

HAERSES ROAD QUARRY

TRAFFIC MANAGEMENT PLAN

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Version V4

Client: Dixon Sand (No. 1) Pty Ltd

Prepared by: Project Environmental Services Pty Ltd

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Document Control

Revision No.	Reviewer		Approved for Issue		Comments
	Name	Date	Name	Date	
Umwelt V1 to V5					TMP versions V1 (Jun 2018) to V5 (Mar 2020) previously composed in Umwelt Pty Ltd document template.
PES V1	Hunny Churcher	25/11/2021	Mark Dixon	26/11/2021	The contents of TMP V5 (Mar 2020) were transferred to PES document template. The TMP was reviewed and revised to address the requirements of DA Modifications 3 and 4 consent conditions.
PES V2	Hunny Churcher	21/11/2022	Mark Dixon	21/11/2022	Address the requirements of DA Mod 5 (inclusive of Mod 3 and 4)
PES V2.1	Hunny Churcher	24/02/2023	Mark Dixon	24/02/2023	Address DPE RFI (dated 19/12/2022)
PES V2.2	Hunny Churcher	22/05/2023	Mark Dixon	22/05/2023	Address DPE RFI (dated 17/05/2023)
PES V3	Hunny Churcher	15/01/2024	David Dixon	15/01/2024	Address requirements in DA Mod 6
PES V4	Hunny Churcher	12/06/2026	David Dixon	15/06/2026	Revision post 2025 IEA

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1.0 Introduction

1.1 Background

Dixon Sand (No. 1) Pty Limited (Dixon Sand) operates the Haerses Road Quarry (the Quarry) located on Haerses Road at Maroota, New South Wales (NSW) (refer to **Figure 1.1**), a sand extraction and processing operation. The Quarry has been in operation since 2006. The site is approximately 71 hectares (ha) and includes Lot 170 DP 664766, Lot 170 DP 664767, Lots A and B DP 407341, Lots 176 and 177 DP 752039 and Lot 216 DP 752039 (refer to **Figure 1.2**). The Quarry is located in the small rural community of Maroota which supports a number of other sand extraction operations, including the Old Northern Road Quarry which is also operated by Dixon Sand. The Quarry supplies concrete, specialty sands and sandstone products to the Sydney metropolitan market.

The Quarry operates in accordance with Development Consent (DA 165-7-2005) approved by the Minister for Planning on 14 February 2006. The following Modifications to the Development Consent have been approved:

- Modification 1 under Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on 22 January 2018,
- Modification 2 under Section 4.55(A) of the EP&A Act on 29 January 2019,
- Modification 4 under Sections 4.15(1) and 4.55(1A) of the EP&A Act on 29 June 2021,
- Modification 3 under Section 4.55 of the EP&A Act on 23 July 2021,
- Modification 5 under Section 4.55(1A) of the EP&A Act on 29 June 2022, and
- Modification 6 under Section 4.55(1A) of the EP&A Act on 9 September 2023.

The Development Consent permits the extraction and processing of 495,000 tonnes per annum (tpa) and transport of up to 190,000 tpa of quarry product to the Old Northern Road Quarry for processing. A total of 250,000 tonnes of Virgin Excavated Natural Material and/or Excavated Natural Material (VENM / ENM) may be imported into the Quarry for rehabilitation and/or processing in each calendar year. A total of 180 daily truck movements (either arrival or dispatch, and includes transfers between Haerses Road and Old Northern Road quarries) is permitted. Of the total daily truck movement limit, 20 truck movements (arrival or dispatch) is permitted between 6:00 and 7:00 am.

The Development Consent permits quarrying operations to be carried out on site until 14 February 2046.

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 addresses the relevant requirements of the Development Consent and Environmental Protection Licence (EPL) 12513. The Development Consent conditions and Environmental Assessment (EA) (Umwelt, 2016), MR Mod 3 (Umwelt, 2019) and MR Mod 5 (Umwelt, 2022) management commitments relevant to this TMP are provided in Section 2.1. EPL 12513 licence conditions relevant to this TMP are provided in Section 2.2.

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.

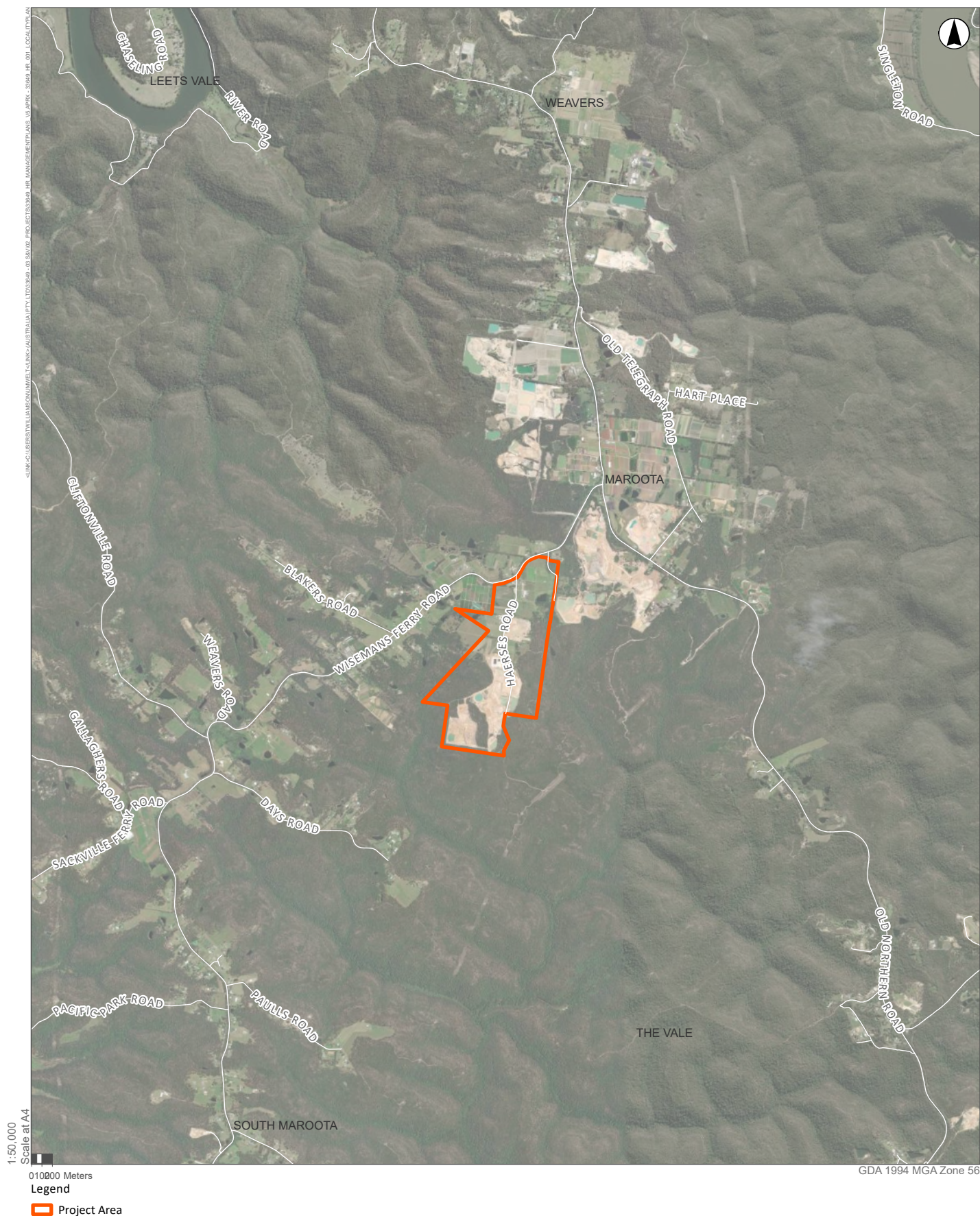


FIGURE 1.1
Locality Plan



FIGURE 1.2
Hearses Road Quarry

2.0 Regulatory Requirements

2.1 Responsibilities

The TMP has been prepared in accordance with the conditions of the Development Consent. **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 Applicant must not (a) extract more than 495,000 tonnes of quarry products per year from the quarry; and (b) Process (through on-site crushing and screening activities) more than 320,000 tonnes of quarry products per year.	Section 3.0 and 5.0															
7	The Applicant must not transport more than 190,000 tonnes of quarry products per year to the Old Northern Road Quarry for processing.	Section 3.0 and 5.0															
8	Truck movements at the site (i.e. either arrival or dispatch), including truck movements between the site and the Old Northern Road Quarry, must not exceed: (a) 180 per day; and (b) 20 between 6.00am and 7.00am <i>Note: Operating hours for arrival and dispatch of trucks are also controlled under condition 1 of Schedule 3.</i>	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. <table><tr><td colspan="2"><i>Table 1: Operating hours</i></td></tr><tr><th>Activity</th><th>Permissible Hours</th></tr><tr><td rowspan="2">Quarrying operations (excluding truck arrival, loading and dispatch)</td><td>7.00 am to 6.00 pm Monday to Saturday</td></tr><tr><td>At no time on Sundays or public holidays</td></tr><tr><td rowspan="2">Truck arrival, loading and dispatch</td><td>6.00 am to 6.00 pm Monday to Saturday</td></tr><tr><td>At no time on Sundays or public holidays</td></tr><tr><td rowspan="2">Acoustic bund construction and road and intersection works on Haerses Road and Wisemans Ferry Road</td><td>8.00 to 5.00 pm Monday to Friday</td></tr><tr><td>At no time on Saturdays, Sundays or public holidays</td></tr><tr><td>Maintenance</td><td>At any time, provided that these activities are not audible at any privately-owned residence outside of permissible hours for quarrying operations</td></tr></table>	<i>Table 1: Operating hours</i>		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, loading and dispatch	6.00 am to 6.00 pm Monday to Saturday	At no time on Sundays or public holidays	Acoustic bund construction and road and intersection works on Haerses Road and Wisemans Ferry Road	8.00 to 5.00 pm Monday to Friday	At no time on Saturdays, Sundays or public holidays	Maintenance	At any time, provided that these activities are not audible at any privately-owned residence outside of permissible hours for quarrying operations	Section 5.0
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	At no time on Saturdays, Sundays or public holidays																
Maintenance	At any time, provided that these activities are not audible at any privately-owned residence outside of permissible hours for quarrying operations																
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															

Condition	Description	Section/s Addressed
Road Works		
20	Prior to carrying out any development, the Applicant must upgrade Haerses Road to meet the requirements for 'internal haul roads', under Baulkham Hills <i>Development Control Plan No. 16 – Extractive Industries</i> , to the satisfaction of Council.	Section 2.6 and Section 5.0
21	The Applicant must: (a) maintain safe access to the site for the public and emergency services for the duration of the development; and (b) reinstate the extracted length of Haerses Road to the satisfaction of Council. <i>Notes:</i> • <i>the Applicant must ensure that the final alignment and design of Haerses Road is approved by Council prior to the commencement of the development.</i> • <i>The Applicant must bear the full costs associated with the design, survey and construction of the road works, including the relocation of utilities, if required.</i> • <i>All works are to be in accordance with Council's Design Guidelines and Work Specifications for Subdivisions and Developments.</i> • <i>Following the reconstruction of Haerses Road, the Applicant must rehabilitate any temporary access roads that were established on site.</i>	Section 2.6 and Section 5.0
22	Prior to carrying out any development, the Applicant must: (a) Provide for appropriate sight distances at the intersection of Haerses and Wisemans Ferry Roads, by clearing and/or lopping vegetation along the eastern approach of Wisemans Ferry Road; and (b) Provide warning signage ("Truck Turning") on the eastern and western approaches of Wisemans Ferry Road, to the satisfaction of TfNSW.	Section 2.6 and Section 5.0

Condition	Description	Section/s Addressed
23	Within 12 months of the commencement of the development, the Applicant must construct a Type 'AUR' treatment at the intersection of Haerses and Wisemans Ferry Roads to the satisfaction of TfNSW. Until the intersection works have been completed to the satisfaction of TfNSW, the Applicant must limit the number of trucks entering the site to 15 truck movements per day. <i>Notes:</i> • <i>Prior to the Construction Certificate being released the Applicant must:</i> – <i>Enter into a Memorandum of Understanding with the TfNSW that the type 'AUR' intersection treatment shall be fully constructed and handed over to the TfNSW within 12 months of the commencement of the development; and</i> – <i>Issue a bank guarantee in favour of the TfNSW for the total cost of the intersection works (the cost to be determined following the approval of detailed design plans by the TfNSW).</i> • <i>The Applicant shall ensure that the intersection works comply with the TfNSW Road Design Guide.</i> • <i>The Applicant shall bear the full costs associated with the design, survey and construction of the works, including the relocation of utilities, if required.</i>	Section 2.6 and Section 5.0
24	Prior to transporting any quarry products derived from quarrying operations within the Mod 1 extraction area, the Applicant must construct a channelised right-turn 'CHR' treatment at the intersection of Haerses Road and Wisemans Ferry Road to the satisfaction of TfNSW. The Applicant must: (a) Submit detailed design plans to TfNSW for approval prior to the issue of a construction certificate by Council or the commencement of road works; and (b) Design and construct the intersection treatment in accordance with the Austroads <i>Guide to Road Design</i>.	Section 2.6 and Section 5.0
24A	The Applicant must monitor trucks queuing within the right turn bay at the quarry intersection on Wisemans Ferry Road and, in the instance that there are trucks regularly queuing at the intersection, extend the length of the right turn bay to the satisfaction of TfNSW.	Section 5.0
Construction Traffic Management		
25	Prior to commencement of the works referred to in Condition 24 above, the Applicant must prepare and implement a Traffic Control Plan for the development to the satisfaction of the TfNSW.	Section 2.6 and Section 5.0
Monitoring of Product Transport		
26	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 these records on its website every 6 months.	Section 6.1

Condition	Description	Section/s Addressed
Operating Conditions		
27	The Applicant must: a) Ensure that all laden trucks have their loads covered when arriving at or leaving the site; b) Ensure that all laden trucks are cleaned of material that may fall from vehicles, before leaving the site; and c) 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		
28	The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Secretary. This plan must: a) Be prepared in consultation with the TfNSW and Council b) Be submitted to the Secretary for approval within 6 months of the approval of Modification 1, unless otherwise agreed by the Secretary c) Describe processes in place to control 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 measures to be put in place to ensure compliance with the Drivers' Code of Conduct f) Include specific measures 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 transmission of dust and tracking of material onto surface of public road from vehicles leaving the Quarry, and h) Include a protocol to monitor truck queuing behaviour in the right turn bay at the quarry intersection on Wisemans Ferry Road, and the trigger points for implementing the intersection upgrade required under condition 24A. The Applicant must implement the approved TMP as approved by the Secretary.	This document

2.1.1 EIS Environmental Management Commitments

Specific safeguards were recommended in the Environmental Impact Statement (EIS) for the Quarry (ERM, 2005). Safeguards are outlined in Table 2.2 below. Additional safeguards associated with traffic and transport were recommended in the EA (Umwelt, 2016), MR Mod 3 (Umwelt, 2019) and MR Mod 5 (Umwelt, 2022).

Table 2.2: EA safeguards and recommendations

Safeguard	Description	Section/s Addressed
EA Section 6.8.3 (Umwelt 2016)	The Modification would not change the total traffic movements for the Quarry. The ability to transport a greater proportion of product, potentially all product, direct to market would result in a decrease in truck numbers on Old Northern Road passing Maroota Public School and the township of Maroota. There would be no change to access to Haerses Road Quarry and hence the Traffic Impact Assessment (TIA) found that there is no requirement for road or upgrade works to the Haerses and Wisemans Ferry Roads intersection. There are no bus stops, public transport routes, cycling or pedestrian facilities that would be impacted by the Modification. (Note: As the TIA found there were no impacts associated with modification, no additional environmental management measures were proposed for traffic and transport).	N/A (Note: As the TIA found there were no impacts associated with modification, no additional environmental management measures were proposed for traffic and transport).
EIS Section 6.9.4 (ERM 2005)	In order to improve safety of the existing intersection and make it suitable for heavy traffic, the following measure are proposed: - Upgrade Haerses Road to provide a 14 metre (m) formation width at its intersection with Wiseman Ferry Road, in accordance with DCP 16 – Extractive Industries Figure 4, this should also include providing a suitable radius (15 m) and taper on the south eastern verge of the Haerses Road – Wisemans Ferry intersection. - Reduce speed limit of Wisemans Ferry Road to 60km/h in vicinity of site; - Provide warning signage ('Trucks Turning') on the western and eastern approaches of Wisemans Ferry Road; - Seal full width including gravel shoulders on southern side of intersection to provide stable, all-weather access and prevent loose gravel being tracked onto travelling lanes of Wisemans Ferry Road; - Extend existing bitumen seal along Haerses Road to 300 m from the intersection of Wisemans Ferry Road to reduce noise and dust; and - Quarry haul road to have a speed limit of 20km/h.	These proposed measures were included in the Development Consent granted in 2006 and are not considered further in this document Section 5.0
MR Mod 3 Section 8.0 (Umwelt, 2019)	- Continue to implement the Traffic Management Plan (2019) - Continue to enforce the <i>Maroota Local Traffic Management Policy</i>	This document
MR Mod 5 Appendix B (Umwelt, 2022)	- Continue to implement the latest version of the <i>Traffic Management Plan</i> approved by the Secretary - Continue to enforce the <i>Maroota Local Traffic Management Policy</i>	This document

2.2 Environment Protection Licence

Environment Protection Licence (EPL) 12513 was issued by the Environment Protection Authority (EPA) under the Protection of the Environment Operations Act 1997 (POEO Act) for sand extraction operations at Haerses Road and intersection of Wisemans Ferry Road, Maroota NSW 2756.

The EPL condition relating to traffic monitoring and where it is addressed in this document is included in **Table 2.3**.

Table 2.3: Traffic Related Environment Protection Licence Condition

Condition	Description	Section/s Addressed
03.2	Trucks entering and leaving the premises that are carrying loads must be covered at all times, except during loading and unloading	Section 5.0

2.3 Guidelines and Policies

The following guidelines are relevant to the road works specified in the Development Consent in Schedule 3, Condition 20 to 24 inclusive:-

- i. Austroads, 2009, Guide to Road Design, <https://www.onlinepublications.austroads.com.au/items/AGRD>
- ii. Hill Shire Council, 2011, Council's Design Guidelines and Work Specifications for Subdivisions and Developments, <https://www.thehills.nsw.gov.au/Building/Development-Approvals/Subdivision/Subdivision-Engineering-Specifications-Drawings>
- iii. Roads and Maritime Service, 2015-1017, RMS Road Design Guide – Supplement to Austroads Guides, <http://www.rms.nsw.gov.au/business-industry/partners-suppliers/document-types/supplements-austroads-guides/road-design.html>

2.4 Stakeholder Consultation

In accordance with Schedule 3 Condition 28(a) of the Development Consent, this TMP has been prepared in consultation with TfNSW (formerly NSW Roads and Maritime Services (RMS)) and The Hills Shire Council. A draft copy of this TMP was provided to TfNSW (formerly RMS) and The Hills Shire Council for comment.

A copy of correspondence provided by these agencies and a summary of the issues raised and how these were addressed is provided in Appendix 2.

Additional consultation regarding the use of exhaust/engine brakes on trucks have been undertaken with TfNSW (formerly) RMS, 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, 2005) are described in **Section 3.0**.

2.6 Hold Points

The Development Consent requires Dixon Sand to carry out certain road works prior to the commencement of any quarrying operations. Several of the road work requirements were associated with the original development consent granted in 2006 and have been completed, except where the requirement is ongoing in nature or is to be completed at the end of the Quarry life.

Table 2.4 details the Development Consent requirements and the status of the road works. Refer also to **Section 5.1** and **5.2**.

Table 2.4: Transport Related Hold Points and Status

Development Consent Conditions		
Road Works		Status
20	Prior to carrying out any development, the Applicant must upgrade Haerses Road to meet the requirements for 'internal haul roads', under Baulkham Hills <i>Development Control Plan No. 16 – Extractive Industries</i> , to the satisfaction of Council.	Complete
21	The Applicant must: (a) maintain safe access to the site for the public and emergency services for the duration of the development; and (b) reinstate the extracted length of Haerses road to the satisfaction of Council. <i>Notes:</i> • <i>the Applicant must ensure that the final alignment and design of Haerses Road is approved by Council prior to the commencement of the development.</i> • <i>The Applicant must bear the full costs associated with the design, survey and construction of the road works, including the relocation of utilities, if required.</i>	Ongoing To be completed Complete Complete

Development Consent Conditions		
	<i>All works are to be in accordance with Council's Design Guidelines and Work Specifications for Subdivisions and Developments.</i> <i>Following the reconstruction of Haerses Road, the Applicant must rehabilitate any temporary access roads that were established on site.</i>	Complete To be completed
22	Prior to carrying out any development, the Applicant must: (a) Provide for appropriate sight distances at the intersection of Haerses and Wisemans Ferry Roads, by clearing and/or lopping vegetation along the eastern approach of Wisemans Ferry Road; and (b) Provide warning signage ("Truck Turning") on the eastern and western approaches of Wisemans Ferry Road, to the satisfaction of TfNSW.	Complete
23	Within 12 months of the commencement of the development, the Applicant must construct a Type 'AUR' treatment at the intersection of Haerses Road and Wisemans Ferry Road to the satisfaction of TfNSW. Until the intersection works have been completed to the satisfaction of TfNSW, the Applicant must limit the number of trucks entering the site to 15 truck movements per day. <i>Notes:</i> <i>Prior to the Construction Certificate being released the Applicant must:</i> <i>Enter into a Memorandum of Understanding with the TfNSW that the type 'AUR' intersection treatment shall be fully constructed and handed over to the TfNSW within 12 months of the commencement of the development; and</i> <i>Issue a bank guarantee in favour of the TfNSW for the total cost of the intersection works (the cost to be determined following the approval of detailed design plans by the TfNSW).</i> <i>The Applicant shall ensure that the intersection works comply with the TfNSW Road Design Guide.</i> <i>The Applicant shall bear the full costs associated with the design, survey and construction of the works, including the relocation of utilities, if required.</i>	Complete
24	Prior to transporting any quarry products derived from quarrying operations within the Mod 1 extraction area, the Applicant must construct a channelised right-turn 'CHR' treatment at the intersection of Haerses and Wisemans Ferry Roads to the satisfaction of RMS. The Applicant must: (a) Submit detailed design plans to RMS for approval prior to the issue of a construction certificate by Council or the commencement of road works; and (b) Design and construct the intersection treatment in accordance with the Austroads Guide to Road Design.	Complete
Construction Traffic Management		
25	Prior to commencement of the works referred to in Condition 24 above, the Applicant must prepare and implement a Traffic Control Plan for the development to the satisfaction of the RMS.	Complete

The MR Mod 3 (Umwelt, 2019) undertaken for Modification 3 of the Development Consent identified changes in the total traffic movements for the Quarry due to increased permitted truck movements. The traffic and transport impact assessment concluded that no change to the existing traffic management and monitoring measures implemented by the Quarry are considered necessary for the proposed Modification 3. In addition, no additional impacts have been identified in MR Mod 4 (Umwelt, 2020), MR Mod 5 (Umwelt, 2022) and MR Mod 6 (Umwelt, 2023).

3.0 Baseline Traffic Data

3.1 Surface Water

Haerses Road Quarry is located off Haerses Road and the intersection of Wisemans Ferry Road, Maroota. Maroota is a small rural community which supports a mix of rural, residential and extractive industry land uses. There are approximately 5 other sand/sandstone extractive operations located in the local area targeting the Maroota sand resource (Umwelt, 2016).

The main road through the site is Haerses 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. Wisemans Ferry Road connects with Old Northern Road to the east of the Quarry. Wisemans Ferry Road provides a sealed width in the order of 6 m operating under the speed limit of 80km/h and provides a route through to Cattai and the north-west sector of Sydney. There are no footpaths along the road in the location of the site with minimal sealed shoulders, reflective of the rural setting.

Haerses Road Quarry is located on Haerses Road, off Wisemans Ferry Road, to the west of the intersection with Old Northern Road. Vehicle access to the Quarry is via Haerses Road. The intersection of Haerses and Wisemans Ferry Roads was upgraded to Type 'AUR' as required by the Development Consent for the Quarry granted in 2006. The intersection was subsequently upgraded to Type 'CHR' following the approval of Modification 1. There are 4 dwelling houses owned by Dixon Sand located off Haerses Road. One house is currently used as the Haerses Road Quarry site office with the 3 other houses rented.

3.2 Traffic Routes and Generation

The site access to Haerses Road Quarry is via Haerses Road from Wisemans Ferry Road. The permitted daily truck movements can be either left or right hand turns depending on the market destination. Additionally, inbound truck movements can be either left hand or right hand turns from Wisemans Ferry Road depending on the origin of trucks returning to the Quarry to pick up a load, as shown on Figure 3.1.

The heavy vehicles accessing the Quarry include semi-trailers, truck and dog trailers and B doubles. The Quarry has a one way traffic flow policy to ensure pedestrian safety and to avoid the need for reversing on site. Details on the Site Traffic Management Plan: Maroota, are in Appendix 3.

Dixon Sand will ensure that no more than 495,000 tonnes of quarry product is transported from the Quarry each year, and no more than 190,000 tonnes of quarry product is transported to the Old Northern Road Quarry for processing each year.

Truck movements at the site (i.e. either arrival or dispatch), including truck movements between the site and the Old Northern Road Quarry, must not exceed:

- a) 180 per day; and
- b) 20 between 6am and 7am.

Car parking within the Quarry currently consists of a gravel car parking area (8 staff and 4 visitors) adjacent to Haerses Road near the weighbridge.

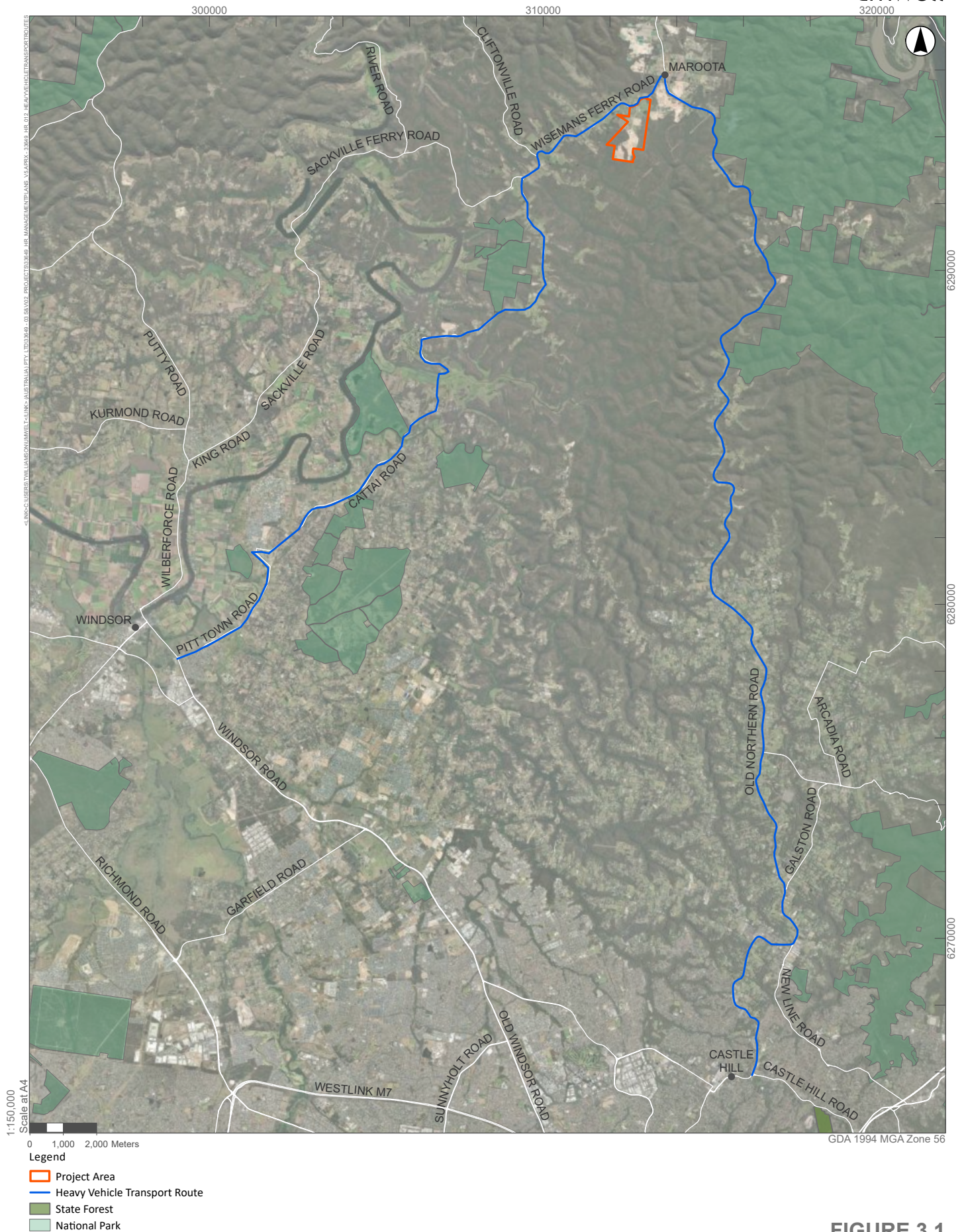


FIGURE 3.1
Heavy Vehicles Transport Routes

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:

- Site Traffic Management Plan (refer to **Appendix 3**)
- Maroota Local Traffic Management Policy (refer to **Appendix 4**)
- Site Induction Declaration for Drivers (refer to **Appendix 5**).

4.1 Maroota Local Traffic Management Policy

Dixon Sand, along with 2 other local quarry operators, has established the Maroota Local Traffic Management Policy (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:

- 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.

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 to 5**), stating that they have read and agreed to comply with the MLTMP, Site Traffic Management Plan 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 Road Works associated with Development Consent 2006

Following granting of the Development Consent in 2006 and Modification 1, Dixon Sand completed the necessary road work activities prior to carrying out any development at the Quarry. These works relate to upgrades to Haerses Road, safe access to the Quarry, site distances and signage, and upgrade of the intersection of Haerses and Wisemans Ferry Roads to the satisfaction of TfNSW.

The completed road works are specified in **Section 2.6** and below.

Upgrade Haerses Road to meet the requirements for 'internal haul roads', under Baulkham Hills *Development Control Plan No. 16 – Extractive Industries*, to the satisfaction of Council.

With respect to the Haerses Road upgrade, Dixon Sand will:

- ensure that the final alignment and design of Haerses Road is approved by Council prior to the commencement of the development.
- bear the full costs associated with the design, survey and construction of the road works, including the relocation of utilities, if required.
- complete all works in accordance with Council's Design Guidelines and Work Specifications for Subdivisions and Developments (Hills Shire Council 2011).

Prior to carrying out any development, the Applicant must:

- (a) Provide for appropriate sight distances at the intersection of Haerses and Wisemans Ferry Roads, by clearing and/or lopping vegetation along the eastern approach of Wisemans Ferry Road; and
- (b) Provide warning signage ("Truck Turning") on the eastern and western approaches of Wisemans Ferry Road,

to the satisfaction of TfNSW.

Within 12 months of the commencement of the Quarry, Dixon Sand must construct a Type 'AUR' treatment at the intersection of Haerses and Wisemans Ferry Roads to the satisfaction of TfNSW.

Until the intersection works have been completed to the satisfaction of TfNSW, Dixon Sand will limit the number of trucks entering the site to 15 truck movements per day.

- Prior to the Construction Certificate being released, Dixon Sand must: Enter into a Memorandum of Understanding with the TfNSW that the type 'AUR' intersection treatment shall be fully constructed and handed over to the TfNSW within 12 months of the commencement of the development; and
- Issue a bank guarantee in favour of the TfNSW for the total cost of the intersection works (the cost to be determined following the approval of detailed design plans by the TfNSW).

Dixon Sand will ensure that the intersection works comply with the TfNSW Road Design Guide, and will bear the full costs associated with the design, survey and construction of the works, including the relocation of utilities, if required.

5.2 Road Works associated with Development Consent Modification 1

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

- (a) maintain safe access to the site for the public and emergency services for the duration of the development; and
- (b) reinstate the extracted length of Haerses road to the satisfaction of Council.
- Following the reconstruction of Haerses Road, Dixon Sand will rehabilitate any temporary access roads that were established on site.

In accordance with Schedule 3, Conditions 24 and 25:-

- Prior to transporting any quarry products derived from quarrying operations within the Mod 1 extraction area, Dixon Sand will construct a channelised right-turn 'CHR' treatment at the intersection of Haerses and Wisemans Ferry Roads to the satisfaction of TfNSW. Dixon Sand will:
 - (a) Submit detailed design plans to TfNSW for approval prior to the issue of a construction certificate by Council or the commencement of road works; and
 - (b) Design and construct the intersection treatment in accordance with the Austroads Guide to Road Design (Austroads, 2009).
- Prior to commencement of the works associated with the a channelised right-turn 'CHR' treatment at the intersection of Haerses and Wisemans Ferry Roads, Dixon Sand is required to prepare and implement a Traffic Control Plan for the construction works to the satisfaction of the TfNSW.
- Conditions 24 and 25 of Schedule 3 have been satisfied.

5.3 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			
Maintain safe access to the site for the public and emergency services for the duration of the development	Ongoing	Quarry Manager	Quarry transport monitoring records

Management or Mitigation Measure	Timing	Responsibility	Performance Indicator
Complete the road works in Schedule 3, Conditions 24 and 25 of the Development Consent (Mod 1) to the satisfaction of TfNSW	Prior to transporting any quarry products derived from the Mod 1 extraction area	Quarry Manager	Approval by TfNSW (formerly RMS)
Do not transport more than 495,000 tonnes of quarry products per year from the Quarry	Ongoing	Quarry Manager	Quarry transport monitoring records Weighbridge records
Do not transport more than 190,000 tonnes of quarry products per year to the Old Northern Road Quarry for processing	Ongoing	Quarry Manager	Quarry transport monitoring records Weighbridge records
Truck movements to and from the site not to exceed 180 per day (90 loaded trucks per day), including truck movements between the site and the Old Northern Road Quarry	Ongoing	Quarry Manager	Quarry transport monitoring records Weighbridge records
Truck movements between 6.00am - 7.00am to and from the site not to exceed 20 movements (i.e. one way trips, either arrival or dispatch)	Ongoing	Quarry Manager	Quarry transport monitoring records Weighbridge records
No trucks permitted to arrive, load or dispatch outside the hours of 6.00am to 6.00pm Monday to Saturdays. No trucks permitted to arrive, load or dispatch on Sundays or public holidays.	Ongoing	Quarry Manager	Quarry transport monitoring records Quarry operating hours displayed on sign at entry to Quarry
No trucks are to arrive at the front gate prior to 6.00am as a courtesy to our neighbours. Repeat offenders will be refused access to the Quarry	Ongoing	Quarry Manager	Site induction records Quarry operating hours displayed on sign at entry to Quarry
All new truck drivers to be provided with Drivers Code of Conduct (Site Traffic Management Plan, MLTMP, Site Induction Declaration for Drivers) at weighbridge. Drivers are required to provide signed agreement to the requirements of the Drivers Code of Conduct prior to commencing work at the site	Upon induction of any new driver	Quarry Manager	Site induction records

Management or Mitigation Measure	Timing	Responsibility	Performance Indicator
Truck drivers are to 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).	Ongoing	Drivers	Site induction records Ongoing liaison records with Maroota Public School
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
All loads must be fully tarped at the designated area outside the front gate before joining the public road	Ongoing	Drivers	Site induction records
20km/h speed limit on internal haul road	Ongoing	Quarry Manager	Site induction records Signage
Trucks must not obstruct designated haul roads after 7.00am	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 are encouraged to be kept clean to enable key identifier (i.e. registration plates) and/or company signage to be easily identified by other road users.	Ongoing	Quarry Manager	Signage
Reinstate the extracted length of Haerses road to the satisfaction of Council	At the end of the Quarry life	Quarry Manager	Council concurrence
Rehabilitate any temporary access roads that were established on site.	At the end of the Quarry life	Quarry Manager	Mine Closure Plan
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
All loaded vehicles entering or leaving the site must be covered at all times in order to prevent spillage and dust generation	Ongoing	Quarry Manager	Site induction records

Management or Mitigation Measure	Timing	Responsibility	Performance Indicator
All loaded vehicles leaving the site are to be cleaned of materials that may fall on to the road before leaving the site	Ongoing	Quarry Manager	Site induction records Monthly environmental inspection
Compliance with the Drivers Code of Conduct required by all drivers (refer to Section 4)	Ongoing	Quarry Manager Environmental Officer	Site induction records Site observations undertaken during Quarry operations Complaints received
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. Ongoing correspondences between Dixon Sand and the truck drivers and/or companies will be undertaken to reinforce these controls	Upon induction of new driver and ongoing correspondence s with the truck drivers and companies, where applicable	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 Haerses Road/site access road intersection for accumulated sand/clay	Weekly	Environmental Officer (or delegate)	Inspection record
Monthly inspections of road surfaces (site access road, Haerses Road/site access road intersection and haul roads) by Environmental Officer or delegate for damage.	Monthly	Environmental Officer (or delegate)	Inspection record

Management or Mitigation Measure	Timing	Responsibility	Performance Indicator
Monthly monitoring (1-hour duration) of trucks queuing behaviour within the right turn bay at the quarry intersection on Wisemans Ferry Road during the identified peak periods of: • 6:00 – 7:00 am, • 8:00 – 9:00 am, and • 3:00 – 4:00 pm. In instances where there are trucks exceeding the queuing capacity of the right-hand turn bay into Haerses Road, adopt on-site traffic management protocols to reduce queuing to acceptable levels, or consult with TfNSW regarding the requirement to extend the length of the right turn bay.	Monthly, 1-hour duration during: • 6:00 – 7:00 am, • 8:00 – 9:00 am, and • 3:00 – 4:00 pm	Quarry Manager, 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 at CCC meeting	Environmental Officer (or delegate)	CCC meeting minutes
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).	6-monthly at CCC meeting	Environmental Officer (or delegate)	CCC meeting minutes

5.3.1 Training and Awareness

All personnel and contractors working at the Quarry will undergo a site 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.

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

5.4 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.
Queuing of Haulage Trucks within the right turn bay at the quarry intersection on Wisemans Ferry	Following identification of regular haulage truck regularly queuing at the intersection of Wisemans Ferry Road and Haerses Road during Monthly monitoring, the following details will be recorded: • The date and time monitoring • The number of trucks queuing within the right turn bay over a specific sampling time Should queuing of haulage trucks become frequent or observed to occur regularly, consult with TfNSW for appropriate on-site traffic management controls and mitigation measures, and direction for extending the length of the right turn bay.

Triggers	Response and Corrective Actions
Transport Movement Criteria Exceedance	If the monthly review of truck movements to and from the Quarry indicates that more than 56 truck movements per day or 20 truck movements between 6.00am - 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, along with any further reports requested. The report must include the time, date and details of the incident, measures implemented to prevent re-occurrence and any non-compliance with the Development Consent. • 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.
Breach of Drivers Code of Conduct	Failure to comply with the requirements of the Drivers Code of Conduct (Site Traffic Management Plan, MLTMP, Site Induction Declaration for Drivers) will trigger disciplinary action by Dixon Sand, with repeated breaches considered by Dixon Sand's Management to be dangerous and/or leading to environmental or social impacts, the driver can be 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 seeks to prevent environmental harm.

5.5 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 Schedule 3 Condition 26 of the Development Consent, Dixon Sand will keep accurate records of the following and publish a summary of these records on its website every 6 months:

- the amount of quarry products transported from the site (monthly and annually), and
- the quantity, arrival time and dispatch time of all truck movements to and from the site (both between 6.00am and 7.00 am, and daily total).

The 6-monthly truck movement summaries is published on www.dixonquarrygroup.com.au

Prior to commencement of the extraction operations approved by Mod 1, Dixon Sand will install a weighbridge or weighing scales to control the arrival and dispatch of trucks from the Quarry. This will be the mechanism to record the amount of quarry product transported, truck movements and daily arrival and dispatch times, to ensure compliance with the Development Consent conditions.

Prior to the installation and commissioning of the weighbridge (or equivalent) at the Quarry, sale dockets will be completed and maintained to record the dispatch time of all trucks on a daily basis.

The Quarry Manager will ensure these transport monitoring records are checked and maintained. The records will be reviewed daily, or following a complaint, in order to determine compliance with limits on product tonnages and truck movements established under Schedule 2 Condition 8 of the Development Consent.

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 Haerses 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 Haerses 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

The Development Consent requires that by the end of March each year, or other timing as may be agreed by the Secretary, Dixon Sand will submit a report to the Department reviewing the environmental performance of the Quarry to the satisfaction of the Secretary. Dixon Sand collects monitoring data on a financial year basis. On 9 February 2018, the Secretary provided written approval to Dixon Sand to submit the Annual Review within three months after the conclusion of the financial year monitoring period.

In accordance with the Secretary's approval, Dixon Sand will submit an Annual Review by 30 September each year for the previous financial year (1 July to 30 June). 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.

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 Schedule 5 Condition 12, of the Development Consent. The Annual Review will be made available to the public through the CCC and the Dixon Sand web site (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.

Dixon Sand will also keep accurate transport records and publish a summary of these records on its website every 6 months (refer to **Section 6.1**).

7.2 Transport Limit Exceedance Reporting

Incident Notification

In accordance with Condition 9 Schedule 5 of the Development Consent, Dixon Sand must immediately notify the Department and any other relevant agencies immediately after becoming aware of a transport or traffic incident. The notification must be in writing via the Major Projects Website and identify:

- the development (including development application number and name); and
- set out the location and nature of the incident.

Non-Compliance Notification

In accordance with Condition 10 Schedule 5 of the Development Consent, within 7 days of becoming aware of a non-compliance, Dixon Sand must notify the Department of the non-compliance. The notification must be in writing via the Major Projects Website and identify:

- the development (including development application number and name);

- set out the condition of this consent that the development is non-compliant with;
- the way in which it does not comply and the reasons for the non-compliance (if known); and
- what actions have been, or will be, undertaken to address the non-compliance.

7.3 Adaptive Management

In accordance with Schedule 5 Condition 7 of the Development Consent, the Quarry will assess and manage transport related risks to ensure compliance with the operating conditions 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) and submit a report to the DPHI describing those options and any preferred remediation measures or other course of action, and
- implement reasonable remediation measures as directed by the Secretary of DPHI.

7.4 Community Complaints

Complaints relating to trucks associated with the Quarry are to be managed in accordance with the requirements of the Quarry 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 Schedule 4 Condition 2 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 Schedule 5 Condition 10;
- an annual review under Schedule 5 Condition 12;
- an Independent Environmental Audit report under Schedule 5 Condition 13; and
- any modifications to the 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 Schedule 5 Condition 15 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 TMP; and • Coordinate the review of this TMP in accordance with the requirements of the Development Consent.
Haerses Road Quarry Manager	• Ensure that sufficient resources are allocated for the implementation of this TMP; • Coordinate the implementation of transport management controls and strategies in accordance with this TMP; • Coordinate the transport monitoring requirements of this TMP, and evaluate and report monitoring results as required; • Ensure compliance with the Drivers Code of Conduct through site observations; and • Assist with the review of this TMP as required.
Dixon Sand Environmental Officer	• Coordinate transport related incident investigations and reporting as required by legislation and internal standards and guidelines; • Ensure compliance with the Drivers Code of Conduct through site observations; and • Assist with the review of this TMP as required.
All employees and contractors	• Comply with all requirements in this TMP; • 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 requirements of this TMP • Comply with the Drivers Code of Conduct, including the 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 165-7-2005
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
MR	Modification Report
OEH	Office of Environment and Heritage
Secretary	The Secretary of the NSW Department of Planning and Environment, including any authorised delegate or nominee.
TfNSW	Transport for New South Wales (formerly NSW RMS)
TMP	Traffic Management Plan

11.0 References

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Umwelt (Australia) Pty Ltd 2023, *Haerses Road Quarry Modification 6 (DA 165-7-2005 MOD 5) - Relocation of Site Office, Workshop and Weighbridge*

Appendix 1

Plan Preparation Checklist and Certification

Appendix 1 - Plan Preparation Checklist & 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. *(Note: the items marked as NA are not required to be included in the Sub-plan).*

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 2.4 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 2.4 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)	Before Table of Contents	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 (Sub Plan)	NA (Sub Plan)
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 the 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 2.2	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 (Sub Plan)	NA (Sub Plan)Yes
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 (Sub Plan)	NA (Sub Plan)
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

Requirement	Plan Reference	Yes/No/NA
Have all further studies required to support mitigating measures been identified and included? (Section 2.11)	Section 2.5	Yes
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)	Sections 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 (Sub Plan)	NA (Sub Plan)
Is an environmental inspection program described as required? (Section 2.15.1)	NA (Sub Plan)	NA (Sub Plan)
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 (Sub Plan)	NA (Sub Plan)
Is an independent auditing program referenced? (Section 2.16)	NA (Sub Plan)	NA (Sub Plan)
Are project status notification protocols that comply with conditions included? (Section 2.17.1)	NA (Sub Plan)	NA (Sub Plan)
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 (Sub Plan)	NA (Sub Plan)
Does the document include the incident notification and reporting protocols that comply with the relevant conditions of consent? (Section 2.17.3)	Section 5.2	Yes
Does the document identify the project person or position that is responsible for deciding whether an occurrence is an incident? (Section 2.17.3)	Section 9.0	Yes
Does the document describe corrective and preventative action protocols that address the requirements? (Section 2.18)	NA (Sub Plan)	NA (Sub Plan)
Does the document identify training and awareness programs as required? (Section 2.19)	Section 5.1.1	Yes
Does the document include details of a document review and revision process that complies with the requirements? (Section 2.20)	Section 8.0	Yes
Does the document include details of public availability requirements? (Section 2.21)	Section 8.0	Yes

Document Certification Form

Project Name	Haerses Road Quarry
Project Application Number	DA 165-7-2005
Proponent	Dixon Sand (No.1) Pty Ltd
Document Title	Haerses Road Quarry Traffic Management Plan
Document Version	V4
Date of Issue	12 June 2026

Haerses Road Quarry Traffic Management Plan has been prepared by Project Environmental Services Pty Ltd in response to conditions of consent Schedule 5 Condition 1, DA 165-7-2005 for the Haerses Road Quarry. Subsequent reviews and changes to the Traffic Management Plan have been made on behalf of Dixon Sand (No. 1) Pty Ltd.

I am authorised to and have reviewed the document on behalf of Dixon Sand (No. 1) Pty Ltd.

I certify that the Haerses 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	Environment Officer
Company	Project Environmental Services
Date	12 June 2026

Appendix 2

Stakeholder Consultation

Appendix 2. Summary of the issues raised during Agency consultation and how these were addressed.

Issue	Response
The Hills Shire Council	
In regard to your email below, no objection is raised to the TMP. You are reminded of the need to ensure that all conditions relating to Haerses Road are complied with at all times.	Noted
Transport for NSW (formerly Road and Maritime Services)	
Complaints have been recently been received from TfNSW for the overuse of engine braking within residential areas along Wisemans Ferry Road. In regards to section 2.4 of the TMP, the proponent is requested to also encourage heavy vehicle drivers to limit the use of engine braking within these residential areas, in addition to within the local school areas, unless absolutely necessary. The proponent is also requested to encourage heavy vehicle drivers and staff to drive safely to the existing road environment and conditions and to comply with the signposted speed limits on the road network.	Dixon Sand regularly conducts education campaign to re-emphasise and remind haulage truck drivers of their obligations under the Quarry's Traffic Management Policy including requests for the use of engine braking to be avoided unless absolutely necessary, for drivers to drive safely to the existing road environment and conditions, and compliance with road rules and speed limits. Toolbox talks are conducted on a regular basis and staff are reminded of their responsibility and requirements to adhere to road regulations.
In regards to section 5.4 and table 5.2 of the TMP, are there any available contact details or forms in which customers can be directed to when complaints are received by TfNSW regarding quarry operations?	The Quarry operates a website which provides a telephone number and other avenues for the public to register their complaints. http://www.dixonsand.com.au/feedback A sign is installed at the front gate of the Quarry notifying the public of the complaints telephone number. Please note that the Traffic Management Plan forms part of the overall Environmental Management Strategy which is an overarching document detailing the procedures for complaints management.

A copy of the Agency correspondence is also provided in **Appendix 2**.

Environment

From: Kristine McKenzie <kmckenzie@thehills.nsw.gov.au>
Sent: Thursday, 6 October 2022 9:03 AM
To: Environment
Subject: FW: Dixon Sand Haerses Road Quarry - Review of Traffic Management Plan
Attachments: HR_EMS App9 TMP_V2 draft.pdf; DA 165-7-2005 Haerses Rd Quarry - Consolidated Consent Mod 5.pdf

Hi Hunny,

In regard to your email below, no objection is raised to the TMP.

You are reminded of the need to ensure that all conditions relating to Haerses Road are complied with at all times.

Regards, Kristine

From: Environment <environment@dixonsand.com.au>
Sent: Thursday, 22 September 2022 5:16 PM
To: Kristine McKenzie <kmckenzie@thehills.nsw.gov.au>
Cc: David Dixon <david@dixonsand.com.au>; Mark Dixon <Mark@dixonsand.com.au>
Subject: FW: Dixon Sand Haerses Road Quarry - Review of Traffic Management Plan

Dear Kristine,

DA 165-7-2005 Modification 5 was recently approved by the DPE. Therefore, the Quarry's Environmental Management System and Management Plans require a review and revision to reflect the most recent consent conditions.

Condition 28 of Schedule 3 of DA 165-7-2005 (Modification 5) requires the Traffic Management Plan (TMP) to be prepared in consultation with Council.

Please find attached the Traffic Management Plan (V2 draft) and the Development Consent Mod 5 conditions for your reference.

Could you please review the TMP and provide any comment by **COB Friday 14th October 2022**.
If you require any clarification or additional information please do not hesitate to contact me.

Kind Regards,

Hunny Churcher
Environmental Officer
Dixon Sand Pty Ltd
m: 0405 844 207
w: www.dixonsand.com.au

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Environment

From: Environment
Sent: Thursday, 10 November 2022 12:45 PM
To: Simon.Turner2@transport.nsw.gov.au
Cc: David Dixon; Mark Dixon
Subject: RE: SYD16/01392/15 - TfNSW Response

Hi Simon,

Thank you for your email.

Dixon Sand would like to provide a response to the review comments:

- Complaints have been recently been received from TfNSW for the overuse of engine braking within residential areas along Wisemans Ferry Road. In regards to section 2.4 of the TMP, the proponent is requested to also encourage heavy vehicle drivers to limit the use of engine braking within these residential areas, in addition to within the local school areas, unless absolutely necessary.
- The proponent is also requested to encourage heavy vehicle drivers and staff to drive safely to the existing road environment and conditions and to comply with the signposted speed limits on the road network.

Dixon Sand regularly conducts education campaign to re-emphasise and remind haulage truck drivers of their obligations under the Quarry's Traffic Management Policy including requests for the use of engine braking to be avoided unless absolutely necessary, for drivers to drive safely to the existing road environment and conditions, and compliance with road rules and speed limits.

Toolbox talks are conducted on a regular basis and staff are reminded of their responsibility and requirements to adhere to road regulations.

- In regards to section 5.4 and table 5.2 of the TMP, are there any available contact details or forms in which customers can be directed to when complaints are received by TfNSW regarding quarry operations?

The Quarry operates a website which provides a telephone number and other avenues for the public to register their complaints. <http://www.dixonsand.com.au/feedback>

A sign is installed at the front gate of the Quarry notifying the public of the complaints telephone number.

Please note that the Traffic Management Plan forms part of the overall Environmental Management Strategy which is an overarching document detailing the procedures for complaints management.

Kind Regards,

Hunny Churcher
Environmental Officer
Dixon Sand Pty Ltd
m: 0405 844 207
w: www.dixonsand.com.au

From: Simon Turner <Simon.Turner2@transport.nsw.gov.au>
Sent: Wednesday, 9 November 2022 12:31 PM
To: Environment <environment@dixonsand.com.au>
Subject: SYD16/01392/15 - TfNSW Response

Good afternoon,

TfNSW has reviewed the TMP and provides the following comments:

- Complaints have been recently been received from TfNSW for the overuse of engine braking within residential areas along Wisemans Ferry Road. In regards to section 2.4 of the TMP, the proponent is requested to also encourage heavy vehicle drivers to limit the use of engine braking within these residential areas, in addition to within the local school areas, unless absolutely necessary.
- The proponent is also requested to encourage heavy vehicle drivers and staff to drive safely to the existing road environment and conditions and to comply with the signposted speed limits on the road network.
- In regards to section 5.4 and table 5.2 of the TMP, are there any available contact details or forms in which customers can be directed to when complaints are received by TfNSW regarding quarry operations?

Please direct any future enquires to development.sydney@transport.nsw.gov.au for registration and action.

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

From: Environment <environment@dixonsand.com.au>
Sent: Friday, 4 November 2022 10:51 AM
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Mark Dixon <Mark@dixonsand.com.au>
Subject: RE: Dixon Sand Haerses Road Quarry - Review of Traffic Management Plan

You don't often get email from environment@dixonsand.com.au. [Learn why this is important](#)

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Dear Whom It May Concern,

I would like to follow up on the request below which was sent on 22 September 2022.
Could you please advise if the Traffic Management Plan has been assigned for review.

Kind Regards,

Hunny Churcher
Environmental Officer
Dixon Sand Pty Ltd
m: 0405 844 207
w: www.dixonsand.com.au

From: Environment
Sent: Thursday, 22 September 2022 5:14 PM
To: development.sydney@rms.nsw.gov.au
Cc: David Dixon <david@dixonsand.com.au>; Mark Dixon <Mark@dixonsand.com.au>
Subject: Dixon Sand Haerses Road Quarry - Review of Traffic Management Plan

Dear Whom It May Concern,

DA 165-7-2005 Modification 5 was recently approved by the DPE. Therefore, the Quarry's Environmental Management System and Management Plans require a review and revision to reflect the most recent consent conditions.

Condition 28 of Schedule 3 of DA 165-7-2005 (Modification 5) requires the Traffic Management Plan (TMP) to be prepared in consultation with TfNSW.

Please find attached the Traffic Management Plan (V2 draft) and the Development Consent Mod 5 conditions for your reference.

Could you please review the TMP and provide any comment by **COB Friday 14th October 2022**.
If you require any clarification or additional information please do not hesitate to contact me.

If you are not the correct recipient, could you please forward this email to the most appropriate person/unit.

Kind Regards,

Hunny Churcher
Environmental Officer
Dixon Sand Pty Ltd
m: 0405 844 207
w: www.dixonsand.com.au

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Appendix 3

Site Traffic Management Plan

SITE TRAFFIC MANAGEMENT PLAN (TRUCK DRIVERS): HAERSES ROAD QUARRY

1. Truck drivers are not permitted to bring children on site.
2. No trucks are to arrive at Dixons' prior to 6:00am (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.
11. Drivers are not permitted to exit their trucks in pit area.
12. 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.
13. All trucks entering Dixon Quarry must have an approved tarp to cover load before leaving site.
14. Drivers are to follow loader driver instructions at all times.
15. No trucks are to proceed past wash bay without contacting loader driver.
16. Wash bay area is provided to wash truck body, not to wash the truck.
17. 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.
18. No trucks permitted to leave site prior to 6 am, or after 6pm.
19. Trucks must not obstruct designated haul roads after 7am.
20. All trucks to be loaded must park where instructed.
21. All access through Dixon Quarry haul roads are 1-way.
22. All vehicles are to enter and leave the site in a forward direction.
23. Drivers must notify Dixon's management of any hazards identified. Report all hazards to the weighbridge officer.
24. It is the responsibility of all drivers entering Dixon Quarry to be aware of all rules and regulations.
25. All drivers must be inducted and sign relevant documents.
26. Seat belts to be worn at all times whilst driving.
27. Any drivers found to be repeating offenders of these regulations will be banned from site.

28. All trucks entering the quarry must have current road registration.
29. 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.
30. Trucks to be maintained in a state to ensure visibility of the registration plate, branding where applicable and identification features.
31. 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

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

Site Induction Declaration for Drivers and Non-Compliance Procedures

Dixon Quarry Group – Haerses 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 aware of my responsibilities as laid out in Dixon Quarry Group Site Traffic Management Plan.
- I agree to follow the 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 or leave site prior to 6:00 am or leave site after 6:00 pm.

In addition;

- I have read and understood the Dixon Quarry Group 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 have read and understood the other relevant attachments to this induction

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

DECLARATION: I have read and 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: _____

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: __/__/----