the Secretary's approval of suitably qualified person/s to prepare the Traffic Management Plan (TMP) for the Roberts Road Quarry.

You have nominated Mr David G Pavey. I have reviewed the information supplied on Mr Pavey's work history and education details and in accordance with condition of consent 50A, I approve him as a suitably qualified person to prepare the TMP.

If you wish to discuss the matter further, please contact Carl Dumpleton on 9274 6283.

Yours sincerely

A handwritten signature in black ink that reads "Jessie Evans".

Jessie Evans
Director, Resource Assessments
Resource Assessments

As nominee of the Secretary

Appendix F
Consultation with TfNSW

From: [Simon Turner](#)
To: [Lisa Thomson](#)
Subject: SYD14/00384 Transport Management Plan for DA 267-11-99 Schedule 2 Condition 50A (c)
Date: Monday, 27 June 2022 4:22:16 PM
Attachments: [image002.png](#)

Good afternoon,

Please find below the Transport for NSW (TfNSW) comments in response to the Operational Traffic Management Plan (OTMP) for the Roberts Road Quarry:

- In addition to not exceeding the signpost speed limit(s), it should be emphasised to heavy vehicle drivers that they should drive as appropriate in consideration of the existing road conditions.
- Vehicles to be used in operation should not be permitted to queue on public roads.
- Regarding departure/arrival routes, heavy vehicles are to stay on designated heavy vehicle routes unless authorised otherwise.

Please contact me if you would like to discuss.

Regards,

Simon Turner
Land Use Planner
Planning and Programs
Greater Sydney
Transport for NSW

M 0476 559 807 **T** (02) 8265 6363 **E** simon.turner2@transport.nsw.gov.au

transport.nsw.gov.au

27-31 Argyle Street
Parramatta NSW 2750



**Transport
for NSW**

From: Lisa Thomson <Lisa@vgt.com.au>
Sent: Wednesday, 15 June 2022 2:05 PM
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>
Subject: SYD14/00384 - ZHALEH TO CONFIRM - Transport Management Plan for DA 267-11-99 Schedule 2 Condition 50A (c)

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To whom it may concern.

This plan was submitted via the Major Project planning portal for consultation. I have been asked by the Planning department to follow up whether or not this has been received. Please let me know whether TfNSW has any comments or requirements.

Your acknowledgement of receipt of this plan would be greatly appreciated.

Regards,
Lisa Thomson
BAppSc, CChem

Phone: (02) 4028 6412 | Mobile: 0427 334471
www.vgt.com.au



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Appendix G
Request for Changes
DPE



Department of Planning and Environment

Stuart Reed
Environmental Officer
Hodgson Quarries and Plant Hire Pty Ltd
PO Box 1778
Gosford New South Wales 2250

Monday, 14 November 2022

Roberts Road Quarry - TMP (DA267-11-99-PA-24)

Dear Mr Reed

I refer to the Operational Traffic Management Plan for the Roberts Road Quarry Maroota (revision3, July 2022) submitted as required under condition 50 of consent DA267-11-99.

After careful consideration, the department is requesting that you provide additional information detailed in the attachment.

Please provide the information to the department by 08/12/2022 and if you have any questions, please contact via email paul-james.caruana@dpie.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink that reads "C. Dumbleton".

Carl Dumbleton

Team Leader



Condition	Review	Action
50(c)(ii) adhere to designated transport routes;	Section 9 Driver Code of Conduct	Please include content from section 8 of the TMP in the Driver code of conduct, detailing all heavy vehicle drivers must adhere to the designated truck routes to/from the site.
50(c)(iv) minimise potential conflict with school buses.	Section 9 Driver Code of Conduct	Please include content under section 7 of the TMP in the driver coded of conduct relating to school bus operation.
50 e) propose measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site.	Section 5 Ways to control traffic risk Section 8 Traffic Management Plan	Please provide details of the control measures and monitoring proposed for ongoing compliance regarding the transmission of dust and tracking of material onto the surface of public roads.

Stuart Reed
Environmental Officer
Hodgson Quarries and Plant Hire Pty Ltd
PO Box 1778
Gosford New South Wales 2250

13/12/2022

Subject: Roberts Road Quarry - Operational Traffic Management Plan

Dear Mr Reed

I refer to the Operational Traffic Management Plan for Roberts Road Quarry Maroota (revision 4, dated 22/11/22) submitted in accordance with Condition 50(a) of consent DA267-11-99.

I also acknowledge your response to the Department's comments and request for additional information.

I have reviewed the document and I consider it meets the requirements of the relevant conditions in consent DA267-11-99.

Accordingly, as nominee of the Planning Secretary, I approve the Operational Traffic Management Plan (revision 4, 22/11/22).

If you wish to discuss the matter further, please contact Paul Caruana on 02 8229 2900 or via email paul-james.caruana@dpie.nsw.gov.au.

Yours sincerely,



Carl Dumbleton
Team Leader
Resource Assessments

As nominee of the Planning Secretary