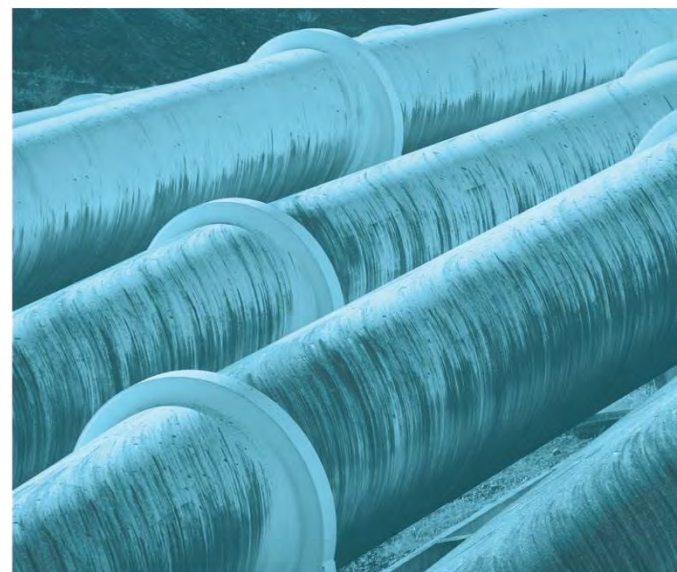




Luddenham Quarry

Road Transport Protocol

Prepared for Luddenham Operations Pty Ltd
August 2021





Servicing projects throughout Australia and internationally

SYDNEY

Ground floor, 20 Chandos Street
St Leonards NSW 2065
T 02 9493 9500

NEWCASTLE

Level 3, 175 Scott Street
Newcastle NSW 2300
T 02 4907 4800

BRISBANE

Level 1, 87 Wickham Terrace
Spring Hill QLD 4000
T 07 3648 1200

ADELAIDE

Level 1, 70 Pirie Street
Adelaide SA 5000
T 08 8232 2253

MELBOURNE

Ground floor, 188 Normanby Road
Southbank VIC 3006
T 03 9993 1900

PERTH

Level 6, 191 St Georges Terrace
Perth WA 6000

CANBERRA

PO Box 9148
Deakin ACT 2600

Luddenham Quarry

Road Transport Protocol

Prepared for Luddenham Operations Pty Ltd

August 2021

EMM Sydney
Ground floor, 20 Chandos Street
St Leonards NSW 2065

T 02 9493 9500

E info@emmconsulting.com.au

www.emmconsulting.com.au

Luddenham Quarry

Road Transport Protocol

Report Number

J190749 RP45

Client

Luddenham Operations Pty Ltd

Date

4 August 2021

Version

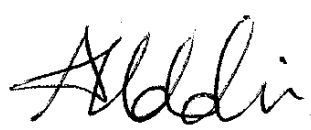
V2

Prepared by



Eric Lei
Traffic Engineer
4/08/2021

Approved by



Abdullah Uddin
Associate Traffic Engineer
4/08/2021

This report has been prepared in accordance with the brief provided by the client and has relied upon the information collected at the time and under the conditions specified in the report. All findings, conclusions or recommendations contained in the report are based on the aforementioned circumstances. The report is for the use of the client and no responsibility will be taken for its use by other parties. The client may, at its discretion, use the report to inform regulators and the public.

© Reproduction of this report for educational or other non-commercial purposes is authorised without prior written permission from EMM provided the source is fully acknowledged. Reproduction of this report for resale or other commercial purposes is prohibited without EMM's prior written permission.

Table of Contents

1	Introduction	1
1.1	Project Overview	1
1.2	Objectives	1
1.3	Consent conditions	1
2	Approved operations	5
2.1	Summary	5
2.2	Hours of operation and workforce numbers	5
2.3	Haulage and haulage routes	5
2.4	Road upgrades	5
3	Consultation	7
4	Traffic management plan	9
4.1	Stage One - Construction traffic management	9
4.1.1	Traffic route	9
4.1.2	Notification	9
4.1.3	Road upgrades closure	9
4.2	Stage Two - operational quarry traffic management	9
4.2.1	Haulage routes and schedule	10
4.2.2	Alternative routes	10
4.2.3	Quarry heavy vehicles	10
4.2.4	Monitoring and reporting	10
5	Driver code of conduct	12
5.1	Purpose of the code	12
5.2	General requirements	12
5.3	Heavy vehicle speed	12
5.4	Driver fatigue	13
5.5	Heavy vehicle control	13
5.6	Load covering	13
5.7	Cleanliness	14
5.8	Breakdown and incidents	14
6	Complaints management	15

7	Incidents	16
8	Reporting and access to information	17
8.1	Annual review	17
8.2	Access to information	17
9	Review	18
	References	19

Attachments

	Attachment A Consultation	A.1
	Attachment B Signage and line marking plan	B.1

Figures

Figure 1.1	Regional context	4
Figure 2.1	Approved site layout	6
Figure 4.1	Heavy vehicle destinations and routes	11

1 Introduction

1.1 Project Overview

Luddenham Quarry is located at 275 Adams Road, Luddenham NSW (Lot 3 in DP 623799, 'the site') within the Liverpool City Council municipality. The existing shale/clay quarry is approved by state significant development (SSD) consent DA 315-7-2003, issued by the NSW Minister for Planning under the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act). The site is owned by CFT No 13 Pty Ltd, a member of the Coombes Property Group (CPG).

Luddenham Operations Pty Ltd (Luddenham Operations) will reactivate and operate the quarry in accordance with Modification 5 (MOD 5) of DA 315-7-2003 which was granted on 24 May 2021.

DA 315-7-2003 (as modified) permits the production and transportation of up to 300,000 tonnes per annum (tpa) of clay and shale product up to 31 December 2024.

The location of the Luddenham Quarry is shown in Figure 1.1.

1.2 Objectives

This Road and Transport Protocol (RTP) has been prepared to satisfy DA No. 315-7-2003 (as modified), Schedule 4, Condition 42. This RTP has been prepared with reference to the following documentation, where applicable:

- *Luddenham Quarry Modification 5 – Modification Report* (EMM Consulting 2020); and
- *Luddenham Quarry Modification 5 – Traffic Impact Assessment* (EMM Consulting 2020a).

This RTP outlines how traffic generated during construction and general operations of the quarry will be managed within the requirements of Transport for NSW (TfNSW) and Liverpool City Council (Council). This RTP outlines management protocols to manage potential traffic impacts associated with:

- the nature and extent of construction works proposed;
- the routes to be used by raw material haulage traffic, types and mass of traffic vehicles and periods of operation;
- the existing traffic use of the roads in the vicinity of the site; and
- over-size vehicle movements of heavy earth moving machinery to and from the quarry.

1.3 Consent conditions

Schedule 4, Condition 42, of DA 315-7-2003 (as modified) requires the preparation of the RTP in accordance with the requirements outlined in Table 1.1.

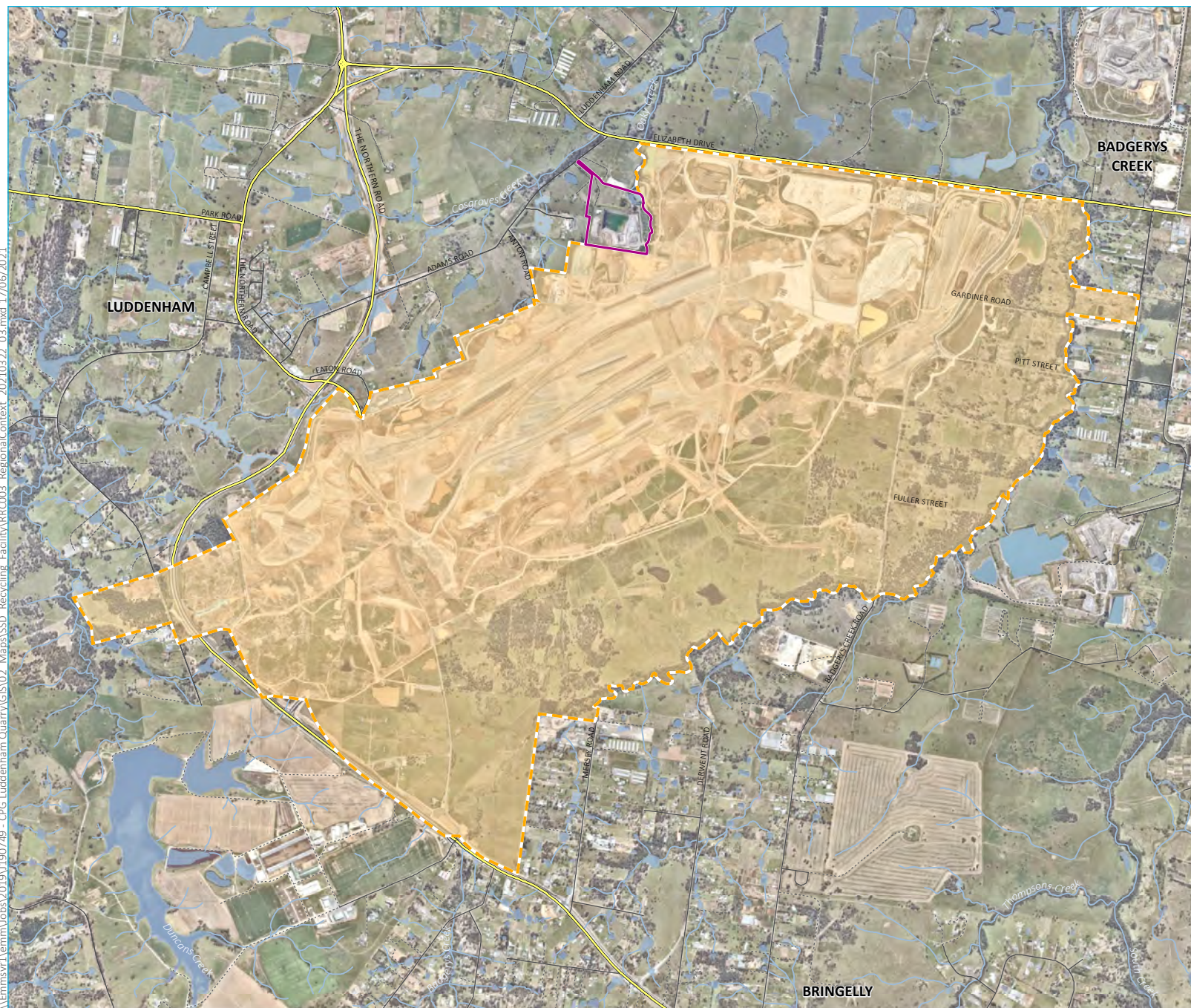
Table 1.1 Schedule 4 Condition 42 Road Transport Protocol requirements

DA 315-7-2003 Schedule 4, Condition 42		Relevant section of this RTP
Condition 42	Prior to recommencing quarrying operations approved under Modification 5, the Applicant must develop a Road Transport Protocol, in consultation with TfNSW and Council, and to the satisfaction of the Planning Secretary. This protocol must:	Section 3
(a)	specify the haulage route(s) to be used, the maximum number of road movements and the haulage hours;	Section 4.2
(b)	include a Traffic Management Plan which addresses:	
	procedures to ensure that drivers adhere to the designated haulage route(s) as required under this Protocol;	Section 4.2 and 5.2
	measures to achieve a low-frequency, regular trucking schedule rather than a high-frequency, campaign trucking schedule;	Section 4.2.1
	contingency plans where, for example, any designated transport route is disrupted. This must also address procedures for notifying relevant agencies and affected communities by the implementation of any such contingency plan;	Sections 4.2.2
	procedures to ensure that all haulage vehicles associated with the quarry are clearly distinguishable as being related to the development;	Section 4.2.3
	procedures for monitoring of product transport, including keeping of accurate records of all laden truck movements to and from the site (including time of arrival and dispatch) and publishing a summary of these records in the Annual Review;	Section 4.2.4
	procedures for covering of all loads and ensuring that trucks do not track material onto public roads;	Sections 5.6 and 5.7.
	details for procedures for receiving and addressing complaints from the community concerning traffic issues associated with haulage from the quarry or return of unladen trucks to the quarry; and	Section 6
	measures to ensure the provisions of the traffic management plan are implemented, for example, education of drivers and any contractual agreements with operators of heavy vehicles which serve the quarry.	Section 5.
(c)	include a Code of Conduct for drivers which addresses:	
	travelling speeds;	Section 5.3.
	staggering of truck departures to ensure a regular trucking schedule throughout the day;	Section 5.2.
	instructions to drivers not to overtake each other on the haulage route(s), as far as practicable, and to maintain appropriate distances between vehicles;	Section 5.2.
	instructions to drivers to adhere to the designated haulage route(s);	Section 5.2.
	instructions to drivers to be especially safety conscious and to ensure that traffic regulations are obeyed strictly;	Section 5

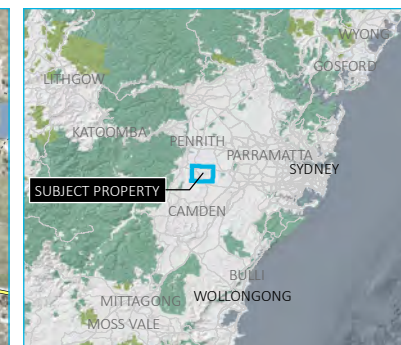
Table 1.1 Schedule 4 Condition 42 Road Transport Protocol requirements

DA 315-7-2003 Schedule 4, Condition 42	Relevant section of this RTP
driver training in the Code to ensure that all drivers are made aware and adhere to the Code; and	Section 5
procedures for ensuring compliance with and enforcement of the Code.	Section 5

\\Emmsvr1\emms\Jobs\2019\190749 - CPG Luddenham Quarry\GIS\02 Maps\SSD Recycling Facility\RR003 RegionalContext 20210322 03.mxd 17/06/2021



Source: EMM (2021); DFSI (2017); Nearmap (2021)



- KEY
- Subject property
 - Western Sydney International (Nancy-Bird Walton) Airport
 - Major road
 - Minor road
 - Vehicular track
 - Watercourse/drainage line

Regional context

Luddenham Quarry
Road Transport Protocol
Figure 1.1



2 Approved operations

2.1 Summary

Extractive operations are limited to 300,000 tonnes per annum (tpa), approved to 31 December 2024. The approved quarrying method involves extraction, crushing and stockpiling using a bulldozer, excavators, dump trucks and loading materials onto road trucks with a front-end loader.

The approved site access for the quarry is off Adams Road, approximately 250 metres (m) from the Elizabeth Drive/Adams Road intersection. An overview of the approved quarry layout is provided in Figure 2.1.

2.2 Hours of operation and workforce numbers

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

- 7 00 am – 6 00 pm Monday to Friday (no haulage vehicles may enter or leave the site between 6 pm and 7 am Monday to Friday and on public holidays); and
- 7 00 am – 1 00 pm on Saturdays for maintenance activities only (no other work is to be undertaken on Saturday, Sunday and public holidays).]

The quarry site will support around 12 employees during normal operating conditions, with a maximum of 15 employees during peak operating times.

2.3 Haulage and haulage routes

The quarry is approved to generate a maximum of 100 daily truck movements.

Unless otherwise agreed by the Planning Secretary, the following restrictions apply to quarry related vehicles:

- quarry heavy vehicles are restricted to a maximum length of 19 m;
- all quarry related vehicles are restricted to left-in, right-out movements at the Elizabeth Drive/Adams Road intersection; and
- quarry related heavy vehicles are restricted from travelling on Adams Road south of the site access.

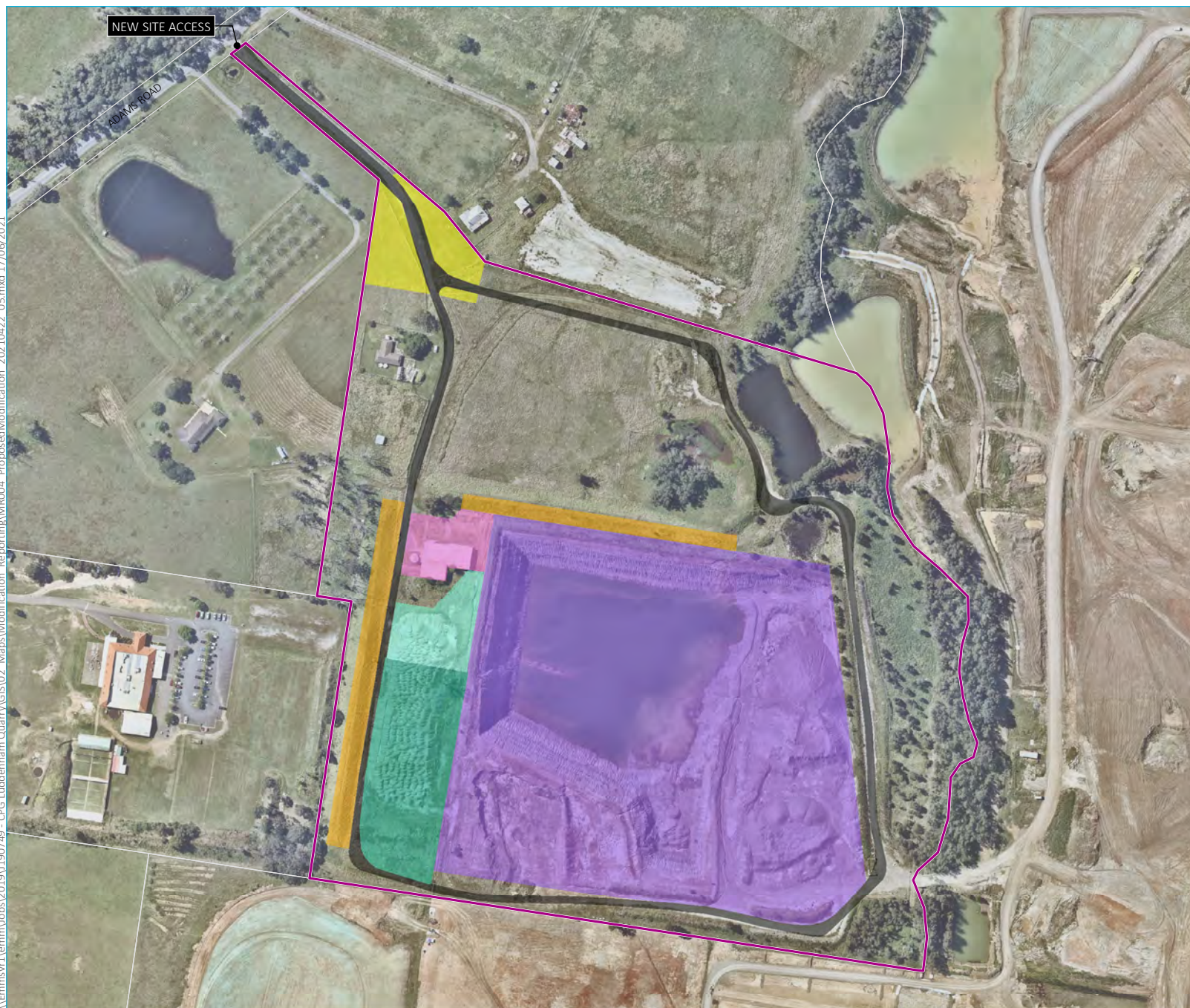
2.4 Road upgrades

Prior to recommencing quarrying operations approved under MOD 5, Luddenham Operations will:

- carry out pavement upgrades on the portion of Adams Road between Elizabeth Drive to approximately 40 m south of the site access road;
- prepare and implement a signage and line marking plan for the Elizabeth Drive/Adams Road intersection to restrict and manage truck access; and
- seal the internal site access road between Adams Road and the site access infrastructure area.

A section 138 approval under *the Roads Act 1938* will be obtained from Council prior to the start of pavement upgrade works on Adams Road.

\\Emmsvr1\emmm\Jobs\2019\190749 - CPG Luddenham Quarry\GIS\02 Maps\Modification Reporting\WR004 Proposed Modification 20210422 05.mxd 17/06/2021



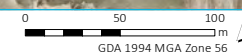
- KEY
- Study area
 - Cadastral boundary
 - Proposed site modifications
 - Approved extraction footprint
 - Existing noise bunds
 - Existing stockpiling area
 - Extended stockpiling area
 - Internal road
 - Site entry infrastructure (incl. offices, amenities, weighbridge)
 - Equipment laydown area

Approved site layout

Luddenham Quarry
Road Transport Protocol
Figure 2.1



Source: EMM (2021); DFSI (2017); GA (2011); Nearmap (2020)



3 Consultation

This RTP has been prepared in consultation with TfNSW and Council. Outcomes of consultation with these agencies are summarised in the following subsections with consultation records contained in Attachment A.

Table 3.1 Consultation

Agency	Matters raised	Where addressed in RTP
TfNSW	The response from TfNSW raised no comments in relation to the RTP however noted that the signage and line marking plan required under Schedule 4 Condition 41(b) of the consent submitted to development.sco@transport.nsw.gov.au for review and approval. TfNSW also requested the signage and line marking plan be included in the RTP.	The signage and line marking plan is included in Attachment B of this RTP. The signage and line marking plan has also been forwarded to development.sco@transport.nsw.gov.au for review.
Council	Council requested the following information/comments be addressed/included in the RTP:	
	1. A haulage route map which shows travel routes from the origins to the subject site in a wide road network	An overview of heavy vehicle destinations and routes is provided in Figure 4.1.
	2. Parking provision and designated area for construction work	During the construction phase an equipment laydown area and light vehicle parking area will be established in the site entry infrastructure area as shown in Figure 1.2 (refer Section 4.1).
	3. Timeframe for the planned construction and operation activities, including the required Adams Road improvement works	The anticipated duration of the construction phase, including pavement upgrades on Adams Road will be around 4-8 weeks (refer Section 4.1).
	4. A notice with contact phone number and email details for community to make contacts regarding work activities, and installed at the site, during construction.	The construction traffic management plan prepared as part of the Section 138 application for the pavement upgrade works on Adams Road will contain the contact details for the community to make contact during pavement upgrades. This will be installed at the site entry during the construction phase.

Table 3.1 Consultation

Agency	Matters raised	Where addressed in RTP
	5. Access Arrangement - The report indicates that vehicle movements to the subject site would be restricted to left in/right out only at the Elizabeth Drive/Adams Road intersection. Elizabeth Drive is being used by significant construction vehicles, due to major construction works in the local area including the Western Sydney Airport and other major transport projects, such as The Northern Road upgrade, the M12 Motorway and Sydney Metro – WSA. With the expected increasing traffic movements along Elizabeth Drive close to its intersection with Adams Road, right turn movements out of Adams Road to Elizabeth Drive would experience delays which could result in right turn crashes at the intersection. Hence, consideration is to be given to restrict traffic movements at the intersection to left in/left out only, subject to Transport for NSW (TfNSW) approval.	Schedule 4 Condition 40 of the consent restricts all quarry-related traffic to left-in, right-out movements at the intersection of Elizabeth Drive and Adams Road, accordingly a left in/left out restriction of quarry vehicle traffic movements has not been considered further.
	6. Construction Traffic Management Plan - The CTMP is to include a requirement for Road Occupancy Permit and Road opening approval issued by Council or Road Occupancy License issued by the Transport Management Centre to be obtained before road works on the adjoining public roads. Works within the road reserve shall not commence until the construction traffic management plan has been endorsed.	This comment is noted and will be addressed in the CTMP prepared as part of the s138 application.

4 Traffic management plan

Traffic management for the quarry can generally be categorised into two stages as follows:

- Stage 1: construction including road upgrades and establishment of site entry infrastructure area prior to recommencement of quarrying operations as approved by MOD 5; and
- Stage 2: quarry operation including dispatch of quarry product.

A summary of the expected traffic impact in each stage is provided below, along with how that impact will be managed and minimised.

4.1 Stage One - Construction traffic management

The construction phase will involve sealing of the internal access roads, upgrades to Adams Road (as outlined in Section 2.4) and establishment of the site entry infrastructure area. Construction traffic will consist of earth moving plant and trucks, road pavement/asphalt trucks, heavy vehicles delivering site infrastructure (ie wheel wash and demountable site buildings) and light to medium commercial vehicles.

During the construction phase, a construction equipment laydown area and light vehicle parking would be provided in the site entry infrastructure area as shown in Figure 1.2. The anticipated duration of the construction phase, including pavement upgrades on Adams Road will be around 4-8 weeks.

4.1.1 Traffic route

The most significant traffic groups in this stage are site infrastructure deliveries, movement of road plant and road pavement/asphalt deliveries. These heavy vehicles will access Adams Road and the site via Elizabeth Drive east.

There will be no necessity for route restrictions as there will be no concentrated traffic activity from any one location during the construction phase and construction will occur during standard construction hours Monday to Friday 7:00 am to 6:00 pm and Saturday 8:00 am to 1:00 pm.

4.1.2 Notification

Affected residents along Adams Road and Western Sydney Airport will be notified prior to the start of pavement upgrade works on Adams Road.

4.1.3 Road upgrades closure

Road closures may be required for the Adams Road pavement upgrade work, with appropriate Traffic Control Plans to be prepared by the road works contractor. Council approval will be sought prior to any road closure.

4.2 Stage Two - operational quarry traffic management

The operational quarry traffic stage encompasses the dispatch of clay and shale quarry products to local brick works. It also encompasses the delivery and removal as required of quarry related plant and equipment.

4.2.1 Haulage routes and schedule

Quarry trucks have fixed origins, destinations and transport routes with trucks predominately traveling between the quarry and the following locations:

- PGH Bricks Cecil Rd, Cecil Park;
- PGH Bricks Townson Road, Schofields; and
- Mulgoa Quarries 44 Tyrone Place Erskine Park.

All of the above locations are accessed via Elizabeth Road, east of the Elizabeth Drive/Adams Road intersection with all heavy vehicles travelling to and from the quarry via Elizabeth Drive east of the Elizabeth Drive/Adams Road intersection.

As outlined in Section 2.3, all quarry related vehicles are restricted to left-in, right-out movements at the Elizabeth Drive/Adams Road intersection and quarry related heavy vehicles are restricted from travelling on Adams Road south of the site access

All dispatch of quarry product will occur during the hours 7.00 am – 6.00 pm Monday to Friday. Haulage vehicles will not arrive at the quarry prior to 7.00 am.

Arrival of haulage vehicles and dispatch of quarry product is scheduled to ensure a low frequency regular trucking schedule with a maximum of 10 heavy vehicle movements scheduled per hour.

Plant and equipment will generally be transported to site from the quarry contractors' other operations. Oversize over mass (OSOM) permits will not be required as plant will be transported within curfew times and via approved heavy transport routes. An overview of designated haulage routes is shown in Figure 4.1.

4.2.2 Alternative routes

Consideration of alternative haulage routes, in the event of road closures, incidents or unforeseen events are addressed on an as occurs basis. Site truck drivers are instructed to use the arterial road network as much as possible and only use local roads where there is no alternative to reach to their destination.

If required, alternative haulage route notices are issued by Luddenham Operations to affected cartage-transport drivers.

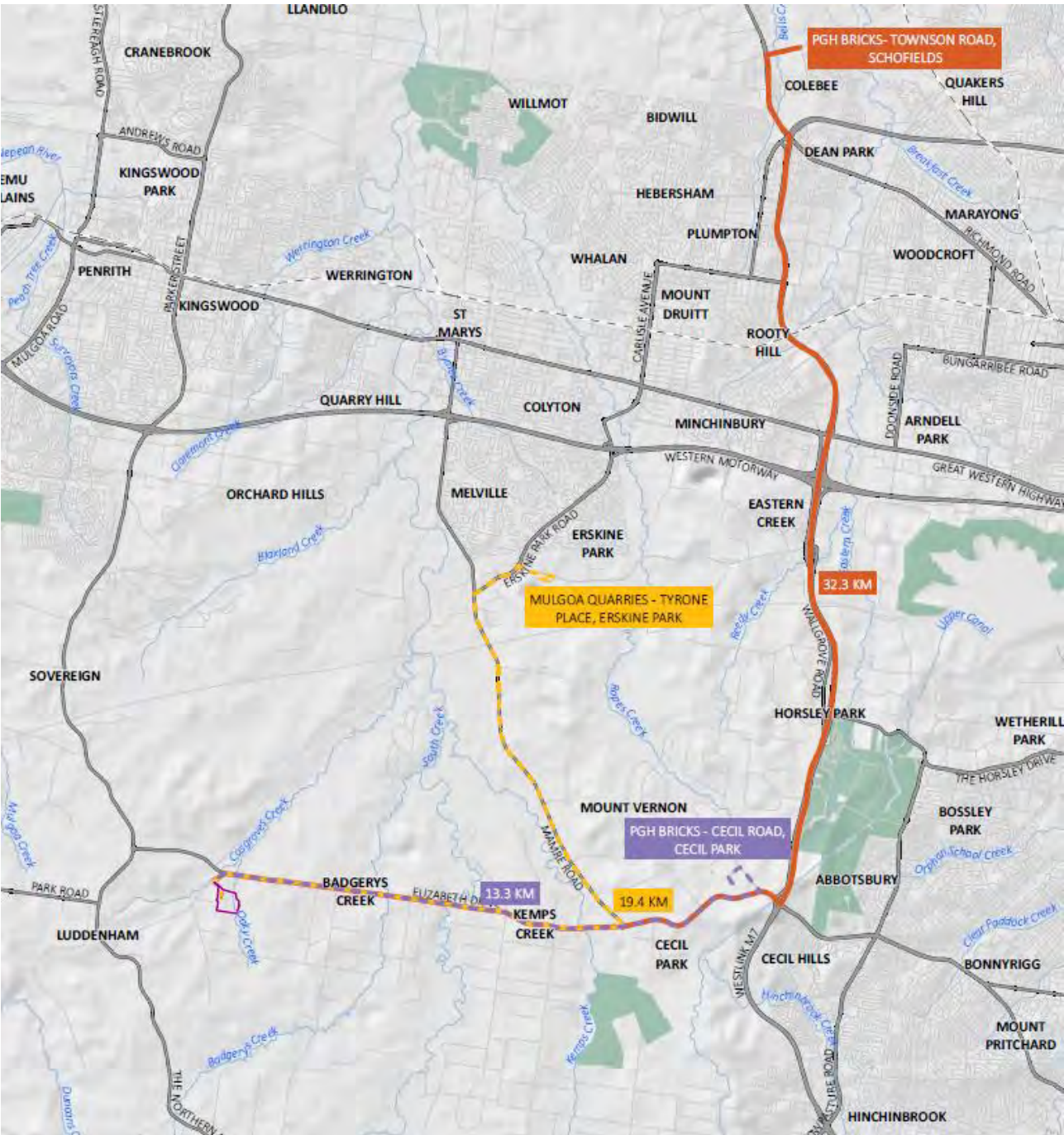
4.2.3 Quarry heavy vehicles

Quarry heavy vehicles hauling quarry product for Luddenham Operations will be limited to up to 19 m-in-length and are to display a sign in the windscreen to identify the heavy vehicle as being associated with Luddenham Operations.

4.2.4 Monitoring and reporting

Accurate records of all dispatch of quarry product are recorded including time of dispatch from the site and time of arrival at destination. Product is currently weighed on arrival at the brickworks and reported to Luddenham Operations. In addition, all haulage vehicles have in built scales to ensure they are carrying legal loads. A summary of truck movements and product dispatch is included in the annual review.

Figure 4.1 Heavy vehicle destinations and routes



5 Driver code of conduct

5.1 Purpose of the code

The Driver Code of Conduct (Code) outlines procedures to ensure that truck drivers adhere to the designated transport routes and that truck drivers implement safe driving practices.

Luddenham Operations ensure that all transport contractors are aware of the Code and that they drive responsibly and adhere to the code. All drivers are trained in the requirements of the Code and audits of the compliance with the Code are regularly conducted. All drivers reported or found to be acting in a manner contrary to the Code are subject to disciplinary action.

5.2 General requirements

Heavy vehicle drivers accessing the site must:

- abide by the conditions of consent;
- undertake a site induction carried out by an approved member of the quarry staff or suitably qualified person under the direction of Luddenham Operations. The site induction will outline:
 - the maximum daily traffic movements approved by the consent;
 - quarry related vehicles are restricted to left-in, right-out movements at the Elizabeth Drive/Adams Road intersection;
 - quarry related heavy vehicles are restricted from travelling on Adams Road south of the site access; and
 - scheduling of arrivals and departures to ensure a regular trucking schedule throughout the day (ie no more than 10 movements per hour).
- hold a valid driver's licence for the class of vehicle they are driving;
- operate the vehicle in a safe manner within and external to the site;
- adhere to designated transport routes;
- not overtake each other on the haulage route, as far as practicable, and maintain appropriate distances between vehicles;
- not park on street, verges, or footpaths in the vicinity of the site or when accessing the site; and
- comply with all directions of authorised site personnel when within the site.

5.3 Heavy vehicle speed

A speed limit of 20 km/h is applied within the site for all vehicles with the exception of the sealed internal access road which has a speed limit of 40 km/h.

Drivers are to observe the posted speed limits on all public roads with speed adjusted appropriately to suit the road environment and prevailing weather conditions to comply with Australian road rules. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.

Heavy vehicle operators and drivers are subject to the Heavy Vehicle National Law and Regulations. TfNSW also has a heavy vehicle rating system which centralises all road offences so repeat driver and operator offences can be identified (<https://roads-waterways.transport.nsw.gov.au/roads/demerits-offences/heavy-vehicle-offences.html>)

5.4 Driver fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. The National Heavy Vehicle Accreditation Scheme allows heavy vehicle operators the choice of operating under three fatigue management schemes: Standard Hours of Operation; Basic Fatigue Management (BFM); and Advanced Fatigue Management (AFM). All heavy vehicle drivers operating at the site must be aware of their adopted fatigue management scheme and operate within its requirements.

Fatigue includes (but is not limited to) the following:

- feeling sleepy;
- feeling physically or mentally tired, weary or drowsy;
- feeling exhausted or lacking energy; and
- behaving in a way consistent with any of the above.

5.5 Heavy vehicle control

In order to minimise the impact of noise from truck transport, the following controls will apply to truck operators:

- compression brakes not to be used in the vicinity of residential areas;
- tailgates must be locked and secured to avoid noise or spillage;
- always observe the posted speed on site and the local road network;
- no tailgating is permitted – a 3 second gap is to be observed at all times;
- equipment to be used must be fit for the purpose; and
- drivers to obey the operating hours outlined in Section 2.2.

5.6 Load covering

Loose material on the road surface has the potential to cause road crashes and vehicle damage. All loaded vehicles leaving the quarry must be covered prior to leaving the site and remain covered as required under NSW law for the duration of the trip. The load cover may be removed upon arrival at the delivery site. All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site and again after unloading.

Drivers must ensure that the tailgate is locked before leaving the site. Luddenham Operations is to monitor for presence of loose material on the side of the vehicle route from facility operations and take appropriate action (removal or suppression of loose materials) regularly.

5.7 Cleanliness

All loaded vehicles are to be inspected prior to leaving the site for cleanliness. Any materials that could fall on the road should be removed prior to leaving the site. All outgoing vehicles will traverse through a wheel wash to avoid tracking of soil off site.

5.8 Breakdown and incidents

In the case of a breakdown the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to Luddenham Operations and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.

6 Complaints management

During operating hours, a telephone complaints line will be available for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by vehicle or mobile plant connected with the operation. The telephone number will be made available on the Luddenham Operations website.

A complaints register will be made publicly available on the Luddenham Operations website, updated monthly.

A record must be kept of any complaints made to any employee or contractor in relation to activities conducted at the site. The record of complaint must be kept for at least four years after the date of the complaint, and include the following details:

- date and time of the complaint;
- method by which the complaint was made;
- any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note of that effect;
- nature of the complaint;
- action taken in relation to the complaint, including any follow-up contact with the complainant; and
- if no action was undertaken in relation to the complaint, the reasons why no action was taken.

7 Incidents

Any incident that occurs within the site boundary or is associated with Luddenham Quarry's operations must be reported by the employee or contractor who has been associated with or witnessed the incident to the Site Supervisor. An incident is defined by development consent DA 315-7-2003 as a set of circumstances that:

- causes, or threatens to cause, material harm to the environment; and/or
- breaches or exceeds the limits or performance measures/criteria in the development consent.

DPIE is required to be notified as soon as practicable following an incident. Where an incident results in a non-compliance with development consent DA 315-7-2003, DPIE and any relevant agencies are required to be notified with the following information within seven days:

- the non-compliance;
- the reasons for the non-compliance (if known); and
- what actions have been taken, or will be taken, to address the non-compliance.

In accordance with the requirements of the Environment Protection Licence and *Protection of the Environment Operations Act 1997* (POEO Act), any employee or contractor must notify the NSW Environment Protection Authority (EPA) and any relevant agencies of incidents causing or threatening material harm to the environment immediately after the person becomes aware of the incident. Notifications must be made by telephoning the Environmental Line service on 131 555. Written details of the notification to the EPA must be provided within seven days of the incident.

8 Reporting and access to information

8.1 Annual review

Luddenham Quarry prepares an annual review that reviews the performance of operations against the requirements of consent and the quarry's respective management plans and provides an overview of environmental management actions taken. The annual review typically includes the following elements specific to traffic management:

- any amendments to statutory approvals;
- total product haulage during the reporting period;
- summary of heavy vehicle movements;
- a summary of complaints or incidents relating haulage of quarry product or movement of quarry plant over the reporting period;
- any non-compliance recorded during the reporting period and the actions taken to ensure compliance;
- identification of any discrepancies between the predicted and actual impacts of operations and an analysis of the potential cause of any significant discrepancies; and
- a summary of management actions to be implemented over the next year to improve the environmental performance of the site.

8.2 Access to information

For the duration of the development Luddenham Operations will ensure the website keeps up-to-date information on the following:

- Environmental assessment reports;
- current statutory approvals for the development;
- approved strategies, plans and programs required under the conditions of the consent;
- a complaints register, which is to be updated monthly;
- the annual reviews of the development (from the recommencement of quarrying under MOD 5);
- any independent environmental audit of the development, and response to the recommendations in any audit; and
- any other matter required by the Secretary.

9 Review

This RTP, including traffic management plan and driver code of conduct, will be reviewed, and if necessary revised to the satisfaction of the Secretary within 3 months of a modification to DA 315-7-2004 or following the submission of an:

- annual review:
- incident report; or
- audit report

Revisions to this RTP will be distributed to the relevant internal and external stakeholders.

References

EMM Consulting. 2021. "Luddenham Advanced Resource Recovery Centre Addendum Traffic Impact Assessment."

EMM Consulting. 2020. "Luddenham Quarry Modification Report DA 315-7-2003 MOD5."

EMM Consulting. 2020. "Luddenham Quarry Scoping Report MOD5."

EMM Consulting. 2020. "Luddenham Quarry Traffic Impact Assessment DA 315-7-2003 MOD5."

NSW TfNSW Heavy Vehicle offences website visited 8 June 2021

<https://roads-waterways.transport.nsw.gov.au/roads/demerits-offences/heavy-vehicle-offences.html>

Attachment A

Consultation

Janet Krick

From: Charles Wiafe <WiafeC@liverpool.nsw.gov.au>
Sent: Sunday, 18 July 2021 10:59 PM
To: Janet Krick
Cc: Christopher Jattan; Stella Qu
Subject: RE: Luddenham Quarry - Road Transport Protocol

Follow Up Flag: FollowUp
Flag Status: Completed

CAUTION: This email originated outside of the Organisation.

Hi Janet,

Council has reviewed the Road Transport Protocol report (RTPR) prepared for Luddenham Quarry and requests that the following information/comments are to be addressed and included in the report:

1. A haulage route map which shows travel routes from the origins to the subject site in a wide road network;
2. Parking provision and designated area for construction work;
3. Timeframe for the planned construction and operation activities, including the required Adams Road improvement works;
4. A notice with contact phone number and email details for community to make contacts regarding work activities, and installed at the site, during construction.
5. Access Arrangement - The report indicates that vehicle movements to the subject site would be restricted to left in/right out only at the Elizabeth Drive/Adams Road intersection.

Elizabeth Drive is being used by significant construction vehicles, due to major construction works in the local area including the Western Sydney Airport and other major transport projects, such as The Northern Road upgrade, the M12 Motorway and Sydney Metro – WSA.

With the expected increasing traffic movements along Elizabeth Drive close to its intersection with Adams Road, right turn movements out of Adams Road to Elizabeth Drive would experience delays which could result in right turn crashes at the intersection.

Hence, consideration is to be given to restrict traffic movements at the intersection to left in/left out only, subject to Transport for NSW (TfNSW) approval.

6. Construction Traffic Management Plan - The CTMP is to include a requirement for Road Occupancy Permit and Road opening approval issued by Council or Road Occupancy License issued by the Transport Management Centre to be obtained before road works on the adjoining public roads. Works within the road reserve shall not commence until the construction traffic management plan has been endorsed.

The road occupancy application is to include a traffic control plan to minimise construction impacts. The Traffic Control Plan is to be prepared in accordance with AS1742.3 "Traffic Control Devices for Works on Roads" and the Roads and Maritime Services publication "Traffic Control at Worksites" and certified by an appropriately accredited Roads and TfNSW Traffic Controller and submitted to Council and the PCA for approval. Application forms for Road Occupancy Permit and Road opening approval are available on Council's website or can be requested from Council's Customer Services.

Should you require clarification, please contact us again.

Regards

Charles

Charles Wiafe

Service Manager Transport Management

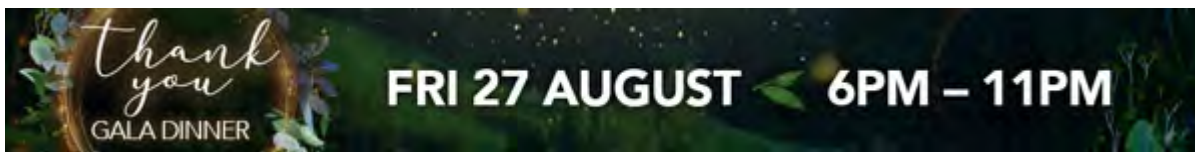


02 8711 7452 | 0417 175 763 | WiafeC@liverpool.nsw.gov.au

Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia



www.liverpool.nsw.gov.au



This email (including any attachments) may contain confidential and/or legally privileged information. If you are not the intended recipient please delete this email and notify us by telephone. Any privilege is not waived and the storage, use or reproduction is prohibited.

From: Janet Krick <jkrick@emmconsulting.com.au>

Sent: Wednesday, June 30, 2021 8:47 AM

To: Stella Qu <QuS@liverpool.nsw.gov.au>; Charles Wiafe <WiafeC@liverpool.nsw.gov.au>

Cc: Phil Towler <ptowler@emmconsulting.com.au>

Subject: Luddenham Quarry - Road Transport Protocol

Good morning Stella and Charles,

As you may be aware, Modification 5 (MOD 5) of DA 315-7-2003 to allow for the reactivation of quarrying at Luddenham Quarry was approved on 24 May 2021.

As part of the revised conditions of consent (CoC), Luddenham Operations Pty Ltd (Luddenham Operations), a joint venture between Coombes Property Group and KLF Recycling must prepare updated management plans prior to the recommencement of quarrying operations. The CoC require the preparation of a Road Transport Protocol in consultation for Transport for NSW (TfNSW) and Council.

Accordingly please find the draft Road Transport Protocol attached for your review and comment.

Please note that the protocol addresses operational traffic management for the quarry as per the consent requirements. A separate construction traffic management plan will be prepared and submitted to Council as part of the Section 138 approval to carry out pavement upgrades on Adams Road required prior to the recommencement of quarrying.

Any comments would be appreciated by 14 July 2021. Please do not hesitate to give me a call with any questions/comments you may have.

Many thanks in advance

Janet Krick

Associate Environmental Planner



T 02 4907 4800
M 0456 664 212
D 02 4907 4811
 Connect with us

NEWCASTLE | Level 3, 175 Scott Street, Newcastle NSW 2300

Please note my working days are Monday to Thursday

Please consider the environment before printing my email.

This email and any files transmitted with it are confidential and are only to be read or used by the intended recipient as it may contain confidential information. Confidentiality or privilege is not waived or lost by erroneous transmission. If you have received this email in error, or are not the intended recipient, please notify the sender immediately and delete this email from your computer. You must not disclose, distribute, copy or use the information herein if you are not the intended recipient.

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

Janet Krick

From: Felix Liu <Felix.Liu@transport.nsw.gov.au>
Sent: Tuesday, 13 July 2021 10:02 AM
To: Janet Krick
Cc: Phil Towler; Abdullah Uddin
Subject: 20210713 - TfNSW response - Luddenham Quarry - Road Transport Protocol - SYD09/00807/14

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated outside of the Organisation.

Hi Janet,

Thank you for sending the Road Transport Protocol and the signage and linemarking plan to TfNSW for review.

TfNSW has reviewed the information and raises no further comments. However, it should be noted that the signage and linemarking plan should form part of the requested Road Transport Protocol / Operation Traffic Management Plan (OTMP) to be submitted to TfNSW for review and approval. The documents should be submitted to development.sco@transport.nsw.gov.au.

I hope this has been of assistance.

Kind regards

Felix Liu

Land Use Planner
Sydney Roads
Greater Sydney
Transport for NSW

Tel: 02 8849 2113
Level 5/27 Argyle Street Parramatta NSW 2150



Use public transport... plan your trip at transportnsw.info

I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

From: Janet Krick [mailto:jkrick@emmconsulting.com.au]
Sent: Wednesday, 30 June 2021 8:43 AM
To: Felix Liu <Felix.Liu@transport.nsw.gov.au>
Cc: Phil Towler <ptowler@emmconsulting.com.au>
Subject: Luddenham Quarry - Road Transport Protocol

Good morning Felix,

As you may be aware, Modification 5 (MOD 5) of DA 315-7-2003 to allow for the reactivation of quarrying at Luddenham Quarry was approved on 24 May 2021.

As part of the revised conditions of consent (CoC), Luddenham Operations Pty Ltd (Luddenham Operations), a joint venture between Coombes Property Group and KLF Recycling must prepare updated management plans prior to the commencement of quarrying operations. The CoC require the preparation of a Road Transport Protocol in consultation for Transport for NSW (TfNSW) and Council.

Accordingly please find the draft Road Transport Protocol attached for your review and comment.

Please note that the protocol addresses operational traffic management for the quarry as per the consent requirements. A separate construction traffic management plan will be prepared as part of the Section 138 approval to carry out pavement upgrades on Adams Road required prior to the recommencement of quarrying.

Any comments would be appreciated by 14 July 2021. Please do not hesitate to give me a call with any questions/comments you may have.

Many thanks in advance

Janet Krick

Associate Environmental Planner



T 02 4907 4800
M 0456 664 212
D 02 4907 4811
 Connect with us

NEWCASTLE | Level 3, 175 Scott Street, Newcastle NSW 2300

Please note my working days are Monday to Thursday

Please consider the environment before printing my email.

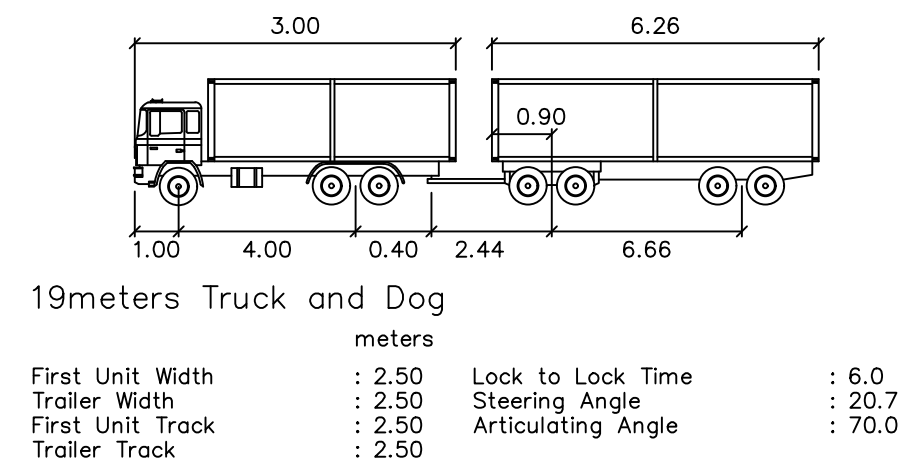
This email and any files transmitted with it are confidential and are only to be read or used by the intended recipient as it may contain confidential information. Confidentiality or privilege is not waived or lost by erroneous transmission. If you have received this email in error, or are not the intended recipient, please notify the sender immediately and delete this email from your computer. You must not disclose, distribute, copy or use the information herein if you are not the intended recipient.

This email is intended only for the addressee and may contain confidential information. If you receive this email in error please delete it and any attachments and notify the sender immediately by reply email. Transport for NSW takes all care to ensure that attachments are free from viruses or other defects. Transport for NSW assume no liability for any loss, damage or other consequences which may arise from opening or using an attachment.

 **Consider the environment. Please don't print this e-mail unless really necessary.**

Attachment B

Signage and line marking plan



LEGEND

CIVIL WORKS

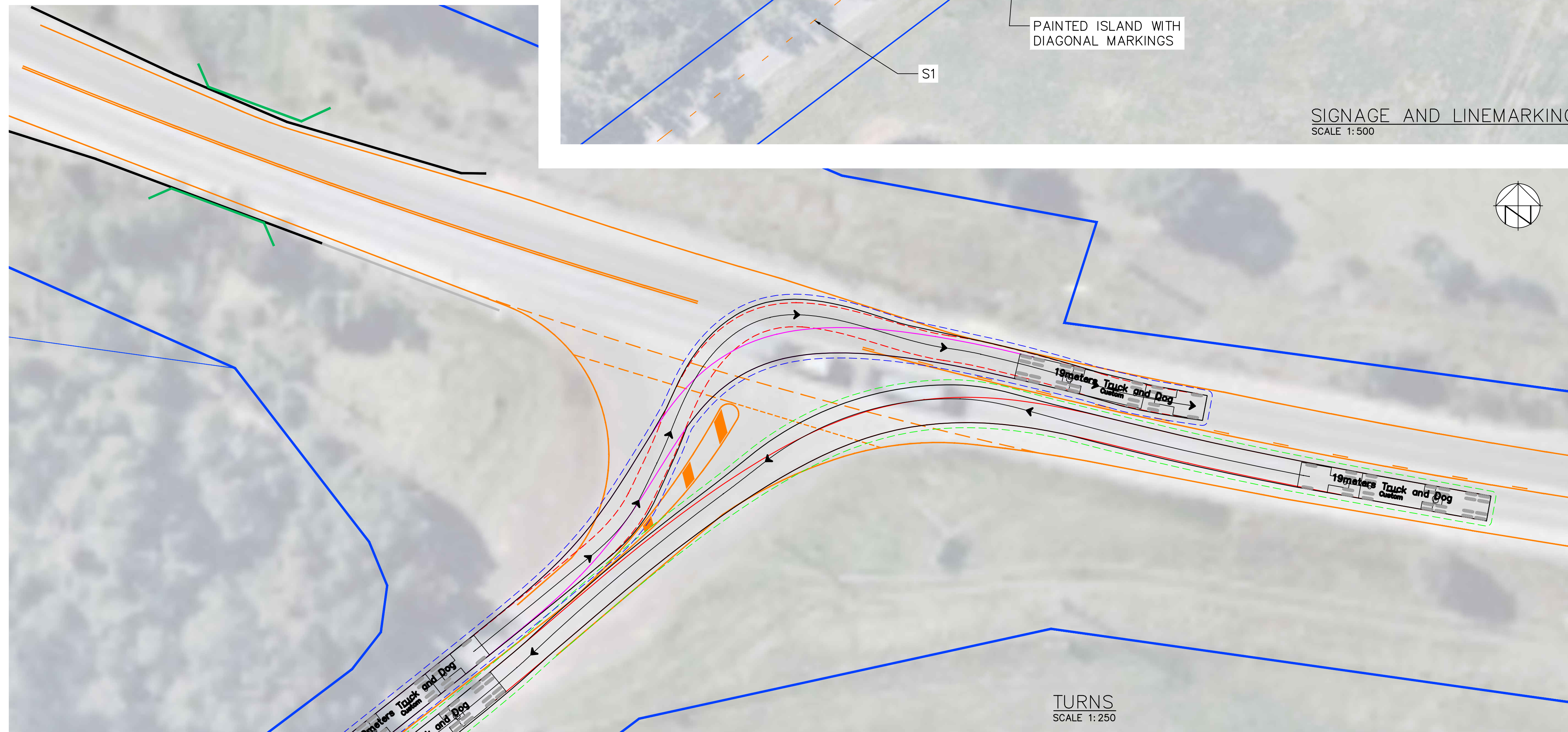
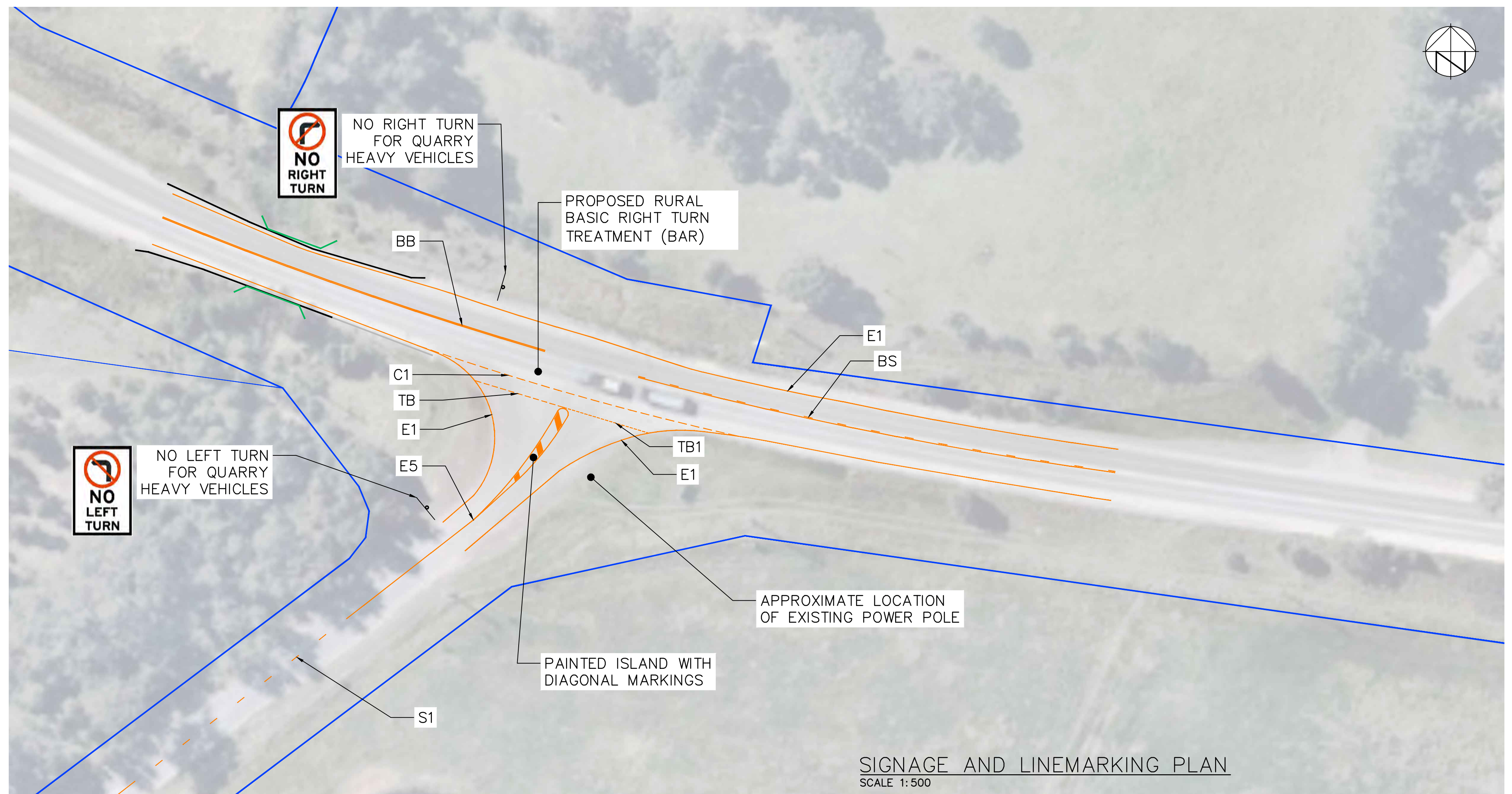
- EXISTING BOUNDARY BASED ON EXISTING ILP
- LINEMARKING LEFT EDGE LINE (E1)
- LINEMARKING DOUBLE BARRIER LINE (BB)
- - - LINEMARKING GIVE WAY LINE (TB)
- - - LINEMARKING GIVE WAY LINE (TB1)
- LINEMARKING BARRIER RESTRICTED OVERTAKING LINE (BS)
- - - LINEMARKING DIVIDING LINE (S1)
- LINEMARKING PAINTED MEDIAN (E5)
- - - LINEMARKING CONTINUITY LINE (C1)

VEHICLE

LEGEND

TURNING PATHS (19m TRUCK & DOG)

- - - BODY CLEARANCE 0.5M
- TRUCK DIRECTION
- - - FRONT TIRES
- - - REAR TIRES

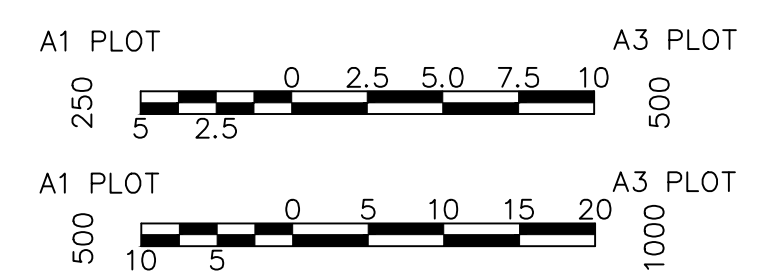


SK01

DESCRIPTION:
DATE: 01.07.2021

ADAMS RD AND ELIZABETH DR
INTERSECTION IMPROVEMENT:
SIGNAGE AND LINEMARKING PLAN

PROJECT: 275 ADAMS ROAD, LUDDENHAM
PROJECT NUMBER: 7472



INDESCO
CANBERRA | SYDNEY | WOLLONGONG
www.indesco.com.au



