



TITLE: TRAFFIC MANAGEMENT PLAN

Badgerys Creek Brick Quarry and Brick Making Project
235 Martin Road, Badgerys Creek, NSW, 2171

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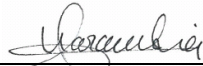
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Document Preparation and Control	Document Review
Monique Elbarbary	Nelma Arancibia
Document Approval	Signature
Nelma Arancibia	

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GLOSSARY AND ABBREVIATIONS

CoA	Conditions of Approval for MP10_0014
CoR	Chain of Responsibility
CSR	CSR Limited
CTMP	Construction Traffic Management Plan
DPE	Department of Planning & Environment (NSW)
EMS	Environmental Management Strategy
ENM	Excavated Natural Material
EP&A Act	Environmental Planning and Assessment Act 1979
Fill	Virgin Excavated Natural Material and Excavated Natural Material
LGA	Local Government Area
LoS	Level of Service
Mod	Modification
MP	Major Project
NSW	The State of New South Wales
NWP Act	National Parks and Wildlife Act 1974
RMS	NSW Roads & Maritime Services
RTS	Response to Submissions
Secretary, the	Planning Secretary under the EP&A Act, or nominee
TfNSW	Transport for New South Wales
TMP	Traffic Management Plan
VENM	Virgin Excavated Natural Material
WMS	Work method statements
WSA	Western Sydney Airport

1 INTRODUCTION

1.1 Context

This Traffic Management Plan (TMP or Plan) forms part of the Environmental Management Strategy (EMS) for the CSR Building Products Limited (CSR) site at Badgerys Creek (Figure 1). The site was formerly owned and operated by Boral Company however was acquired by PGH Bricks and Pavers (a subsidiary of CSR) in 2016. The site comprises of a previous mothballed brick manufacturing building which has now been demolished and exhausted quarry pits which have been filled with water over time.

This plan has been prepared following The Department of Planning and Environment's (DPE) determination of Badgerys Creek Quarry and Brick Making Project (MP10_0014) on 27/09/2011 and more recently modification 5 on 19/01/2022.

A brief description of each modification is shown below;

- | | | |
|-------|---|--|
| Mod 1 | - | Mothballed the site and allowed minor maintenance requirement |
| Mod 2 | - | It allowed for raw material exportation and building products storage (this modification has not been enacted) |
| Mod 3 | - | Construct a new brick manufacturing plant incorporating new equipment and a new pit (Pit No. 3). |
| Mod 4 | - | Rehabilitation of the site including dewatering of old pits and import of VENM to fill the pits. |
| Mod 5 | - | Importation of excavated natural material |

This TMP has been prepared to address the requirements of the Conditions of Consent (CoC), the Statement of Commitments (SoC) and applicable legislation to the extent that they apply to *Phase 1* of the Development. This Plan supersedes all other TMPs written to comply with this Consent.

1.2 Background

The Badgerys Creek Site is located at 235 Martin Road, Badgerys Creek, 41 kilometres to the southwest of Sydney, within the Liverpool City Council Local Government Area (LGA). Primary access to the site is provided through Martin Road at the north-eastern corner of the site. This vehicle access currently terminates at the northern site boundary, although the road reservation continues through the site. Features of the existing site are shown on Appendix B.

The Site as shown in the abovementioned appendix, is a consolidation of lots which occupies an irregular shaped area of 200ha located to the south of Elizabeth Drive. The site is bound to the east by South Creek and to the west by Badgerys Creek while the large Inghams Enterprise site adjoins to the south and Australian Native Landscapes and rural residential properties adjoin to the north. The old brickmaking facility is located towards the centre of the site surrounded by excavated pits (a number of which are filled with water) and stockpiles.



LEGEND



SITE

FIG1

2 PURPOSE AND OBJECTIVES

2.1 Purpose

The purpose of this TMP is to outline the measures CSR will implement to ensure compliance with the traffic operating conditions of the CoC and to manage traffic to and from the site throughout the operational lifetime of the facility.

The development consent incorporates numerous requirements and restrictions in relation to road access and traffic movements (e.g. maximum permitted truck movements) and in particular Schedule 3 Condition 28 requires the preparation of a Traffic Management Plan (TMP) as follows:

“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 TfNSW, WSA and Council;*
- (b) be submitted to the Secretary for approval prior to commencing Phase 1 operations, unless otherwise agreed by the Secretary;*
- (c) describe the processes in place to control the arrival and dispatch of trucks;*
- (d) include a Drivers’ Code of Conduct that details the safe and quiet driving practices that must be used by drivers travelling to and from the site;*
- (e) describe the measures to be put in place to ensure compliance with the Drivers’ Code of Conduct;*
- (f) propose measures to minimise the transmission of dust and tracking of material onto the surface of the public road from vehicles leaving the quarry; and*
- (g) describe the measures to manage construction and cumulative traffic impacts on the surrounding road network;*
- (h) be updated as necessary to reflect the operational phases and truck movement limits specified in condition 12 of Schedule 2 and prior to the commencement of any construction works for the upgrade of the Martin Road – Elizabeth Drive Intersection or the Eastern Airport Ring Road.*

The Applicant must implement the Traffic Management Plan as approved by the Secretary.”

2.2 Objectives

The key objective of the TMP is to manage and minimise potential traffic and transport impacts on local road users and the community.

To achieve this objective, CSR will address the following issues;

- Personnel operating trucks and vehicles to and from the Development would be required to undertake a site-specific health and safety induction, specifying operating hours and vehicle speed limits on Martin Road.
- A heavy vehicle protocol would be developed for the Development and distributed to relevant staff and contractors during induction procedures. The protocol would deal with such issues as timing of vehicle movements, idling of vehicles, speed limits and parking.



- Unnecessary vehicle movements would be minimised where possible.
- Deliveries would be scheduled on larger capacity “Truck and Trailer” vehicles rather than “Truck Only” vehicles where possible to minimise truck moment
- A construction traffic management plan will be prepared and implements to manage impacts on the road networks, including the intersection, from construction vehicles
- Traffic signals and road upgrades will be constructed at the Martin Road-Elizabeth Drive intersection prior to increasing heavy vehicle movements from the development above the approved heavy vehicle numbers
- CSR will contribute to the upgrade and ongoing maintenance of martin Road in accordance with the deed of agreement with LCC.

2.3 Targets

The following targets have been established for the management of traffic during the operational lifetime of the facility:

- Ensure full compliance with the relevant legislative requirements and CoC;
- Minimise traffic disruptions; and
- No traffic or transportation incidents

2.4 Proposed Development

The proposed development under Modifications 5 are shown as well as the processes through the four envisaged development phases are provided on the diagrams in Appendix A as follows:

Phase 1	-	2021 to 2027
Phase 2	-	2027 to 2031
Phase 3	-	2031 to 2034
Phase 4	-	2034 onwards

This Traffic Management Plan applies to Phase 1 of the Project and includes;

- Construction Activities
- Dewatering of pits 1, 2 and 3; and
- Quarrying activities in Pit 3
- Fill import for quarry rehabilitation activities and preferential backfilling of Pits 1, 2 and 3

Hereafter, Phase 1 is referred to as ‘the Project’. The Project layout including the location of pits to be dewatered and shown on Appendix A.

3 ENVIRONMENTAL REQUIREMENTS

The principal controls and constraints specified in the Consent in relation to traffic are detailed in the following:

Table 1: Limits on extraction, production, receipt and dispatch volumes per calendar year

Activity	Development Phase	Total Volume (tonnes per calendar year)
Extraction from Pit 3	Phase 1 and 2	420,000
Receive raw materials for brickmaking	Phase 1 and 2	215,000
	Phase 3 onwards	360,000
Dispatch raw materials	Phase 1,2 and 3	275,000
Brick production	All Phases	300,000
Dispatch finished building products	All Phases	330,000

Note: The Total Volume limits in Table 1 do not apply to the import of Fill for the purpose of backfilling voids. The import of Fill is separately managed under the restrictions on truck movements contained in Condition 12 of this Schedule.

Table 2: Total Truck Movements

Transport Route Stage	Development Phases	Day	Total truck movements ^a
Prior to the upgrade of the Martin Road-Elizabeth Drive Intersection	1,2 and 3	Monday to Friday	120
		Saturday	40
		Sundays	40
Following completion of the Martin Road-Elizabeth Drive Intersection upgrade	1,2 and 3	Monday to Friday	800
		Saturday	358
		Sundays	200
	4	Monday to Friday	366
		Saturday	98
		Sunday	0

Note: each truck entering or exiting the site is counted as a separate movement

Schedule 2, Condition 12A:

Truck movements entering or exiting the site on Sundays are restricted to the importation of fill for the purpose of backfilling quarry pits and rehabilitation activities.

Note: Truck movements are also controlled further by the limited in Condition 10 of this Schedule and operating hours in Condition 1 of Schedule 3.

Schedule 3, Condition 1A:

With the written agreement of the Secretary, the Applicant may undertake limited campaign trucking (within the limits imposed under conditions 10 and 12 of Schedule 2) for the import of fill outside of the operating hours prescribed in condition 1 of this Schedule.

Table 3: Operating Hours

<i>Activity</i>	<i>Permissible Hours</i>
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
Brickmaking Activities	24 hours per day, 7 days per week
Truck arrival and dispatch (raw materials only)	6.00 am to 10.00 pm Monday to Friday
	6.00 am to 6.00 pm Saturday
	At no time on Sundays or public holidays
Truck arrival and dispatch (finished building products only)	5.00 am to 10.00 pm Monday to Friday
	6.00 am to 6.00 pm Saturday
	At no time on Sundays or public holidays
Truck arrival and dispatch (Fill import only)	7.00 am to 6.00 pm Monday to Saturday
	9.00 am to 6.00 pm Sunday
	At no time on public holidays
Cash sales	6.00 am to 6.00 pm Monday to Saturday
	At no time on Sundays or public holidays
Sales selection/Customer Display Centre	8.00 am to 5.00 pm Monday to Sunday
Maintenance	At any time, provided that these activities are not audible at any privately-owned residence outside of permissible hours for quarrying operations

3.1 Interface with Environmental Strategy

In operational terms, the TMP aims to minimise traffic impacts from the Project at nearby sensitive receivers. In this way, the Traffic Management Plan (TMP) supports the Environmental Management Strategy (EMS) of Badgerys Creek Quarry and Brick Making Project by helping minimise harm to the environment.

3.2 Strategic framework for Environmental Management

In addition to meeting the specific performance measures and criteria established under the CoC, CSR will endeavour to implement all reasonable and feasible measures to prevent, and if prevention is not reasonable and feasible, minimise, any material harm to the environment that may result from the construction or operation of the project, and any rehabilitation required under the approval.

3.3 Minister’s Conditions of Consent

The conditions of consent relevant to this TMP are listed in Table 4.

Schedule	Condition Number	Condition of Project Approval	Location of where addressed in TMP																											
2	12	<p>The Applicant must not exceed the total truck movements detailed in Table 2.</p> <p><i>Table 2: Total Truck Movements</i></p> <table border="1"> <thead> <tr> <th>Transport Route Stage</th> <th>Development Phases</th> <th>Day</th> <th>Total truck movements^a</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Prior to the upgrade of the Martin Road-Elizabeth Drive Intersection</td> <td rowspan="3">1,2 and 3</td> <td>Monday to Friday</td> <td>120</td> </tr> <tr> <td>Saturday</td> <td>40</td> </tr> <tr> <td>Sundays</td> <td>40</td> </tr> <tr> <td rowspan="6">Following completion of the Martin Road-Elizabeth Drive Intersection upgrade</td> <td rowspan="3">1,2 and 3</td> <td>Monday to Friday</td> <td>800</td> </tr> <tr> <td>Saturday</td> <td>358</td> </tr> <tr> <td>Sundays</td> <td>200</td> </tr> <tr> <td rowspan="3">4</td> <td>Monday to Friday</td> <td>366</td> </tr> <tr> <td>Saturday</td> <td>98</td> </tr> <tr> <td>Sunday</td> <td>0</td> </tr> </tbody> </table> <p>^a Note: each truck entering or exiting the site is counted as a separate movement.</p>	Transport Route Stage	Development Phases	Day	Total truck movements ^a	Prior to the upgrade of the Martin Road-Elizabeth Drive Intersection	1,2 and 3	Monday to Friday	120	Saturday	40	Sundays	40	Following completion of the Martin Road-Elizabeth Drive Intersection upgrade	1,2 and 3	Monday to Friday	800	Saturday	358	Sundays	200	4	Monday to Friday	366	Saturday	98	Sunday	0	Section 4.4
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	4	Monday to Friday	366																											
		Saturday	98																											
		Sunday	0																											
3	24	<p>Road Haulage</p> <p>Prior to commencing Phase 1, the Applicant must:</p> <ul style="list-style-type: none"> (a) erect signage on Elizabeth Drive advising of “trucks turning”; (b) install a wheel wash on the quarry access road and Fill haul road to prevent material being deposited on Martin Road; and (c) ensure the access driveway from Martin Road is capable of catering for all heavy vehicles associated with the development in accordance with AS2890.2, to the satisfaction of Council 	Section 4.21 Appendix D																											
3	25	<p>Road Upgrade and Maintenance Contribution</p> <p>Prior to the recommencement of quarrying operations, the Applicant must enter into a formal agreement with Council for:</p> <ul style="list-style-type: none"> (a) the repair of historical impacts of trucking from the development on Martin Road; and (b) annual road maintenance contributions to be paid to Council, based on the weight of all laden truck movements to and from the site, for the duration that Martin Road is vested in the Council as the roads authority. <p>The Applicant must provide evidence to the Secretary that the agreement has been executed and implemented to the satisfaction of Council.</p> <p>If there is any dispute between the Applicant and Council, then either of the parties may refer the matter to the Secretary for resolution.</p>	Section 4.3																											
3	25A	<p>Prior to increasing truck movement limits as specified in condition 12 of Schedule 2, the Applicant must complete an interim upgrade of the Martin Road and Elizabeth Drive Intersection. The final design of intersection must be to the satisfaction of the relevant roads authority/s and must:</p> <ul style="list-style-type: none"> (a) be designed and constructed in accordance with Austroads Guidelines, Australian Standards and any requirements of the relevant road authority/s; 	Section 4.1																											

Schedule	Condition Number	Condition of Project Approval	Location of where addressed in TMP
		(b) include, at a minimum, a three-phase signal operation including a right turn green light and pedestrian crossings on one Martin Road and one Elizabeth Drive approach; (c) be subject to a Works Authorisation Deed (WAD) with TfNSW; and (d) be funded by the Applicant, unless otherwise agreed with TfNSW.	
3	26	Monitoring of Product Transport The Applicant must keep accurate records of: (a) all truck movements to and from the site (including time of arrival and dispatch and nature of material transported); (b) the weight of all bricks, Fill and quarry products transported to and from the site; and (c) publish a summary of these records on its website every 6 months.	Section 4.4
3	27	Operating Conditions The Applicant must: (a) ensure that all laden trucks carrying quarry products, raw materials or Fill have their loads covered when arriving at or leaving the site; (b) ensure that all trucks are cleaned of material that may fall from vehicles, before leaving the site; (c) use its best endeavours to ensure that appropriate signage is displayed on trucks used to transport finished building materials, quarry products or raw materials to or from the development so they can be easily identified by road users; and (d) continue to engage with TfNSW regarding the detailed planning and design for the Eastern Airport Ring Road.	Section 4.3
3	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 TfNSW, WSA and Council; (b) be submitted to the Secretary for approval prior to commencing Phase 1 operations, unless otherwise agreed by the Secretary; (c) describe the processes in place to control the arrival and dispatch of trucks; (d) include a Drivers' Code of Conduct that details the safe and quiet driving practices that must be used by drivers travelling to and from the site; (e) describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct; and (f) propose measures to minimise the transmission of dust and tracking of material onto the surface of the public road from vehicles leaving the quarry; and (g) describe the measures to manage construction and cumulative traffic impacts on the surrounding road network; (h) be updated as necessary to reflect the operational phases and truck movement limits specified in condition 12 of Schedule 2 and prior to the commencement of any construction works for the upgrade of the Martin Road – Elizabeth Drive Intersection or the Eastern Airport Ring Road. The Applicant must implement the Traffic Management Plan as approved by the Secretary	Section 4.3 Section 5 Appendix E

4 TRANSPORTATION

4.1 Road Network

The entrance to the facility is via 235 Martin Road, Badgerys Creek. Vehicle access for the site is limited to Martin Road which currently terminates at the northern site boundary.

In the Ultimate scenario, the Martin Road/Elizabeth Drive intersection will be upgraded to accommodate at a minimum, a three-phase signal operation including a right turn green light and pedestrian crossings one on Martin Road and one on the Elizabeth Drive approach. This is further explained in Appendix C.

Presently, there is a traffic movement limitation imposed on the Development by condition 12 of Schedule 2 which only allows for 120 truck movements. These parameters are increased to 800 truck movements following the completion of the Martin Road-Elizabeth Drive intersection upgrade.

Table 5 Total Truck Movements

Transport Route Stage	Development Phases	Day	Total truck movements ^a
Prior to the upgrade of the Martin Road-Elizabeth Drive Intersection	1,2 and 3	Monday to Friday	120
		Saturday	40
		Sundays	40
Following completion of the Martin Road-Elizabeth Drive Intersection upgrade	1,2 and 3	Monday to Friday	800
		Saturday	358
		Sundays	200
	4	Monday to Friday	366
		Saturday	98
		Sunday	0

^a Note: each truck entering or exiting the site is counted as a separate movement.

4.2 Monitoring and Inspections During Construction

Vehicle access will be through the existing access point at the end of Martin Road at the northern site boundary. Inside the site there will be a control gate where incoming and outgoing truck movements will be recorded. This set up will record all truck movements to and from the site (including time of arrival and dispatch and nature of material transported). The weight of all bricks, Fill and quarry products transported to and from the site will also be recorded. This information will form the basis for the reporting for truck movement numbers as required by the Consent

The Site Manager will be responsible for managing and scheduling truck movements to ensure compliance with the consent provisions and for preparing the required reporting of truck movements, fill import including nature of material/product transported and time of arrival and departure. The Site Manager will also be responsible to ensure on a day-to-day basis that the truck movement numbers and the access time controls are complied with. The access points controllers will be responsible for ensuring loads are covered, wheels are washed clean, Driver Code of Conduct is complied with and that appropriate signage is displayed on trucks used to transport finished building materials, quarry products or raw materials to or from the development.



The Site Manager will also endeavour that as far as possible that “large capacity” trucks are utilised (e.g. “Truck & Dog”) in order to minimise the number of truck movements.

4.2.1 Truck Haulage Routes

Trucks approaching and departing the site will do so via Martin Road through the intersection at Elizabeth Drive. The plans provided in Appendix C show the truck movements through the Elizabeth Drive intersection after it has been upgraded as per the consent. The great majority of truck movements will be to/from the east on Elizabeth Drive as indicated on the haulage diagram in Appendix D.

4.3 Monitoring and Inspections During Operation

A monitoring system has been developed which allows monitoring of all relevant trucks arriving and departing the Development to ensure that consented traffic allowances are not exceeded in compliance with the transportation limits stipulated in CoC Schedule 2, Condition 12. The weight of all bricks, fill and quarry products transported to and from the site will also be recorded and these records will be published on the Project’s website at www.pghbricks.com.au/-nsw-environmental-reporting every 6 months.

Controls prevent trucks entering the site for delivery or loading after the daily count is reached. Once the daily count on the heavy vehicles is reached, trucks will be turned away in the safest manner, with regard to not creating further congestion or truck movements. Trucks will not be able to stay on site (outside site’s capacity to hold trucks) or Council’s road reserve area and will need to return the next day.

Recorded weight information will be utilised to quantify the road maintenance contribution to be paid to Liverpool City Council, as described in Schedule 3, Section 25. A copy of the Deed of Agreement of Martin Road Upgrade, Badgerys Creek Upfront Capital Contribution and Ongoing Maintenance Contribution Infrastructure Agreement is currently with LCC for execution. As the condition states, no quarrying activities will commence until this agreement has been executed.

4.4 Truck Details

The maximum size of a truck entering and exiting the site will be heavy vehicles in accordance with the Austroad Class 3-12) B-doubles (25m long). This TMP addresses works under Phase 1 only of the consent, under this phase the maximum number of trucks entering and exiting the site will be;

Prior to upgrading Martin Road/Elizabeth Drive upgrade:

- 120 movements Monday to Friday
- 40 movements Saturday and Sunday

- Following completion of Martin Road/Elizabeth Drive upgrade:
 - 800 movements Monday to Friday
 - 358 movements Saturday
 - 200 movements Sunday

5. CONSULTATION

As outlined in Schedule 3 Condition 28 of the Consent, this plan must be prepared in consultation with Transport for NSW (TfNSW), Western Sydney Airport (WSA) and Council.

Accordingly, the TMP prepared to address Phase 1a of this consent was originally provided to TfNSW (RMS), WSA and Liverpool City Council for their comment on 21st May 2021. The issues raised by the aforementioned Stakeholders and the responses provided by the Project are recorded below;

All issues raised have been addressed.

Further consultation was undertaken with LCC, TfNSW and WSA. The outcome of this is recorded in Appendix F.

5.1 TfNSW

Item	Description	CSR Response	TMP updated
1	The TMP should detail the truck haulage route to and from the construction site	Section 4 has been amended to address this query 'Truck Haulage Routes' and page 15 shows the haulage routes	Section 4
2	The TMP should detail the size and number of trucks used for operation	maximum truck sizes are B-doubles (25m long) and maximum truck numbers are to comply with consent up to a maximum of 200 truck movements a day, section 4 has been amended to include a section on truck details	Section 4
3	The Swept path analysis should be undertaken and demonstrates the largest size of vehicle is able to enter and existing the site in forward direction and negotiate the intersection of Elizabeth Drive and Martin Road without any encroachment.	The intersection upgrade has been designed to accommodate B double trucks (see Diagram A for turning path diagrams)	Diagram A included
4	Traffic Control Plans should be prepared in accordance with the TfNSW Traffic Control at works site Technical Manual, 2020.	Trucks will ingress and egress the site through the established access on Martin Road as they have for many years including semi-trailers delivering bricks. This will not be a "construction site" and there will be no changed or temporary road conditions at the Martin Road access. Therefore, there will be no need or requirement for Traffic Control Plans.	Appendix B updated

5.2 Western Sydney Airport

Item	Description	CSR Response	TMP updated
1	Page 10: Wheel washing and covering of loads is identified as being necessary "where appropriate". Could you clarify what is meant by "where appropriate".	We made the comment 'where appropriate' to reflect trucks not involved in the filling activity, i.e. deliveries, equipment drop off etc.	deleted "where appropriate"
2	Will the plan be updated as a result of upgrade works to the surrounding key linkages (Elizabeth Drive / Eastern Ring Road) ?	We envision to update the plan once we have certainty on fill routes, so once we have certainty of where fill be coming from we will update the plans and if roads are also upgraded at those times they will be reflected on our plan.	Section 9 updated

5.3 Liverpool City Council

Item	Description	CSR Response	TMP updated
1	Queuing area at least one truck space (i.e. 30 m) is to be provided along the site access road prior to any controlled or boom gates.	The site has an ungated site entry point with a 400m length driveway before you come across the gated entry point, there is plenty of space for truck queueing prior to the control entry point.	Site plan updated
2	A plan showing the proposed haulage routes to the subject site is to be included.	Section 4 updated to address this query	Section 4 added Diagrams included – Diagram B
3	Details and timing of the proposed Elizabeth Drive and Martin Road intersection upgrade are to be outlined	The project will work within the limitation noted in Schedule 2 Condition 12, CSR is currently working with Transport of NSW to have the intersection design approve	Not required
4	Temporary car parking area, particularly truck parking area, is to be identified and included.	Car parking and truck parking areas now shown on the site plan	Site plan updated

6 COMPLIANCE METHODS

6.1 Drivers Code of Conduct

The Principal Contractor’s Site Manager (or specified staff) will be responsible for ensuring compliance with the Driver Code of Conduct by:

- Undertaking random surveillance of driver activity on the site and on the public road
- Reviewing the Incident Register
- Interviewing the access control staff

Failure to comply with the Driver Code of Conduct will result in a “Warning Notice” being issued by the Site Manager as disciplinary action if the offender is a CSR employee. If the offending driver is engaged/employed by another company then suspension or cancellation of service could be pursued.

6.2 Road Noise

CSR will ensure that the traffic noise generated by The Project does not exceed the criteria in Table 7.

This is in accordance with Condition 6, Schedule 3 of the specified noise criteria for off-site road trucks from the facility. These criteria are consistent with those outlined in the RNP for local roads.

Table 6: Road Traffic Noise Criteria

Receiver	Day LAeq (15 hour)	Night LAeq (9 hour)
Prior to Martin Road – Elizabeth Road intersection upgrade		
Residents on Martin Road	60	55
Following Martin Road – Elizabeth Road intersection upgrade		
RN5	61	55
RN9, RN21	62	55
RN14, RN22	63	55
RN16	64	55
All other residences on Martin Road	60	55

Traffic noise generated by the project is to be measured in accordance with the relevant procedures in the NSW Road Noise Policy (Department of Environment, Climate Change and Water NSW).

However, the noise criteria in Table 6 do not apply if CSR has an agreement with the relevant landowner to exceed the noise criteria, and CSR has advised the Department in writing of the terms of this agreement.

Condition 6A of Schedule 3 states:

Upon receiving a written request from the owner of residences RN5, RN9, RN14, RN16, RN21 or RN22, the Applicant must implement noise mitigation treatment packages as described in the EA (Mod 3 and 4) and as set out in the RMS Draft At-Receiver Treatment Packages.

If within 3 months of receiving this request from the owner, the Applicant and the owner cannot agree on the measures to be implemented, or there is a dispute about the implementation of these measures, then either party may refer the matter to the Secretary for resolution.

6.3 Control of Dust and Material Tracking

Wheel wash facilities will be provided on-site for all trucks egressing from the fill operations or from any unsealed road within the site.

Access control staff will ensure that all departing trucks have wheels washed and that arriving and departing trucks have “covers”. Any accidental road spills or wheel tracking will be immediately cleaned up by the site maintenance team. Any accidental spills will be recorded in the Incident Register to enable investigation in relation to potential preventative action.

6.4 Management of Cumulative Impacts

Any potential cumulative traffic impacts of Operation and Construction activity will be mitigated by the fact that brick production and dispatch of building products will not occur during any construction process on the site. Also, truck movements will be significantly constrained until the Elizabeth Drive and Martin Road intersection is upgraded. Thirdly, Condition 27(d), Schedule 3 requires continuing engagement with TfNSW in relation to the detailed planning for the Eastern Airport Ring Road.

Further to the above, a Construction Traffic Management Plan (CTMP) will be prepared and implemented to manage impacts on the road network in relation to construction vehicles

6.5 Responsibility, community concerns and complaints

Responsibility for traffic management to and from site, predominantly lies with the Site Manager, especially with respect to implementing traffic management control measures and community consultation. Additionally, truck drivers share responsibility in minimising impacts whilst on and off-site by driving responsibly in line with the Drivers Code of Conduct.

Where community concerns or complaints pertaining to traffic are received the Site Manager will handle the complaint in accordance with the Environmental Complaints Procedure outlined in Section 9.5.1 of the EMS, which includes:

- Ensuring the telephone complaints line is operated at all hours and that staff required to implement the environmental complaints handling procedure are appropriately trained.
- Log the details of the complaint and immediately investigate the complaint and the source of the noise. This will allow CSR to identify what activities were taking place on the site at the time of the complaint that may have been the cause of the complaint.

- Document the prevailing meteorological conditions (such as wind and temperature inversions) when investigating noise complaints in order to assist in the development of possible amelioration measures. It is noted that inversions for the site are anticipated to have a limited influence on received noise levels due to distance of receivers, topography and hours of operation (i.e. daytime operations).
- Contacting the complainant within 24 hours of receiving the complaint and ask the complainant to describe as accurately as possible what the noise sounded like, exactly what time they heard that noise, where they heard the noise from (eg address) and what direction the noise was coming from.
- This will allow CSR to confirm that the noise was from their site operations and to identify if there was a particular activity that caused the noise complaint.
- The complainant will also be asked how the noise they can hear is affecting them (waking them up at night vs irritating daytime noise) to ascertain the seriousness of the complaint and the level of priority it receives.
- If it is established that the noise complaint is from activities at the site and is causing disturbance to the complainant, then CSR will relocate or isolate that particular noise source where it is obvious that a particular noise source from the site is responsible for elevated noise emissions.
- Discuss the subsequent results with the complainant to ensure a resolution is reached. If a resolution cannot be reached DPE will be contacted.
- All aspects of the traffic complaints handling procedure will be recorded including where and when it occurred, results of any traffic management measures applied, results of follow up traffic monitoring (if required) and all correspondence with the complainant.
- The results of traffic complaint investigations and any amelioration activities will be reviewed and reported in the annual review of the project.

7 EVALUATION AND REVIEW

7.1 Annual review

Prior to commencement of Phase 1 activities, and annually thereafter, CSR will review the environmental performance of the project in accordance with Section 9.1.1 of the EMS.

As part of this review and/or through the Community Consultation Committee, the nearby residents will be consulted regarding the effectiveness of the noise mitigation measures. The results of this consultation and any proposed actions will be reported as part of the review.

The annual review report will be submitted to the DPE Secretary, Council and the Community Consultative Committee. It will also be available on the Development website, once approved and to any interested person on request.

7.2 Plan and program revision

This plan will be reviewed and revised within three (3) months of the following:

- the submission of an Incident Report
- the submission of an annual review;
- the submission of an Independent Environmental Audit report; and
- any modification to the conditions of approval (unless the condition requires otherwise).
- Changes to road infrastructure in the vicinity

This is in accordance with the intent of the conditions of approval to ensure that strategies, plans and programs are updated on a regular basis, incorporate any recommended measures to improve the environmental performance of the project, and update for new technologies and Best Practice procedures.

All approved management plans, strategies and programs will be implemented until any updated measures have been approved by the relevant authorities.

The TMP will be reviewed and revised if necessary should any other activity under the development consent is triggered.



8 REPORTING

CSR will provide regular reporting in accordance with the consent and EPL conditions. All monitoring results and environmental performance will be published on the Development website, in accordance with procedures detailed in the EMS.

8.1 Regular reporting

8.1.1 Reporting under the CoC

In accordance with the conditions of approval and as detailed in Chapter 9 of the EMS, CSR will provide regular reporting to the DPE, EPA and other interested stakeholders.

8.1.2 Information required on website

As detailed in Section 9.1.4 of the EMS, CSR will provide regular reporting on the environmental performance of the Badgerys Creek project on its website.

8.2 Incident and non-compliance reporting

As soon as possible after CSR becomes aware of a non-compliance against any of the conditions of approval, or any other incident, notification will be made via phone and/or email in accordance with the protocol detailed in Section 9.2 of the EMS.



Appendix A

Development Plans



Figure 1: Development Layout Overview

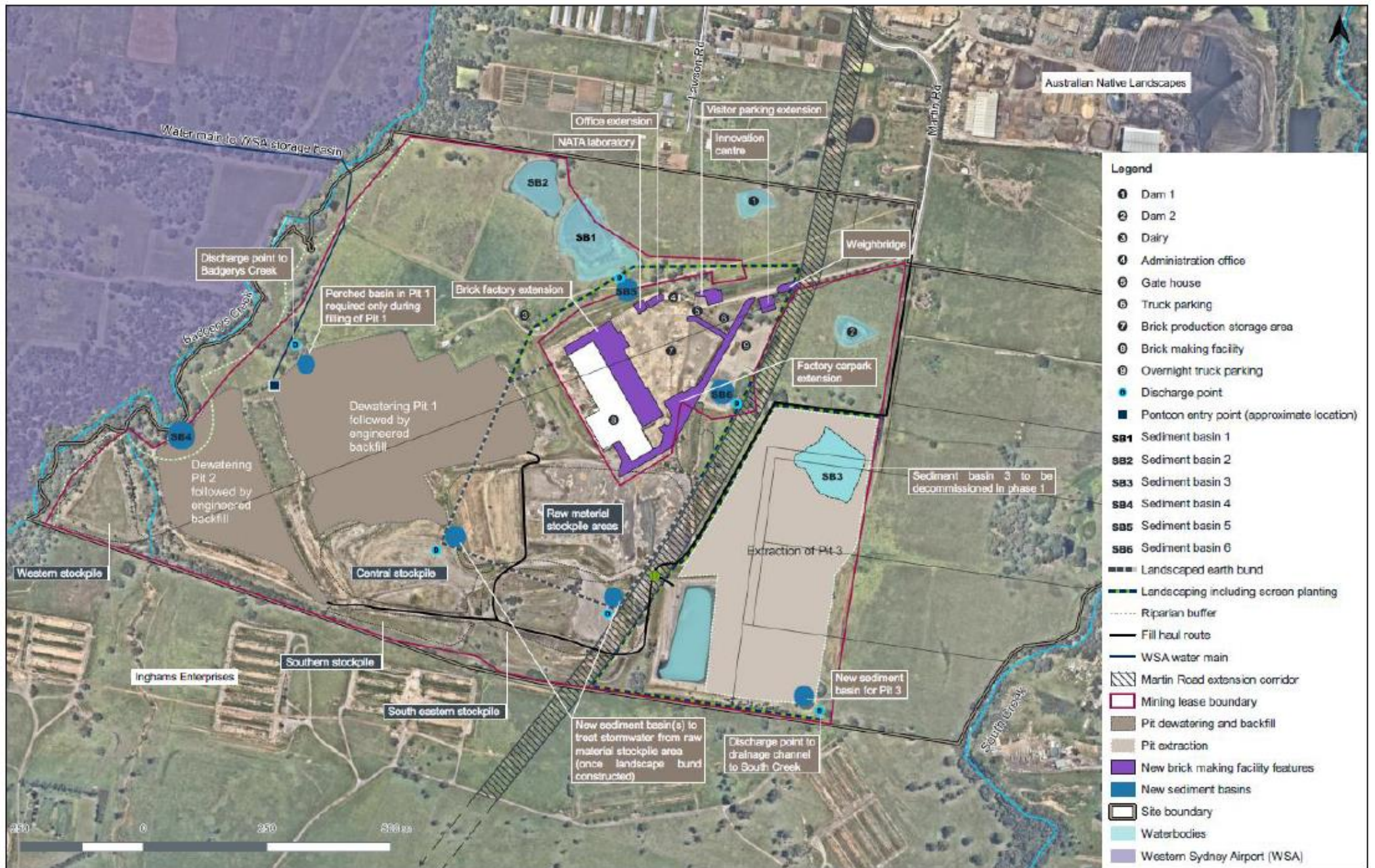


Figure 2: Phase 1 Development Layout



Figure 3: Phase 2 Development Layout



Figure 5: Phase 4 Development Layout



Appendix B

Site Layout



Key:

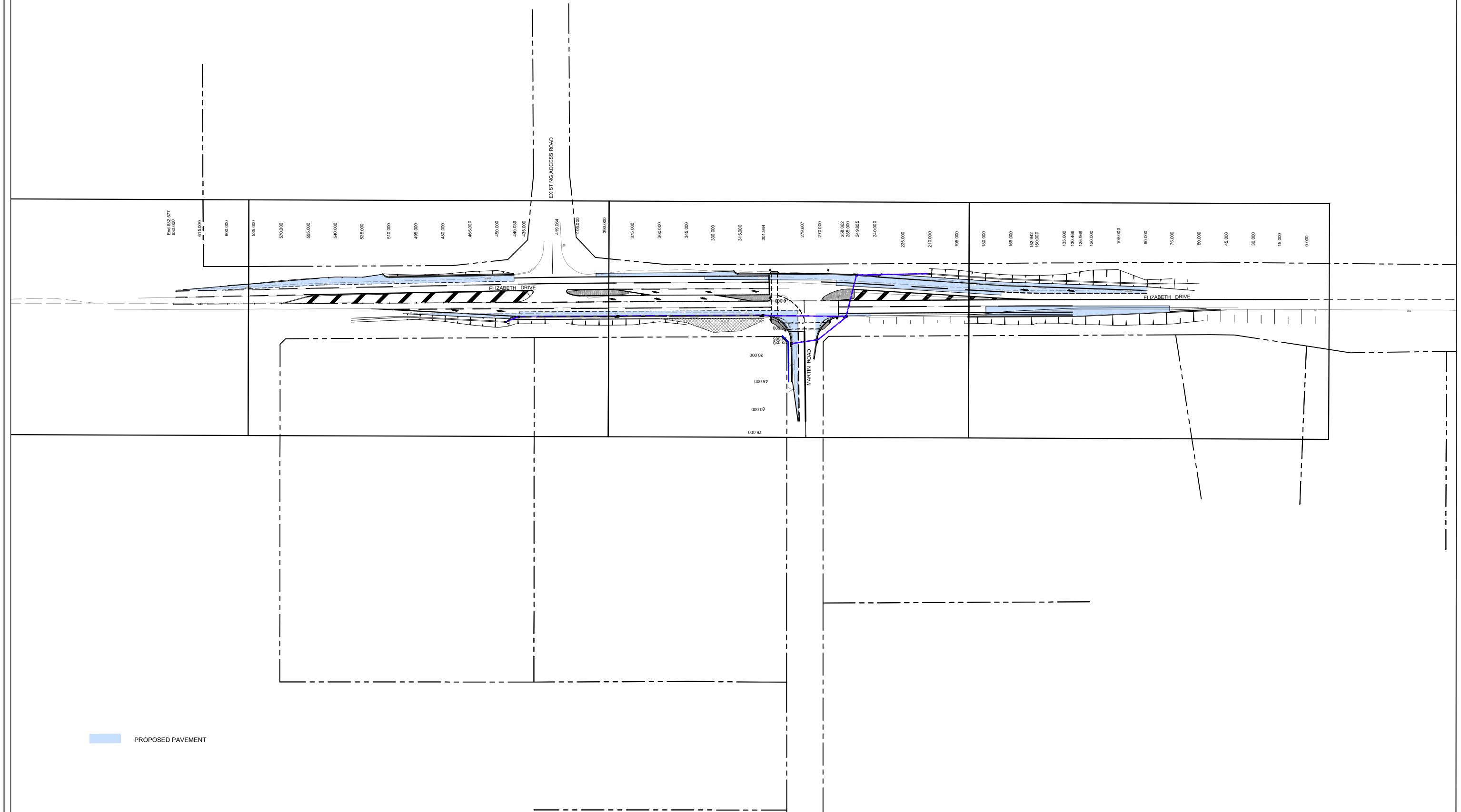
— Site/lot boundaries

— Pit 3



Appendix C

Intersection Plans



TITLE: PROPOSED SIGNALISED INTERSECTION
MARTIN ROAD, BADGERYS CREEK

OVERALL PLAN

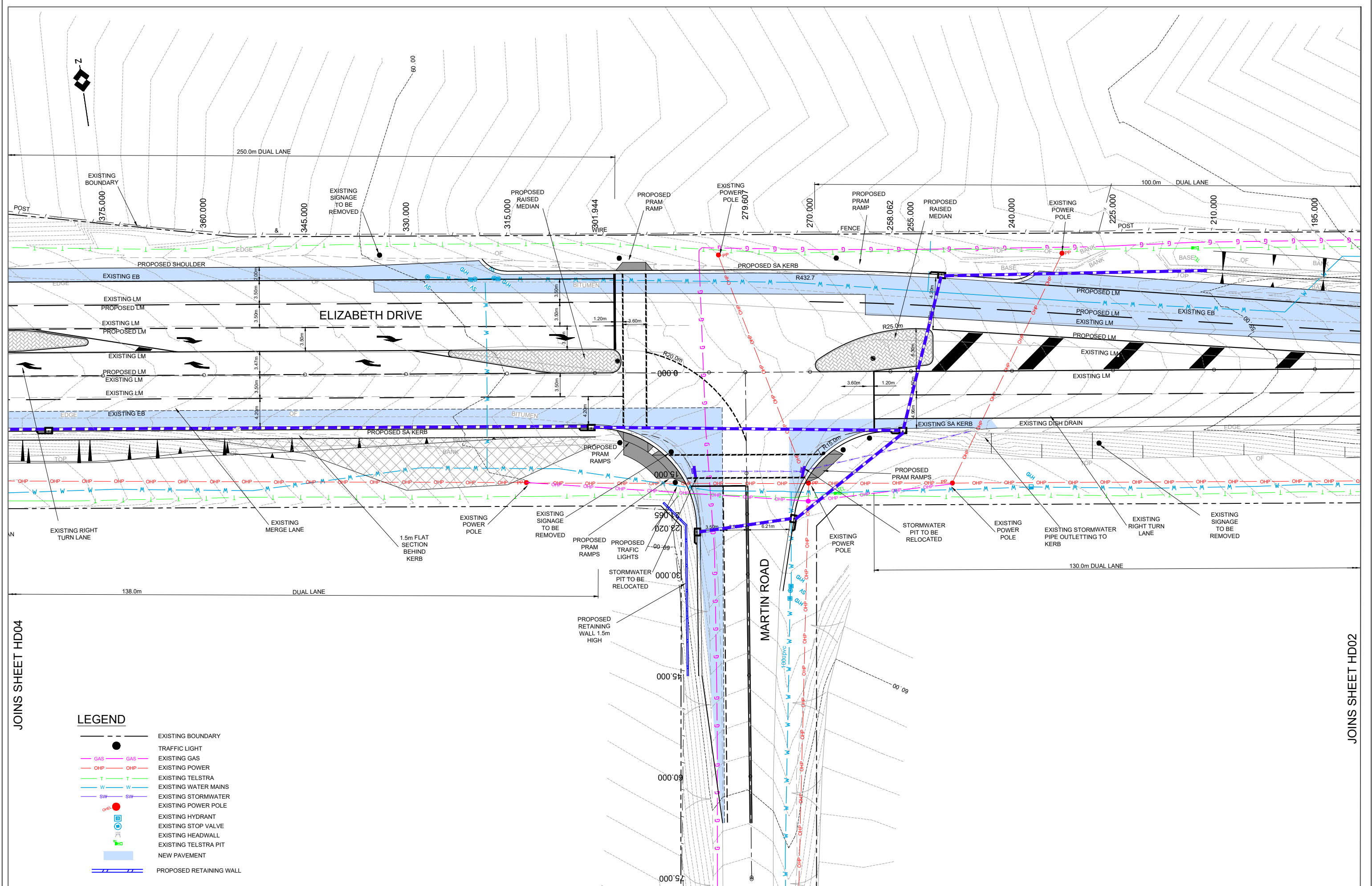
CLIENT: CSR

KEVIN URANE 0412009891



NOTE:
ALL EXISTING UNDERGROUND SERVICES MUST BE LOCATED AND EXPOSED PRIOR TO EARTHWORKS COMMENCING AND IT IS RESPONSIBILITY OF THOSE PERSONS USING THIS PLAN TO CONFIRM BOTH POSITION AND LEVEL OF THESE UTILITIES IN CONJUNCTION WITH THE APPROPRIATE AUTHORITY.

Date: 25.03.20		Scale: 1:1000 A1		Designed: KU		Project No	
Cad Ref: HD283 badgerys creek r8						HD283	
6	TNSW COMMENTS	KU	21.08.21	Drawing No		Revision	
8	DETAIL DESIGN	KU	21.05.22	CC01		8	
7	TNSW COMMENTS	KU	05.10.21	Amendment			
No		Drawn	Date				



JOINS SHEET HD04

JOINS SHEET HD02

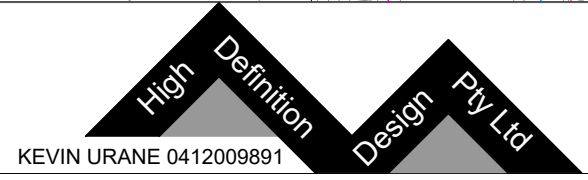
LEGEND

- EXISTING BOUNDARY
- TRAFFIC LIGHT
- EXISTING GAS
- EXISTING POWER
- EXISTING TELSTRA
- EXISTING WATER MAINS
- EXISTING STORMWATER
- EXISTING POWER POLE
- EXISTING HYDRANT
- EXISTING STOP VALVE
- EXISTING HEADWALL
- EXISTING TELSTRA PIT
- NEW PAVEMENT
- PROPOSED RETAINING WALL

TITLE: PROPOSED SIGNALISED INTERSECTION
MARTIN ROAD, BADGERYS CREEK

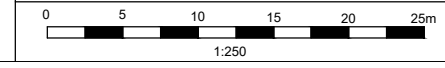
INTERSECTION PLAN 2 OF 4

CLIENT: CSR



KEVIN URANE 0412009891

NOTE:
ALL EXISTING UNDERGROUND SERVICES MUST BE LOCATED AND EXPOSED PRIOR TO EARTHWORKS COMMENCING AND IT IS RESPONSIBILITY OF THOSE PERSONS USING THIS PLAN TO CONFIRM BOTH POSITION AND LEVEL OF THESE UTILITIES IN CONJUNCTION WITH THE APPROPRIATE AUTHORITY.



Date: 25.03.20 Scale: 1:250 A1
Cad Ref: HD283 badgerys creek r8

Designed: KU

Project No
HD283

6	TNSW COMMENTS	KU	21.08.21
8	DETAIL DESIGN	KU	17.05.21
7	TNSW COMMENTS	KU	05.10.21
No	Amendment	Drawn	Date

Drawing No
CC03

Revision
8



LEGEND

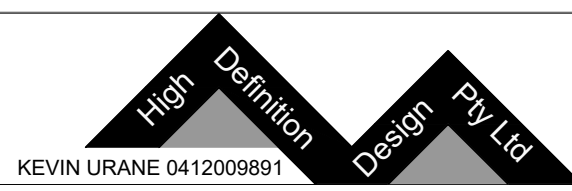
- EXISTING BOUNDARY
- TRAFFIC LIGHT
- GAS EXISTING GAS
- OHP EXISTING POWER
- T EXISTING TELSTRA
- W EXISTING WATER MAINS
- SW EXISTING STORMWATER
- EXISTING POWER POLE
- EXISTING HYDRANT
- EXISTING STOP VALVE
- EXISTING HEADWALL
- EXISTING TELSTRA PIT
- NEW PAVEMENT

JOINS SHEET HD04

TITLE: PROPOSED SIGNALISED INTERSECTION
MARTIN ROAD, BADGERYS CREEK

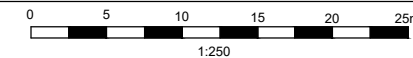
INTERSECTION PLAN 4 OF 4

CLIENT: CSR



KEVIN URANE 0412009891

NOTE:
ALL EXISTING UNDERGROUND SERVICES MUST BE LOCATED AND EXPOSED PRIOR TO EARTHWORKS COMMENCING AND IT IS RESPONSIBILITY OF THOSE PERSONS USING THIS PLAN TO CONFIRM BOTH POSITION AND LEVEL OF THESE UTILITIES IN CONJUNCTION WITH THE APPROPRIATE AUTHORITY.



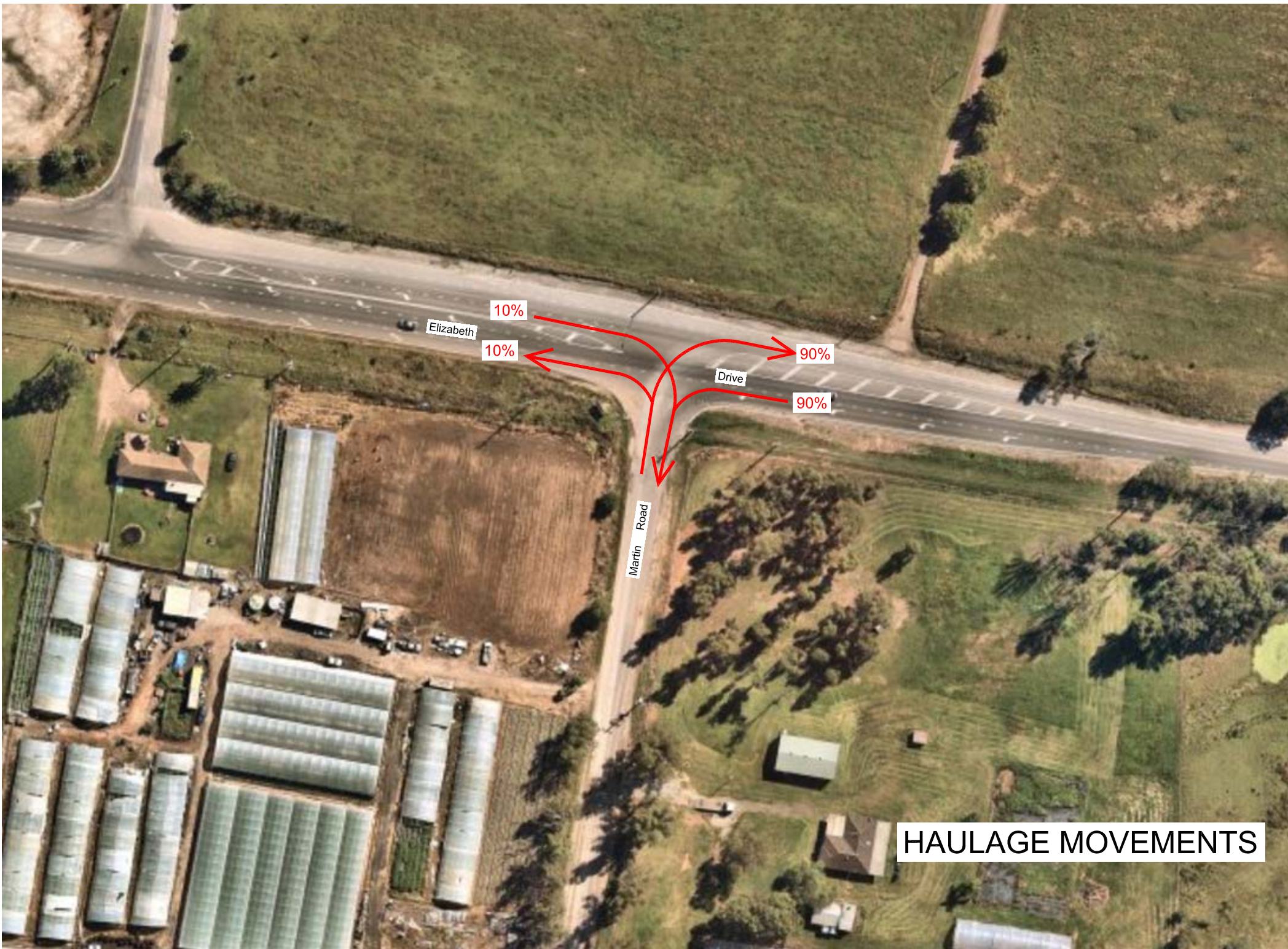
Date: 25.03.20		Scale: 1:250 A1		Designed: KU		Project No	
Cad Ref: HD283 badgerys creek r8						HD283	
6	TNSW COMMENTS	KU	21.08.21	Drawing No		Revision	
8	DETAIL DESIGN	KU	21.05.22	CC05		8	
7	TNSW COMMENTS	KU	05.10.21	Drawn		Date	
No	Amendment	Drawn	Date				



Appendix D

Haulage Plans





10%

Elizabeth

10%

90%

Drive

90%

Martin
Road

HAULAGE MOVEMENTS



Appendix E

Driver's Code of Conduct

Badgery's Creek Drivers Code of Conduct

The Badgerys Creek Drivers Code Of Conduct (DCOC) provides detail of controls implemented to minimise impacts on road users and the surrounding community. Where feasible, clauses will be entered in conditions of employment, or in contracts, that drivers' must adhere to the Drivers' Code of Conduct as new contracts are drafted or renewed.

Legal Compliance;

- Obey all the statutory laws and regulations;
- Ensure their vehicle complies with relevant State legislation in relation to roadworthiness and modifications;
- Not drive whilst under the influence of alcohol, drugs, nor any medication which may affect their ability to drive

Driver Inductions

- All heavy vehicle drivers operating into/out of Badgerys Creek will be required to undertake a site specific induction before being authorised to provide services to Badgery Creek
- All drivers will adhere to Site Traffic Management Plans
- All drivers must hold current licenses appropriate to the State they are operating the heavy vehicle in. Appointed transport operators will be required to maintain current registers that will be reviewed by the Site's Principal Contractor during scheduled audits.

Vehicle Safety and Maintenance

Appointed transport operators must maintain a Maintenance Management System that includes as a minimum:

- A Daily Pre Check for each vehicle when it is in use.
- Provision to record and report vehicle faults on both the hauling and trailing equipment.
- Provide for the identification, assessment and action on reported faults.
- Include Periodic Maintenance Schedules with identified service periods that describe the tasks to be completed.
- Maintain documented evidence to demonstrate the effective operation of the Maintenance Management Standards.
- The authorities, responsibilities and duties of all positions involved in the management, operation, administration, participation and verification of the Maintenance Management System.
- Annual internal review schedule to verify that all results and activities comply with the systems policies, procedures and instructions.
- Identifies training needs of those that hold positions of responsibility under the Maintenance Management System and details the training plan to ensure responsible persons are trained in and familiar with the specific policy procedure and instruction they are to carry out.

Fitness for Work and Driving Practices

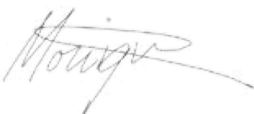
- Drivers must be assessed as medically fit to operate heavy vehicles, driver's fitness for work will be validated through the application of a Fitness for Work Declaration.
- Drivers must operate vehicles in a considerate manner and respect the rights of others to use and share roads.
- Drivers must comply with Transport for NSW (TfNSW) and/or sites speed limits, load limits, driving hours, signage and any communication protocols;
- Drivers are responsible for the identification and adherence to changes in speed limits on approaching public roads (e.g. School zones);
- Drivers must report all vehicle accidents resulting in injury/or damage to property to the police and their employer, where these incidents have the potential to impact CSR incident notification and investigation outcome must be provided to CSR's Development Team.
- All hazards and near miss incidents that occur on site must be reported to CSR's Development Team;
- Drivers must ensure all loads are securely fastened and covered as appropriate.
- Observations of drivers' behaviour and compliance with this code of conduct will be assessed randomly during safety walks and observations undertaken by the P rincipal Contractor onsite.
- Any complaints regarding drivers or truck noise will be dealt with by the P rincipal Contractor
- Drivers will avoid grouping or convoying of trucks;
- Drivers will adhere to designated haulage route and the haulage hours permitted under the BFM laws;
- Drivers will be instructed to not overtake each other on the haulage route and to maintain appropriate distances between vehicles;
- Drivers will adhere to the NSW Chain of Responsibility (CoR);
- Drivers are to keep the vehicle clean and clear tail gates of debris after exiting sites Quarries or stockpile areas

Diesel Exhaust Emissions

- Vehicles will be serviced regularly, by the P rincipal Contractor, to ensure that they operate as cleanly and efficiently as practically possible.

Monique Elbarbary

Development Manager





Appendix F

Consultation

Monique Elbarbary
Email: melbarbary@csr.com.au.

Re: Badgerys Creek Brick Quarry and Brick Making Project – Revised Construction Traffic Management Plan

I refer to the revised CTMP received on 15 December 2022 for Badgerys Creek Quarry & Brickworks development.

Council has reviewed the updated CTMP and notes that its comments on the plan have been incorporated and is considered satisfactory. Council also notes that Transport for NSW has reviewed and endorsed the revised CTMP, with conditions, as attached.

Council endorses the revised CTMP with the TfNSW conditions as well as the following conditions.

1. Numbers of heavy vehicles should be minimised during peak hours.
2. A separate CTMP/or TMP for Elizabeth Drive and Martin Road intersection upgrade to be forward to Council and TfNSW for review, prior to road occupancy and construction.
3. Approval from National Heavy Vehicle Regulator (NHVR) is required for vehicles prohibited on the public roads without consent from the regulator. Information on the approval process can be found on the regulator's website.

The revised CTMP is to be implemented during construction to Council's satisfaction.

Should you require further clarification, please contact Council's Traffic Engineer, Riham Gergis on 87117808 or via email on gergisr@liverpool.nsw.gov.au.

Yours sincerely



Charles Wiafe
Manager Transport Management

Traffic Management Plan document from Major Projects -Badgerys Creek Quarry & Brickworks

Hi Riham,

I would like to be clear, as stated within the document, '4.4 Truck Details', this is the approval of works under Phase 1 only, any CTMPs submitted regarding this project and others, ongoing, should be submitted to developments.cjp@transport.nsw.gov.au for review.

Transport for NSW (TfNSW), Greater Sydney Division has reviewed the CTMP and endorse the proposed temporary construction arrangements, subject to the following conditions:

- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
- Proponent is to obtain separate approval of the Traffic Signal Plan by TfNSW Greater Sydney Customer Journey Planning, Network Operations.
- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals.
- Access to be maintained for residents, businesses and emergency vehicles at all times.
- No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available.
- When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area.
- Should TfNSW Network and Asset Management, Network Operations, CJP Operations, Network and Safety or other TfNSW business area determine that that more information is to be provided for review and acceptance, including other TCS locations, this information must be submitted prior to the CTMP being implemented, or otherwise agreed upon.

Endorsement of the CTMP is not an approval to the type of traffic management or delineation devices used, nor is it an approval to any traffic guidance schemes depicted within the CTMP. It is assumed that the proponent has used type approved devices and has developed its traffic guidance schemes in accordance with the relevant Australian Standards and Guidelines.

The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected area as well as emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.

Please ensure this CTMP is shared and adhered to by all contractors. If the CTMP changes, please forward a copy to Developments.CJP@transport.nsw.gov.au or further review and endorsement.

From: [Tim Smith](#)
To: [Elbarbary, Monique](#)
Cc: [Arancibia, Nelma](#); [Kirk Osborne](#); [Planning and Safeguarding](#)
Subject: RE: Major Projects - Badgerys Creek Quarry & Brickworks - Traffic Management Plan (MP10_0014-PA-27) (WSA)
Date: Friday, 27 January 2023 8:51:13 AM

[EXTERNAL]

Hi Monique,

Thanks for following up – confirming no comments from WSA in relation to the updated Traffic Management Plan.

Kind regards,

Tim

Tim Smith
Planning Manager
Airport Planning and Design

+61 429 008 963
tsmith@wsaco.com.au
PO Box 397 Liverpool NSW 1871



From: Elbarbary, Monique <MELBARBARY@csr.com.au>
Sent: Friday, 27 January 2023 8:48 AM
To: Tim Smith <tsmith@wsaco.com.au>; Kirk Osborne <kosborne@wsaco.com.au>
Cc: Arancibia, Nelma <NARANCIBIA@csr.com.au>
Subject: RE: Major Projects - Badgerys Creek Quarry & Brickworks - Traffic Management Plan (MP10_0014-PA-27) (WSA)

Good morning Tim and Kirk,

With regard to the below correspondence, does WSA have any comment on the latest MP10_0014 Badgerys Creek Quarry & Brickworks Traffic Management Plan?

Regards,

Monique Elbarbary | Development Manager

CSR Limited

39 Delhi Rd Level 6, North Ryde, NSW, 2113, Australia

T: +61 2 9964 1149 | M: +61 403 121 193 | E: MELBARBARY@csr.com.au

www.csr.com.au

From: Elbarbary, Monique
Sent: Thursday, 15 December 2022 5:02 PM
To: tsmith@wsaco.com.au; kosborne@wsaco.com.au
Cc: Arancibia, Nelma <NARANCIBIA@csr.com.au>
Subject: Major Projects - Badgerys Creek Quarry & Brickworks - Traffic Management Plan (MP10_0014-PA-27) (WSA)

Good Afternoon Tim and Kirk,

The attached is the Traffic Management Plan has been development to comply with MP10_0014 Badgerys Creek Quarry & Brickworks Schedule 3, Condition of Consent 28.

This plan is submitted to Western Sydney Airport (WSA) for the purpose of consultation.

Please provide a response by Friday 27th January 2023.

Regards,
Monique Elbarbary | Development Manager
CSR Limited
39 Delhi Rd Level 6, North Ryde, NSW, 2113, Australia
T: +61 2 9964 1149 | M: +61 403 121 193 | E: MELBARBARY@csr.com.au
www.csr.com.au

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