

OLD NORTHERN ROAD QUARRY TRAFFIC MANAGEMENT PLAN

Dixon Sand Pty Ltd

FINAL

June 2026



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Prepared by
Umwelt (Australia) Pty Limited
on behalf of
Dixon Sand Pty Ltd

Project Director: Gabrielle Allan
Project Manager: Aleashia Kelly
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Newcastle

75 York Street
Teralba NSW 2284

Ph. 02 4950 5322

www.umwelt.com.au



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Table of Contents

1.0	Introduction	1
1.1	Background	1
1.2	Purpose and Scope	1
2.0	Regulatory Requirements	4
2.1	Development Consent	4
2.1.1	EIS Environmental Management Commitments	6
2.2	Environment Protection Licence	6
2.3	Guidelines and Policies	7
2.4	Stakeholder Consultation	7
2.5	Further Studies	7
2.6	Hold Points	8
3.0	Baseline Traffic Data	9
3.1	Existing Traffic Environment	9
3.2	Traffic Routes and Generation	9
4.0	Drivers Code of Conduct	11
4.1	Maroota Local Traffic Management Policy (MLTMP)	11
4.2	Implementation of the Drivers Code of Conduct	11
5.0	Traffic Management Controls	12
5.1	Proactive Management Measures	12
5.1.1	Training and Awareness	14
5.2	Reactive Management Measures	15
5.3	Non-Compliance Procedures	16
6.0	Monitoring	17
6.1	Monitoring of Truck Movements	17
6.2	Environmental Inspections	17
7.0	Reporting	18
7.1	External Reporting	18
7.2	Transport Limit Exceedance Reporting	18
7.3	Adaptive Management	19
7.4	Community Complaints	19
7.5	Independent Review	19

8.0	Review and Improvement	20
9.0	Responsibilities	21
10.0	Definitions	22
11.0	References	23

Figures

Figure 1.1	Locality Plan	2
Figure 1.2	Old Northern Road Quarry	3
Figure 3.1	Heavy Vehicle Transport Routes	10

Tables

Table 2.1	Transport Related Development Consent Conditions	4
Table 2.2	EIS safeguards and recommendations	6
Table 2.3	Traffic Related Environment Protection Licence Conditions	6
Table 2.4	Summary of Issues Raised During Agency Consultation	7
Table 5.1	Traffic Management and Mitigation Measures	12
Table 5.2	Traffic Triggers and Responses	15
Table 5.3	Non-Compliance Procedures	16
Table 9.1	Roles and responsibilities	21

Appendices

Appendix 1	25Plan Preparation Checklist and Certification
Appendix 2	29Stakeholder Consultation
Appendix 3	33Quarry Map and Site Traffic Control Plan
Appendix 4	37Maroota Local Traffic Management Policy (MLTMP)
Appendix 5	41Local Traffic Non-Compliance Procedures and Site Induction Declaration for Drivers

1.0 Introduction

1.1 Background

Dixon Sand Pty Ltd (Dixon Sand) operates the Old Northern Road Quarry (the quarry), a sand extraction and processing operation, located on Old Northern Road, Maroota in New South Wales (NSW).

The quarry has been in operation since the early 1980s with Dixon Sand operating the quarry since 1992. The site covers approximately 58.4 hectares (ha) and includes Lot 29 DP752025, Lot 1 DP1288211 (formerly Lot 196 DP752025), Lot 1 DP547255 and Lot 2 DP547255 (refer to **Figure 1.1**). The quarry is located in the small rural community of Maroota which supports a number of other sand extraction operations. The quarry is a major supplier of mortar sands to the Sydney metropolitan market.

The quarry operates in accordance with Development Consent (DA) 250-09-01 issued by the Land and Environment Court in 2004. DA 250-09-01 has been subsequently modified on five occasions, most recently in 2017 under Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

DA 250-09-01 permits the extraction and processing of up to 495,000 tonnes of quarry products per annum, including the processing of extractive material sourced from the Haerses Road Sand Quarry. The consent permits quarrying operations to be carried out on site until 24 May 2042, with continued receipt and processing of material from Haerses Road Sand Quarry permitted until 14 February 2046. The approved extraction areas are shown on **Figure 1.2**.

1.2 Purpose and Scope

The purpose of this Traffic Management Plan (TMP) is to describe the traffic management strategies, procedures, controls and monitoring programs to be implemented for the management of potential traffic impacts arising from the operation of the quarry. This TMP applies to Lot 29 DP752025, Lot 1 DP1288211 (formerly Lot 196 DP752025) and Lots 1 and 2 DP547255 as shown on **Figure 1.1**.

This TMP addresses the relevant requirements of the Development Consent. The Development Consent conditions and Environment Impact Statement (EIS) Commitments relevant to this plan are provided in **Sections 2**, including a checklist of where each condition has been addressed within this document. This plan also outlines the control measures to be implemented as part of the continued operations at the quarry to minimise the potential impacts on traffic amenity on the local community.

This TMP has also been developed in accordance with the requirements of the Department of Planning, Housing and Infrastructure's (DPHI) *Environment Management Plan Guidelines* (the guidelines). A checklist of where each condition has been addressed within this document is shown in **Appendix 1**.

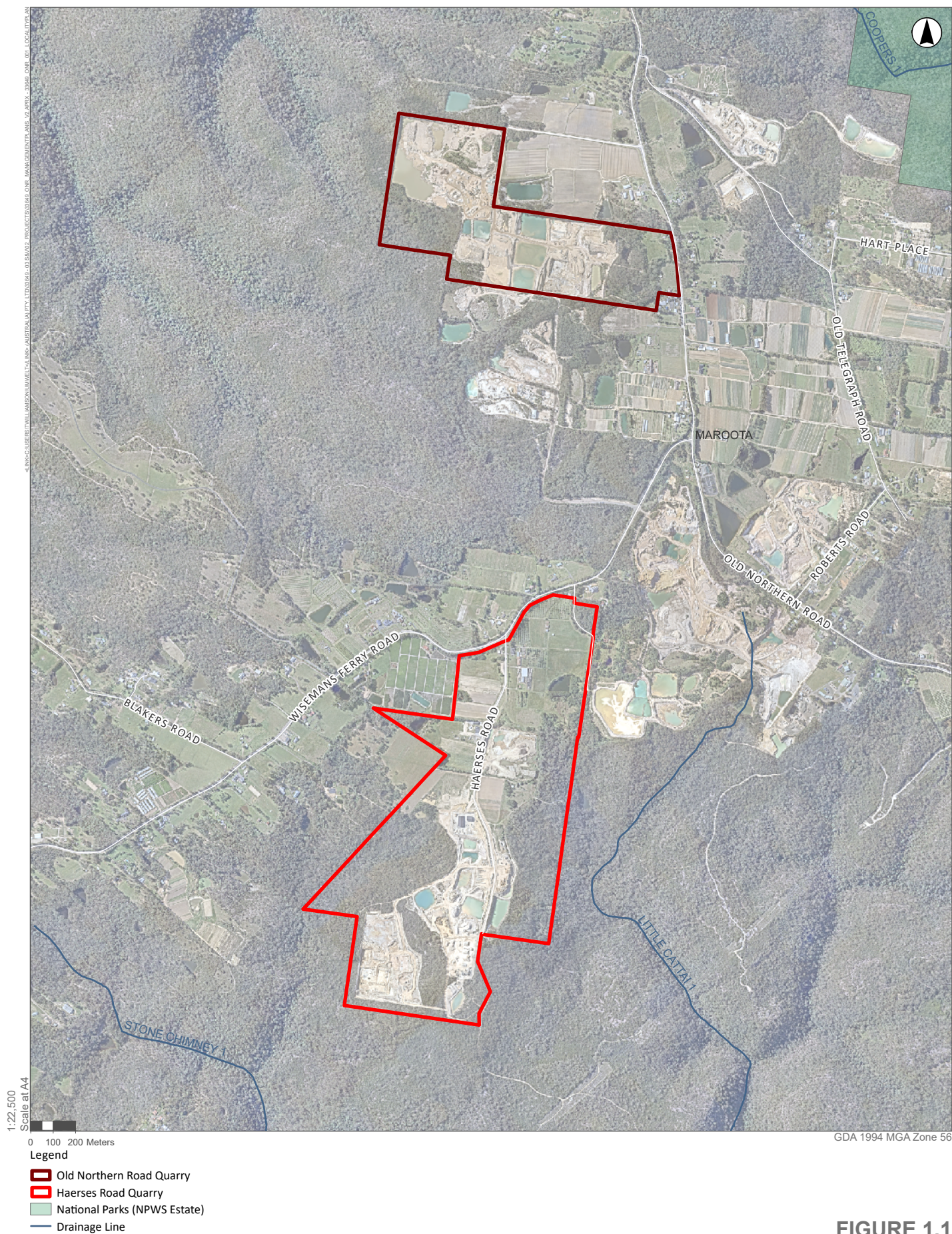


FIGURE 1.1
Locality Plan

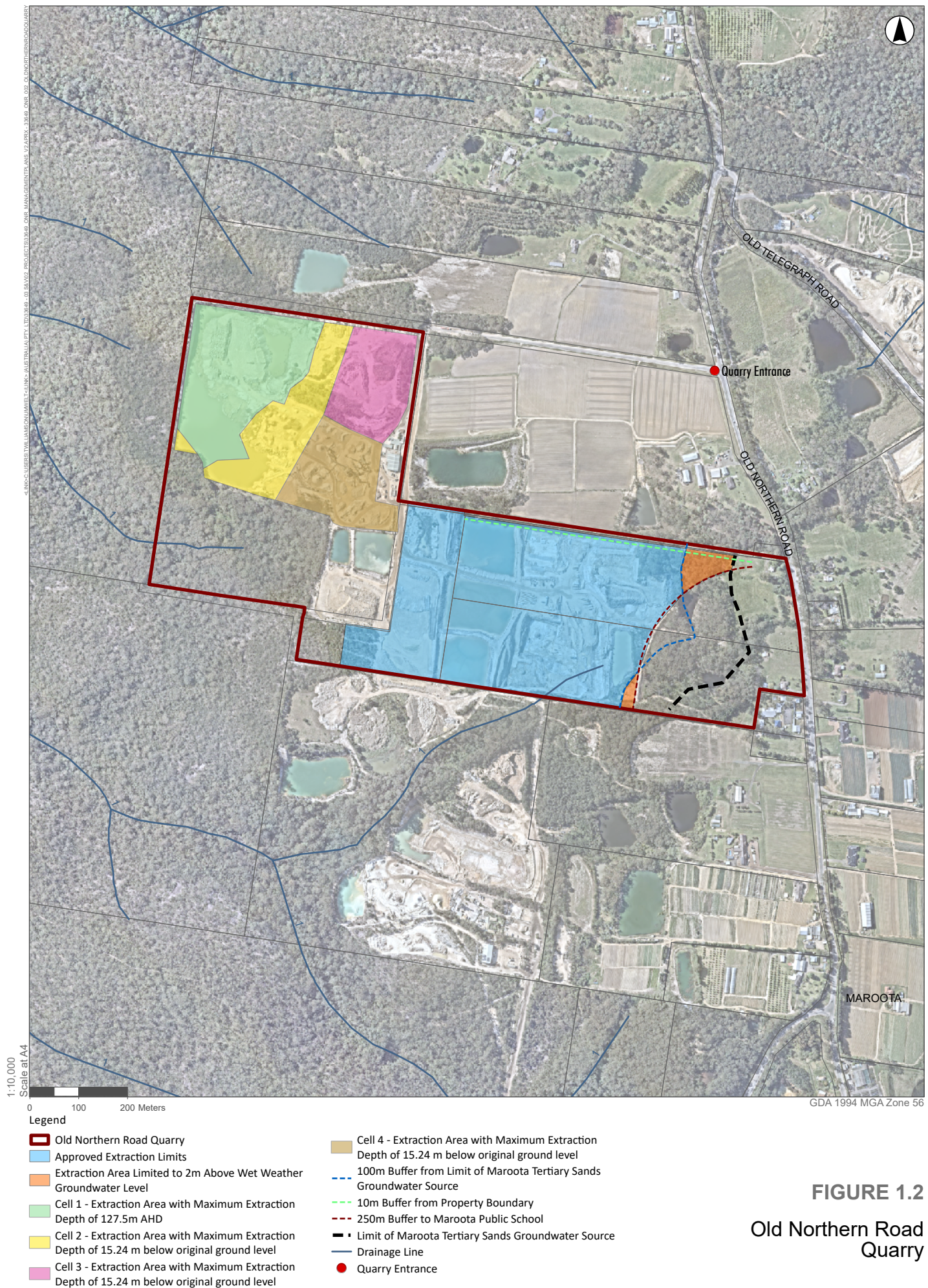


FIGURE 1.2

Old Northern Road Quarry

2.0 Regulatory Requirements

2.1 Development Consent

The TMP has been prepared in accordance with the conditions of DA250-09-01. **Table 2.1** below outlines the relevant Conditions of Consent and where they have been addressed within the TMP.

Table 2.1 Transport Related Development Consent Conditions

Condition	Description	Section/s Addressed												
Schedule 2 - Limits of Consent														
6	The combined production of quarry products from the site, including extractive material sourced from the Haerses Road Sand Quarry, must not exceed 495,000 tonnes per annum.	Section 1.0												
7	Truck movements at the site (i.e. one way trip, either arrival or dispatch), including truck movements between the site and the Hearses Road Sand Quarry, must not exceed: (a) 180 per day; and (b) 40 between 5.45 am and 7.00 am.	Section 3.0 and 5.0												
Schedule 3 - Hours of Operation														
1	The Applicant must comply with the operating hours set out in Table 1. <i>Table 1: Operating hours</i> <table><tr><th>Activity</th><th>Permissible Hours</th></tr><tr><td>Quarrying operations (excluding truck arrival, loading and dispatch)</td><td>7.00 am to 6.00 pm Monday to Saturday At no time on Sundays or public holidays</td></tr><tr><td>Truck arrival (unladen)</td><td>5.45 am to 6.00 pm Monday to Saturday At no time on Sundays or public holidays</td></tr><tr><td>Truck loading Truck dispatch Truck arrival (laden)</td><td>6.00 am to 6.00 pm Monday to Saturday At no time on Sundays or public holidays</td></tr><tr><td>Bund construction or rehabilitation works within 250 m of Maroota Public School</td><td>7.00 am to 6.00 pm Monday to Friday during school holiday periods unless otherwise approved in writing by the EPA</td></tr><tr><td>Maintenance</td><td>May be conducted at any time, provided that these activities are not audible at any privately-owned residence</td></tr></table>	Activity	Permissible Hours	Quarrying operations (excluding truck arrival, loading and dispatch)	7.00 am to 6.00 pm Monday to Saturday At no time on Sundays or public holidays	Truck arrival (unladen)	5.45 am to 6.00 pm Monday to Saturday At no time on Sundays or public holidays	Truck loading Truck dispatch Truck arrival (laden)	6.00 am to 6.00 pm Monday to Saturday At no time on Sundays or public holidays	Bund construction or rehabilitation works within 250 m of Maroota Public School	7.00 am to 6.00 pm Monday to Friday during school holiday periods unless otherwise approved in writing by the EPA	Maintenance	May be conducted at any time, provided that these activities are not audible at any privately-owned residence	Section 5.0
Activity	Permissible Hours													
Quarrying operations (excluding truck arrival, loading and dispatch)	7.00 am to 6.00 pm Monday to Saturday At no time on Sundays or public holidays													
Truck arrival (unladen)	5.45 am to 6.00 pm Monday to Saturday At no time on Sundays or public holidays													
Truck loading Truck dispatch Truck arrival (laden)	6.00 am to 6.00 pm Monday to Saturday At no time on Sundays or public holidays													
Bund construction or rehabilitation works within 250 m of Maroota Public School	7.00 am to 6.00 pm Monday to Friday during school holiday periods unless otherwise approved in writing by the EPA													
Maintenance	May be conducted at any time, provided that these activities are not audible at any privately-owned residence													
2	The following activities may be carried out outside the hours specified in condition 1 above: (a) delivery or dispatch of materials as requested by the NSW Police Force or other public authorities; and (b) emergency work to avoid the loss of lives, property or to prevent environmental harm. In such circumstances, the Applicant must notify the Secretary and affected residents prior to undertaking the activities, or as soon as is practical thereafter.	Section 5.0												
Monitoring of Product Transport														
21	The Applicant must keep accurate records of all laden truck movements to and from the site (including time of arrival and dispatch) and publish a summary of records on its website every 6 months.	Section 6.1												

Condition	Description	Section/s Addressed
Operating Conditions		
22	The Applicant must: a) Advise its drivers and its clients not to arrive at the site prior to 5:45am on any day; b) Ensure that all laden trucks have their loads covered when arriving at or leaving the site; c) Ensure that all laden trucks are cleaned of material that may fall from vehicles, before leaving the site; and d) Use its best endeavours to ensure that appropriate signage is displayed on all trucks used to transport product from the development so they can be easily identified by road users.	Section 5.0
Traffic Management Plan		
23(a)	The Applicant must prepare a TMP for the development to the satisfaction of the Secretary. This plan must: a) Be prepared in consultation with the Roads and Maritime and Council b) Be submitted to the Secretary for approval within 3 months of the approval of Modification 5, unless otherwise agreed by the Secretary c) Describe the processes in place to control the arrival and dispatch of trucks d) Include a Drivers' Code of Conduct that details the safe and quiet driving practices that must be used by drivers travelling to and from the site, particularly in the vicinity of the Maroota Public School. e) Describe the measure to be put in place to ensure compliance with the Drivers' Code of Conduct f) Include specific measure to minimise the impact of heavy vehicles, including restrictions on route and times (particularly in relation to peak hours, holiday periods and times immediately before and after school hours, i.e. 8.30am -9.00am and 3.00pm – 3.30pm) g) Propose measures to minimise the transmission of dust and tracking of material onto the surface of the public road from vehicles leaving the quarry	Whole Document
23	The Applicant must implement the approved TMP as approved by the Secretary.	Whole Document

2.1.1 EIS Environmental Management Commitments

Specific safeguards were recommended in the EIS for the quarry (ERM 2001). Safeguards are outlined in **Table 2.2** below:

Table 2.2 EIS safeguards and recommendations

Safeguard	Description	Section/s Addressed
EIS Section 4.11 (ERM 2001)	Minimise the impact of trucks on the local road network, local residents and the Maroota Public School;	Section 4.0
	Comply with approved access and vehicle movements under the existing development consent	Section 5.0
	Comply with the performance criteria for sand transport set out in DCP 500.	DCP 500 no longer exists, therefore has not been specifically addressed by this management plan
	All truck loads will be covered before leaving the site	Section 5.0
	The Crown Reserve Road, Old Norther Road/Crown Reserve Road intersection and haul roads will be inspected by Site Supervisor for damage to road surfaces on a monthly basis and damage repaired as required	Section 5.0
	The Old Northern Road/Crown Road intersection to be inspected weekly by the Site Supervisor for accumulation sand and clay and maintained as necessary by removing the material	Section 5.0
	All new truck drivers to be provide with Site Induction for Drivers outlining site requirements and expected driver behaviour such as observing the 40km speed limit at Maroota School between 8:00am - 9:30am and 2:30pm - 4:00pm on school days and not using exhaust brakes, especially during morning periods	Section 4.0 and 5.0
	Yearly liaison with Maroota School to discuss the effectiveness of traffic management	Section 5.0
	20 km/hr speed limit on internal haul roads	Section 5.0

2.2 Environment Protection Licence

Environment Protect Licence (EPL) 3916 was issued by the Environment Protection Authority (EPA) under the *Protection of the Environment Operations Act 1997* (POEO Act) on 7 December 2000 for sand extraction operations at 4610 Old Northern Road, Maroota.

A list of the EPL conditions relating to traffic monitoring and an indication of where they are addressed within this document are included in **Table 2.3**.

Table 2.3 Traffic Related Environment Protection Licence Conditions

Condition	Description	Section/s Addressed
O4.1	The licensee must prevent any tracking of mud on to public roads by vehicles leaving the premises.	Section 5.0

2.3 Guidelines and Policies

As discussed in **Section 4.0**, Dixon Sand operates in accordance with the Maroota Local Traffic Management Policy (MLTMP). No other specific guidelines or policies are relevant to the ongoing management and monitoring of traffic related impacts of the quarry.

2.4 Stakeholder Consultation

In accordance with Condition 23 of Schedule 3 of the Development Consent, this TMP has been prepared in consultation with Transport for NSW (TfNSW) (formerly the NSW Roads and Maritime Services) and The Hills Shire Council. A draft copy of this plan was provided to TfNSW and The Hills Shire Council for comment. A copy of correspondence provided by these agencies is provided in **Appendix 2** and a summary of the issues raised and how these were addressed is provided in **Table 2.4**.

Table 2.4 Summary of Issues Raised During Agency Consultation

Issue	Response
The Hills Shire Council	
No objection	Noted
TfNSW (formerly RMS)	
Please provide truck routes in and out of site	Figure 3.1 showing primary transport routes added to plan, along with additional detail of transport routes added to Section 3.2.
Please provide the turning path for larger vehicles during construction	Correspondence sent to RMS via email dated 6 March 2018 confirming that the plan related to an existing quarry and that no construction works were required on site.

Additional consultation regarding the use of exhaust/engine brakes on trucks have been undertaken with the TfNSW, The Hills Shire Council, local traffic police unit, truck mechanics, major truck manufacturers and suppliers and transport companies in May 2019. It was derived that engine/exhaust brakes are a safety feature factory fitted to all heavy vehicles sold in NSW to provide assistance in speed reduction and for wheel brake preservation. Engine/exhaust brakes must comply and are fitted in accordance with the Australian Design Rules which are national standards for vehicle safety and emissions, administered by the Australian Government under the *Motor Vehicle Standards Act 1989*.

It must be noted that Dixon Sand does not operate its own heavy vehicle haulage fleet. Dixon Sand does not have any legal jurisdiction outside its quarry premise and control over the use of exhaust/engine brakes which are a safety feature operated by haulage vehicles whilst driving on the road. Dixon Sand is committed to implementing an educational program to encourage the haulage heavy vehicles to limit the use of exhaust/engine brakes around the Maroota and Maroota Public School area, unless absolutely necessary. The educational program is implemented through truck driver's induction, traffic management policies and on-going re-induction campaign, correspondence with the drivers and haulage companies.

2.5 Further Studies

Dixon Sands have no requirements under their Conditions of Consent to undertake any further studies for the TMP. Baseline studies undertaken as part of the EIS (ERM, 2001) are described in **Section 3.0**.

2.6 Hold Points

Dixon Sands have no requirements under their conditions to have any hold points released.

3.0 Baseline Traffic Data

3.1 Existing Traffic Environment

Old Northern Road Quarry is located off Old Northern Road, Maroota. Maroota is a small rural community which supports a mix of rural, residential and extractive industry land uses. There are approximately five (5) other sand/sandstone extractive operations located in the local area targeting the Maroota sand resource.

The main road through the locality is Old Northern Road, which runs in a north south direction to the east of the quarry. It provides an important road link through the locality, providing a connection for a number of rural suburbs between Wisemans Ferry to the north and Baulkham Hills and the greater Sydney area. Locally it generally provides a single lane of travel in each direction with additional turn lanes at key locations to maintain capacity. It operates under the posted speed limit of 60 km/h in the vicinity of the site. There are no footpaths along the road in the location of the site with minimal sealed shoulders, reflective of the rural setting.

Traffic data collected in 2007 by Better Transport Futures indicates that during the morning peak period, the 2-way traffic flow on Old Northern Road in the vicinity of the quarry was 168 vehicles with 38 being trucks. The afternoon peak period 2-way traffic flow was 165 vehicles with 33 being trucks. The peak flows were generally generated by quarrying operations in the area. Based on these findings the daily traffic flow was determined to be in the order of 1,660 per day. Allowing for an annual growth rate of 3% per annum, this would indicate that daily volumes on Old Northern Road in 2017 could be in the order of 2,226 vehicles per day (SECA Solution 2017).

3.2 Traffic Routes and Generation

The quarry is accessed from Old Northern Road via a site access road (a Crown road). A left turn deceleration lane is provided on Old Northern Road as well as shoulder widening for southbound traffic to ensure road safety is maximised. The vast majority of trucks perform a left turn in movement off Old Northern Road and a right turn out movement onto Old Northern Road. The quarry has approval to generate up to 180 truck movements per day, of which, up to 40 may occur between 5.45 am and 7.00 am.

The origin/destination of trucks accessing the site is to the south toward the Sydney market. The primary heavy vehicle route is therefore Old Northern Road to the south of the site, as shown on **Figure 3.1**. Vehicles will then, depending on their destination within Sydney or surrounds, continue to proceed south along Old Northern Road toward Glenorie, Dural and the M2, or turn right onto Wisemans Ferry Road toward Windsor, Richmond and Penrith. Old Northern Road north of the site is not used as a heavy vehicle route except to cater for any local deliveries within the very limited market to the north, being northern Maroota and Wisemans Ferry.

The quarry has a one way traffic flow policy; this is to ensure pedestrian safety and to avoid the need for reversing on site. Details on the Quarry Map and Site Traffic Management Plan: Maroota, are in **Appendix 3**.

Dixon Sand does not own any trucks for the delivery of its products. All sales are from the site weighbridge.



FIGURE 3.1
Heavy Vehicles Transport Routes

4.0 Drivers Code of Conduct

The transport of quarry products is undertaken by the clients who purchase products from the quarry. Dixon Sand does not operate a truck fleet for the transport of quarry products. All truck drivers who access the quarry are required to comply with the quarry's Drivers Code of Conduct. The Drivers Code of Conduct for the quarry consists of:

- the Quarry Map and Site Traffic Management Plan (refer to **Appendix 3**).
- the Maroota Local Traffic Management Policy (MLTMP) (refer to **Appendix 4**)
- the Local Traffic Non-Compliance Procedures and Site Induction Declaration for Drivers (refer to **Appendix 5**)

4.1 Maroota Local Traffic Management Policy (MLTMP)

Dixon Sand, along with two (2) other local quarry operators, has established the MLTMP which sets expectations for drivers conduct when operating in the Maroota area. The MLTMP forms a key component of the Drivers Code of Conduct for the quarry and all drivers are required to comply with the provisions of the MLTMP.

The MLTMP requires all drivers to:

- Comply with the speed limit as observed on all local and arterial roads in the Maroota and surrounding areas,
- Comply with the 60 km/h speed limit on Old Northern Road at Maroota Public School,
- Comply with the 40 km/h speed limit during school zone times between the hours of 8:00 – 9:30am and 2:30 – 4:00pm,
- Cover all loads before leaving the quarry sites, and
- Limit the use of engine/exhaust braking in considering potential noise impacts.

4.2 Implementation of the Drivers Code of Conduct

The Drivers Code of Conduct is provided to all contract haul truck drivers accessing the quarry during the induction process. All truck operators must read and sign the induction documentation (**Appendices 3 - 5**), stating that they have read and agreed to comply with the MLTMP, Site Traffic Management Plan, Quarry Map, Local Traffic Non-Compliance Procedures and Site Induction Declaration for Drivers.

Drivers are required to return the signed documentation to Dixon Sand prior to commencing works onsite.

Any driver who repeatedly fails to comply with the Drivers Code of Conduct will be refused access to the quarry. Any driver who repeatedly fails to comply with the MLTMP will also be refused access to all local quarry sites that are signatories to the MLTMP.

5.0 Traffic Management Controls

5.1 Proactive Management Measures

Dixon Sand is committed to implementing all reasonable and feasible measures to minimise the potential traffic impacts of the operation on nearby sensitive receivers and ensure the safety of employees, contractors and the local community.

A range of traffic management and mitigation measures are utilised at the quarry to manage transport safety and impacts. A summary of these is provided in **Table 5.1**.

Table 5.1 Traffic Management and Mitigation Measures

Management or Mitigation Measure	Timing	Responsibility	Performance Indicator
Truck Movement Measures			
Truck movements to and from the site not to exceed 180 per day (90 loaded trucks per day)	Ongoing	Quarry Manager	Quarry transport monitoring records
Truck movements between 5.45am - 7.00am to and from the site not to exceed 40 movements (i.e. one way trips, either arrival or dispatch)	Ongoing	Quarry Manager	Quarry transport monitoring records
No trucks permitted to enter or leave the site prior to 5.45am.	Ongoing	Quarry Manager	Quarry transport monitoring records
No trucks are to arrive at the front gate prior to 5:45am as a courtesy to our neighbours. Repeat offenders will be refused access to the quarry	Ongoing	Quarry Manager	Site induction records Signage at gate Complaints register
All new truck drivers to be provided with Site Induction for Drivers form at weighbridge, which includes the MLTMP, and are required to provide signed agreement to the requirements of the MLTMP prior to commencing work at the site	Upon induction of any new driver	Quarry Manager	Site induction records
Operating in a sensitive area, drivers must operate in a safe and considerate manner. Engine brakes should only be used when necessary. Engine brakes should be used in accordance with any relevant regulations.	Ongoing	Drivers	Site induction records Complaints register Ongoing liaison records with Maroota Public School

Management or Mitigation Measure	Timing	Responsibility	Performance Indicator
In addition to Dixon Sand requesting that truck drivers minimise their arrival to the quarry during peak hours, holiday periods, and peak school drop off/pickup times (i.e. 8:00am - 9:30am and 2:30pm - 4:00pm), Dixon Sand has scheduled break times for the Sales Loader from 8.45am – 9.00am to coincide with peak school drop off period. No sales will occur from the site during this period. All drivers are required to be particularly vigilant regarding safety during those times when school children are arriving and leaving the schools. This applies to all pickup and drop off points of school children around schools and along the road. Drivers are required to be aware that during these times of day, buses, children and their carers may be along the road and not visible when approaching corners and must drive in a safe and cautious manner to avoid any accidents or close calls.	Ongoing	Drivers	Site induction records Complaints register Ongoing liaison records with Maroota Public School
All loads must be fully tarped at the designated area outside the front gate before joining the public road	Ongoing	Drivers	Site induction records Complaints register
20km/h speed limit on internal haul road and Crown access road	Ongoing	Quarry Manager	Site induction records Signage
Trucks must not obstruct designated haul roads after 7am	Ongoing	Quarry Manager	Site induction records Signage
All vehicles are to enter and leave the site in a forward direction	Ongoing	Quarry Manager	Site induction records Signage
Trucks to be maintained in a state to ensure visibility of the registration plate, branding where applicable and identification features	Ongoing	Quarry Manager	Site induction records
Site Operational Control Measures			
Parking for all vehicles will be on Dixon Sand land or on land subject to an agreement between Dixon Sand and the landowner	Ongoing	Quarry Manager	Site induction records Complaints register
All loaded vehicles entering or leaving the site must be covered at all times in order to prevent spillage and dust generation	Ongoing	Weighbridge operator	Site induction records Complaints register
All loaded vehicles leaving the site are to be cleaned of materials that may fall on to the road before leaving the site	Ongoing	Weighbridge operator	Site induction records Monthly environmental inspection Complaints register
Compliance with the MLTMP required by all drivers (refer to Section 4)	Ongoing	Quarry Manager	Site induction records Complaints register Ongoing liaison records with Maroota Public School

Management or Mitigation Measure	Timing	Responsibility	Performance Indicator
Truck, plant and equipment is to be maintained in a proper and efficient condition and operated in an efficient manner	Ongoing	Quarry Manager	Maintenance records
The site induction for transportation operators will cover mechanisms to reduce the potential for transport impacts, including noise minimisation, appropriate driver behaviour, fatigue management and the controls outlined in this TMP. Periodic toolbox talks will be undertaken to reinforce these controls	Upon induction of new driver and ongoing toolbox talks	Quarry Manager	Site induction records
The site induction for transportation operators will include non-compliance procedures	Upon induction of new driver and ongoing toolbox talks	Quarry Manager	Site induction records
Weighbridge dockets are to be retained for a record of the time of daily vehicle movements and volume of material entering and leaving the site	Ongoing	Quarry Manager	Transport monitoring records
Complaints register to be used to record traffic management complaints	Ongoing	Environmental Officer (or delegate)	Complaints register
Weekly inspections by Environmental Officer or delegate of Old Northern Road/site access road intersection for accumulated sand/clay	Weekly	Environmental Officer (or delegate)	Inspection record
Monthly inspections of road surfaces (site access road, Old Northern Road/site access road intersection and haul roads) by Environmental Officer or delegate for damage.	Monthly	Environmental Officer (or delegate)	Inspection record
Transport related consultation measures			
Maroota Public School to be contacted by Environmental Officer annually to discuss effectiveness of traffic management	Annually	Environmental Officer (or delegate)	Consultation record
Dixon Sand will consult with the community regarding traffic arrangements and the controls that will be implemented to reduce impacts at meetings of the Community Consultative Committee (CCC).	Six-monthly at CCC meeting	Environmental Officer (or delegate)	CCC meeting minutes

5.1.1 Training and Awareness

All personnel and contractors working at the quarry will undergo an induction. This Site Induction for Drivers (**Appendix 5**) includes information on the management of traffic while working on site.

After completing the induction, workers will sign a statement of attendance and records of this are kept in the administration office.

Tool-box meetings are held to discuss whole-of-site production, management, safety and environmental issues. Matters relating to noise are raised during these meetings, when necessary.

5.2 Reactive Management Measures

Specific reactive management measures will be implemented during the operation of the quarry. Traffic management measures are outlined in **Table 5.2** below.

Table 5.2 Traffic Triggers and Responses

Triggers	Response and Corrective Actions
Traffic Complaint	Following a complaint appropriate action will be taken within 2 working days to determine the cause of the complaint and identify appropriate actions to remediate the complaint source. The following details will be recorded: • The date and time of the complaint • Method by which the complaint was made • Personal details of the complainant which were provided by the complainant • Nature of the complaint • Action taken in relation to the complaint, including follow up with the complainant; and • If no action taken, the reasons why no action was taken. All complaints are to be investigated and an appropriate response provided to the complainant. This may include determination of the following: • What activities (and/or equipment) were being carried out or operated at the time of the complaint • Whether at the time of the complaint normal day-to-day operation was taking place • Whether equipment or activities on-site were the potential source of complaint (or whether other activities in the locality may have contributed to the complaint) • What actions may be carried out to resolve the complaint and/or minimise the likelihood of further complaints.
Transport Movement Criteria Exceedance	If the monthly review of truck movements to and from the quarry indicates that more than 180 truck movements per day or 40 truck movements between 5.45am - 7.00am have occurred, then the following response and action plan will be implemented: • After becoming aware of the exceedance, the Quarry Manager (or representative) will review the information relating to product despatch and transport activities on the day of exceedance • The Quarry Manager will immediately investigate the cause of the exceedance and review procedures designed to manage truck movements within the Development Consent limits, such as orders or despatch systems, transport worker management procedures, and if required make changes. • Following confirmation of an exceedance of the Development Consent transport limits, the Quarry Manager will immediately notify the Secretary and any other relevant agencies of the exceedance. • Within 7 days of becoming aware of the exceedance, a report will be provided to the Secretary and any relevant agencies. • Any exceedance of the Development Consent transport limits will be reported in the Annual Review. • In the event of ongoing or regular exceedances of the transport limits, the Quarry Manager will investigate the feasibility of any reasonable or additional controls or systems to ensure compliance into the future. If compliance cannot reasonably be achieved based on approved production levels, the Quarry Manager will investigate the need and/or feasibility of modifying DA 250-09-01 to permit increased truck movements, or alternately, limit product transport in order to achieve compliance.

Triggers	Response and Corrective Actions
Breach of MLTMP	Failure to comply with the requirements of the MLTMP will trigger disciplinary action by Dixon Sand, with repeated breaches resulting in a driver being refused access to the quarry.
Emergency event requiring operations outside approved hours	In the event that deliveries or despatch are requested outside approved hours of operation by Police or other public authority, or emergency work is required to avoid the loss of lives, property or to prevent environmental harm, the Quarry Manager will act appropriately to ensure the safety of employees and the local community and to seek to prevent environmental harm.

5.3 Non-Compliance Procedures

Specific non-compliance procedures will be implemented during the operation of the quarry which are outlined in **Table 5.3** below.

Table 5.3 Non-Compliance Procedures

Triggers	Response and Corrective Actions
Potential Traffic related Non-compliance	If the potential traffic non-compliance is a result of a complaint, follow the specific measures outlined in Table 5.2 to manage the complaint. In addition to the above, if the traffic non-compliance has been verified, the following procedures are to be implemented: • Dixon Sand management team to be alerted of the nature of the non-compliance. • should the non-compliance relate to issues outlined in the Maroota Local Traffic Management Policy (MLTMP), Dixon Sand Quarry Manager will alert the signatories of MTLMP of the nature of the non-compliance. • if the haulage truck is not associated with Dixon Sand but is associated with one of the MLTMP signatory quarries, the other quarry to implement their specific procedure and advise Dixon Sand of the outcome. If the haulage truck is associated with Dixon Sand's operation, the following procedures are to be implemented: • the haulage truck company will be notified of the non-compliance, with an official warning given in the first offence. • failure to comply with the requirements of the MLTMP or Site Traffic Management Plan will trigger disciplinary action by Dixon Sand, with repeated breaches resulting in the driver being refused access to the quarries. • the nature of the non-compliance will be communicated to other haulage truck drivers as part of the education campaign, and to serve as a warning and prevent the potential for re-occurrence. Details of the offender and the complainant (if applicable) are to be kept confidential at all times. • the nature of the non-compliance will be communicated to quarry operators and relevant personnel during toolbox talk as part of the education campaign. Details of the offender and the complainant (if applicable) are to be kept confidential at all times.

6.0 Monitoring

6.1 Monitoring of Truck Movements

In accordance with Condition 21 of Schedule 3 of the Development Consent, Dixon Sand will keep accurate records of:

- the amount of quarry products transported from the site (monthly and annually) and publish these records on its website every 6 months, and
- the quantity of all truck movements to and from the site (between 5.45 am and 7.00 am, and daily total).

These records will be reviewed on a monthly basis, or following a complaint, in order to determine compliance with limits on truck movements established under Condition 7 of Schedule 2 of the Development Consent.

The 6-monthly truck movement summaries are published on www.dixonsand.com.au/environment.

6.2 Environmental Inspections

Dixon Sand will undertake regular inspections of the local road network as part of the monthly environmental inspection program described in the Environmental Management System (EMS). This will include inspection of:

- The haul roads, site access road and Old Northern Road/site access road intersection will be inspected by the Environmental Officer or delegate for damage to road surfaces on a monthly basis and damage repaired as required
- The Old Northern Road/site access road intersection will be inspected weekly by the Environmental Officer or delegate for accumulated sand or clay and maintained as necessary by removing the material.

7.0 Reporting

Dixon Sand will submit an Annual Review by the end of March each year in accordance with Schedule 5, Condition 12, or other timing as may be agreed by the Secretary. The findings of the monitoring program will be summarised and analysed in the Annual Review, and any recommendations to improve the environmental performance of the quarry provided.

Additionally, Dixon Sand must notify the EPA within 21 days of becoming aware of a non-compliance against the EPL 3916 conditions. Reporting is undertaken in accordance with EPL Condition R1.1.

7.1 External Reporting

A summary of transport monitoring results will be provided in the quarry Annual Review. The Annual Review will be prepared and submitted to the Secretary, in accordance with Condition 12, Schedule 5 of the Development Consent. The Annual Review will be made available to the public through the CCC and the Dixon Sand web site (<http://www.dixonquarrygroup.com.au>).

A discussion of the effectiveness of the traffic management controls utilised at the quarry will be reported to DPHI in the Annual Review. The Annual Review will also identify whether any additional management controls are required to be implemented at the quarry.

Any investigations related to exceedances of Development Consent transport limits will be detailed in the Annual Review.

7.2 Transport Limit Exceedance Reporting

Condition 9 Schedule 5 of the Development Consent requires any exceedances of limits/performance criteria within the approval to be reported to DPHI immediately should the site record any exceedances of the criteria specified in the Development Consent.

Following the reporting of an exceedance or incident to the DPHI and other relevant agencies, Condition 10 Schedule 5 of the Development Consent requires the proponent to prepare a written report of the exceedance within seven days of the exceedance being reported. The written report must contain:

- a description of the date, time of the exceedance
- details of the nature (or likely cause) of the exceedance
- a description of actions taken to prevent reoccurrence
- identification of any non-compliance with the Development Consent.

In accordance with Condition 1 Schedule 4 of the Development Consent, in the event an exceedance of the transport limits is identified and attributed to quarry activities, the quarry will notify DPHI and provide DPHI with regular monitoring results to show the operation is complying with the relevant criteria.

7.3 Adaptive Management

In accordance with Condition 7 Schedule 5 of the Development Consent, the quarry will assess and manage transport related risks to ensure compliance with the criteria outlined in the Development Consent.

Where a transport related exceedance has occurred, Dixon Sand will, to the satisfaction of the Secretary:

- take all reasonable and feasible measures to ensure the exceedance ceases and does not recur
- consider all reasonable and feasible options for remediation (where relevant)
- submit a report to the DPE within 14 days of the exceedance describing those options and any preferred remediation measures or other course of action, and
- implement remediation measures as directed by the Secretary of DPHI.

7.4 Community Complaints

Complaints relating to truck associated with the quarry are to be managed in accordance with the requirements of the quarry Environmental Management System (EMS) and the reactive management procedures outlined in **Section 5.2**. A register of complaints will be published on the Dixon Sand website and will be updated monthly. A summary of complaints will be provided in the Annual Review.

7.5 Independent Review

In the event a landowner considers the quarry is exceeding transport limits, the landowner may request an independent review of quarry traffic movements. The independent review will be conducted in accordance with the procedure described in Condition 2 Schedule 4 of the Development Consent.

8.0 Review and Improvement

Ongoing monitoring and review on the performance and implementation of this TMP will be undertaken in accordance with the quarry EMS, which states that review of the plan will occur within 3 months of the submission of:

- An incident report under Condition 10
- An annual review under Condition 12
- An Independent Environmental Audit report under Condition 14, and
- Any modifications to this consent.

The quarry will notify DPHI in writing of any review of this TMP. Should a review lead to any revisions to this TMP, the revised document will be submitted to DPHI within 6 weeks of the review. Updated versions of this TMP will be made publicly available on the Dixon Sand website in accordance with Condition 15 Schedule 5 of the Development Consent.

9.0 Responsibilities

Environmental management at the quarry is the responsibility of all employees and contractors, with the Quarry Manager having overall responsibility for environmental management of the operations. The environmental responsibilities for key personnel at the Quarry are outlined in **Table 9.1** below:

Table 9.1 **Roles and responsibilities**

Role	Accountabilities for this document
Managing Director	• Approve appropriate resources for the effective implementation of this plan; and • Coordinate the review of this plan in accordance with the requirements of the Development Consent.
Old Northern Road Quarry Manager	• Provide that sufficient resources are allocated for the implementation of this Plan; • Coordinate the implementation of transport management controls and strategies in accordance with this plan; • Coordinate the transport monitoring requirements of this plan, and evaluate and report monitoring results as required; and • Assist with the review of this plan as required.
Dixon Sand Environmental Officer	• Coordinate transport related incident investigations and reporting as required by legislation and internal standards and guidelines; and • Assist with the review of this plan as required.
All employees and contractors	• Comply with all requirements in this plan; • Report all potential environmental incidents to the Quarry Manager immediately; and • Seek approval from the Quarry Manager prior to making changes to infrastructure/processes which may result in increased transport risks.
Haulage Truck Drivers	• Comply with the Drivers Code of Conduct and MLTMP.

10.0 Definitions

The terminology utilised within this TMP is defined in **Table 10.1** below.

Table 10.1 Definitions

Term	Definition
CCC	Community Consultative Committee
Development Consent	DA 250-09-01
The EP&A Act	NSW Environmental Planning and Assessment Act 1979
EIS	Environmental Impact Statement
EMS	Environmental Management System
DA	Development Application
Driver Policy	Procedure detailing requirements and expectations of all employees and contractors operating vehicle associated with operations
DPHI	Department of Planning, Housing and Infrastructure (formerly Department of Planning and Environment)
Incident	An occurrence or set of circumstances that: • Causes, or threatens to cause material harm to the environment; or • results in non- compliance with the consent
MLTMP	Maroota Local Traffic Management Policy
OEH	Office of Environment and Heritage
TfNSW	Transport for NSW (formerly NSW Roads and Maritime Services)
Secretary	The Secretary of the NSW Department of Planning and Environment, including any authorised delegate or nominee.
TMP	Transport Management Plan

11.0 References

Austroads Guide to Road Safety.

Austroads Guide to Traffic Management.

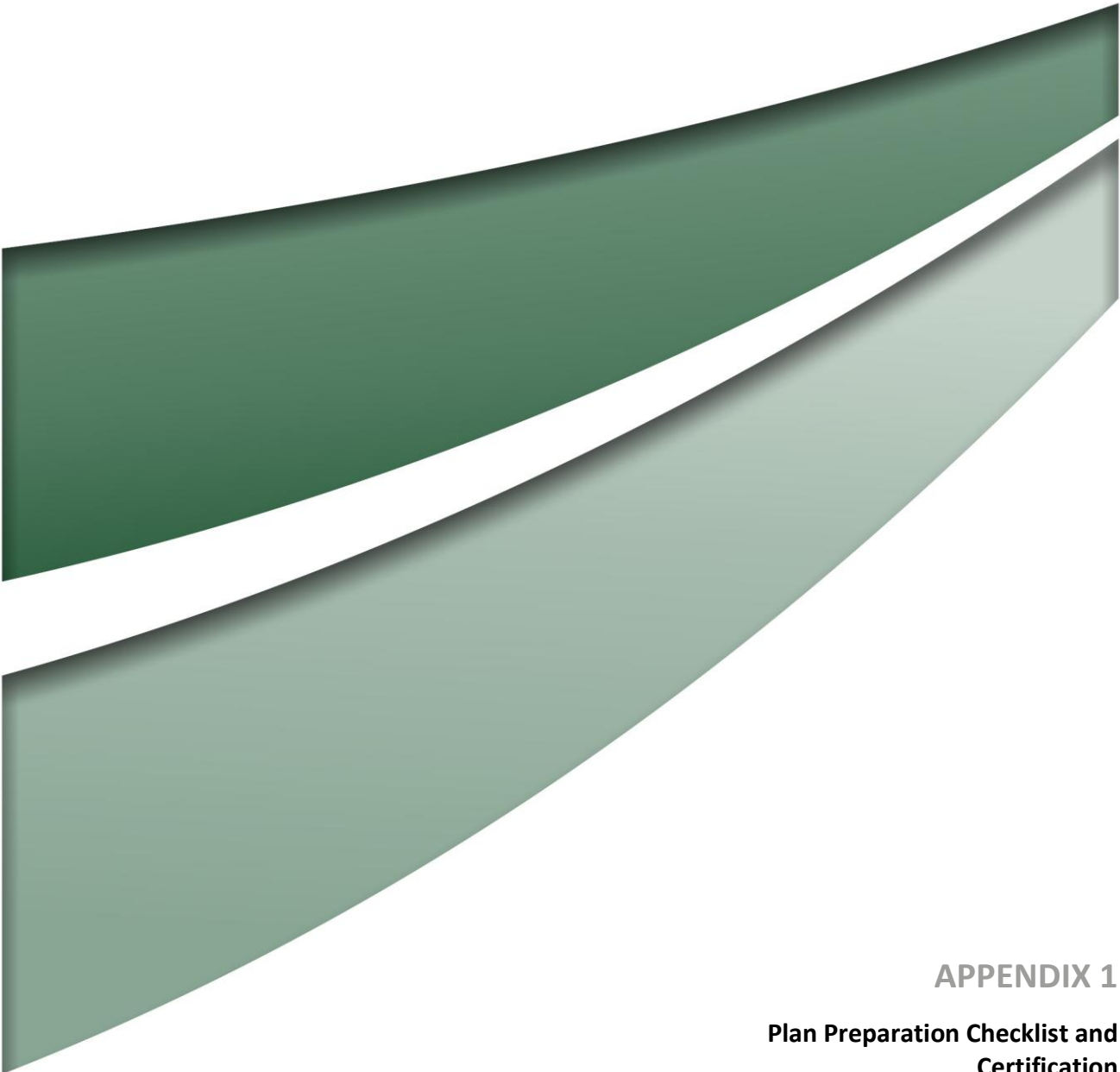
Environmental Resources Management Australia Pty Ltd (ERM), 2001, *Proposed extension of sand extraction operations Lots 1 and 2 DP547255 Old Northern Road, Maroota, Environmental Impact Statement*, Report prepared for Dixon Sand (Penrith) Pty Ltd.

Mark Waugh Pty Limited 2007. *Traffic Impact Assessment*, Report prepared for Dixon Sand (Penrith) Pty Ltd.

NSW EPA, 2026, *Environmental Protection Licence 3916*

SECA Solution, 2017, *Proposed Dixon Sand Old Northern Road Quarry Modification, Maroota, NSW – Review of traffic impacts*. Report prepared for Dixon Sand (Penrith) Pty Ltd.

Umwelt (Australia) Pty Ltd, 2017, *Environmental Assessment – Proposed Modification to DA 250-09-01 – Old Northern Road Quarry, Maroota*, Report prepared for Dixon Sand (Penrith) Pty Ltd



APPENDIX 1

Plan Preparation Checklist and Certification

Appendix 1 – Plan Preparation Checklist and Certification

The Environmental Management Plan Requirements guidelines state that the following checklist must be completed and supplied to the Department with an Environmental Management Plan (EMP) and Sub-plans.

Requirement	Plan Reference	Yes/No/NA
Document preparation and endorsement		
Has the Plan been prepared in consultation with all relevant stakeholders? (Section 3.1)	Section 2.0 and Appendix 2	Yes
Have the views of the relevant stakeholders been taken into consideration, have appropriate amendments been made to the Plan and does the Plan clearly identify the location of any changes? (Section 3.1)	Section 2.0 and Appendix 2	Yes
Has the Plan been certified on behalf of the proponent? (Section 3.2)	Appendix 1	Yes
Version content		
Does the Plan include the required version control information? (Section 2.3)	Doc Status	Yes
Does the Plan reference the project description as required in Section 2.4?	Section 1.0	Yes
Does the Plan identify the components of the project to which it applies (i.e. scope)? (Section 2.5).	Section 1.0	Yes
Does the Plan describe the proponent's Environmental Management System (EMS), and identify how the Plan relates to other documents required by the conditions of consent? (Section 2.6)		NA
Does the Plan identify continuous improvements processes from the EMS that will be adopted? (Section 2.6)	Section 8.0	Yes
Does the Plan include (unaltered) all the conditions of consent to be addressed by the Plan and identify where in the Plan each requirement has been addressed? (Section 2.7.1)	Section 2.1	Yes
Have all other additional approvals been identified? Has appropriate information been provided regarding how each additional approval is relevant? (Section 2.7.2)	Section 2.0	Yes
Have all relevant guidelines, policies and standards been identified, including details of how they are relevant? (Section 2.7.3)	Section 2.3	Yes
Has the project's organisational structure been included? (Section 2.8)		NA
Are the roles and responsibilities of key positions or personnel (including any specialists required by the conditions of consent) outlined? (Section 2.8)	Section 9.0	Yes
Is the process that will be adopted to identify and analyse the environmental risks included? (Section 2.9)		NA
Does the Sub-plan identify the relevant sections of the EIA documents that contain the assessment of the matter/s addressed by the Plan? (Section 2.10)	Section 2.1.1	Yes
Have all further studies required to support mitigating measures been identified and included? (Section 2.11)	Section 2.5	Yes

Requirement	Plan Reference	Yes/No/NA
Have project hold points been identified and included? (Sections 2.7.2 and 2.12)	Section 2.6	Yes
Have all mitigation measures from conditions of consent been included unaltered? (Section 2.13)	Section 2.0 and 5.0	Yes
Have any new mitigation measures been written in committed language and all relevant information included? (Section 2.13)	Section 5.0	Yes
Have the tools that will be used to communicate Plan requirements to project personnel been included? (Section 2.14)		NA
Is an environmental inspection program described as required? (Section 2.15.1)		NA
Are relevant details of environmental monitoring that will be carried out included? (Section 2.15.2)	Section 6.0	Yes
Is a compliance monitoring and reporting program (or similar) referenced? (Section 2.15.3)		NA
Is an independent auditing program referenced? (Section 2.16)		NA
Are project status notification protocols that comply with conditions included? (Section 2.17.1)		NA
Does the Plan reference a Community and Stakeholder Engagement Plan (or similar) or include community and stakeholder engagement actions (if required)? (Section 2.17.2)		NA
Does the document include the incident notification and reporting protocols that comply with the relevant conditions of consent? (Section 2.17.3)		NA
Does the document identify the project person or position that is responsible for deciding whether an occurrence is an incident? (Section 2.17.3)		NA
Does the document describe corrective and preventative action protocols that address the requirements? (Section 2.18)		NA
Does the document identify training and awareness programs as required? (Section 2.19)		NA
Does the document include details of a document review and revision process that complies with the requirements? (Section 2.20)		NA
Does the document include details of public availability requirements? (Section 2.21)		NA

Plan Preparation Certification

Document Certification Form

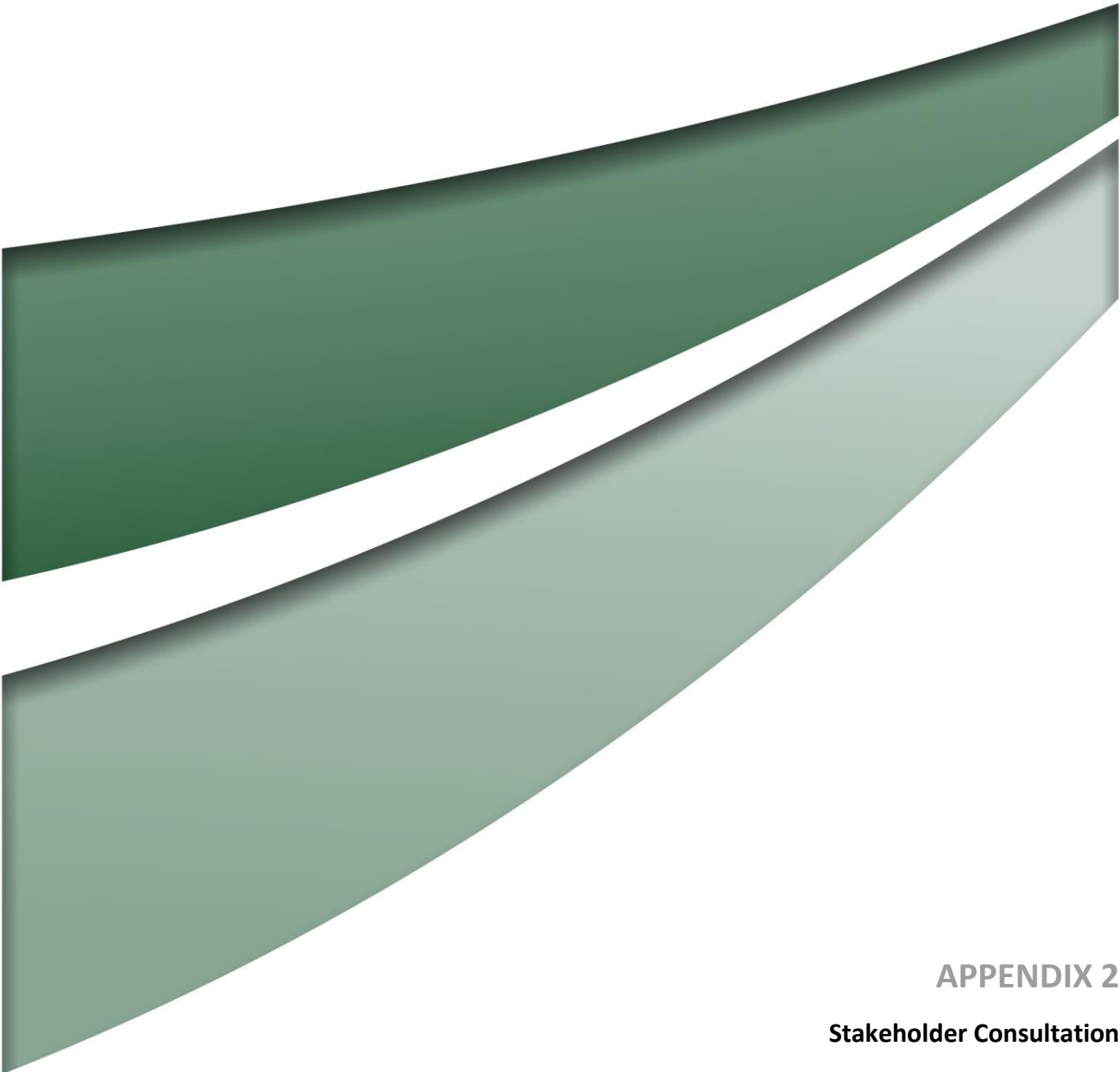
Project Name	Old Northern Road Quarry
Project Application Number	DA 250-09-01
Proponent	Dixon Sand Pty Ltd
Document Title	Old Northern Road Quarry Traffic Management Plan
Document Version	V5
Date of Issue	11 June 2026

Old Northern Road Quarry Traffic Management Plan has been prepared by Umwelt (Australia) Pty Ltd in response to conditions of consent Schedule 3 Condition 23 DA 250-09-01 for the Old Northern Road Quarry. I am authorised to and have reviewed the document on behalf of Dixon Sand Pty Ltd. Minor amendments have been made by Dixon Sand Pty Ltd.

I certify that the Old Northern Road Quarry Traffic Management Plan:

- has been prepared in accordance with the relevant condition/s and the Department's Environmental Management Plan
- adequately identifies and addresses all relevant conditions of consent
- has been prepared in accordance with relevant requirements of the conditions of consent regarding
- stakeholder consultation.

Name of Certifier	Hunny Churcher
Position	Environmental Officer
Company	Dixon Sand Pty Ltd
Date	11 June 2026



APPENDIX 2

Stakeholder Consultation



Ms Hunny Churcher
Environmental Officer
Dixon Sand (Penrith) Pty Ltd
4610 Old Northern Road
Maroota NSW 2756

Dear Ms Churcher

**Old Northern Road Quarry (DA 250-09-01 MOD 5)
Submission of amended EMS and management plans**

I refer to your correspondence dated 11 December 2017 requesting an extension for the submission of the following amended management plans as required by modification 5 of DA 250-09-01:

- Environmental Management Strategy (EMS);
- Noise Management Plan;
- Air Quality Management Plan;
- Soil and Water Management Plan;
- Traffic Management Plan; and
- Biodiversity and Rehabilitation Management Plan

The EMS and management plans have to be submitted within three months of the date of determination of the modification, ie 17 November 2017. Therefore, the due date is currently 17 February 2018. I note that your consultant is currently undertaking the work. However, due to the number of documents and the work falling over the year end period, an extension of one month has been requested.

The Department is not able to grant your request for an extension for submission of the EMS, as there is no power in condition 1 of Schedule 5 to do so. On the other hand, the conditions that govern submission of the management plans do permit extensions. Accordingly, an extension for the submission of the management plans is granted until 17 March 2017. You are advised to finalise preparation of the EMS and submit it for the Secretary's approval as soon as possible, and in any case no later than 17 March 2018.

Should you have any questions about this letter, please contact Tertius Greyling at the details above.

Yours sincerely

J Evans 10/01/2018

Jessie Evans
A/Director
Resource Assessments
As nominee of the Secretary

From: [Kristine McKenzie](#)
To: [Gabrielle Allan](#)
Date: Friday, 2 March 2018 1:30:20 PM
Attachments: [image001.png](#)

Hi Gabrielle,

In regard to your two emails with the Draft Traffic Management Plan, Draft Noise Plan and Draft Biodiversity and Rehabilitation Plan, the documents have been reviewed and no objection is raised to the draft plans.

Regards

logo



Kristine McKenzie

Principal Executive Planner

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

Administration Centre, 3 Columbia Court BAULKHAM
HILLS NSW 2153

PO Box 7064 BAULKHAM HILLS BC NSW 1755 | DX
9966 Norwest

www.thehills.nsw.gov.au

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From: [HANNA Dina](#)
To: [Gabrielle Allan](#); [NAJARI ALAMOUTI Zhaleh](#); [Development Sydney](#)
Cc: [Environment](#); [LANCE David C](#)
Subject: RE: 4209: Old Northern Road Quarry Draft Traffic Management Plan
Date: Wednesday, 4 April 2018 3:47:57 PM
Attachments: [FW 4209 Old Northern Road Quarry Draft Traffic Management Plan.msg](#)

Hi Gabrielle

Thank for the additional information, I have no further comments.

Regards

Dina Hanna

Network & Safety Officer (Traffic Mgmt)

Network Management | Journey Management

T 0288492934

www.rms.nsw.gov.au

Every journey matters

Roads and Maritime Services

Level six, 27 Argyle Street, Parramatta, NSW 2150

From: Gabrielle Allan [<mailto:gallan@umwelt.com.au>]
Sent: Wednesday, 21 February 2018 7:07 PM
To: NAJARI ALAMOUTI Zhaleh; Development Sydney
Cc: Environment
Subject: 4209: Old Northern Road Quarry Draft Traffic Management Plan

Good afternoon,

Please find attached a copy of the Draft Traffic Management Plan for Old Northern Road Quarry, Maroota, for your review.

Dixon Sand (Penrith) Pty Ltd operates the Old Northern Road Quarry, a sand extraction and processing operation, located on Old Northern Road, Maroota in New South Wales. A recent modification to the quarry's development consent (DA 250-09-01 MOD 5) requires a Traffic Management Plan to be prepared for the quarry in consultation with RMS and The Hills Shire Council. We forward this draft plan on behalf of Dixon Sand and request your review and comment on the plan by **Friday 9 March**.

A copy of the development consent and associated environmental impact assessment documentation can be found on the Department of Planning website at

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8309

If you require any further information, please contact myself or Hunny Churcher of Dixon Sand on 0405 844 207.

Kind regards

Gabrielle Allan

Principal Environmental Consultant

Umwelt (Australia) Pty Limited

75 York Street

Teralba, NSW 2284

Phone: (02) 4950 5322

Mobile: 0448 936 029

My regular working days are Monday, Wednesday and Friday. In my absence, please contact John Merrell on jmerrell@umwelt.com.au or 02 4950 5322, otherwise I will respond on my return.

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From: Gabrielle Allan
To: ["SRITHARAN Ram"](#)
Cc: ["Environment"](#)
Subject: RE: 4209: Old Northern Road Quarry Draft Traffic Management Plan
Date: Wednesday, 7 March 2018 2:58:00 PM
Attachments: [fig3_1_4209_033.pdf](#)

Hi Ram,

The attached figure and following information will be added to Section 3.2 of the Traffic Management Plan in order to provide further clarification regarding the primary transport routes of heavy vehicles purchasing products from the quarry:

The origin/destination of trucks accessing the site is to the south toward the Sydney market. The primary heavy vehicle route is therefore Old Northern Road to the south of the site, as shown on Figure 3.1 attached. Vehicles will then, depending on their destination within Sydney or surrounds, continue to proceed south along Old Northern Road toward Glenorie, Dural and the M2, or turn right onto Wisemans Ferry Road toward Windsor, Richmond and Penrith. Old Northern Road north of the site is not used as a heavy vehicle route except to cater for any local deliveries within the very limited market to the north, being northern Maroota and Wisemans Ferry.

I hope this answers your query. If you require any further information, please let me know.

Kind regards
Gabby

Gabrielle Allan
Principal Environmental Consultant

Umwelt (Australia) Pty Limited
75 York Street
Teralba, NSW 2284

Phone: (02) 4950 5322
Mobile: 0448 936 029

My regular working days are Monday, Wednesday and Friday. In my absence, please contact John Merrell on jmerrell@umwelt.com.au or 02 4950 5322, otherwise I will respond on my return.

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From: SRITHARAN Ram [<mailto:ram.sritharan@rms.nsw.gov.au>]
Sent: Tuesday, 6 March 2018 10:10 AM
To: Gabrielle Allan

Subject: RE: 4209: Old Northern Road Quarry Draft Traffic Management Plan

Hi Gabrielle,

Yes that would be great if you could provide more detail in relation to these routes.

Kind regards,

Ram

From: Gabrielle Allan [<mailto:gallan@umwelt.com.au>]

Sent: Tuesday, 6 March 2018 9:49 AM

To: SRITHARAN Ram

Cc: Environment

Subject: RE: 4209: Old Northern Road Quarry Draft Traffic Management Plan

Hi Ram,

No problem. Section 3.2 of the plan describes the primary transport routes for quarry products. Are you after more detail in relation to these routes, or a figure showing location?

Also, in relation to turning paths for construction vehicles, this plan relates to an existing quarry operation and there is no construction works required on the site.

Kind regards,

Gabby

Gabrielle Allan

Principal Environmental Consultant

Umwelt (Australia) Pty Limited

75 York Street

Teralba, NSW 2284

Phone: (02) 4950 5322

Mobile: 0448 936 029

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From: SRITHARAN Ram [<mailto:ram.sriitharan@rms.nsw.gov.au>]
Sent: Tuesday, 6 March 2018 9:14 AM
To: Gabrielle Allan
Subject: RE: 4209: Old Northern Road Quarry Draft Traffic Management Plan

Hi Gabrielle,

Thank you for sending that through.

We have reviewed the Traffic Management Plan, and request further information:

- 1) Please provide truck routes in and out of site.
- 2) Please provide the turning path for larger vehicles during construction.

Kind regards,

Ram

From: Gabrielle Allan [<mailto:gallan@umwelt.com.au>]
Sent: Wednesday, 21 February 2018 7:07 PM
To: NAJARI ALAMOUTI Zhaleh; Development Sydney
Cc: Environment
Subject: 4209: Old Northern Road Quarry Draft Traffic Management Plan

Good afternoon,

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If you require any further information, please contact myself or Hunny Churcher of Dixon Sand on 0405 844 207.

Kind regards

Gabrielle Allan
Principal Environmental Consultant

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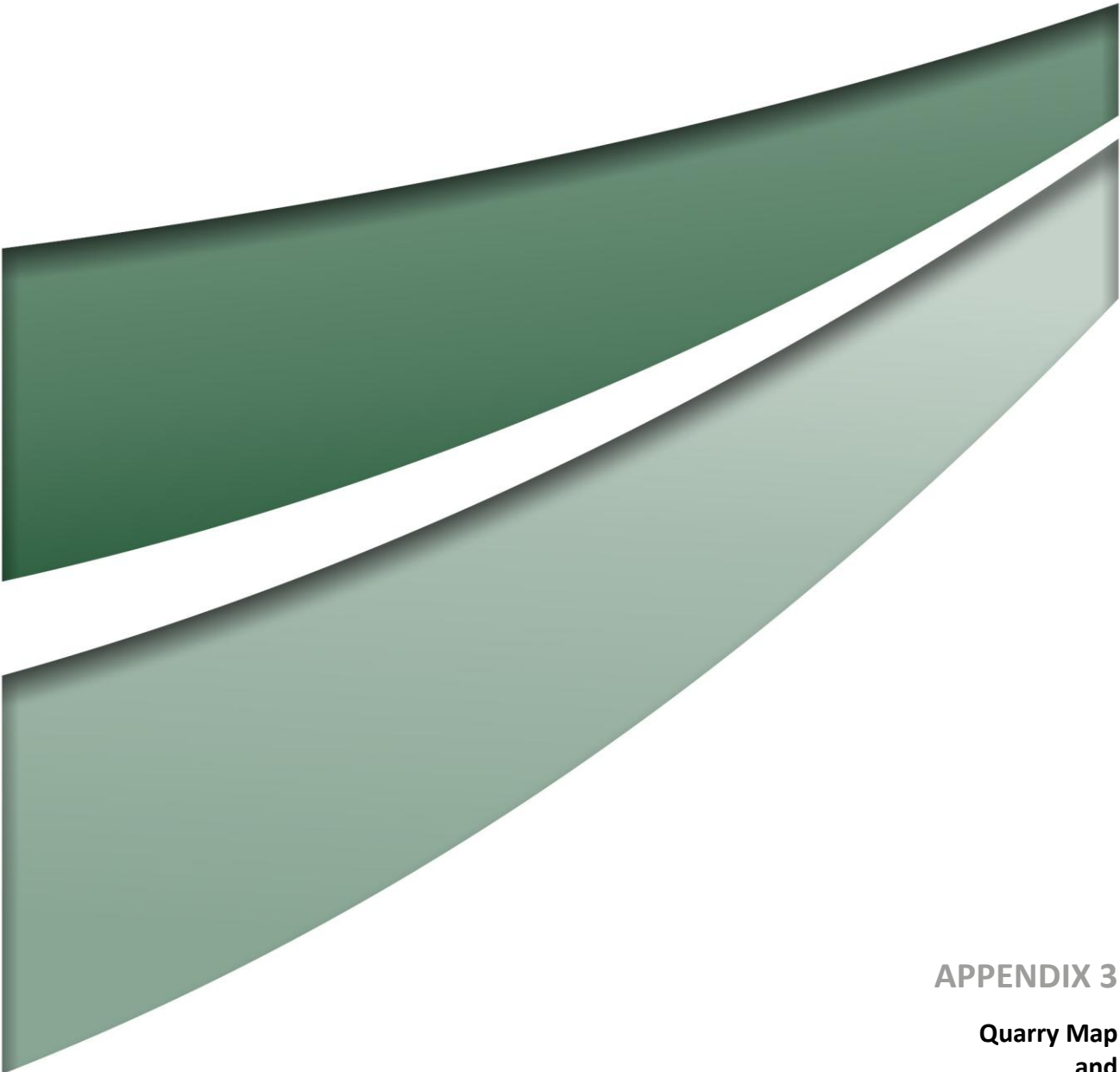
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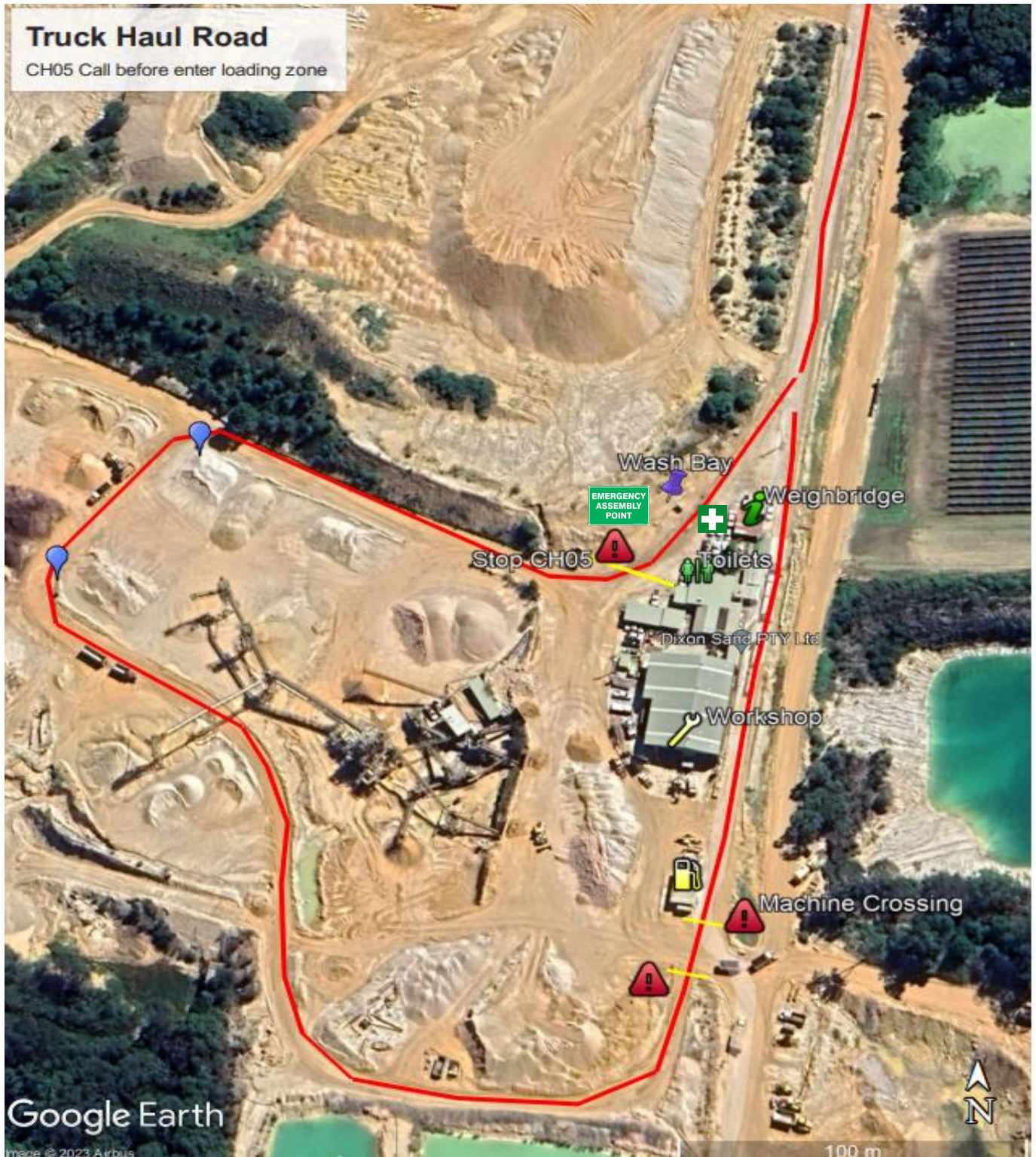
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APPENDIX 3

Quarry Map and Site Traffic Management Plan

OLD NORTHERN ROAD Quarry Map



Document Title: ONR Quarry Map
Document Status: v1.0
Date Issued: June 2023
Date for Review: June 2024
Document No.: DS-SAF-IND-OR002

UNCONTROLLED WHEN PRINTED

SITE TRAFFIC MANAGEMENT PLAN (TRUCK DRIVERS): OLD NORTHERN ROAD QUARRY

1. Truck drivers are not permitted to bring children on site.
2. No trucks are to arrive at Dixons' prior to 5:45am (at the front gate) as a courtesy to our neighbours. Repeat offenders will be refused access to quarry.
3. Dixon Quarry Group requests that truck drivers minimise their arrival to the quarry during peak hours, holiday periods, and before and after school hours (i.e., 8.00am - 9:30am and 2.30pm - 4.00pm).
4. Trucks are required to obey the 40km/hr speed limit in front of Maroota Public School on School days, during School hours.
5. All drivers are required to be particularly vigilant regarding safety during those times when school children are arriving and leaving the school. This applies to all pickup and drop off points of school children around schools and along the road. Drivers are required to be aware that during these times of day, buses, children, and their carers may be along the road and not visible when approaching corners and must drive in a safe and cautious manner to avoid any accidents or close calls.
6. Limit the use of engine brakes in built up areas.
7. All earth moving equipment (including the watercart and Quarry Vehicles with flashing lights) have right of way at all times.
8. All trucks are to always obey directional signs.
9. All trucks are to always observe and obey the 20km/hr speed limit on site. This speed limit will be enforced.
10. Drivers are only permitted to exit trucks at Weighbridge, and designated Wash Bay and Tarping areas. Drivers are to wear approved hi-vis clothing as required. Drivers are not permitted to exit their trucks in pit area.
11. All trucks entering Dixon Quarry must have a fully operational UHF radio so as to communicate with loader drivers. Drivers are to check UHF communication channel at the call up point.
12. All trucks entering Dixon Quarry must have an approved tarp to cover load before leaving site.
13. All drivers to follow loader driver instructions at all times.
14. No trucks are to proceed past wash bay without contacting loader driver.
15. Wash bay area is provided to wash body. Not to wash truck.
16. Wash bay area: - Only area on site designated for trucks to park and raise their bodies. - No double- parking permitted. - Only 1 truck at a time permitted in the wash bay.

Document Title: ONR Site Traffic Management Plan (Truck Drivers)

Document Status: v1.0

Date Issued: June 2023

Date for Review: June 2024

Document No.: DS-SAF-IND-OR003

UNCONTROLLED WHEN PRINTED

17. No trucks permitted to leave site prior to 6 am, or after 6pm.
18. Trucks must not obstruct designated haul roads after 7am.
19. All trucks to be loaded must park where instructed.
20. All access through Dixon Quarry haul roads are 1-way.
21. All vehicles are to enter and leave the site in a forward direction.
22. Drivers must notify Dixon's management of any hazards identified. Report all hazards to the weighbridge officer.
23. It is the responsibility of all drivers entering Dixon Quarry to be aware of all rules and regulations.
24. All drivers must be inducted and sign relevant documents.
25. Seat belts to be worn at all times whilst driving.
26. Any drivers found to be repeating offenders of these regulations will be banned from site.
27. All trucks entering the quarry must have current road registration.
28. Where a truck is observed to have obvious signs of excessive exhaust emissions, excessive noise emissions or is unregistered, Dixon Quarry Group reserves the right to deny the truck's entry to the site.
29. Trucks to be maintained in a state to ensure visibility of the registration plate, branding where applicable and identification features.
30. Drivers must comply with the Maroota Local Traffic Management Policy and be aware of the Quarry's Non-compliance Procedures.

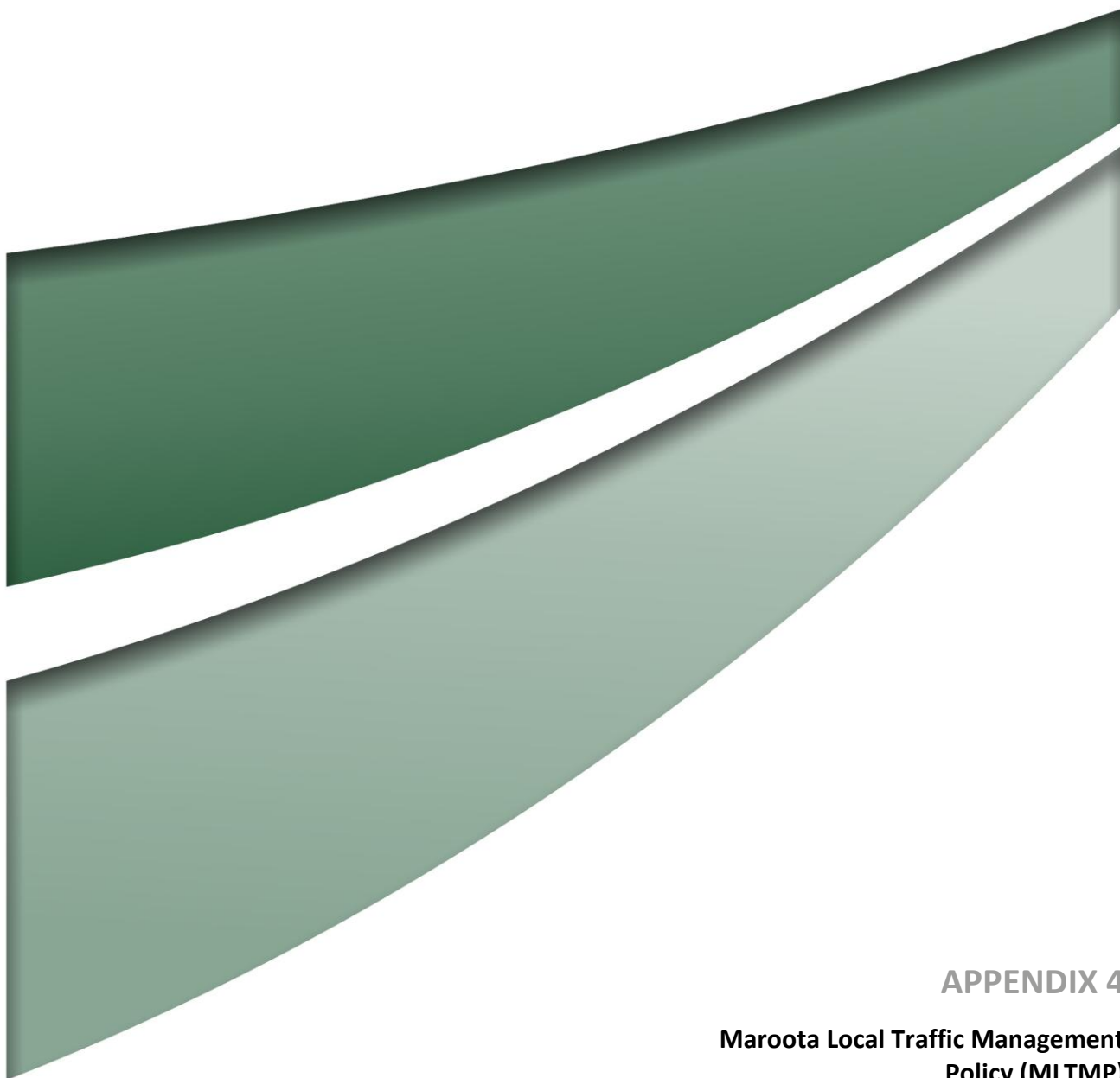
References:

- Dixon Quarry Group Local Traffic Non-Compliance Procedures (DS-SAF-POL-00003)
- Maroota Local Traffic Management Policy (DS-ENV-POL-00002)
- Dixon Quarry Groups WHS Policy (DS-SAF-POL-00001)

Name:

Signature:

Date: __/__/----



APPENDIX 4

Maroota Local Traffic Management Policy (MLTMP)

Dixon Quarry Group Pty Ltd **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 licensed 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



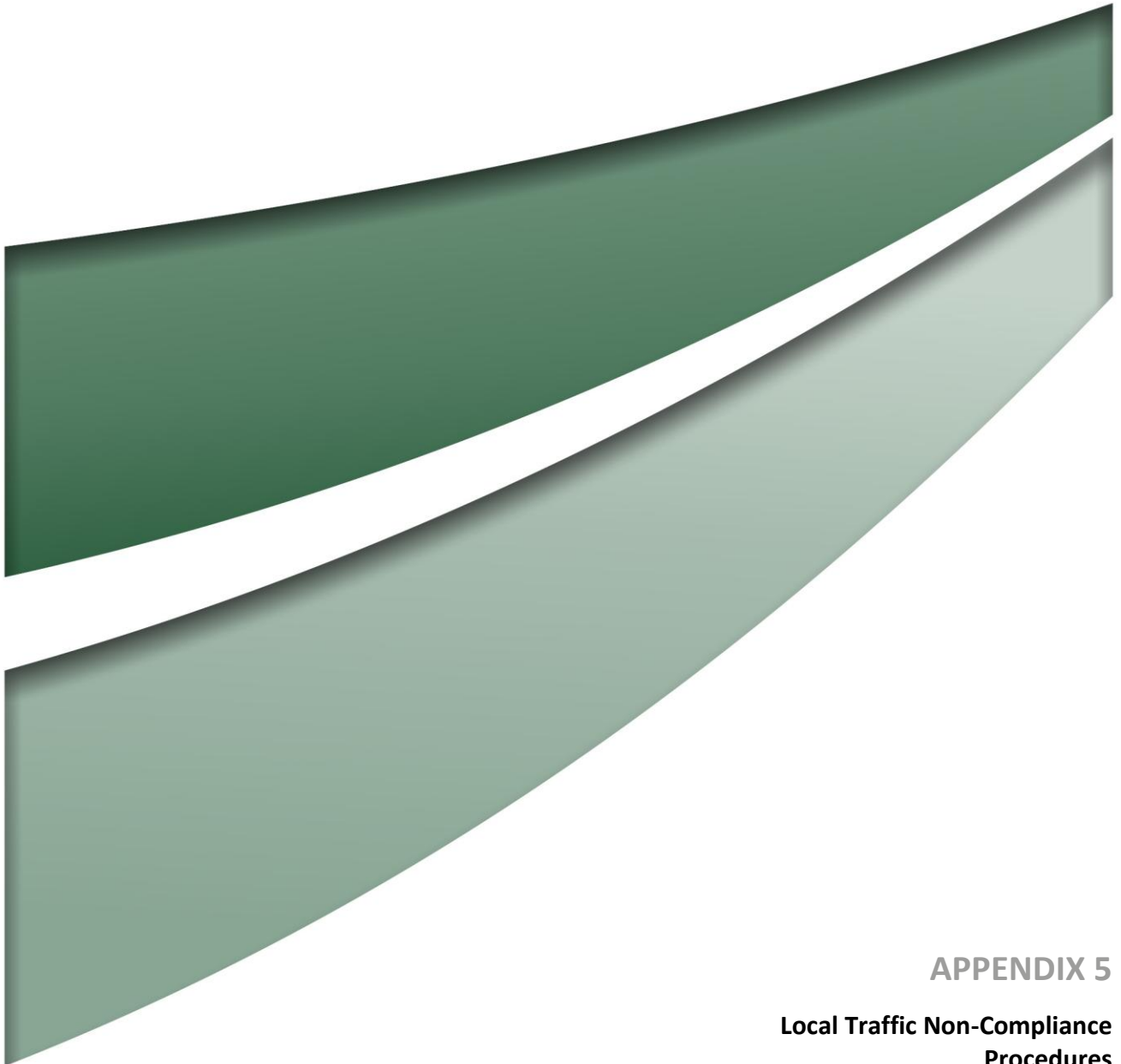
Martin R. Hodgson
Hodgson Quarries
and Plant Pty Ltd

Name:

Signature:

Date: __/__/----

Updated 17/01/2020



APPENDIX 5

Local Traffic Non-Compliance Procedures and Site Induction Declaration for Drivers

Dixon Quarry Group

Local Traffic Non – Compliance Procedures

If the potential traffic non-compliance is a result of a complaint, specific complaints management measures will be implemented.

In addition to the above, if the traffic non-compliance has been verified, the following procedures are to be implemented:

- Dixon Quarry Group management team to be alerted of the nature of the non-compliance.
- should the non-compliance relate to issues outlined in the Maroota Local Traffic Management Policy (MLTMP), Dixon Sand Quarry Manager will alert the signatories of MLTMP of the nature of the non-compliance.
- If the haulage truck is **not** associated with Dixon Quarry Group but is associated with one of the MLTMP signatory quarries, the other quarry to implement their specific procedure and advise Dixon Quarry Group of the outcome.

If the haulage truck is associated with the Dixon Quarry Group operation, the following procedures are to be implemented:

- The haulage truck company will be notified of the non-compliance, with an official warning given in the first offence.
- Failure to comply with the requirements of the MLTMP or Site Traffic Management Plan will trigger corrective action by Dixon Quarry Group, with repeated breaches resulting in the driver being refused access to the quarries.
- The nature of the non-compliance will be communicated to other haulage truck drivers as part of the education campaign, and to serve as a warning and prevent the potential for re-occurrence. Details of the offender and the complainant (if applicable) are to be kept confidential at all times.
- The nature of the non-compliance will be communicated to quarry operators and relevant personnel during toolbox talk as part of the education campaign. Details of the offender and the complainant (if applicable) are to be kept confidential at all times.

Name:

Signature:

Date: __/__/----

Dixon Quarry Group – OLD NORTHERN ROAD

SITE INDUCTION DECLARATION FOR DRIVERS

The development consent outlines specific requirements for quarry activities. It is in the interests of both the customers and Dixon Quarry Group that these requirements are met to allow the Quarry to maintain operational compliance as well as a good and safe working environment.

RESPONSIBILITIES

I have read and understood the Dixon Quarry Group Site Traffic Management Plan, specifically:

- I am fully aware of my responsibilities as laid out in Dixon Quarry Group Site Traffic Management Plan.
- I agree to follow all site rules at Dixon Quarry Group Maroota Quarries.
- I am aware of my responsibility to notify Dixon Quarry Group of any potential hazards.
- I am aware that I am to limit the use of engine brakes in built up areas.
- I am aware that I am not to arrive on site prior to 5:45am (front gate)
- I am aware that I am not permitted to leave site prior to 6 am, or after 6pm.

In addition;

- I have read and understood the Dixon Quarry Group Work Health and Safety Policy (DS-SAF-POL-00001).
- I have read and understood the Dixon Quarry Group Environmental Policy (DS-ENV-POL-00001).
- I have read and understood the Dixon Quarry Group Alcohol and Drug Policy (DS-SAF-POL-00002).

I understand that this document may be used to provide information to the relevant Government Agencies if requested.

DECLARATION: I have read the understood the above summary of responsibilities. Copies of the above site rules, policies and procedures can be provided if requested by drivers.

Truck Driver

Print Name: _____ Signature: _____

Company: _____ Truck Rego No. _____

Phone Number: _____

Witnessed By: (Dixon Quarry Group representative):

Name: _____ Date: _____



Newcastle

75 York Street
Teralba NSW 2284

Ph. 02 4950 5322

Perth

PO Box 783
West Perth WA 6872
First Floor
7 Havelock Street
West Perth WA 6005

Ph. 1300 793 267

Canberra

PO Box 6135
56 Bluebell Street
O'Connor ACT 2602

Ph. 02 6262 9484

Sydney

50 York Street
Sydney NSW 2000

Ph. 1300 793 267

Brisbane

Level 11
500 Queen Street
Brisbane QLD 4000

Ph. 1300 793 267

www.umwelt.com.au