

Our ref: DA85/2865-PA-56

Ms Alycia O'Brien
Environmental Compliance Manager
11 NARABANG WAY
BELROSE NSW 2085

06/02/2025

Subject: Condition B49 – Road Safety and Condit Audit

Dear Ms O'Brien

I refer to your submission of the Road Safety and Condition Audit, dated 9 December 2024, prepared by EMM consulting. The Department has reviewed the report and considers that it meets the requirements of condition B49 of the consent.

The report identifies that at the site entrance, for heavy vehicles exiting the site, the:

1. stop signs are faded and would benefit with replacing; and
2. stop line marking is missing and the report recommends this be installed.

Condition 21 of the consent requires the site entrance be maintained. Given both items form part of the site entrance, it is requested you install these items within 3 months of the date of this letter.

If you wish to discuss the matter further, please contact Carl Dumpleton (Team Leader, Resources and Energy Assessments), on 9228 6283 or carl.dumpleton@planning.nsw.gov.au

Yours sincerely



Jessie Evans,

Director Resources and Energy

As nominee of the Planning Secretary

Menangle Quarry

Road Safety and Condition Audit

Prepared for Menangle Sand and Soil Pty Ltd

December 2024

Menangle Quarry

Road Safety and Condition Audit

Menangle Sand and Soil Pty Ltd

J190166 RP#63

December 2024

Version	Date	Prepared by	Reviewed by	Comments
v.01	15/11/2024	Abdullah Uddin	Dr Timothy Brooker	
v.02	21/11/2024	Abdullah Uddin	Dr Timothy Brooker	Client's comments are incorporated
v.03	09/12/2024	Abdullah Uddin	Dr Timothy Brooker	Council's comments are incorporated

Approved by



Dr Timothy Brooker
Associate Transport Planner
09/12/2024

Ground floor 20 Chandos Street
St Leonards NSW 2065
ABN: 28 141 736 558

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1 Introduction

EMM Consulting Pty Limited (EMM) has been engaged by Menangle Sand and Soil Pty Ltd to undertake a Road Safety and Condition Audit for Menangle Sand and Soil Quarry, located at 15 Menangle Road, Menangle (Figure 1.1).

1.1 Background

The quarry, located in the Wollondilly local government area, extracts sand and soil along the Nepean River as approved by Development Consent 85/2865, granted by the Minister for Planning on 15 November 1989.

On 10 September 2020, the NSW Land and Environment Court (LEC) approved the Menangle Quarry Extension – Modification 1 (MOD1) to Development Consent 85/2865. Consent Conditions are provided in the Notice of Orders for LEC 2018/342158. On 5 November 2021, the Minister for Planning and Public Spaces approved the Menangle Quarry Extension – Modification 2 (MOD2). Changes to the Consent conditions are provided in the Notice of Modification for Development Consent DA 85/2865.

The Consolidated Consent ('the Consent') allows the extraction of sand and soil in the Stage 8 area and operations (but no extraction) in the Stage 6 and 7 areas. Extraction in the Stage 8 area commenced in September 2023.

This Road Safety and Condition Audit is undertaken to address Consent Condition B49.



KEY

- Rail line
- Major road
- Named watercourse
- Named waterbody
- NPWS reserve
- Local government area

INSET KEY

- Main road
- State forest

Regional context

Menangle Sand and Soil Quarry
Figure 1.1

1.2 Operating hours

The quarry currently operates during the approved hours in accordance with development consent Table 1, Condition A26 (see Table 1.1 below).

Table 1.1 **Approved operating hours**

Activity	
Construction work	<ul style="list-style-type: none">• 7 am to 5 pm Monday to Friday• 7 am to 1 pm Saturday• At no time on Sundays or public holidays
Quarrying operations including loading and dispatch of laden trucks	<ul style="list-style-type: none">• 6 am to 5 pm Monday to Friday• 6 am to 12 noon Saturday• At no time on Sundays or public holidays
Maintenance, security, office work, cleaning, etc	<ul style="list-style-type: none">• May be conducted at any time, provided that these activities are not audible at any residence on privately-owned land

1.3 Site access

Access to the site is from Menangle Road. Menangle Road, along the site frontage, is a Wollondilly Shire Council controlled Regional Road.

1.4 Maximum truck movements per day

Condition A25 outlines the maximum allowable truck movements at the site (ie combined inbound and outbound movements) which are:

- a maximum of 248 movements on any given weekday
- an average of 148 movements per weekday, averaged on a weekly basis; and
- a maximum of 80 movements per day on Saturdays.

An accurate record of all truck movements to and from the site (including time of arrival and dispatch) are kept and a summary of records is published on the company's website in every 6 months.

1.5 Staff

The quarry has a maximum 13 staff at any given time.

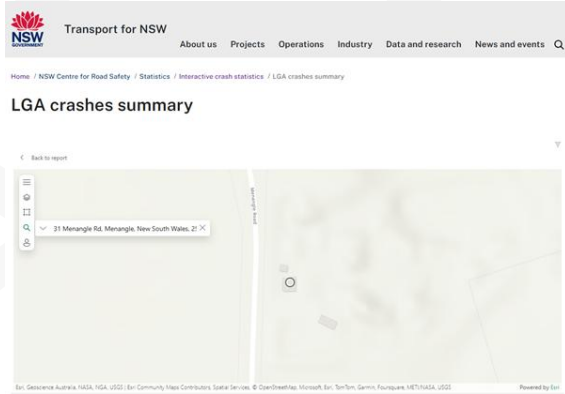
1.6 Report preparation

This plan was prepared by Abdullah Uddin who has 21 years of experience in traffic engineering and transport planning. Abdullah has been endorsed by the Planning Secretary (13/11/2024) for preparation of this report (Appendix A).

1.7 Consultation

The subject site access on Menangle Road belongs to Wollondilly Shire Council. They have been consulted in preparation of this OTMP. Council comments and EMM responses are provided below:

Table 1.2 Council comments and EMM responses

Item no.	Council comments	EMM responses
1	Turning warrants assessment required as per Austroads to confirm that the intersection arrangement achieves the requirements of the Austroads guidelines. This is required to address B49 (d).	<p>The site access on Menangle Road was constructed around 2002-2003. It was constructed in accordance with relevant Austroads design guides at that time and is therefore compliant.</p> <p>The intersection right turn from the south has an Auxiliary Right Turn (AUR) bay which is now superseded in the Austroads design guides by the Short Channelised Right Turn (CHR-S) design. Although there is a slight difference on design of these two right turn treatments, the fundamental principles are the same. The current right turn bay is fit for purpose as the majority of the vehicles travelling to the site arrive to/from the north and do not require to turn right from Menangle Road at this intersection.</p> <p>In addition to the Auxiliary right turn bay, a dedicated left turn bay is also provided.</p> <p>The site intersection has been operational for over 25 years, with no reported crashes/fatalities at this site access during the past five years as shown below.</p>  <p>https://www.transport.nsw.gov.au/roadsafety/statistics/interactive-crash-statistics/lga-crashes-summary</p> <p>We believe that an “assessment the safety, performance and condition of the site’s vehicular access onto Menangle Road, including the associated acceleration and deceleration lanes;” (as required by Condition B49 (b)) can be made based on these factors and the information provided in the report.</p> <p>Therefore, we don’t believe any warrant assessment at this site access is required.</p>
2	The existing intersection arrangement (if deemed appropriate as per the above) requires assessment against Austroads guidelines with respect to BAR, channelised left, acceleration lane requirements to demonstrate that the existing dimensions, linemarking, etc comply with Austroads or identify changes required to demonstrate compliance. This is required to address B49 (d).	<p>As noted above, the intersection was constructed in compliance with relevant Austroads standard. There have been no changes to the number of approved truck movements since that time.</p> <p>The existing defects e.g. pavement, drainage, signage, line marking, etc. are identified in the Road Safety and Condition report. As stated in the report, the majority of the vehicles accessing the site are travelling to/from the north, peak hourly vehicle numbers turning to or from the south at the site access are minimal. Therefore, no deceleration or acceleration lane are required for this driveway access to or from the south.</p>

Item no.	Council comments	EMM responses
3	Proposed works, extent of works and pavement design details required to be provided for section 4.4 for both the entry/exit repair and pavement widening. The pavement design is required to be provided from a suitable qualified geotechnical engineer. This is required to address B49 (d).	<p>The requested information is beyond the scope of the Road Safety and Condition Audit required by Condition B49. However, these matters can be addressed once the audit is approved by the Planning Secretary.</p> <p>In accordance with the original consent Condition No. 26 – Rehabilitation Levy, Benedict pays a ‘Rehabilitation Levy’ to Council “for the purpose of maintaining roads used for the transport of sand and soil from the site and for ongoing maintenance of rehabilitation”. Note that between 2014 and 2024 Benedict has contributed over \$650, 000 to Wollondilly Shire Council. Benedict believes that it is reasonable that some of these funds would be used by the Council to fix some of the existing defects identified in the Road Safety and Condition report. Benedict is willing to work with Council to work out a reasonable solution so that the road infrastructure at the site access is maintained at its existing safe level.</p> <p><u>26. Rehabilitation Levy</u></p> <p>The applicant or its Assigns shall pay the Campbelltown City Council a rehabilitation levy on all sand and soil removed or carried from the site within the City of Campbelltown and the Wollondilly Shire Council a rehabilitation levy on all sand and soil removed from the site within the Shire of Wollondilly, such levy being paid into a Trust Fund to be administered by the respective Councils, at a rate of 28 cents per tonne of sand and soil, for the purpose of maintaining roads used for the transport of sand and soil from the site and for ongoing maintenance of rehabilitation.</p> <p>The amount of rehabilitation levy shall be adjusted annually on 1st day of March (hereinafter called “the Index Review Date”) to an amount which is:</p> <p>i. an amount calculated in accordance with the following formula:</p> $\text{Amount} = \frac{RX \text{ CPI}(2)}{\text{CPI}(1)}$ <p>R = The amount which is the rehabilitation levy payable in respect of the period of 12 months immediately preceding the Index Review Date.</p> <p>CPI(2)= The figure for Sydney of the Consumer Price Index (All Groups) for the most recent complete quarter prior to the Index Review Date.</p> <p>CPI(1)= The figure for Sydney of the Consumer Price Index (All Groups) for the most recent completed quarter prior to the previous Index Review Date.</p> <p>ii. on and from the relevant Index Review Date and until next varied, that amount shall be deemed to be the rehabilitation levy payable.</p>
4	Extent of works, proposed works and details of drainage works to be prepared by a suitably qualified civil engineer to rectify water ponding as per section 4.5. This is required to address B49 (d).	<p>As for the item above, this information is beyond the scope of the Audit required by Condition B49.</p> <p>Benedict wants to work with the Council on these matters. Benedict’s preference is for Council to undertake the work to remedy existing defects as per their specifications. In relation to the funding for these works, Benedict is willing to contribute any future Rehabilitation Levies to the total cost of the remedial works until the works are completed should Benedict be required to complete the agreed work to the satisfaction of the Council.</p>

The responses in Table 1.2 were provided to Council on 6 December 2024. Council responded on 9 December 2024 (provided in Appendix B), that their interpretation of the conditions vary to EMM’s interpretation but that they would defer to the Planning Secretary on this matter .

2 Relevant development conditions

Condition B49 states that:

Within 12 months of commencing Quarrying Operations in the Stage 8 Area, and every five years thereafter until the conclusion of Quarrying Operations, the Applicant must undertake a Road Safety and Condition Audit for the development, to the satisfaction of the Planning Secretary.

The specific items that are to be included in the audit and where they are addressed in this report are provided in Table 2.1. The full Consent can be found [here](#).

Table 2.1 Relevant conditions and EMM responses

Item no.	B49 Conditions	Report section
(a)	be undertaken by a suitably qualified independent expert/s whose appointment has been endorsed by the Planning Secretary;	Refer to Section 1.6
(b)	be prepared in consultation with Council;	Refer to Section 1.7
(c)	assessment the safety, performance and condition of the site's vehicular access onto Menangle Road, including the associated acceleration and deceleration lanes;	Refer to Section 4
(d)	identify any road works that are required to ensure compliance with relevant Austroads standards or relevant Council requirements;	Refer to Section 4.6
(e)	be documented in a Road Safety and Condition Audit Report which must be submitted to Council and the Planning Secretary for approval within three months of commencing the Audit.	This report will be submitted to DPHI within three months of the completion.

In addition, Condition B50 states:

Within 12 months of completing each Road Safety and Condition Audit required under condition B49 of this Schedule, unless otherwise agreed by the Planning Secretary, the Applicant must complete any road works recommended in the Audit, to the satisfaction of Council. If there is a dispute regarding the implementation of any recommendations contained in the Audit, the Applicant may refer the matter to the Planning Secretary for resolution.

3 Existing conditions

3.1 Menangle Road

A brief description of Menangle Road is provided in Table 3.1.

Table 3.1 Menangle Road

Aspect	Description
Road classification and connectivity	TfNSW controlled State Road north of Nepean River and Wollondilly Shire Council controlled Regional Road south of Nepean River. This means along the site frontage, Menangle Road is a Regional Road.
Alignment	North-east/south-west
Number of lanes	One lane each way west of Tailby Street and east of Bolger Street; two lanes each way between Tailby Street and Bolger Street
Carriageway type	Sealed road
Carriageway width	Approximately 7 m with 3.5 m travel lane each way west of Tailby Street and east Bolger Street; approximately 14 m with 3.5 m travel lane each way between Tailby Street and Bolger Street.
Posted speed limit	80 km/h west of Gilchrist Drive and 60 km/h east of Gilchrist Drive, 40 km/h school zone near Broughton Anglican College.
Heavy vehicle access	19 m B-double approved route along the east of Nepean River.
Traffic function	Provides local and arterial connection.



Plate 3.1 Menangle Road (looking south at north of the site access)

3.2 Site access

The vehicular access and egress to the site is provided by a single width driveway on Menangle Road, which is located approximately 700 m north of Woodbridge Road (Plate 3.2). At the site access, an approximately 85 m long deceleration lane is provided to the site driveway and 130 m Basic Right Turn (BAR) treatment is provided opposite to the site driveway.



Plate 3.2 Site access on Menangle Road

3.3 Haulage routes

Approximately 95% of the site trucks travel to/from the north by following the State Road network along Menangle Road, e.g. Spring Farm Parkway and on and off-ramps to the Hume Motorway (M31). For trucks travelling southbound, the travel route is Menangle Road (Regional Road) - Picton Road (State Road) - Hume Highway (State Road). There is no direct vehicular access from the Hume Highway.

All Benedict-owned trucks transporting quarry products are marked by the company name and as such, they are easily identifiable.

Site truck drivers are instructed to use the arterial road network as much as possible and to only use local roads where there is no alternative to reach to their destination. Truck drivers are required to report their intended travel routes and to submit a copy of their proposed route to the Menangle Quarry site office when requested to do so.

3.4 Vehicle type

The heavy vehicle types accessing the site vary between an 8.8-m long Medium Rigid Vehicle (MRV) and a 26-m long B-double truck. The maximum size of vehicle that accesses the site is a 26-m long B-double truck.

A swept path assessment has been undertaken at the site access using two 26-m B-double trucks which shows overlapping of ingressing and egressing trucks at the driveway. Hence, the drivers of large trucks have to take due care when entering the site and outgoing trucks need to give way to incoming trucks. Outgoing large trucks need to wait approximately 12 m inside the property boundary to allow incoming trucks to enter the site without stopping. Notwithstanding, this site access constraint, the likelihood of two opposing large truck manoeuvres occurring simultaneously at the site access is minimal and to date never been an issue with the operations of the

site access for large trucks. Furthermore, incoming truck drivers are encouraged to call the weighbridge operator as they approach the quarry to inform other incoming trucks that are entering the site.

DRAFT

4 Road Safety and Condition Audit

4.1 Site inspection

A site inspection was conducted by Abdullah Uddin on Wednesday, 13 November 2024 between 8.30 to 9.30 am (non-school holiday period). The weather condition was cloudy.

4.2 Site inspection area

An approximately 180 m section of Menangle Road was inspected which is effectively from the beginning to the end of the BAR intersection treatment (Figure 4.1). This section of Menangle Road is considered to be a sufficient length to comply with the relevant condition for the Road Safety and Condition Audit.



Figure 4.1 Road Safety and Condition Audit area

4.3 Road geometry

The site access on Menangle Road has a large intersection geometry which facilitates turning movements by large trucks without any difficulty. At this intersection, the northern approach is wider which accommodates four travel

lanes (approximately 13.5 m wide). The southern approach is approximately 9.5 m wide which accommodates three travel lanes. The site access driveway is approximately 9.5 m to 10 m wide (Plate 4.1).



Plate 4.1 Menangle Road/Benedict Access intersection

The site access is currently priority controlled, with Stop signs provided on both primary and secondary sides (Plate 4.2). The Stop signs are slightly faded and could be replaced by new signs. There is no stop line marking (TF) for outgoing trucks at the site access.



Plate 4.2 Stop sign control of the site access on Menangle Road

No guideposts are provided at the site access driveway. However, as the quarry does not operate during night time periods, this is not essential.

4.4 Pavement condition

During the inspection, the road pavement condition on Menangle Road at and near this intersection was generally found to be in good condition. However, there were some hairline cracks and small potholes observed on Menangle Road just outside the site access driveway, possibly due to the wear and tear from turning trucks at this intersection (Plate 4.3).



Plate 4.3 Pavement cracks on Menangle Road at the site access

Although the pavement cracks do not cause any immediate concern, over time, with rain and continuous turning truck traffic, these cracks will allow water to penetrate into the pavement subbase and subgrade layers which could be expensive to repair.

Directly opposite to the site access, the edge of the pavement was observed to be broken, possibly due to trucks driving or parking over the unsealed shoulder at this location which is evident by the tire marks (Plate 4.4). Drivers are encouraged not to stop in that area, however, it is difficult to stop as this area is also used by public vehicles for stopping and parking.



Plate 4.4 **Edge of pavement is breaking up at opposite side of the Benedict site access**

As the pavement edge breaking has encroached onto the existing travel lane, this should be repaired as soon as practicable.

4.5 **Water ponding**

Water ponding occurs at the left-hand side edge of the driveway. This is possibly due to the existing culvert not draining properly (Plate 4.5). The cause of this situation needs to be inspected by a drainage engineer and repair work should be undertaken as soon as practicable.



Plate 4.5 **Water ponding on the left-hand side of the driveway**

4.6 Council's requirements

The observed pavement damage and water ponding issues at or near to the site access driveway intersection need to be repaired/upgraded in accordance with the Council's [Design](#) and [Construction](#) specifications. Council's standard drawings can be found [here](#).

Before undertaking any work on Menangle Road, Council's Road Management Approval (s138) will be required. Further information on the application process is provided [here](#).

All works should be to satisfaction of Council.

4.7 Sight distance assessment

The posted speed limit on Menangle Road is 60 km/h. For the relevant 70 km/h intersection design speed (60 +10), a minimum 151 m sight distance is required from the Benedict site access to approaching traffic in each direction along Menangle Road for the standard 2 seconds driver's reaction time. The site access is located at a reasonably straight geometry along Menangle Road so sufficient sight distances are available to the left and right as shown in (Figure 4.2).



Figure 4.2 Sight distances to the left and right from the Benedict site access

During the site inspection it was noted that truck drivers have a better visibility of approaching traffic due to the additional height and they were all observed to exit the site in a safe manner. Therefore, there are no geometric design road safety issues at the site access intersection. Furthermore, TfNSW's Centre for Road Safety crash statistics do not show any recorded crash at this intersection.

4.8 Signage and line marking

As stated earlier there is no existing stop line marking at the site access on Menangle Road. Furthermore, due to the frequent truck turning movements, some of the major road line marking was found to be faded and reflective pavement markers (RRPM) are missing (Plate 4.6).

It is recommended that upon repair of the pavement, the line marking at this site access is to be redone for the site inspection area shown in Figure 4.1, along with an additional stop line provided at the driveway exit (Figure 4.3).

The faded Stop signs should also be replaced by new signs (Plate 4.2).



Plate 4.6 Faded line marking and missing pavement markers on Menangle Road



Figure 4.3 Recommended Stop line at the Benedict driveway exit on Menangle Road

4.9 Queuing on Menangle Road

As the site inspection was undertaken during the AM peak hour, there were frequent arrivals of truck traffic from Menangle Road. However, during the one-hour site inspection period no vehicle queuing on Menangle Road was observed as all trucks were able to enter the site without delaying or stopping.

No vehicle speeding was observed along the site access frontage to Menangle Road.

4.10 Driver's behaviour

The site was operational during the site inspection and multiple trucks entered and exited the site from both directions on Menangle Road. The majority of the trucks were observed to travel to/from the north.

Due to the generally high peak hour volumes of passing traffic along Menangle Road, exiting truck drivers travelling to the north were required to wait relatively long periods on some occasions. All truck drivers were observed to wait patiently and executed the turn in a safe manner when there were sufficient gaps in the passing traffic.

4.11 Other observations

During the site inspection a number of vehicles were observed to enter a vehicle access path parallel to Menangle Road to the south of the site access driveway (Figure 4.4). These vehicles were associated with the residential construction in areas south of the quarry.



Figure 4.4 Travel path parallel to Menangle Road

5 Conclusion and summary

This Road Safety and Condition Audit Report in undertaken in accordance with Menangle Quarry Extension Consent (DA 85/2865) Condition B49. The key findings are summarised below:

- There are some current intersection road pavement defects and water ponding issues at Menangle Road near the site entrance which will need to be repaired as soon as practicable to council's satisfaction.
- The existing signage and line marking at the 180 m section on Menangle Road needs to be redone following the repair of the pavement and the two faded Stop signs on the site driveway should be replaced at the same time.

Appendix A

DPHI endorsement of Abdullah Uddin

NSW Planning ref: DA85/2865-PA-55

Alycia O'Brien
Environmental Compliance Manager
BENEDICT RECYCLING PTY LIMITED
ABORIGINAL COUNTRY
11 NARABANG WAY
BELROSE New South Wales 2085

13/11/2024

Sent via the Major Projects Portal only

Subject: Menangle Quarry - Condition B49 - Road Safety and Condition Audit

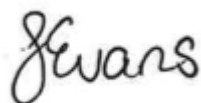
Dear Mrs O'Brien

Reference is made to your post approval matter, DA85/2865-PA-55, requesting the Planning Secretary's approval of suitably qualified and experienced person/s to conduct a Road Safety and Condition Audit, in accordance with condition B49.

I note you have nominated Mr Abdullah Uddin of EMM Consulting. I have reviewed Mr Uddin's curriculum vitae and consider he meets the requirements of the conditions of B49. Accordingly, I approve Mr Uddin's appointment.

Should you wish to discuss the matter further, please contact Carl Dumpleton, by email at carl.dumpleton@planning.nsw.gov.au

Yours sincerely



Jessie Evans
Director, Resource Assessments
Resource Assessments

As nominee of the Planning Secretary

Appendix B

Correspondence with Wollondilly Shire Council

From: [Will Sale](#)
To: [Abdullah Uddin](#)
Cc: [Corrie Swanepoel](#); "[Ewen@benedict.com.au](#)"; [Tim Brooker](#); [Phil Towler](#); "[Alycia@benedict.com.au](#)"
Subject: RE: Menangle Quarry - Road Safety and Condition Report
Date: Monday, 9 December 2024 12:32:33 PM
Attachments: [image005.png](#)
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[image026.png](#)
[image031.png](#)
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CAUTION: This email originated outside of the Organisation.

Hi Abdullah,

Thanks for your time on the phone and below details. As discussed, based on the wording of the condition/s (Condition B49) Councils position is that the audit is required to review existing access/road conditions against the relevant current standard (Austroads, etc) to demonstrate compliance with such standards. Where this doesn't occur works are to be recommended (and then subsequently undertaken as per condition B50). Should your position be correct with respect to the intention being the access has been constructed previously and has worked for the development to this point we (Council) would need to have this confirmed by the Planning Secretary as that is not our interpretation of the wording.

Regrading the works to complete the requirements/recommendations of the audit, this is the responsibility of the consent holder based on the wording of condition B50.

We understand based on today's discussion that you will submit your DRAFT report to the planning secretary without Councils concurrence/finalised consolation as required by the condition (B49), this will allow the planning secretary to make a decision as to the appropriateness of the details requested by Council based on the wording of the condition.

We (Council) would also request that the planning secretary investigates the timeframes required by the condition based on when works commenced for stage 8.

Thanks
Will



Will Sale
Engineering Development Team Leader

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From: Abdullah Uddin <auddin@emmconsulting.com.au>
Sent: Friday, 6 December 2024 8:56 AM
To: Will Sale <will.sale@wollondilly.nsw.gov.au>
Cc: Corrie Swanepoel <Corrie.Swanepoel@wollondilly.nsw.gov.au>; 'Ewen@benedict.com.au' <Ewen@benedict.com.au>; Tim Brooker <tbrooker@emmconsulting.com.au>; Phil Towler <ptowler@emmconsulting.com.au>; 'Alycia@benedict.com.au' <Alycia@benedict.com.au>
Subject: RE: Menangle Quarry - Road Safety and Condition Report

Good morning Will

Thanks for your prompt response on the subject matter. Our responses are provided below.

We intend to submit the final 'Road Safety and Condition' report to DPHI on Wednesday, 18 December 2024. Therefore, if you have any questions/clarifications/feedback on this, please send it through by **Monday, 16 December**.

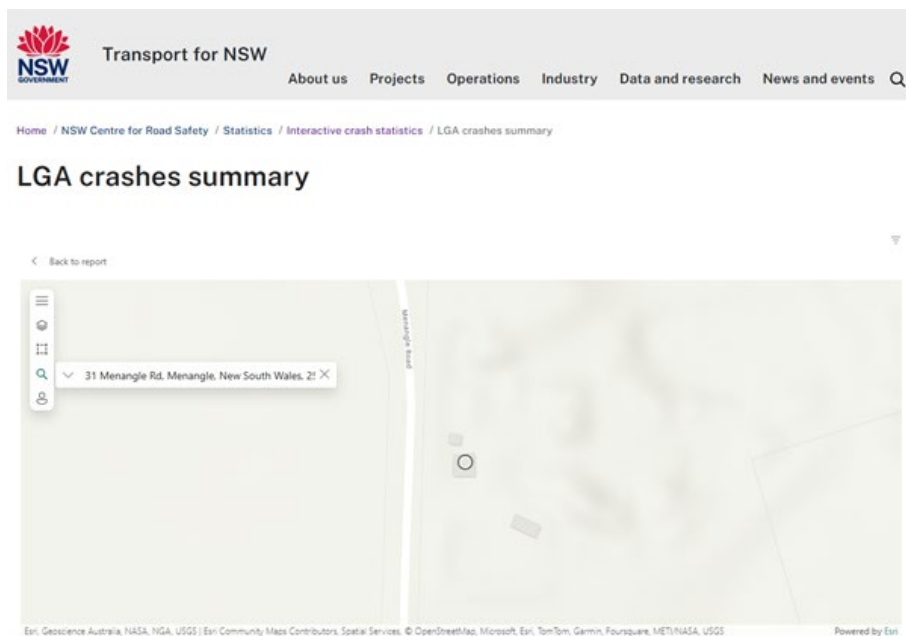
1. *Turning warrants assessment required as per Austroads to confirm that the intersection arrangement is achieves the requirements of the Austroads guidelines. This is required to address B49 (d).*

The site access on Menangle Road was constructed around 2002-2003. It was constructed in accordance with relevant Austroads design guides at that time and is therefore compliant.

The intersection right turn from the south has an Auxiliary Right Turn (AUR) bay which is now superseded in the Austroads design guides by the Short Channelised Right Turn (CHR-S) design. Although there is a slight difference on design of these two right turn treatments, the fundamental principles are the same. The current right turn bay is fit for purpose as the majority of the vehicles travelling to the site arrive to/from the north and do not require to turn right from Menangle Road at this intersection.

In addition to the Auxiliary right turn bay, a dedicated left turn bay is also provided.

The site intersection has been operational for over 25 years, with no reported crashes/fatalities at this site access during the past five years as shown below.



<https://www.transport.nsw.gov.au/roadsafety/statistics/interactive-crash-statistics/lga-crashes-summary>

We believe that an "assessment the safety, performance and condition of the site's vehicular access onto Menangle Road, including the associated acceleration and deceleration lanes;" (as required by Condition B49 (b)) can be made based on these factors and the information provided in the report.

Therefore, we don't believe any warrant assessment at this site access is required.

2. The existing intersection arrangement (if deemed appropriate as per the above) requires assessment against Austroads guidelines with respect to BAR, channelised left, acceleration lane requirements to demonstrate that the existing dimensions, linemarking, etc comply with Austroads or identify changes required to demonstrate compliance. This is required to address B49 (d).

As noted above, the intersection was constructed in compliance with relevant Austroads standard. There have been no

changes to the number of approved truck movements since that time.

The existing defects e.g. pavement, drainage, signage, line marking, etc. are identified in the Road Safety and Condition report. As stated in the report, the majority of the vehicles accessing the site are travelling to/from the north, peak hourly vehicle numbers turning to or from the south at the site access are minimal. Therefore, no deceleration or acceleration lane are required for this driveway access to or from the south.

3. Proposed works, extent of works and pavement design details required to be provided for section 4.4 for both the entry/exit repair and pavement widening. The pavement design is required to be provided from a suitable qualified geotechnical engineer. This is required to address B49 (d).

The requested information is beyond the scope of the Road Safety and Condition Audit required by Condition B49. However, these matters can be addressed once the audit is approved by the Planning Secretary.

In accordance with the original consent Condition No. 26 – Rehabilitation Levy, Benedict pays a ‘Rehabilitation Levy’ to Council “for the purpose of maintaining roads used for the transport of sand and soil from the site and for ongoing maintenance of rehabilitation”. Note that between 2014 and 2024 Benedict has contributed over \$650, 000 to Wollondilly Shire Council. Benedict believes that it is reasonable that some of these funds would be used by the Council to fix some of the existing defects identified in the Road Safety and Condition report. Benedict is willing to work with Council to work out a reasonable solution so that the road infrastructure at the site access is maintained at its existing safe level.

26. Rehabilitation Levy

The applicant or its Assigns shall pay the Campbelltown City Council a rehabilitation levy on all sand and soil removed or carried from the site within the City of Campbelltown and the Wollondilly Shire Council a rehabilitation levy on all sand and soil removed from the site within the Shire of Wollondilly, such levy being paid into a Trust Fund to be administered by the respective Councils, at a rate of 28 cents per tonne of sand and soil, for the purpose of maintaining roads used for the transport of sand and soil from the site and for ongoing maintenance of rehabilitation.

The amount of rehabilitation levy shall be adjusted annually on 1st day of March (hereinafter called "the Index Review Date") to an amount which is:

- i. an amount calculated in accordance with the following formula:

$$\text{Amount} = \frac{RX \text{ CPI}(2)}{\text{CPI}(1)}$$

R = The amount which is the rehabilitation levy payable in respect of the period of 12 months immediately preceding the Index Review Date.

CPI(2)= The figure for Sydney of the Consumer Price Index (All Groups) for the most recent complete quarter prior to the Index Review Date.

CPI(1)= The figure for Sydney of the Consumer Price Index (All Groups) for the most recent completed quarter prior to the previous Index Review Date.

- ii. on and from the relevant Index Review Date and until next varied, that amount shall be deemed to be the rehabilitation levy payable.

4. Extent of works, proposed works and details of drainage works to be prepared by a suitably qualified civil engineer to rectify water ponding as per section 4.5. This is required to address B49 (d).

As for the item above, this information is beyond the scope of the Audit required by Condition B49.

Benedict wants to work with the Council on these matters. Benedict's preference is for Council to undertake the work to remedy existing defects as per their specifications. In relation to the funding for these works, Benedict is willing to contribute any future Rehabilitation Levies to the total cost of the remedial works until the works are completed should Benedict be required to complete the agreed work to the satisfaction of the Council.

Best Regards,

Abdullah Uddin

Associate Traffic Engineer



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SYDNEY | Ground floor, 20 Chandos Street, St Leonards NSW 2065

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From: Will Sale <will.sale@wollondilly.nsw.gov.au>

Sent: Tuesday, 26 November 2024 8:25 AM

To: Abdullah Uddin <auddin@emmconsulting.com.au>

Cc: Corrie Swanepoel <Corrie.Swanepoel@wollondilly.nsw.gov.au>; 'Ewen@benedict.com.au' <Ewen@benedict.com.au>; Tim Brooker <tbrooker@emmconsulting.com.au>; Phil Towler <ptowler@emmconsulting.com.au>; 'Alycia@benedict.com.au' <Alycia@benedict.com.au>

Subject: RE: Menangle Quarry - Road Safety and Condition Report

CAUTION: This email originated outside of the Organisation.

Hi Abdullah,

Thanks for the consent information and Audit based on review of condition B49 (refer extract below). The following comments are required to be addressed:

1. Turning warrants assessment required as per Austroads to confirm that the intersection arrangement is achieves the requirements of the Austroads guidelines. This is required to address B49 (d).
2. The existing intersection arrangement (if deemed appropriate as per the above) requires assessment against Austroads guidelines with respect to BAR, channelised left, acceleration lane requirements to demonstrate that the existing dimensions, linemarking, etc comply with Austroads or identify changes required to demonstrate compliance. This is required to address B49 (d).
3. Proposed works, extent of works and pavement design details required to be provided for section 4.4 for both the entry/exit repair and pavement widening. The pavement design is required to be provided from a suitable qualified geotechnical engineer. This is required to address B49 (d).
4. Extent of works, proposed works and details of drainage works to be prepared by a suitably qualified civil engineer to rectify water ponding as per section 4.5. This is required to address B49 (d).

Road Safety and Condition Audit

B49. Within 12 months of commencing Quarrying Operations in the Stage 8 Area, and every five years thereafter until the conclusion of Quarrying Operations, the Applicant must undertake a Road Safety and Condition Audit for the development, to the satisfaction of the Planning Secretary. This Audit must:

- (a) be undertaken by a suitably qualified independent expert/s whose appointment has been endorsed by the Planning Secretary;
- (b) be prepared in consultation with Council;
- (c) assess the safety, performance and condition of the site's vehicular access onto Menangle Road, including the associated acceleration and deceleration lanes;
- (d) identify any road works that are required to ensure compliance with relevant Austroads standards or relevant Council requirements;
- (e) be documented in a Road Safety and Condition Audit Report which must be submitted to Council and the Planning Secretary for approval within three months of commencing the Audit.

B50. Within 12 months of completing each Road Safety and Condition Audit required under condition **B49** of this Schedule, unless otherwise agreed by the Planning Secretary, the Applicant must complete any road works recommended in the Audit, to the satisfaction of Council. If there is a dispute regarding the implementation of any recommendations contained in the Audit, the Applicant may refer the matter to the Planning Secretary for resolution.

Figure 1: Extract from Consent

Once the above amendments/review is undertaken and the Audit updated to include the changes please provide back for additional Council review.

Thanks
Will



Will Sale
Engineering Development Team Leader

T 0246774413
A P.O. Box 21 Picton, NSW, 2571
E Will.Sale@wollondilly.nsw.gov.au
W <http://www.wollondilly.nsw.gov.au>



From: Abdullah Uddin <auddin@emmconsulting.com.au>
Sent: Monday, 25 November 2024 10:11 AM
To: Will Sale <will.sale@wollondilly.nsw.gov.au>
Subject: RE: Menangle Quarry - Road Safety and Condition Report

Hi Will

Sorry missed your call as I was in a meeting.

Please call back on my mobile when you are free. I have few meetings rest of the morning but free after 2pm.

Best Regards,

Abdullah Uddin

Associate Traffic Engineer



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From: Will Sale <will.sale@wollondilly.nsw.gov.au>
Sent: Thursday, 21 November 2024 1:55 PM
To: Abdullah Uddin <auddin@emmconsulting.com.au>
Cc: Corrie Swanepoel <Corrie.Swanepoel@wollondilly.nsw.gov.au>; 'Ewen@benedict.com.au' <Ewen@benedict.com.au>; Tim Brooker <tbrooker@emmconsulting.com.au>; Phil Towler <ptowler@emmconsulting.com.au>; 'Alycia@benedict.com.au' <Alycia@benedict.com.au>
Subject: RE: Menangle Quarry - Road Safety and Condition Report

You don't often get email from will.sale@wollondilly.nsw.gov.au. [Learn why this is important](#)

CAUTION: This email originated outside of the Organisation.

Hi Abdullah,

Thanks for sending through the below and attached, would you be able to provide a copy of the consent also to allow us to determine whom is the most appropriate to review in this instance?

Thanks
Will



Will Sale
Engineering Development Team Leader

T 0246774413
A P.O. Box 21 Picton, NSW, 2571
E Will.Sale@wollondilly.nsw.gov.au
W <http://www.wollondilly.nsw.gov.au>



From: Abdullah Uddin <auddin@emmconsulting.com.au>
Sent: Thursday, 21 November 2024 1:23 PM
To: Corrie Swanepoel <Corrie.Swanepoel@wollondilly.nsw.gov.au>; Wollondilly Shire Council <council@wollondilly.nsw.gov.au>
Cc: Ewen McKenzie <Ewen@benedict.com.au>; Tim Brooker <tbrooker@emmconsulting.com.au>; Phil Towler <ptowler@emmconsulting.com.au>; Alycia O'Brien <Alycia@benedict.com.au>
Subject: Menangle Quarry - Road Safety and Condition Report

Good afternoon Corrie

As per the approval condition, Menangle Quarry is required to undertake a Road Safety and Condition report at the site frontage. The report needs to be prepared with consultation with Wollondilly Shire Council.

Please find attached the draft report. We intend to submit the final report, with council's comments, to Department of Planning, Housing and Infrastructure (DPHI) before the Christmas break. Therefore, we would appreciate council's response by **Friday, 6 December 2024**.

Please feel free to get in touch if you have any questions/clarifications on the report. We are happy to have an online Teams meeting with the respective council officer/s, if needed.

We look forward to receiving council's comments.

Best Regards,

Abdullah Uddin
Associate Traffic Engineer



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