

Our ref: DA85/2865-PA-45

Ewen McKenzie  
Acting Environmental Compliance Manager  
11 NARABANG WAY  
BELROSE 2085  
13/09/2024

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Subject: Traffic Management Plan version 8

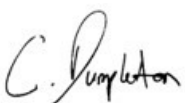
Dear Mr McKenzie

I refer to the updated Traffic Management Plan (version 8) submitted following the 2023 annual environmental review and completion of the work authorisation deed with Transport for NSW.

I have reviewed the plan and consider the minor amendments would still meet the conditions of consent, accordingly I approve the plan.

If you wish to discuss the matter further, please contact me via email:  
[carl.dumpleton@planning.nsw.gov.au](mailto:carl.dumpleton@planning.nsw.gov.au).

Yours sincerely

A handwritten signature in black ink, appearing to read "C. Dumpleton".

Carl Dumpleton  
Team Leader – Energy and Resources Assessments  
As nominee of the Planning Secretary

# Traffic Management Plan

## Menangle Sand and Soil Quarry

Prepared for Menangle Sand and Soil Pty Ltd  
June 2024



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June 2024

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# Menangle Sand and Soil Quarry

## Traffic Management Plan

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### Report Number

J190166 RP24

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### Client

Menangle Sand and Soil Pty Ltd

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### Date

28 June 2024

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### Version history

Version	Date	Prepared by	Approved by	Comments
v1	3/11/20	A. Uddin	T. Brooker	Draft for TfNSW review
v2	4/12/20	A. Uddin	T. Brooker	Draft addressing TfNSW comments of 30/11/20
v3	20/12/20	A. Uddin	T. Brooker	Draft addressing TfNSW comments of 14/12/21 for DPE review
v4	23/2/21	A. Uddin	T. Brooker	Draft addressing DPE comments of 27/1/21.
v5	9/4/21	A. Uddin	T. Brooker	Draft addressing CCC comments of 1/4/21 and WSC comments of 2/4/21
v6	20/4/21	A. Uddin	T. Brooker	Draft addressing DPE comments of 16/4/21
v7	25/2/22	K. Ward	P. Towler	Minor updates to incorporate MOD2
V8	30/11/23	P. Towler	P. Towler	Minor updates following 2023 Annual Review and to include reference to WAD SYD17/00793/04

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# 1 Introduction

## 1.1 Background

Menangle Sand and Soil Pty Ltd (Menangle Sand and Soil) operates the Menangle Sand and Soil Quarry at 15 Menangle Road, Menangle (Figure 1.1).

The quarry, located in the Wollondilly and Campbelltown local government areas, 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.

To date, sand and soil has been extracted from Stages 1 to 2 and 4 to 7 (Figure 1.2). While previously approved, sand and soil will not be extracted from Stage 3.

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.

The extracted material will be transported to the processing area where it will be stockpiled, processed and blended with materials imported to the site, prior to being dispatched from the quarry. Operations (but not extraction) will continue in the Stage 6 and Stage 7 areas.

Modification 2 removed the requirement for an overland conveyor and replaced it with the operation of an off-road haul truck for the transfer of extracted materials from the Stage 8 area to the processing area using existing roads.

This Traffic Management Plan (TMP) has been prepared to address the requirements of the Consent.

## 1.2 Project overview

The quarry has consent to extract the sand and soil resource in the Stage 8 area to 2035. Stage 8 has been split up into 15 sub-stages (Figure 1.3) which have been further categorised into seven extraction phases (Table 1.1).



## KEY

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

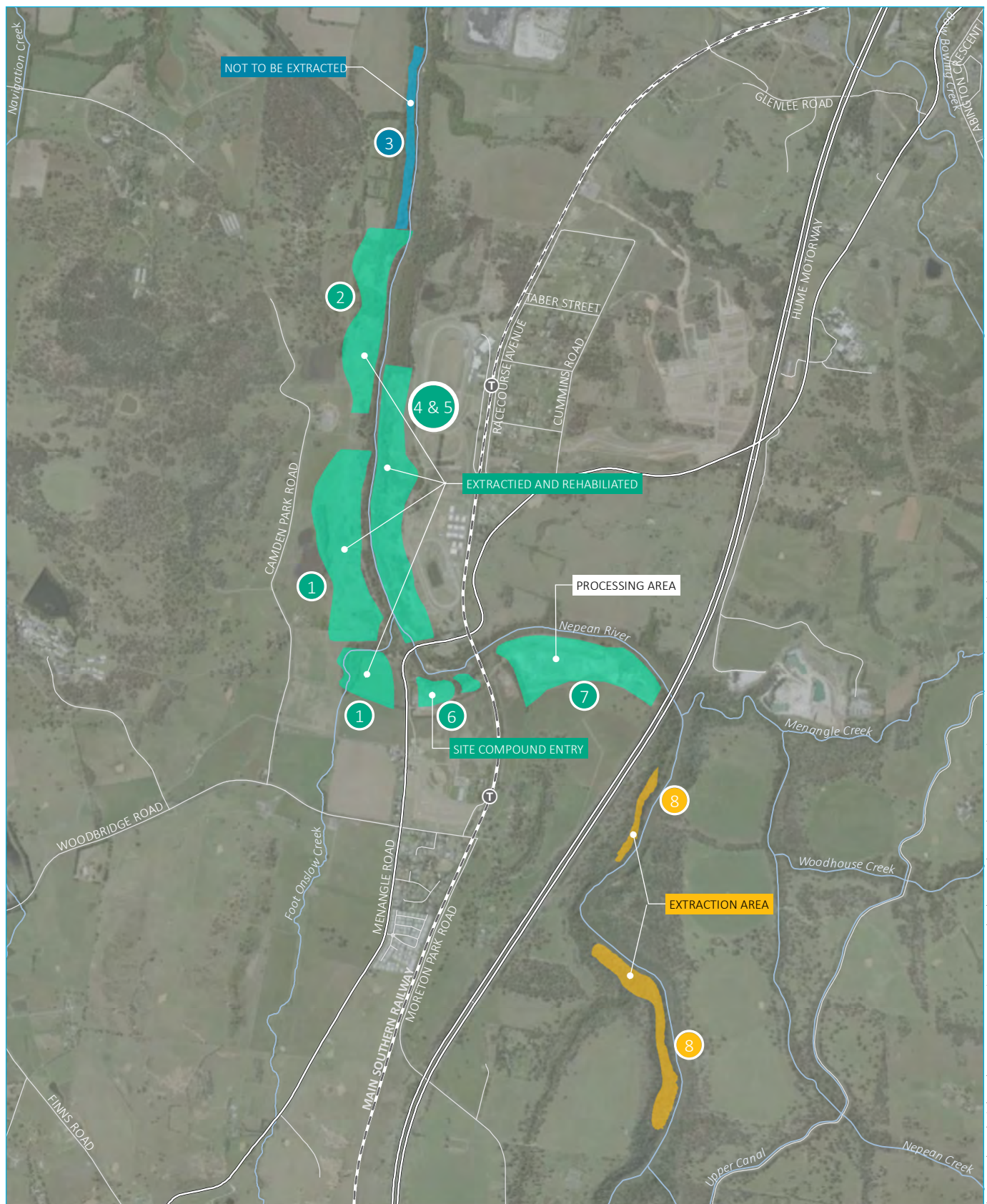
## INSET KEY

- Main road
- State forest

Regional context

Menangle Sand and Soil Quarry  
Figure 1.1





Source: EMM (2022); Metromap (2022); DFSI (2017)

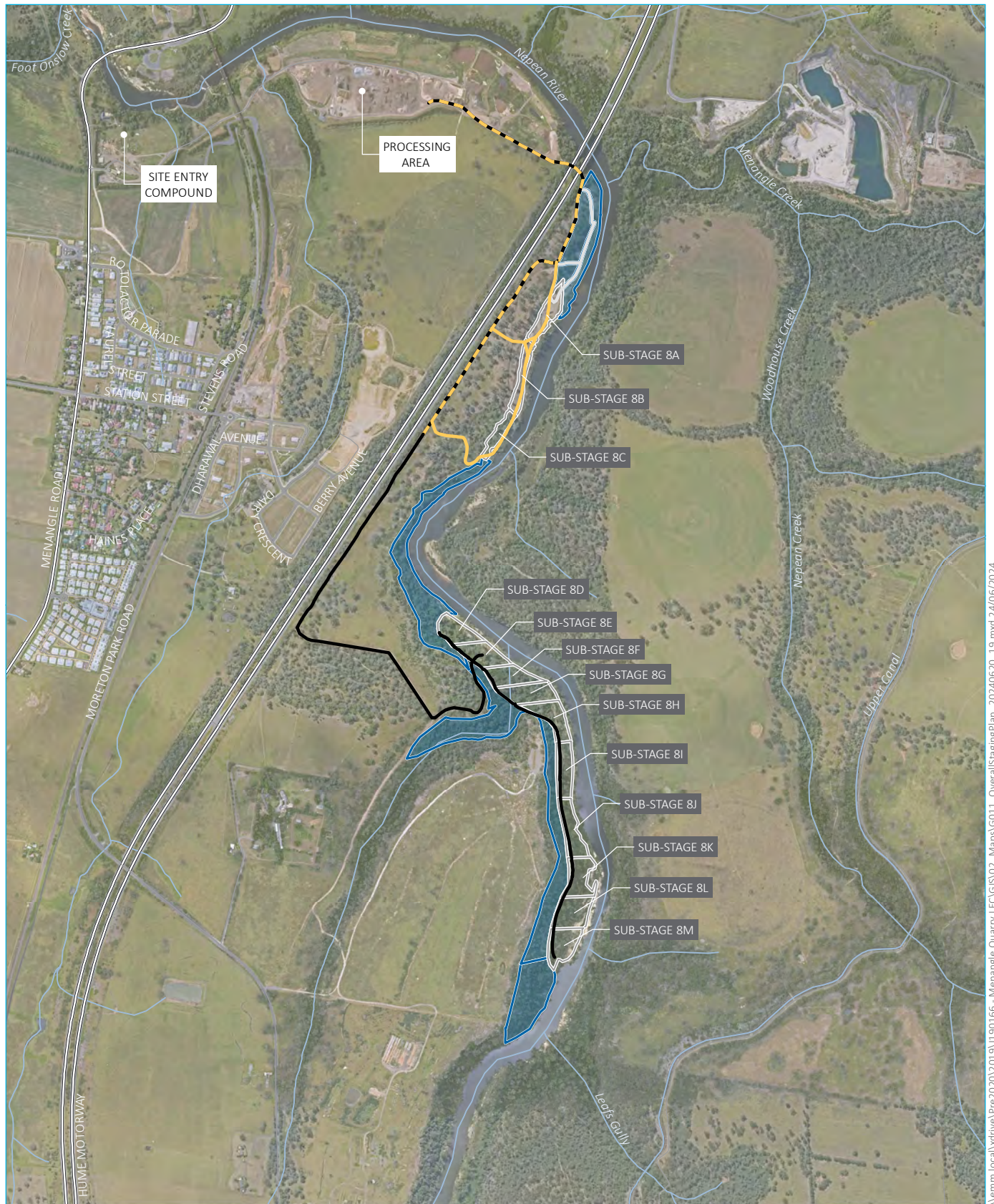
## KEY

- Train station
- Rail line
- Main road
- Local road
- Named watercourse
- Extractive operations (approved)
- Extractive operations (approved but not extracted)
- Stage 8 - extraction/rehabilitation area

Menangle Quarry stages 1 to 8

Menangle Sand and Soil Quarry  
Figure 1.2





## KEY

Stage 8 - restoration area (no extraction)

Existing environment

Major road

Minor road

Watercourse/drainage line

Access track

Haul roads

Substage 8A-8M

Substage 8A-8C

Substage 8D-8M

Substage boundary

Phase 1 Sub-stages 8A - 8B

Phase 2 Sub-stage 8C

Phase 3 Sub-stages 8D - 8E

Phase 4 Sub-stages 8F - 8G

Phase 5 Sub-stages 8H - 8I

Phase 6 Sub-stages 8J - 8K

Phase 7 Sub-stages 8L - 8M

Stage 8 area

Menangle Sand and Soil Quarry  
Figure 1.3

**Table 1.1**      **Stage 8 phases**

Phase	Substage
1	8A–8B
2	8C
3	8D–8E
4	8F–8G
5	8H–8I
6	8J–8K
7	8L–8M

As well as the extraction areas, key components of the quarry include:

- a wheel wash and weighbridge
- a site office and amenity building
- a workshop west of the site office
- fuel supply tanks north of the storage shed
- processing area, including stockpiles
- other minor infrastructure.

These components will be used to support activities in the Stage 8 area which include:

- extraction in the Stage 8 extraction area followed by rehabilitation
- restoration of areas adjacent to the extraction areas
- internal haul roads.

## 1.3 Operations

### 1.3.1 Activities

Operations at the quarry comprises the following activities:

- vegetation management and clearance
- sand and soil excavation
- material transport by off-road haul truck
- sorting and screening of excavated material
- processing of excavated material

- blending of excavated material with imported materials
- stockpiling
- loading of product into trucks
- product dispatch via trucks.

### 1.3.2 Plant and equipment

Condition A33 of the development consent states:

All plant and equipment used on site, or to monitor the performance of the development must be:

- (a) maintained in a proper and efficient condition; and
- (b) operated in a proper and efficient manner.

Regular maintenance of all plant and equipment will be logged and stored on site available for review at any time.

## 1.4 Quarry life

The Stage 8 Operations may be carried out on the site until 31 December 2035.

## 1.5 Operating hours

The quarry will operate during the approved hours in accordance with development consent Table 1, Condition A26 (see Table 1.2 below).

**Table 1.2**      **Operating hours**

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

Condition A27 of the development consent states that where police or other public authorities request that deliveries or dispatching of materials are to be carried out outside operating hours and emergency work to avoid the loss of lives, property or to prevent environmental harm is required, then these activities are permitted outside the normal operating hours. In such circumstances, the Applicant must notify the Department of Planning, Housing and Industry (DPHI) and affected residents prior to undertaking the activities, or as soon as is practical thereafter.

## 1.6 Approvals and licenses

Benedict will obtain all necessary approvals, licences and consents required for the carrying out of the development, including but not limited to, approvals under the *Roads Act 1993*.



## 1.7 Access

### 1.7.1 Site access

The main access to the site is from Menangle Road. Menangle Road is an arterial road which provides sub-regional access.

### 1.7.2 Access to the Stage 8 area

Light vehicles and off-road haul trucks accessing the Stage 8 area will use the existing access under the Hume Motorway. The existing access was retained when the Road Transport Authority (now Transport for NSW, TfNSW) bisected the lands when acquiring the corridor for the original Hume Highway in 1969. The existing access road under the bridge has been upgraded and sealed to comply with TfNSW drainage and pavements standards as approved by (Work Authorisation Deed: WAD SYD17/00793/04).

Menangle Sand and Soil has entered into a legally binding agreement with TfNSW for the operation and ongoing maintenance of the section of the haul road and associated infrastructure within the Hume Highway Motorway Road Reserve (including under the Menangle Bridges). The legally binding agreement was executed prior to any construction within the road reserve. All TfNSW legal costs associated with drafting and executing the legally binding agreement were borne by Menangle Sand and Soil.

Unrestricted access to TfNSW to undertake maintenance on the Menangle Bridge and associated facilities will be provided at all times. Any detritus associated with the construction and use of the access and haul road under and adjacent to the Menangle Bridge will be removed. The piers of the Menangle Bridge, as well as any other part of the bridge structure and associated facilities will be protected from any potential damage as a result of the development.

Benedict will not undertake further work within the Hume Highway Motorway Road Reserve (including the area under the Menangle Bridge) without the consent of TfNSW under Section 138 of the Roads Act. If works are undertaken within the Hume Highway Motorway Road Reserve, they will not destabilise the foundations of the Hume Highway, including the Menangle Bridges. Should rectification works be required as a result of the development, they will be undertaken by Benedict in accordance with TfNSW requirements and standards, and at no expense to TfNSW.

The condition of the underpass will be inspected by the quarry manager weekly and by a civil engineer every 3 years. This will include assessing whether:

- unrestricted access is provided to TfNSW to undertake maintenance on the Menangle Bridges at all times
- any detritus associated the construction and use of the access road under and adjacent to the Menangle Bridges has been removed
- the piers of the Menangle Bridges, as well as any other part of the bridge structure and associated facilities, are protected from any potential damage as a result of the development.

### 1.7.3 Product dispatch

Truck movements at the site (ie combined inbound and outbound movements) will not exceed an average of:

- 147 per day on Monday to Friday
- 80 per day on Saturday.

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

## 1.8 Road safety and condition audit

Within 12 months of commencing quarrying operations in the Stage 8 Area (i.e. by 4 September 2024), and every five years thereafter until the conclusion of quarrying operations, a Road Safety and Condition Audit will be conducted for the development, to the satisfaction of the Planning Secretary as required by Consent Condition B49. The audit will be undertaken by a qualified Road Safety Auditor who will be required to be endorsed by the Planning Secretary. The audit will be prepared in consultation with Wollondilly Shire Council ('Council').

The audit will include assessment of the safety, performance and condition of the site's vehicular access onto Menangle Road, including the associated acceleration and deceleration lanes. The audit will also identify any road works that are required to ensure compliance with relevant Austroads guidelines or relevant Council requirements. The Road Safety and Condition Audit Report will be submitted to Council and the Planning Secretary for approval within three months of commencing the audit. Any roadworks if recommended in the audit will be completed to the satisfaction of the Council within 12 months.

## 1.9 Road maintenance levy

Menangle Sand and Soil has, and will continue to, pay a road maintenance levy (but referred to in the 1989 Consent as a "rehabilitation levy") on all sand and soil removed from the Stage 8 Area in accordance with the existing rates, calculation methods and indexation required under Condition 26 of Schedule 1 of the Consent.

### 1.10 Car parking

All employees and visitors park within the designated site parking areas, without any requirement for parking on Menangle Road or along any of the vehicular paths within the site. The site visitor car park is shown in Plate 1.1.



Plate 1.1 Visitor parking at the site entrance

### 1.11 Staff

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

### 1.12 Document purpose

EMM Consulting Pty Limited (EMM) has been engaged by Menangle Sand and Soil to prepare a Traffic Management Plan (TMP) as required by development consent condition B55 (DA 85/2865) prior to commencing Stage 8 quarrying operations.

This TMP addresses operations across the quarry for Phases 1–7 (see Table 1.1).

The TMP, as approved by the Planning Secretary, will be implemented.

### 1.13 Report preparation

This plan was prepared by Abdullah Uddin who has 17 years of experience in the traffic engineering and transport planning. Abdullah has been endorsed by the Planning Secretary in its letter dated 13 October 2020 for preparation of this TMP (Condition B55 (a) of Schedule 2).

## 1.14 Consultation

### 1.14.1 Original plan

As required by the Consent, this TMP was prepared in consultation with:

- Transport for NSW (TfNSW)
- Wollondilly Shire Council (WSC)
- Campbelltown City Council (CCC).

All three agencies were contacted via email on 14 October 2020 and invited to provide input to the TMP (Attachment A) preparation. This draft plan has been provided to these regulators for their comment.

TfNSW made a number of comments (Attachment A) as summarised in Table 1.3.

A draft of this TMP was sent to Wollondilly Shire Council on 23 February 2021. The comments were received on 2 March 2021 and are presented in Table 1.4.

A draft of this TMP was sent to Campbelltown City Council on 24 February 2021. The comments were received on 1 April 2021 and are presented in Table 1.5.

**Table 1.3 TfNSW comments**

<b>TfNSW comments</b>	<b>Responses</b>
The submitted TMP proposes no changes to the existing access points, lighting and anticipated traffic volumes for the proposed Stage 8 area. However, the applicant is required to produce plans indicating the existing /proposed traffic controls at the access points.	There is no change of the traffic control at the access points. Refer to Figure 4.1.
Provide the swept path of the longest anticipated vehicles accessing the site from Menangle Road.	The swept paths are provided in Attachment C.
The TMP should provide all transport routes and traffic types to be used for development-related traffic. Currently only truck traffic numbers are provided.	Transport routes are provided in Section 4.8. Traffic types are discussed in Section 4.9. Employee numbers are provided in Section 1.11.
No trucks/other vehicles to queue/wait on Menangle Road or any other State Road.	Arrival of site traffic is discussed in Section 4.2 so that queueing will not occur on public roads.
The TMP should describe measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site.	Dust control is discussed in Section 4.7. Measures to minimise tracking of material on public roads are discussed in Sections 4.4 and 4.5.
Any additional conditions that Wollondilly and Campbelltown City Council may require.	Wollondilly and Campbelltown City Council comments will be incorporated, once received.

**Table 1.4 Wollondilly Shire Council comments**

Wollondilly Shire Council comments	Responses
<p>Consideration needs to be given to the new residential subdivisions currently being constructed to the south of the site. Vehicle movements to or from the south along Menangle Road should be restricted to avoid conflict and disturbance to the new residential developments and local traffic movements.</p>	<p>As stated in Section 1.7.3, an average of 147 truck movements per day are expected on weekdays where only 5% site trucks will use Menangle Road to the south of the site (Section 4.8). This equates up to approximately 7 trucks per day. This low volume of trucks is unlikely to result in any significant disturbance to the residential developments and local traffic movements.</p> <p>An accurate record of all truck movements to and from the site (including time of arrival and dispatch) will be kept and a summary of records will be published on the company's website in every 6 months.</p>
<p>Heavy vehicle routes to the south along Menangle Road to Picton Road may not be appropriate due to bridge load limits and road geometry. Consideration should be given to restrictions to movements of heavy vehicles to the south.</p>	<p>Menangle Road, between the site and Picton Road, generally has adequate road geometry with road shoulders, sign and line markings. The speed limit has been reduced to urban sections and at the bends. Further, there is no apparent bridge limit restriction at this section of Menangle Road. Given the low volume of trucks that would pass throughout the day, it is unlikely to cause any significant traffic safety issues at this section of Menangle Road. Should the site related trucks movements on Menangle Road south of quarry be restricted, any trucks to/from the south would have a long detour which is not desirable in terms of road network efficiently and financial viability of this quarry.</p> <p>The soon to be built Spring Farm Parkway will have a southbound egress/exit which will provide an improved route for heavy vehicles to/from destinations south of the quarry.</p>
<p>There needs to be a mechanism for quarry operators to conduct regular inspections of Menangle Road and arrange prompt removal and clearing of any material if it is accidentally deposited on the road. Regular sweeping and clearing of the main entrance should be included to avoid loose material from being tracked onto Menangle Road.</p>	<p>As mentioned in Section 4.5, all heavy vehicles will be covered thus minimise any chance of material being deposited on the road.</p> <p>Should there is any material accidentally deposited on to the road surface, it would be cleared by Benedict immediately upon notification.</p> <p>Menangle Sand and Soil has a long history of maintaining a clean Quarry entrance.</p>
<p>TfNSW made comment on restrictions to prevent trucks from queuing on Menangle Road or other State Roads. There should also be a mechanism for communicating and directing drivers to ensure trucks will not queue on local streets around the site.</p>	<p>As stated in Section 4.2, all arrival of trucks are coordinated to minimise any potential queuing on a public road.</p>
<p>The Complaints Response under section 5.12.1 should include driver conduct and road condition complaint response times, not just noise complaints.</p>	<p>Section 5.13.2 has been updated to include driver conduct and road condition complaint response times.</p>
<p>Road Safety and Condition Audit as proposed in section 1.8 indicates a review every 5 years after the initial inspection after commencement. A road condition and driver conduct audit should be conducted more frequently in consultation with Council to ensure any problems or degradation of the local road network and vehicle movements and conduct are addressed in a timely manner.</p>	<p>Comments noted. However, this matter was considered during the determination of the Consent and these audits will be conducted in accordance with by Consent Condition B49.</p>

**Table 1.5 Campbelltown City Council comments**

Campbelltown City Council comments	Responses
The haulage route of Menangle Road, Tindall Street and Narellan Road in the Campbelltown LGA is to be strictly adhered at all times.	As stated in Section 4.8, the haulage route will be adhered at all times.
When TfNSW opens the proposed Spring Farm Parkway/M31 Interchange Council support a further review of the route.	It is anticipated that quarry-related vehicles will preferentially use this interchange once commissioned. The transport routes described in this TMP will be updated accordingly at the appropriate time.
The maximum size of haulage vehicles is to be 19 m (general access) as the proposed route is not suitable for B-Double movements and is not listed as a Restricted Access route.	<p>It is acknowledged that the section of Menangle Road, between the bridge over Nepean River and the site access (400 m), is not a prescribed B-double road. However, the quarry is operational for many years by serving by 26-m long B-double trucks and the proponent is not seeking to increase the vehicle size. Further, there is no 'No trucks sign' along the haulage route in Menangle Road. NSW Road Rules 2014 states that:</p> <p><i>"104 No trucks signs</i></p> <p><i>(4) This rule does not apply to a driver if the destination of the driver lies beyond a no trucks sign and—</i></p> <p><i>(a) there is no other route by which the driver's vehicle could reach that destination, or</i></p> <p><i>(b) any other route by which the driver's vehicle could reach that destination would require the vehicle to pass another no trucks sign."</i></p> <p>Therefore, 26 m B-double vehicles accessing the site is justified.</p>
Council does not support the continuous use of B-Double vehicles through its city centre and residential areas (both existing and currently being delivered) due to safety and noise concerns.	<p>Section 4.8 of this TMP stipulates the truck haulage route where 95% of the trucks accessing the site to/ from the north and only 5% travels to the south through some residential precincts.</p> <p>The minor volume of trucks is unchanged from historical quarry operations and unlikely cause any amenity issues to local residents. Truck travel routes will be recorded and monitored and any community complaints will be addressed by the quarry.</p>
That the TMP report should note the presence of a 40 km/h school zone on Menangle Road.	The school zone has been noted in Section 3.1 of this report.

Following Department of Planning, Housing, Industry and Environment (DPHI, previously Department of Planning and Environment) review of the draft TMP, the TMP (version 7, February 2022) was approved by the Planning Secretary on 23 March 2022 (Attachment B).

#### 1.14.2 Plan update

Agencies, including TfNSW and WSC were consulted during the MOD2 application process. Their comments were considered by Menangle Sand and Soil during the application process and by DPHI on behalf of the Minister in approving the application and amending the Consent conditions.

TfNSW were consulted during the Work Authorisation Deed application process that resulted in TfNSW issuing WAD SYD17/00793/04 for the operation and ongoing maintenance of the section of the haul road and associated infrastructure within the Hume Highway Road Reserve (including under the Menangle Bridges) prior to construction within the road reserve.

There have been no material changes to this plan following the 2023 Annual Review. Therefore, TfNSW and WSC were not consulted during the preparation of version 8 of this plan.



## 2 Environmental requirements

### 2.1 Legislative framework

The legislation that applies to the implementation of this TMP is listed below:

- *Environmental Planning and Assessment Act 1979*
- *Roads Act 1993*
- *Road Transport Act 2013*
- *Work Health and Safety Act 2011*
- *NSW Road Rules 2008.*

### 2.2 Standards and guidelines

The following are the guidelines relevant to this TMP:

- *Manual of Uniform Traffic Control Devices: AS1742*
- *Austroads guide to Traffic Management*
- *RMS (now TfNSW) Traffic Control at Worksites, Issue 6, October 2020.*

### 2.3 Consent conditions

Table 2.1 lists the requirements of the Consent conditions and references the section of the report where each of these requirements has been addressed.

**Table 2.1 Relevant Consent Condition and EMM responses**

Condition No	Condition relating to TMP	Relevant report section
<b>Air Quality Operating Conditions</b>		
B13A.	The Applicant must construct and maintain all haul roads to minimise:	
(a)	excessive dust emissions by (including but not limited to):	Section 4.7
	(i) sealing the road surface with a clean coarse aggregate or equivalent, and minimising the surface silt content of the roads or implementing other surface treatment options such as chemical suppressants or paving; and	
	(ii) watering the haul roads at the appropriate water rate when in use.	
(b)	erosion and sediment loss through the appropriate design and installation of drainage having regard to the <i>Erosion and sediment control on unsealed roads A field guide for erosion and sediment control maintenance practices</i> (OEH 2012) or latest version.	SWMP Section 7

**Table 2.1 Relevant Consent Condition and EMM responses**

Condition No	Condition relating to TMP	Relevant report section
<b>Works within Hume Highway Motorway Road Reserve</b>		
B43.	Prior to commencing Quarrying Operations in the Stage 8 Area, the Applicant must make an application to TfNSW under Section 138 of the Roads Act 1993 for any proposed works within the Hume Highway Motorway Road Reserve (including the area under the Menangle Bridges).	Section 1.7.2
B44.	The Applicant must enter into a legally binding agreement with TfNSW (eg a licence, not a lease or an easement), for the operation and ongoing maintenance of the section of the haul road and associated infrastructure within the Hume Highway Motorway Road Reserve (including under the Menangle Bridges). The legally binding agreement must be executed prior to any construction within the road reserve. All TfNSW legal costs associated with drafting and executing the legally binding agreement must be borne by the Applicant.	Section 1.7.2
B45.	The Applicant must:	
(a)	provide an appropriately designed sealed access under and adjacent to the Menangle Bridges and comply with TfNSW drainage and pavement standards;	Section 1.7.2
(b)	Deleted	-
(c)	provide unrestricted access to TfNSW to undertake maintenance on the Menangle Bridges and associated facilities at all times;	Section 1.7.2
(d)	remove any detritus associated with the construction and use of the access and haul road under and adjacent to the Menangle Bridges; and	Section 1.7.2
(e)	protect the piers of the Menangle Bridges, as well as any other part of the bridge structure and associated facilities from any potential damage as a result of the development;	Section 1.7.2
B46.	In making the application to TfNSW required under condition B43, the Applicant must provide:	Section 1.7.2
(a)	details demonstrating how the requirements in condition B45 will be met during the early establishment phase of the development, including: <ul style="list-style-type: none"> <li>(i) sealing and drainage design details for the access road under and adjacent to the Menangle Bridges; and</li> <li>(ii) anchoring details for any structure(s) associated with the development that may become floating debris during flood events; and</li> </ul>	Section 1.7.2
(b)	details demonstrating how the compliance with the requirements in condition B45 will be maintained over the life of the development.	
B47.	The Applicant must ensure that works undertaken within the Hume Highway Motorway Road Reserve do not in any way destabilise the foundations of the Hume Highway, including the Menangle Bridges. Should rectification works be required as a result of the development, they must be undertaken by the Applicant in accordance with TfNSW requirements and standards, and at no expense to TfNSW.	Section 1.7.2
B48.	The Applicant must not undertake any works within the Hume Highway Motorway Road Reserve (including the area under the Menangle Bridges) without the consent of TfNSW under Section 138 of the <i>Roads Act 1993</i> .	Section 1.7.2
<b>Road Safety and Condition Audit</b>		
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:	Section 1.8

**Table 2.1 Relevant Consent Condition and EMM responses**

Condition No	Condition relating to TMP	Relevant report section
(a)	be undertaken by a suitably qualified independent expert/s whose appointment has been endorsed by the Planning Secretary;	Section 1.8
(b)	be prepared in consultation with Council;	Section 1.8
(c)	assessment the safety, performance and condition of the site's vehicular access onto Menangle Road, including the associated acceleration and deceleration lanes;	Section 1.8
(d)	identify any road works that are required to ensure compliance with relevant Austroads standards or relevant Council requirements;	Section 1.8
(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	Section 1.8
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.	Section 1.8
<b>Continuation of Rehabilitation Levy</b>		
B51.	For the duration of the Stage 8 Operations, the Applicant must continue to pay Council a rehabilitation levy on all sand and soil removed from the Stage 8 Area in accordance with the existing rates, calculation methods and indexation required under condition 26 of Schedule 1. The first instalment of these payments is to be made based on the most recent Index Review Date under Schedule 1.	Section 1.9
<b>Monitoring of Product Transport</b>		
B52.	The Applicant must keep accurate records of all truck movements to and from the site (including time of arrival and dispatch) and publish a summary of records on its website every 6 months.	Section 1.7.3
<b>Transport Operating Conditions</b>		
B53.	No direct access to or from the development via the Hume Highway is permitted.	Section 4.8
B54.	The Applicant must:	
(a)	ensure that all laden trucks entering or exiting the site have their loads covered;	Section 5.6
(b)	ensure that all laden trucks exiting the site are cleaned of material that may fall from vehicles, before leaving the site;	Section 5.7
(c)	take all reasonable steps to minimise traffic safety issues and disruption to local road users; and	Sections 5.8, 5.9, 5.10 and 5.11
(d)	take all reasonable steps to ensure that appropriate signage is displayed on all trucks used to transport quarry products from the development so they can be easily identified by other road users.	Section 4.8
<b>Off-road Haul Truck Operating Conditions</b>		
B54A	The Applicant must:	
(a)	prevent headlights from the off-road haul truck impacting upon the Hume Motorway; and	Section 5.8

**Table 2.1 Relevant Consent Condition and EMM responses**

Condition No	Condition relating to TMP	Relevant report section
(b)	ensure the off-road haul truck operating within the site is restricted to a travel speed of 20 km/hour or less.	Section 5.3
<b>Traffic Management Plan</b>		
B55	The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:	
(a)	be prepared by suitably qualified and experienced person/s whose appointment has been endorsed by the Planning Secretary;	Section 1.14
(b)	be prepared in consultation with TfNSW and Wollondilly Shire and Campbelltown Councils;	Section 1.14
(c)	include details of all transport routes and traffic types to be used for development-related traffic;	Sections 3, 4.8 and 4.9
(d)	describe the processes in place for the control of truck movements entering and exiting the site;	Section 4
(e)	include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users;	Section 5
(f)	include a Drivers' Code of Conduct that includes procedures to ensure that drivers: (i) adhere to posted speed limits or other required travelling speeds; (ii) adhere to designated transport routes; and (iii) implement safe and quiet driving practices;	Section 5
(g)	describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct; and	Section 5
(h)	describe measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site.	Sections 4.3, 4.4, 4.7, 5.6 and 5.7
(i)	describe measures to be put in place to ensure the off-road haul truck complies with its operating conditions (condition B54A): (a) prevent headlights from the off-road haul truck impacting upon the Hume Motorway; and (b) ensure the off-road haul truck operating within the site is restricted to a travel speed of 20 km/hour or less.	Sections 5.3 and 5.8

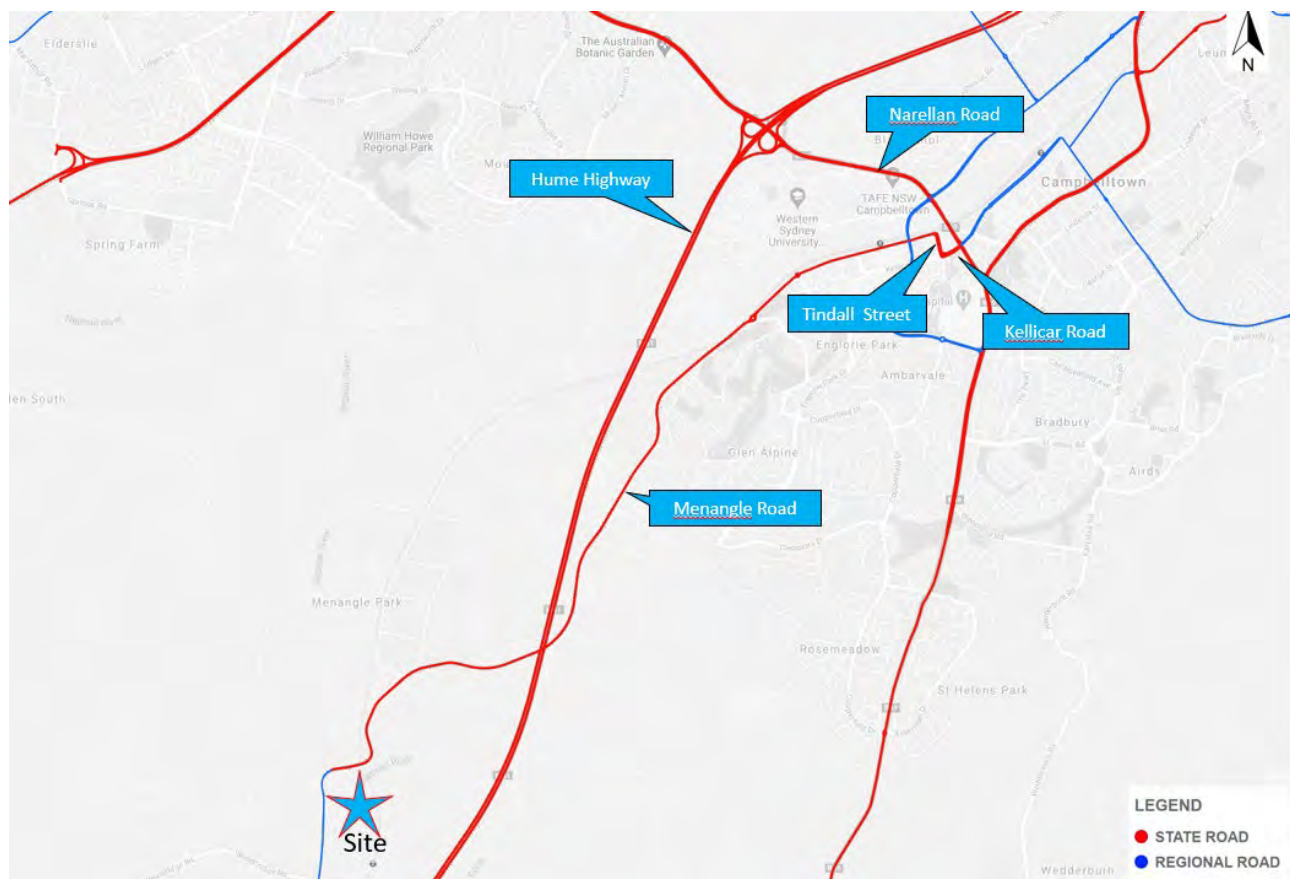
## 3 Existing conditions

### 3.1 Road network

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

- state roads – freeways and primary arterials (TfNSW managed)
- regional roads – secondary or sub arterials (council managed and part funded by the State)
- local roads – collector and local access roads (council managed).

An overview of each of the key roads which are shown in Figure 3.1, is provided in the tables and photographs in this chapter.



Source: Carto

**Figure 3.1** Road hierarchy near site

**Table 3.1**      **Menangle Road**

Aspect	Description
Road classification and connectivity	State road north of Nepean River and regional road south of Nepean River (along the stie 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 Taiby Street and east Bolger Street; approximately 14 m with 3.5 m travel lane each way between Taiby 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	26 m B-double approved
Traffic function	Provides arterial connection

**Plate 3.1**      **Menangle Road (looking north, south of the site)****Table 3.2**      **Tindall Street**

Aspect	Description
Road classification and connectivity	State road between Menangle Road and Kellicar Road
Alignment	North/south
Number of lanes	Two lanes each way
Carriageway type	Sealed dual carriageway with central median island
Carriageway width	Approximately 23 m with 3.5 m travel lane and 9 m median island
Posted speed limit	60 km/h
Heavy vehicle access	26 m B-double approved
Traffic function	Provides arterial connection and business access





Source: Google Maps

**Plate 3.2** Tindall Road (looking south)

**Table 3.3** Kellicar Road

Aspect	Description
Road classification and connectivity	State road between Narellan Road and Tindall Street; regional road between Narellan Road and Camden Road; local road between Tindall Street and Stowe Avenue
Alignment	East/west
Number of lanes	Generally two lanes each way
Carriageway type	Sealed road with central median island
Carriageway width	Approximately 27 m with 3.5 m travel lanes
Posted speed limit	60 km/h east of Bolger Street; 50 km/h west of Bolger Street
Heavy vehicle access	26 m B-double approved between Narellan Road and Tindall Street
Traffic function	Carries local and regional traffic



Source: Google Maps

**Plate 3.3** Kellicar Road (looking west)



**Table 3.4**      **Narellan Road**

Aspect	Description
Road classification and connectivity	State road between Oxley Street and Camden Valley Way
Alignment	Generally east-west
Number of lanes	Two lanes each way south of Blaxland Road; three lanes each way north of Blaxland Road
Carriageway type	Sealed road with central median island
Carriageway width	Approximately 13 m with 3 m travel lanes at two lanes each way; 26 m with 3.5 m travel lanes at three lanes each way
Posted speed limit	60 km/h south of Blaxland Road; 80 km/h north of Blaxland Road
Heavy vehicle access	26 m B-double approved
Traffic function	Provides arterial connection



Source: Google Maps

**Plate 3.4**      **Narellan Road (looking west, west of Blaxland Road)****Table 3.5**      **Hume Highway**

Aspect	Description
Road classification and connectivity	State road between Sydney and south-west
Alignment	North-east/south-west
Number of lanes	Two lanes each way south of Narellan Road; three lanes each way north of Narellan Road
Carriageway type	Dual carriageway with emergency stopping lanes
Carriageway width	Approximately 32 m with 3.5 m travel lanes
Posted speed limit	110 km/h
Heavy vehicle access	26 m B-double approved
Traffic function	Provides arterial connection



**Plate 3.5**      **Hume Highway (looking north, near Menangle Road)**

## 4 Traffic management

### 4.1 Site access

The vehicular access and egress to the site is provided by a combined driveway on Menangle Road, located approximately 700 m north of Woodbridge Road (Plate 4.1).



**Plate 4.1** Site access from Menangle Road (the Simmons access is a temporary construction access)

### 4.2 Site operation

The site access and circulation has been designed to operate in a safe manner.

Truck movements must occur in a clockwise direction after entering the site and all loaded trucks exiting the site are required to utilise the wash bay and weighbridge located next to the site office Figure 4.1. Heavy and light vehicles movements are separated within the site wherever this is feasible.

The arrival of site traffic will be managed in a way such that queueing will not occur on Menangle Road.

Off-road haul trucks will operate within the site entry compound; the processing area; the active stage 8 extraction area; and defined haul roads with the Stage 6, 7 and 8 areas. They may also operate off tracks during land-forming activities. Off-road haul trucks will travel in a clockwise direction in the site entry compound (Figure 4.1). Only one off-road haul truck will operate within the Stage 8 area at any time. Therefore, there will be no requirement for heavy vehicles to pass each other in the Stage 8 area. Light vehicles entering the Stage 8 area during Stage 8 area



operations, will inform the off-road haul truck driver of their intentions and will ensure that the light vehicle and off-road haul truck driver do not need to pass along the haul road, eg by the haul truck waiting in the active extraction area or processing area.



**Figure 4.1** Site layout

### 4.3 Weighbridge

As stated above, the weighbridge is located next to the office (Plate 4.2).



**Plate 4.2** Truck at the weighbridge



#### 4.4 Wheel wash bay

The wheel wash bay is located just behind the weighbridge (Plate 4.3).



**Plate 4.3** Wheel wash bay at the beginning of the weighbridge

#### 4.5 Vehicle Cover

All heavy vehicles are covered before exiting the site (Plate 4.4).



**Plate 4.4** Instruction for exiting trucks

## 4.6 Site safety

Site safety is ensured within the site by Safe Working Guidelines. All visitors must report to the site office before entering the remainder of the site. The speed limit within the site is restricted to 20 km/h.

All site safety procedures are signposted at the entrance to the site (Plate 4.5). All exiting vehicles must stop before approaching the driveway crossover to Menangle Road (Plate 4.4).



Plate 4.5 Existing site safety procedure



## 4.7 Dust control

The site operates under the *Menangle Sand and Soil Quarry Air Quality Management Plan* (AQMP).

The site is regularly watered to minimise dust, with an irrigation system installed along key site roads. After completion, site areas are rehabilitated with vegetation to minimise dust and improve erosion control (Plate 4.6).



**Plate 4.6**      **Rehabilitated area within the site**

As described in the AQMP, the following mitigation measures will be implemented during the use of the Stage 8 area haul road to meet the requirements of condition B13A:

- the quarry's 20 km/h speed limit will apply along the Stage 8 area haul road
- excessive dust emissions will be prevented through:
  - fixed irrigation installed along the part of the haul road that is being used for the active substage
  - use of a water cart to supplement the fixed irrigation if additional water is required to control dust emissions
  - sealing the road surface with a clean coarse aggregate or equivalent
  - minimising the surface silt content of the roads; and/or
  - implementing other surface treatment options such as chemical suppressants or paving.

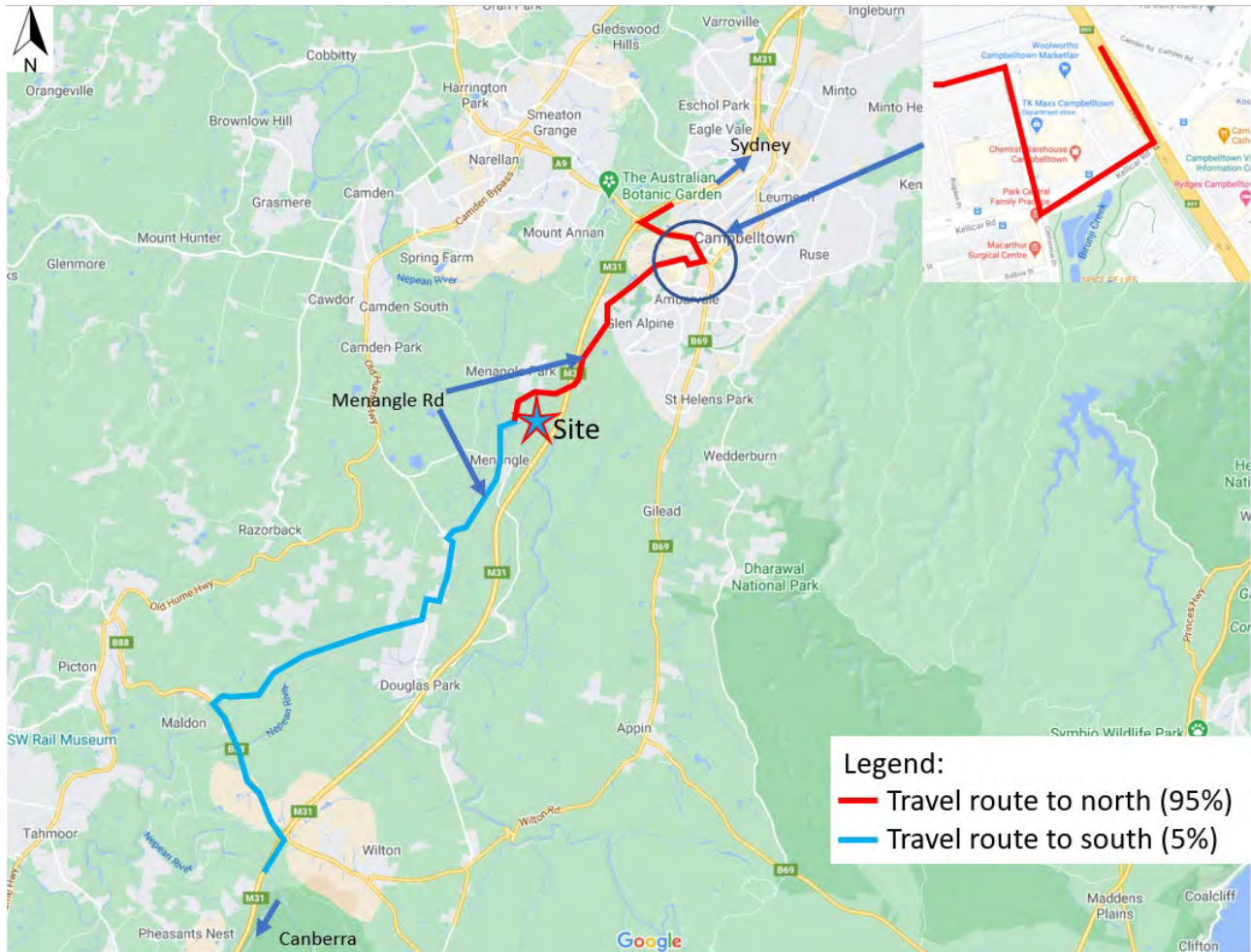
## 4.8 Haulage routes

Approximately 95% of site trucks travel to/from the north by following the state road network along Menangle Road-Tindall Street-Kellicar Road- Narellan Road to the Hume Highway. For trucks travelling southbound the travel route is via Menangle Road (regional road)-Picton Road (state road)-Hume Highway (state road) as shown in Figure 4.2. There will be no vehicular access to the Hume Highway directly from the development or vice versa.

All Benedict-owned trucks transporting quarry products will be marked by the company name making them easy to be identified.



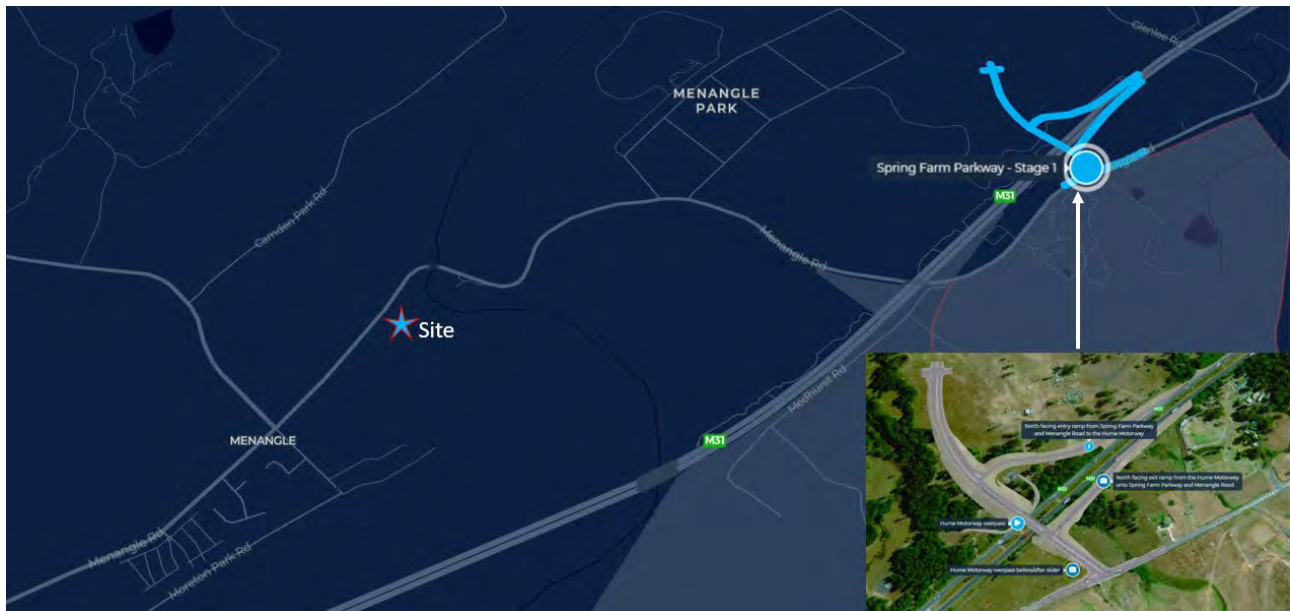
Site truck drivers are instructed to use the arterial road network as much as possible and only use local roads where there is no alternative to reach to their destination. Truck drivers are required to report their intended travel routes and submit a copy of the proposed route to the Menangle Quarry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



**Figure 4.2 Haulage route to/from the site**

It should be noted that TfNSW is currently constructing the Spring Farm Parkway interchange which would provide an additional direct connection to M5 Motorway, south of Narellan Road Figure 4.3.

The new interchange is approximately 4 km north from the site and once constructed, trucks would use this interchange in both directions thereby bypassing any retail/commercial and/or residential sections of Campbelltown and Narellan Road before accessing the M5 motorway.



Source: TfNSW

**Figure 4.3 Spring Farm Parkway Interchange**

## 4.9 Vehicle type

The heavy vehicle types accessing the site varies 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 26-m long B-double truck.

A swept path assessment has been undertaken at the site access using a 26 m B-double which shows overlapping of ingressing and egressing trucks at the driveway. Hence, the drivers will have to take due care and outgoing trucks would need to give way to incoming trucks. Exiting drivers need to wait approximately 12 m inside the property boundary to allow incoming trucks entering into the site. Notwithstanding, the likelihood of is opposing manoeuvre is very minimum and to date never been an issue over the current operation of the site.

## 4.10 Road work

With the completion of the access road under the Hume Motorway bridge, no further road work within the Hume Highway Motorway Road Reserve is proposed.

## 5 Driver code of conduct

### 5.1 Purpose of the code

The Driver Code of Conduct (Code) outlines procedures to ensure that truck drivers adhere to the designated transport routes and implement safe driving practices, particularly when traversing the residential section of Menangle Road.

It is a condition of employment at Menangle Sand and Soils that all employees and contractors are aware of the Code and that they drive responsibly and adhere to the code. All drivers are trained in the requirements of the Code and audits of the compliance with the Code are regularly conducted. All drivers reported or found to be acting in a manner contrary to the Code are subject to disciplinary action.

### 5.2 General requirements

Heavy vehicle drivers accessing the site must:

- undertake a site induction carried out by an approved member of the facility's staff or suitably qualified person under the direction of the facility's management
- hold a valid driver's licence for the class of vehicle they are driving
- operate the vehicle in a safe manner within and external to the site
- adhere to designated transport routes
- comply with the direction of authorised site personnel when within the site.

### 5.3 Heavy vehicle speed

The following speed restrictions apply in relation to the site:

- Menangle Road – speed limit is restricted to 80 km/h west of Gilchrist Drive and 60 km/h east of Gilchrist Drive
- Within the site – speed limit is restricted to 20 km/h for all vehicles.

Speed limit signs will be posted along the quarry roads, including in the Stage 8 area.

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

In addition, all drivers and truck operators working for or on behalf of Benedict's Menangle Sand and Soils are to be made aware of the Three Strikes Scheme (<https://www.aic.gov.au/sites/default/files/2020-05/tandi446.pdf>) introduced by Australian government which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile police unit or fixed speed camera, TfNSW will record a strike against that vehicle. If three strikes are recorded within a three-year period, TfNSW will act to suspend the registration of that vehicle (up to three months).

## 5.4 Driver fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. The National Heavy Vehicle Accreditation Scheme (<https://www.nhvr.gov.au/safety-accreditation-compliance/national-heavy-vehicle-accreditation-scheme>) allows heavy vehicle operators the choice of operating under three fatigue management schemes: Standard Hours of Operation; Basic Fatigue Management (BFM); and Advanced Fatigue Management (AFM). All heavy vehicle drivers operating at the site are to be aware of their adopted fatigue management scheme and operate within its requirements.

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

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

## 5.5 Heavy vehicle control

In order to minimise the impact of noise from truck transport, the following controls will apply to truck operators at Menangle Sand and Soils:

- compression brakes not to be used in the vicinity of residential areas
- tailgates must be locked and secured to avoid noise or spillage
- always observe the posted speed on site and the local road network
- no tailgating is permitted – a 3 second gap is to be observed at all times
- equipment to be used must be fit for the purpose
- drivers to obey the operating hours outlined in Section 1.5.

## 5.6 Load covering

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

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

## 5.7 Cleanness

All loaded vehicles are to be inspected prior to leaving the site for cleanliness. Any materials that could fall on the road should be removed prior to leaving the site. It is noted that all outgoing vehicles will traverse through a wheel wash to ensure contaminants are contained on-site.

## 5.8 Timing restrictions

Given the proximity of the haul track in the Stage 8 area to the Hume Motorway, there will be no off-road haul truck movements along this section of track to between dawn and dusk to prevent any impacts of the truck's headlights on motorway users.

## 5.9 Vehicle arrival and departure

Empty trucks arriving at the site to collect sand may drive directly into the site.

Once vehicles are loaded and covered, all trucks must travel via the wheel wash bay and weighbridge, before departing from the site.

Trucks may then exit the site to their prescribed destinations, via Menangle Road.

## 5.10 Vehicle departure and arrival (avoiding convoys)

Heavy vehicles travelling in close proximity on single lane public roads (eg Menangle Road) can be of concern to light vehicle drivers as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the facility should be separated. This will be controlled as far as practicable by the loader operator, however, it is important for all drivers to be aware of the requirement to avoid convoys leaving the facility.

It is difficult to schedule arrivals to the facility (except at the commencement of work for the day) due to the different directions of approach from external jobs and the varying job completion times, however, when a driver becomes aware, through visual contact or two-way contact between trucks, that they will arrive at approximately the same time then they are to ensure that there is a suitable gap between vehicles.

## 5.11 Overtaking

Due to the frequent curvature and current unbroken centreline in Menangle Road, drivers are instructed to follow the Australian Road Rules and not to overtake any vehicles, unless it is legally permitted and safe to do so.

## 5.12 Breakdown and incidents

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

Emergency contact numbers have been provided in Table 5.1 for reference.

**Table 5.1**      **Emergency contact details**

Organisation	Contact details
Transport Management Centre	(02) 8396 1400
Campbelltown City Council	(02) 4645 4000
Menangle Sand and Soil	(02) 4633 8239
Menangle Sand and Soil (Quarry Manager)	0425 266 664*
Narellan Police Station	(02) 4632 4499

**Table 5.1      Emergency contact details**

Organisation	Contact details
Wollondilly Shire Council	(02) 4677 1100

Note: \* up-to-date number provided at [www.benedict.com.au/locations/menangle](http://www.benedict.com.au/locations/menangle)

## 5.13 Complaint management

A complaint management system to engage in active community consultation and maintain positive relations with local residents will be implemented for the site. The purpose of this system is to minimise complaints by addressing their concerns upfront and monitor the environmental performance of the site.

### 5.13.1 Registering complaints

Any enquiries or complaints made by members of the public to site personnel will be directed to the Quarry Manager.

Complaints may be made to the quarry's direct line during business hours (02 4633 8239) or to the Quarry Manager's mobile phone (up-to-date number provided at [www.benedict.com.au/locations/menangle](http://www.benedict.com.au/locations/menangle)) outside of business hours or for emergencies. These numbers will be provided on a sign at the site entrance.

### 5.13.2 Complaint response

Any complaint received by Menangle Sand and Soil regarding driver conduct, road condition and noise impacts from the quarry will be acted on within 24-hours in the following manner:

- details of the complaint (date, time, specifics, complainants contact details) will be recorded
- activities occurring during the complaint period will be investigated
- findings of operations during the complaint period will be recorded in the complaints register
- relevant management practices will be reviewed as necessary
- with findings of the review will be communicated to the complainant.

### 5.13.3 Complaints register

The details of any complaint will be logged in the complaints register, with investigation findings and actions noted. The record of a complaint will be kept for at least 4 years after the complaint was made. The record will be produced to any authorised officer of the EPA who asks to see them.

The complaints register will be available on the project website and will be updated monthly.

Should the complaint be relevant to any of the conditions of the Consent, it will be handled as per the Consent conditions relevant to that environmental aspect.



## 5.14 Pedestrian management within the site

There will be minimal pedestrian activity within the site, except the site employees or truck drivers. Visitor parking is within close proximity to the site office and all visitors must report at the office upon arriving to the site. Pedestrians can walk directly from the site office to their cars. They do not have to cross the path of trucks.

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Attachment A

# Agency consultation

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12 October 2020

Mr Chris Millet  
Manager, Land Use Southern  
Regional and Outer Metro  
Transport for NSW

[development.southern@rms.nsw.gov.au](mailto:development.southern@rms.nsw.gov.au)

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**Re: Menangle Sand and Soil Quarry -Traffic Management Plan**

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Dear Chris,

Menangle Sand and Soil Pty Ltd operates the Menangle Sand and Soil Quarry (the 'Quarry') at 15 Menangle Road Menangle. A modification to the Quarry's approval has recently been approved. The updated approval requires that the traffic management plan be prepared in consultation with Transport for NSW (TfNSW) and Wollondilly Shire and Campbelltown City Councils.

This letter seeks TfNSW's input to these plans.

## 1 Quarry overview

Menangle Sand and Soil Pty Ltd operates the Menangle Sand and Soil Quarry at 15 Menangle Road Menangle. Quarrying has been undertaken in the location for over 40 years by a number of operators and at varying rates of production. Extraction, processing and rehabilitation activities have been undertaken by Menangle Sand and Soil since 1978.

Current extractive activities were approved in 1989 (DA 85/2865) and have involved the construction and operation of the quarry in seven stages. Sand and soil has been extracted from Stages 1 to 2 and 4 to 6 and is currently being extracted from Stage 7. While previously approved, sand and soil will not be extracted from Stage 3.

In September 2020, the NSW Land and Environment Court approved 'Menangle Quarry Extension – Modification 1' (MOD1). This allows the extraction of sand and soil in a new area, the Stage 8 area, that is about 13 ha, and extends about 2 kilometres along the Nepean River south of the Stage 7 area. The extension will increase the life of the quarry by 15 years. The extracted material will be transported to the existing processing area where it will be stockpiled, processed and blended with materials imported to the site, prior to being dispatched from the quarry.

A description of the quarry, including MOD1, is provided in Appendix A. The Notice of Orders Made by the Land and Environment Court (the 'consent') is provided in Appendix B.

## 2 Previous assessments

The preparation of the environmental assessment for the modification application included an assessment of the proposed modification on traffic. In summary, the assessment found that the proposal will not lead to

an increase in vehicle movements above the approved volumes and that since approval, the site has an improved access intersection with a 90 m southbound left turn deceleration lane and a 120 m northbound passing lane which were both shown to be in good condition.

These reports are available on the Major Projects website:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8531](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8531)

### 3 Management plan

EMM Consulting Pt Limited (EMM) is preparing a Traffic Management Plan (TMP) in consultation with TfNSW and Wollondilly Shire and Campbelltown Councils in accordance with Part B, Condition B55 (b) of the consent. Abdullah Uddin, Associate Traffic Engineer, has been nominated for endorsement by the Planning Secretary to prepare the TMP.

The TMP will address the matters raised in the Condition B55 of the consent and Menangle Sand and Soil's Summary of Commitments provided in Table 3.1 of Appendix A.

This letter seeks your input into the contents and preparation of the TMP. We will also provide the draft TMP to you for your review and comment. We would welcome the opportunity to meet, via teleconference, to discuss the plan.

It is requested that any comments you may have on the on content or preparation the TMP are provided by 26 October 2020 to allow them to be considered during preparation of the plan.

Should you wish to discuss anything specific please call me on the below number.

Please do not hesitate to contact me if you have any questions.

Yours sincerely



**Jeremy Slattery**

Associate, Environmental Management

Phone: 0421 827 231

[jslattery@emmconsulting.com.au](mailto:jslattery@emmconsulting.com.au)

Report appended to letter:

Land and Environment Court Proceedings 342158 of 2018

Applicant's Description of Amended Project

Menangle Sand & Soil Pty Limited v Minister for Planning

24 August 2020

Available from:

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**From:** [Phil Towler](#)  
**To:** [Sandra Grimes](#)  
**Cc:** [Emily McIntosh](#)  
**Subject:** RE: SYD17/00793/02: DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) project Management Plan consultation  
**Date:** Tuesday, 15 December 2020 1:29:37 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.jpg](#)

---

Hi Sandra

Thanks for your time and the TfNSW comments below. We will make a note of this in the management plan.

Best regards

Phil

**Philip Towler**

Associate Director

**T** 02 9493 9500

**M** 0409 702 050

[www.emmconsulting.com.au](http://www.emmconsulting.com.au)

---

**From:** Sandra Grimes <[Sandra.GRIMES@transport.nsw.gov.au](mailto:Sandra.GRIMES@transport.nsw.gov.au)>  
**Sent:** Monday, 14 December 2020 11:12 AM  
**To:** Phil Towler <[ptowler@emmconsulting.com.au](mailto:ptowler@emmconsulting.com.au)>  
**Subject:** RE: SYD17/00793/02: DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) project Management Plan consultation

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Hi Phil

TfNSW has reviewed the submitted revised TMP and provides the following comments:

- The swept path plans provided in Appendix A show overlapping.
- Having regard to this, simultaneous entry and exit of B-doubles to the site should be avoided from Menangle Road.
- TfNSW has no further comments.

Cheers

Sandra

---

**From:** Jeremy Slattery [<mailto:jslattery@emmconsulting.com.au>]  
**Sent:** Thursday, 10 December 2020 11:51 AM  
**To:** Sandra Grimes <[Sandra.GRIMES@transport.nsw.gov.au](mailto:Sandra.GRIMES@transport.nsw.gov.au)>  
**Cc:** Phil Towler <[ptowler@emmconsulting.com.au](mailto:ptowler@emmconsulting.com.au)>  
**Subject:** RE: SYD17/00793/02: DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) project Management Plan consultation



Hi Sandra,

I'm just following up on your review of the TMP but also doing so as I will be finishing up at EMM tomorrow.

So, if you have any comments could you please provide them to Phil Towler who is copied in on this email.

Regards

Jeremy

**Jeremy Slattery**

Associate



**T** 02 9493 9500

**M** 0421 827 231

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---

**From:** Jeremy Slattery

**Sent:** Friday, 4 December 2020 8:04 AM

**To:** 'Sandra Grimes' <[Sandra.GRIMES@transport.nsw.gov.au](mailto:Sandra.GRIMES@transport.nsw.gov.au)>

**Cc:** Phil Towler <[ptowler@emmconsulting.com.au](mailto:ptowler@emmconsulting.com.au)>

**Subject:** RE: SYD17/00793/02: DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) project Management Plan consultation

Hi Sandra,

Thankyou very much for your review of my email and the review comments.

We have updated the Traffic Management Plan with your comments considered.

I have attached the plan for your review of our updates and consideration of your comments Note particularly Section 1.9.1 Table 1.2.

We'd greatly appreciate it if you could give it your priority, as we're keen to submit to DPIE.

Regards

Jeremy

**Jeremy Slattery**

Associate



**T** 02 9493 9500

**M** 0421 827 231

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---

**From:** Sandra Grimes <[Sandra.GRIMES@transport.nsw.gov.au](mailto:Sandra.GRIMES@transport.nsw.gov.au)>

**Sent:** Monday, 30 November 2020 11:49 AM

**To:** Jeremy Slattery <[jslattery@emmconsulting.com.au](mailto:jslattery@emmconsulting.com.au)>

**Subject:** SYD17/00793/02: DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) project Management Plan consultation

**CAUTION: This email originated outside of the Organisation.**

Dear Jeremy

Reference is made to your request for feedback in relation to the Traffic Management Plan (TMP) in for the subject application.

TfNSW has reviewed the submitted documents and provides the following comments:

1. The submitted TMP proposes no changes to the existing access points, lighting and anticipated traffic volumes for the proposed Stage 8 area. However, the applicant is required to produce plans indicating the existing/proposed traffic controls at the access points.
2. Provide the swept path of the longest anticipated vehicles accessing the site from Menangle Road.
3. The TMP should provide all transport routes and traffic types to be used for development-related traffic. Currently only truck traffic numbers are provided.
4. No trucks/other vehicles to queue / wait on Menangle Road or any other State Road.
5. The TMP should describe measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site.
6. Any additional conditions that Wollondilly and Campbelltown City Council may require.

I hope this assists.

Cheers

*Sandra Grimes*

Land Use Planner

Planning & Programs | Greater Sydney

Transport for NSW

T 02 95638651

27 Argyle Street Parramatta NSW 2145

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---

**From:** Jeremy Slattery [<mailto:jslattery@emmconsulting.com.au>]  
**Sent:** Wednesday, 11 November 2020 10:03 AM  
**To:** Development Sydney <[Development.Sydney@rms.nsw.gov.au](mailto:Development.Sydney@rms.nsw.gov.au)>  
**Subject:** DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) project Management Plan consultation

Hello,

On 13 October I sent an email to TfNSW Southern Region informing you of our requirement to seek consultation on the development of the traffic management plan for DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) project.

Melanie Grant of the South Region forwarded the email to you on 15 October, as the project site now falls within the Sydney metropolitan region.

I am wondering if you have had a chance to look at the email yet and whether TfNSW has any feedback or is interested in meeting via teams to discuss the plans.

We aim to have drafted plans ready for review within the next couple of weeks.

I would appreciate any immediate feedback you can offer now.

Regards

Jeremy

**Jeremy Slattery**

Associate



**T** 02 9493 9500

**M** 0421 827 231

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12 October 2020

Ms Toni Averay  
Director Planning  
Wollondilly Shire Council  
[council@wollondilly.nsw.gov.au](mailto:council@wollondilly.nsw.gov.au);  
[corrie.swanepoel@wollondilly.nsw.gov.au](mailto:corrie.swanepoel@wollondilly.nsw.gov.au)

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[www.emmconsulting.com.au](http://www.emmconsulting.com.au)

---

**Re: Menangle Sand and Soil Quarry -Traffic Management Plan**

---

Dear Toni,

Menangle Sand and Soil Pty Ltd operates the Menangle Sand and Soil Quarry (the 'Quarry') at 15 Menangle Road Menangle. A modification to the Quarry's approval has recently been approved. The updated approval requires that the traffic management plan be prepared in consultation with Transport for NSW (TfNSW) and Wollondilly Shire and Campbelltown City Councils.

This letter seeks Wollondilly Shire Council's input to these plans.

## 1 Quarry overview

Menangle Sand and Soil Pty Ltd operates the Menangle Sand and Soil Quarry at 15 Menangle Road Menangle. Quarrying has been undertaken in the location for over 40 years by a number of operators and at varying rates of production. Extraction, processing and rehabilitation activities have been undertaken by Menangle Sand and Soil since 1978.

Current extractive activities were approved in 1989 (DA 85/2865) and have involved the construction and operation of the quarry in seven stages. Sand and soil has been extracted from Stages 1 to 2 and 4 to 6 and is currently being extracted from Stage 7. While previously approved, sand and soil will not be extracted from Stage 3.

In September 2020, the NSW Land and Environment Court approved 'Menangle Quarry Extension – Modification 1' (MOD1). This allows the extraction of sand and soil in a new area, the Stage 8 area, that is about 13 ha, and extends about 2 kilometres along the Nepean River south of the Stage 7 area. The extension will increase the life of the quarry by 15 years. The extracted material will be transported to the existing processing area where it will be stockpiled, processed and blended with materials imported to the site, prior to being dispatched from the quarry.

A description of the quarry, including MOD1, is provided in Appendix A. The Notice of Orders Made by the Land and Environment Court (the 'consent') is provided in Appendix B.

## 2 Previous assessments

The preparation of the environmental assessment for the modification application included an assessment of the proposed modification on traffic. In summary, the assessment found that the proposal will not lead to an increase in vehicle movements above the approved volumes and that since approval, the site has an improved access intersection with a 90 m southbound left turn deceleration lane and a 120 m northbound passing lane which were both shown to be in good condition.



These reports are available on the Major Projects website:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8531](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8531)

### 3 Management plan

EMM Consulting Pt Limited (EMM) is preparing a Traffic Management Plan (TMP) in consultation with TfNSW and Wollondilly Shire and Campbelltown Councils in accordance with Part B, Condition B55 (b) of the consent. Abdullah Uddin, Associate Traffic Engineer, has been endorsed by the Planning Secretary to prepare the TMP.

The TMP will address the matters raised in the Condition B55 of the consent and Menangle Sand and Soil's Summary of Commitments provided in Table 3.1 of Appendix A.

This letter seeks your input into the contents and preparation of the TMP. We will also provide the draft TMP to you for your review and comment. We would welcome the opportunity to meet, via teleconference, to discuss the plan.

It is requested that any comments you may have on the on content or preparation the TMP are provided by 26 October 2020 to allow them to be considered during preparation of the plan.

Should you wish to discuss anything specific please call me on the below number.

Please do not hesitate to contact me if you have any questions.

Yours sincerely



**Jeremy Slattery**

Associate, Environmental Management

Phone: 0421 827 231

[jslattery@emmconsulting.com.au](mailto:jslattery@emmconsulting.com.au)

Report appended to letter:

Land and Environment Court Proceedings 342158 of 2018

Applicant's Description of Amended Project

Menangle Sand & Soil Pty Limited v Minister for Planning

24 August 2020

Available from:

<https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=DA85/2865-MOD-1%2120201026T085721.270%20GMT>

**From:** Abdullah Uddin  
**Sent:** Thursday, 8 April 2021 4:08 PM  
**To:** Baqir Husain  
**Subject:** FW: Toni Avery - DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) - Consultation with Wollondilly Shire Council requirement for preparation of Management Plans  
**Attachments:** Menangle Road Quarry comments Wollondilly.pdf

Best Regards

**Abdullah Uddin**

Associate Traffic Engineer



**T** 02 9493 9500  
**M** 0425 478 650  
**E** [auddin@emmconsulting.com.au](mailto:auddin@emmconsulting.com.au)  
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**From:** Ben Gibbons <Ben.Gibbons@wollondilly.nsw.gov.au>  
**Sent:** Tuesday, 2 March 2021 11:31 AM  
**To:** Abdullah Uddin <auddin@emmconsulting.com.au>  
**Subject:** RE: Toni Avery - DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) - Consultation with Wollondilly Shire Council requirement for preparation of Management Plans

**CAUTION:** This email originated outside of the Organisation.

---

Abdullah,

Please see comments regarding the Traffic Management Plan.

Regards  
Ben Gibbons



**Ben Gibbons**

Engineering Development Team Leader

**T** 0246779509  
**A** P.O. Box 21 Picton, NSW, 2571  
**E** [Ben.Gibbons@wollondilly.nsw.gov.au](mailto:Ben.Gibbons@wollondilly.nsw.gov.au)  
**W** <http://www.wollondilly.nsw.gov.au>





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---

**From:** Abdullah Uddin [<mailto:auddin@emmconsulting.com.au>]

**Sent:** Tuesday, 23 February 2021 5:26 PM

**To:** Alexandra Stengl <[Alexandra.Stengl@wollondilly.nsw.gov.au](mailto:Alexandra.Stengl@wollondilly.nsw.gov.au)>; Mike Nelson  
<[Mike.Nelson@wollondilly.nsw.gov.au](mailto:Mike.Nelson@wollondilly.nsw.gov.au)>

**Cc:** Corrie Swanepoel <[Corrie.Swanepoel@wollondilly.nsw.gov.au](mailto:Corrie.Swanepoel@wollondilly.nsw.gov.au)>; Phil Towler <[ptowler@emmconsulting.com.au](mailto:ptowler@emmconsulting.com.au)>;  
Baqir Husain <[bhusain@emmconsulting.com.au](mailto:bhusain@emmconsulting.com.au)>

**Subject:** RE: Toni Avery - DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) - Consultation with  
Wollondilly Shire Council requirement for preparation of Management Plans

**From:** Abdullah Uddin  
**Sent:** Tuesday, 23 February 2021 5:26 PM  
**To:** Alexandra Stengl; Mike Nelson  
**Cc:** Corrie Swanepoel; Phil Towler; Baqir Husain  
**Subject:** RE: Toni Avery - DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) - Consultation with Wollondilly Shire Council requirement for preparation of Management Plans

Good afternoon Mike and Alexandra

Jeremy Slattery no longer works at EMM, hence I am following up the outcome of this email.

We have submitted our Traffic Management Plan (TMP) to DPIE and they have asked us to include Wollondilly Shire Council's comments in the TMP.

Now I need to know:

- a) Whether Wollondilly Shire Council will make any comment on this TMP?
- b) If yes to above, when we can expect your comment/s so that we can incorporate it in our report (in section 1.13).

The TMP can be download by clicking this link:  [J190166 24 Menangle Quarry TMP v4.pdf](#)


Could you please respond to this email at your earliest convenience. Please feel free to call on my mobile if you have any questions.

Best Regards

**Abdullah Uddin**

Associate Traffic Engineer



**T** 02 9493 9500  
**M** 0425 478 650  
**E** [auddin@emmconsulting.com.au](mailto:auddin@emmconsulting.com.au)  
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---

**From:** Corrie Swanepoel <Corrie.Swanepoel@wollondilly.nsw.gov.au>  
**Sent:** Tuesday, 20 October 2020 12:24 PM  
**To:** Jeremy Slattery <jslattery@emmconsulting.com.au>  
**Cc:** Alexandra Stengl <Alexandra.Stengl@wollondilly.nsw.gov.au>; Mike Nelson <Mike.Nelson@wollondilly.nsw.gov.au>  
**Subject:** RE: Toni Avery - DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) - Consultation with Wollondilly Shire Council requirement for preparation of Management Plans



Hi Jeremy

I have forwarded your email with attachments to Alexandra Stengl - Manager Environmental and Mike Nelson - Manager Infrastructure Strategy & Planning as they will be able to assist you with the BRMP and TMP respectively.

Regards



Corrie Swanepoel  
Manager Development Services

T 0246779679  
A P.O. Box 21 Picton, NSW, 2571  
E [Corrie.Swanepoel@wollondilly.nsw.gov.au](mailto:Corrie.Swanepoel@wollondilly.nsw.gov.au)  
W <http://www.wollondilly.nsw.gov.au>



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([https://www.youtube.com/watch?time\\_continue=2&v=gAcyCmlNf2s&feature=emb\\_logo](https://www.youtube.com/watch?time_continue=2&v=gAcyCmlNf2s&feature=emb_logo))



**From:** Jeremy Slattery [<mailto:jslattery@emmconsulting.com.au>]

**Sent:** Wednesday, 14 October 2020 8:57 AM

**To:** Wollondilly Shire Council <[council@wollondilly.nsw.gov.au](mailto:council@wollondilly.nsw.gov.au)>

**Cc:** Corrie Swanepoel <[Corrie.Swanepoel@wollondilly.nsw.gov.au](mailto:Corrie.Swanepoel@wollondilly.nsw.gov.au)>

**Subject:** Att: Toni Avery - DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) - Consultation with Wollondilly Shire Council requirement for preparation of Management Plans

Dear Toni,

Menangle Sand and Soil Pty Ltd operates the Menangle Sand and Soil Quarry (the 'Quarry') at 15 Menangle Road Menangle. A modification to the Quarry's approval has recently been approved. The updated approval requires that the Biodiversity and Rehabilitation management plan (BRMP) and Traffic Management Plan (TMP) is prepared in consultation with Wollondilly Shire Council. This email seeks Wollondilly Shire Council's input to these plans.

The BRMP and TMP consultation letters are attached to this email. We have included an updated project description and the Notice of consent to each letter. This is intended to assist you in your familiarity with the Project. However, due to the size of the document, I have not included the Project Description, as the document is too book for your Council's inbox (My initial email bounced last night). I will provide on hearing from you.

I am writing to you, as you were the last contact for this matter prior to the Land and Environment Court (LEC) appeal hearing (Case number 2018/00342158).

If you are not the best contact for this Project, could you please forward to the correct person and copy me in, so I have a contact moving forward. Alternatively, if you could point me in the right direction for further correspondence.

Regards

Jeremy

## Jeremy Slattery

Associate



T 02 9493 9500

M 0421 827 231

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## Jeremy Slattery

---

**From:** Corrie Swanepoel <Corrie.Swanepoel@wollondilly.nsw.gov.au>  
**Sent:** Tuesday, 20 October 2020 12:24 PM  
**To:** Jeremy Slattery  
**Cc:** Alexandra Stengl; Mike Nelson  
**Subject:** RE: Toni Avery - DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) - Consultation with Wollondilly Shire Council requirement for preparation of Management Plans

CAUTION: This email originated outside of the Organisation.

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Regards



**Corrie Swanepoel**  
Manager Development Services

**T** 0246779679  
**A** P.O. Box 21 Picton, NSW, 2571  
**E** [Corrie.Swanepoel@wollondilly.nsw.gov.au](mailto:Corrie.Swanepoel@wollondilly.nsw.gov.au)  
**W** <http://www.wollondilly.nsw.gov.au>



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---

**From:** Jeremy Slattery [mailto:jslattery@emmconsulting.com.au]  
**Sent:** Wednesday, 14 October 2020 8:57 AM  
**To:** Wollondilly Shire Council <council@wollondilly.nsw.gov.au>  
**Cc:** Corrie Swanepoel <Corrie.Swanepoel@wollondilly.nsw.gov.au>  
**Subject:** Att: Toni Avery - DA 85/2865 "Menangle Quarry Extension – Modification 1" (MOD1) - Consultation with Wollondilly Shire Council requirement for preparation of Management Plans

Dear Toni,

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I am writing to you, as you were the last contact for this matter prior to the Land and Environment Court (LEC) appeal hearing (Case number 2018/00342158).

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Regards

Jeremy

**Jeremy Slattery**

Associate



**T** 02 9493 9500

**M** 0421 827 231

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12 October 2020

Graham Pascoe  
Campbelltown City Council  
PO Box 57  
Campbelltown NSW 2560  
[council@campbelltown.nsw.gov.au](mailto:council@campbelltown.nsw.gov.au)

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[www.emmconsulting.com.au](http://www.emmconsulting.com.au)

---

**Re: Menangle Sand and Soil Quarry -Traffic Management Plan**

---

Dear Graham,

Menangle Sand and Soil Pty Ltd operates the Menangle Sand and Soil Quarry (the 'Quarry') at 15 Menangle Road Menangle. A modification to the Quarry's approval has recently been approved. The updated approval requires that the traffic management plan be prepared in consultation with Transport for NSW (TfNSW) and Wollondilly Shire and Campbelltown City Councils.

This letter seeks Campbelltown City Council's input to these plans.

## 1 Quarry overview

Menangle Sand and Soil Pty Ltd operates the Menangle Sand and Soil Quarry at 15 Menangle Road Menangle. Quarrying has been undertaken in the location for over 40 years by a number of operators and at varying rates of production. Extraction, processing and rehabilitation activities have been undertaken by Menangle Sand and Soil since 1978.

Current extractive activities were approved in 1989 (DA 85/2865) and have involved the construction and operation of the quarry in seven stages. Sand and soil has been extracted from Stages 1 to 2 and 4 to 6 and is currently being extracted from Stage 7. While previously approved, sand and soil will not be extracted from Stage 3.

In September 2020, the NSW Land and Environment Court approved 'Menangle Quarry Extension – Modification 1' (MOD1). This allows the extraction of sand and soil in a new area, the Stage 8 area, that is about 13 ha, and extends about 2 kilometres along the Nepean River south of the Stage 7 area. The extension will increase the life of the quarry by 15 years. The extracted material will be transported to the existing processing area where it will be stockpiled, processed and blended with materials imported to the site, prior to being dispatched from the quarry.

A description of the quarry, including MOD1, is provided in Appendix A. The Notice of Orders Made by the Land and Environment Court (the 'consent') is provided in Appendix B.

## 2 Previous assessments

The preparation of the environmental assessment for the modification application included an assessment of the proposed modification on traffic. In summary, the assessment found that the proposal will not lead to an increase in vehicle movements above the approved volumes and that since approval, the site has an improved access intersection with a 90 m southbound left turn deceleration lane and a 120 m northbound passing lane which were both shown to be in good condition.

These reports are available on the Major Projects website:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8531](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8531)

### 3 Management plan

EMM Consulting Pt Limited (EMM) is preparing a Traffic Management Plan (TMP) in consultation with TfNSW and Wollondilly Shire and Campbelltown Councils in accordance with Part B, Condition B55 (b) of the consent. Abdullah Uddin, Associate Traffic Engineer, has been endorsed by the Planning Secretary to prepare the TMP.

The TMP will address the matters raised in the Condition B55 of the consent and Menangle Sand and Soil's Summary of Commitments provided in Table 3.1 of Appendix A.

This letter seeks your input into the contents and preparation of the TMP. We will also provide the draft TMP to you for your review and comment. We would welcome the opportunity to meet, via teleconference, to discuss the plan.

It is requested that any comments you may have on the on content or preparation the TMP are provided by 26 October 2020 to allow them to be considered during preparation of the plan.

Should you wish to discuss anything specific please call me on the below number.

Please do not hesitate to contact me if you have any questions.

Yours sincerely



**Jeremy Slattery**

Associate, Environmental Management

Phone: 0421 827 231

[jslattery@emmconsulting.com.au](mailto:jslattery@emmconsulting.com.au)

Report appended to letter:

Land and Environment Court Proceedings 342158 of 2018

Applicant's Description of Amended Project

Menangle Sand & Soil Pty Limited v Minister for Planning

24 August 2020

Available from:

<https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=DA85/2865-MOD-1%2120201026T085721.270%20GMT>

**From:** Kristy Peters <Kristy.Peters@campbelltown.nsw.gov.au> on behalf of Kevin Lynch <Kevin.Lynch@campbelltown.nsw.gov.au>  
**Sent:** Thursday, 1 April 2021 1:53 PM  
**To:** Abdullah Uddin  
**Cc:** Phil Towler; Baqir Husain; Lindy Deitz; Cr George Brticevic  
**Subject:** RE: Menangle Quarry Traffic Management Plan - Campbelltown City Council's Comments  
**Attachments:** Menangle Quarry Response submission letter.pdf

CAUTION: This email originated outside of the Organisation.

---

Good Afternoon Abdullah

Please find attached a copy of Council's response with regards to the Menangle Quarry Traffic Management Plan.

Kind Regards  
Kevin Lynch

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**From:** Abdullah Uddin <auddin@emmconsulting.com.au>  
**Sent:** Monday, 29 March 2021 1:56 PM  
**To:** Kevin Lynch <Kevin.Lynch@campbelltown.nsw.gov.au>  
**Cc:** Phil Towler <ptowler@emmconsulting.com.au>; Baqir Husain <bhusain@emmconsulting.com.au>; Kristy Peters <Kristy.Peters@campbelltown.nsw.gov.au>; Lindy Deitz <lindy.deitz@campbelltown.nsw.gov.au>; Cr George Brticevic <George.Brticevic@campbelltown.nsw.gov.au>  
**Subject:** RE: Menangle Quarry Traffic Management Plan - Campbelltown City Council's Comments

Good afternoon Kevin

I am just following up on my previous emails. If we have not heard back by Thursday, 1 April, we will assume Council is satisfied with the plan?

NB: correction from my previous email, we have already obtained comments from Wollondilly Shire Council.

Best Regards

**Abdullah Uddin**

Associate Traffic Engineer



**T** 02 9493 9500  
**M** 0425 478 650  
**E** [auddin@emmconsulting.com.au](mailto:auddin@emmconsulting.com.au)  
**in** Connect with us

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

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**From:** Abdullah Uddin  
**Sent:** Friday, 19 March 2021 9:07 AM  
**To:** Kevin Lynch <[Kevin.Lynch@campbelltown.nsw.gov.au](mailto:Kevin.Lynch@campbelltown.nsw.gov.au)>  
**Cc:** Phil Towler <[ptowler@emmconsulting.com.au](mailto:ptowler@emmconsulting.com.au)>; Baqir Husain <[bhusain@emmconsulting.com.au](mailto:bhusain@emmconsulting.com.au)>; Kristy Peters <[Kristy.Peters@campbelltown.nsw.gov.au](mailto:Kristy.Peters@campbelltown.nsw.gov.au)>; Lindy Deitz <[lindy.deitz@campbelltown.nsw.gov.au](mailto:lindy.deitz@campbelltown.nsw.gov.au)>; Cr George Brticevic <[George.Brticevic@campbelltown.nsw.gov.au](mailto:George.Brticevic@campbelltown.nsw.gov.au)>  
**Subject:** RE: Menangle Quarry Traffic Management Plan - Campbelltown City Council's Comments

Good morning Kevin

I am just wondering when we can expect a response from Council. We have got extension from DPIE for the updated report with Campbelltown and Camden Council's comments. We have already obtained Camden's comments and waiting on Campbelltown's comments before our extension expires.


If Council does not wish to make any comment, please let us know.

Best Regards

**Abdullah Uddin**

Associate Traffic Engineer



**T** 02 9493 9500  
**M** 0425 478 650  
**E** [auddin@emmconsulting.com.au](mailto:auddin@emmconsulting.com.au)  
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**From:** Kevin Lynch <[Kevin.Lynch@campbelltown.nsw.gov.au](mailto:Kevin.Lynch@campbelltown.nsw.gov.au)>  
**Sent:** Thursday, 4 March 2021 3:07 PM  
**To:** Abdullah Uddin <[auddin@emmconsulting.com.au](mailto:auddin@emmconsulting.com.au)>  
**Cc:** Phil Towler <[ptowler@emmconsulting.com.au](mailto:ptowler@emmconsulting.com.au)>; Baqir Husain <[bhusain@emmconsulting.com.au](mailto:bhusain@emmconsulting.com.au)>; Kristy Peters <[Kristy.Peters@campbelltown.nsw.gov.au](mailto:Kristy.Peters@campbelltown.nsw.gov.au)>; Lindy Deitz <[lindy.deitz@campbelltown.nsw.gov.au](mailto:lindy.deitz@campbelltown.nsw.gov.au)>; Cr George Brticevic <[George.Brticevic@campbelltown.nsw.gov.au](mailto:George.Brticevic@campbelltown.nsw.gov.au)>  
**Subject:** RE: Menangle Quarry Traffic Management Plan - Campbelltown City Council's Comments

**CAUTION:** This email originated outside of the Organisation.

Good afternoon Abdullah

Further to your email to the Mayor I wish to advise that Council Officer are still reviewing your TMP and we envisage will have our comments back within the next two weeks.

I have passed your details onto the reviewing officer should they need more details.

Kind regards






**Kevin Lynch**  
Director City Delivery

**WHERE OPPORTUNITY COMES TO LIFE**

Our new brand [campbelltown.nsw.gov.au](http://campbelltown.nsw.gov.au)

P: 02 46454636  
M: 0419467911  
E: [kevin.lynch@campbelltown.nsw.gov.au](mailto:kevin.lynch@campbelltown.nsw.gov.au)

[www.campbelltown.nsw.gov.au](http://www.campbelltown.nsw.gov.au)

Find us on 

Campbelltown City Council acknowledges and respects the Dharawal people as traditional custodians of this land, and extends these respects to all Aboriginal Elders, past and present, and people from all Aboriginal nations.

---

**From:** Cr George Brticevic <[George.Brticevic@campbelltown.nsw.gov.au](mailto:George.Brticevic@campbelltown.nsw.gov.au)>  
**Sent:** Wednesday, 24 February 2021 8:48 AM  
**To:** Abdullah Uddin <[auddin@emmconsulting.com.au](mailto:auddin@emmconsulting.com.au)>  
**Cc:** Phil Towler <[ptowler@emmconsulting.com.au](mailto:ptowler@emmconsulting.com.au)>; Baqir Husain <[bhusain@emmconsulting.com.au](mailto:bhusain@emmconsulting.com.au)>; Kevin Lynch <[Kevin.Lynch@campbelltown.nsw.gov.au](mailto:Kevin.Lynch@campbelltown.nsw.gov.au)>; Kristy Peters <[Kristy.Peters@campbelltown.nsw.gov.au](mailto:Kristy.Peters@campbelltown.nsw.gov.au)>; Lindy Deitz <[lindy.deitz@campbelltown.nsw.gov.au](mailto:lindy.deitz@campbelltown.nsw.gov.au)>  
**Subject:** RE: Menangle Quarry Traffic Management Plan - Campbelltown City Council's Comments

Dear Abdullah,

Thank you for taking the time to write to me regarding this matter. I have forwarded your correspondence to the Director of City Delivery, Kevin Lynch for investigation.

The Director or a member of the team will communicate with you shortly.

Yours sincerely,

George Brticevic  
Mayor  
Campbelltown City Council

---

**From:** Abdullah Uddin <[auddin@emmconsulting.com.au](mailto:auddin@emmconsulting.com.au)>  
**Sent:** Tuesday, 23 February 2021 5:46 PM  
**To:** Cr George Brticevic <[George.Brticevic@campbelltown.nsw.gov.au](mailto:George.Brticevic@campbelltown.nsw.gov.au)>

**Cc:** Phil Towler <[ptowler@emmconsulting.com.au](mailto:ptowler@emmconsulting.com.au)>; Baqir Husain <[bhusain@emmconsulting.com.au](mailto:bhusain@emmconsulting.com.au)>  
**Subject:** Menangle Quarry Traffic Management Plan - Campbelltown City Council's Comments

Dear George

My colleague Jeremy Slattery sent an email to Council on 13 October 2020 and received the attached acknowledgement. Since then we have not heard anything from council.

Jeremy no longer works at EMM, hence I am following up the outcome of that email.

We have submitted our Traffic Management Plan (TMP) to DPIE and they have asked us to include Campbelltown City Council's comments in the TMP.

Now I need to know:

- a) Whether Campbelltown City Council will make any comment on this TMP?
- b) If yes to above, when we can expect council's comment/s so that we can incorporate it in our report (in section 1.13).

The TMP can be download by clicking this link:  [J190166\\_24\\_Menangle Quarry TMP v4.pdf](#)

Could you please instruct one of your respective Council officers to respond to this email at their earliest convenience. They can call me on my mobile if there are any questions.


I do appreciate your assistance in this matter.

Best Regards

**Abdullah Uddin**

Associate Traffic Engineer



**T** 02 9493 9500  
**M** 0425 478 650  
**E** [auddin@emmconsulting.com.au](mailto:auddin@emmconsulting.com.au)  
 Connect with us

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



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Attachment B

# Plan approval

---



Ms Alycia Campbell  
Operations Planning Support Manager  
Benedict Recycling PTY LIMITED  
11 Narabang Way  
BELROSE NSW 2085

23/03/2022

Dear Ms Campbell

**Menangle Quarry (DA85/2865)  
Traffic Management Plan**

I refer to the updated Traffic Management Plan which was submitted in accordance with Condition B54A and B55(i) of Schedule 2 of the consent for the Menangle Quarry (DA85/2865).

The Department has carefully reviewed the document and is satisfied that it generally meets the requirements of the conditions.

Accordingly, the Secretary has approved the Traffic Management Plan (Revision 7, dated February 2022). Please ensure that the approved plan is placed on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact Kevin Reid on 0292746209.

Yours sincerely

A handwritten signature in black ink that reads 'Jessie Evans'.

Jessie Evans  
Director, Resource Assessments  
Resource Assessments

As nominee of the Secretary

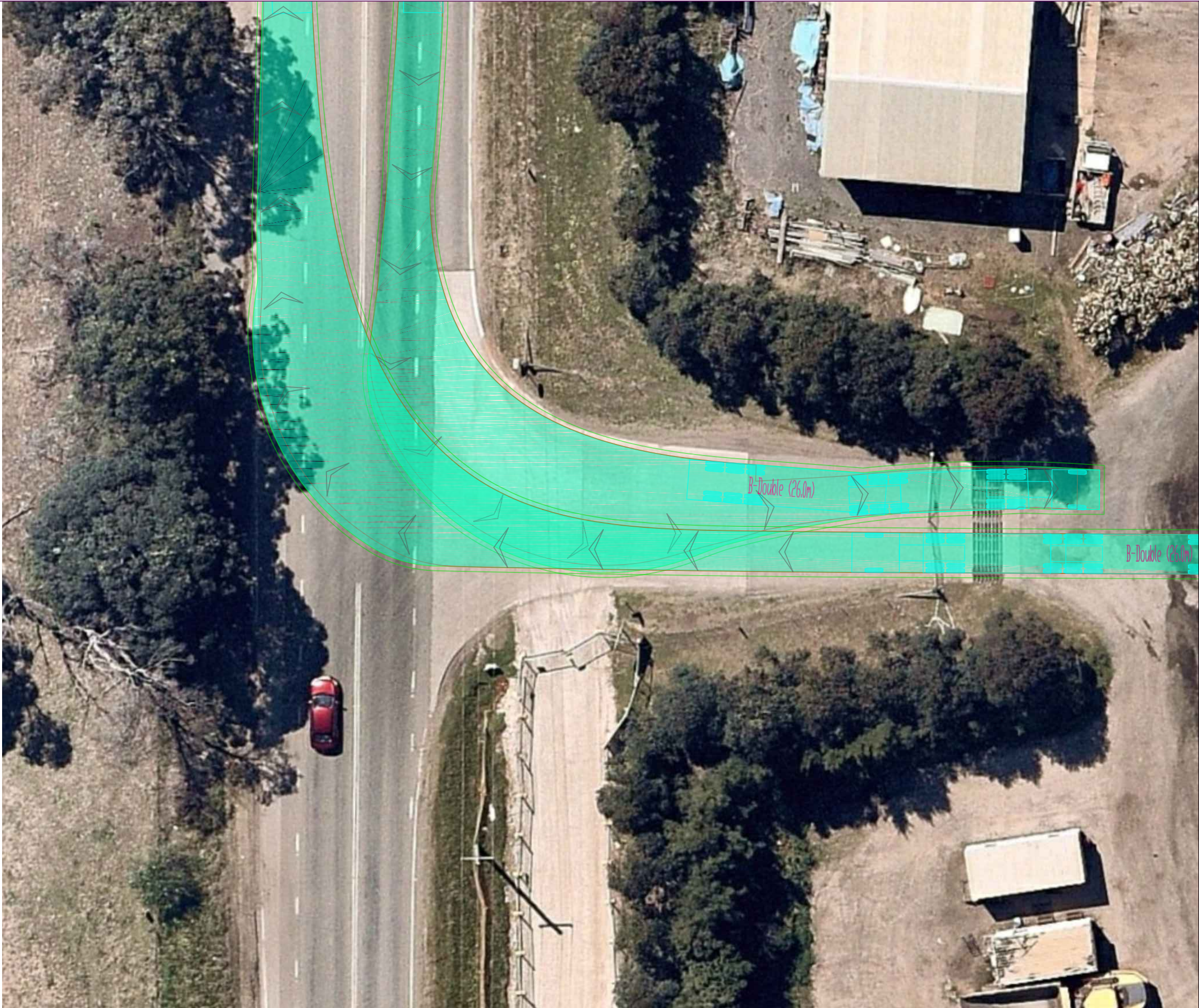
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Attachment C

## Swept path assessment

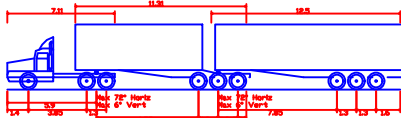
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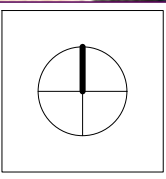
COMMENTS

A3



B-Double (26.0m)  
Overall Length 26.00m  
Overall Width 3.00m  
Overall Body Height 3.40m  
Min Body Ground Clearance 0.54m  
Track Width 2.00m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 15.00m

REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED
1	01/12/20	FOR INFORMATION	EL	AU					



PROJECT:  
Manangle Sand and Soil Quarry

DRAWING TITLE:  
26m B-double swept path  
Site Access

CLIENT:	Menangle Sand and Soil Pty Ltd
DRG. #:	EMM-001
PROJECT #:	J190166
SCALE:	1:250

REV: 1



