

# **Badgerys Creek Quarry Brick Making Project**

## **235 Martin Road, Badgerys Creek**

### **Traffic Management Plan**

Ref: 21054  
Date: May 2021  
Issue: D

**CSR**

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## 1.0 Introduction

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The CSR site at Badgerys Creek (Figure 1) was formerly owned and operated by Boral. CSR acquired the site off Boral in 2016, the site comprises of a mothballed brick manufacturing building and exhausted quarry pits which have been filled with water over time.

The Department of Planning, Industry and Environment approved the project in August 2020, application number MP10\_0014 including the following modifications.

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

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

*“The Proponent must prepare a Traffic Management Plan for the project to the satisfaction of the Secretary. This plan must:*

- (a) be prepared in consultation with TfNSW, WSA and Council;*
- (b) be submitted to the Secretary for approval prior to commencing Phase 1 operations, unless otherwise agreed by the Secretary;*
- (c) describe the processes in place to control the arrival and dispatch of trucks;*
- (d) include a Drivers’ Code of Conduct that details the safe and quiet driving practices that must be used by drivers travelling to and from the site;*

- (e) describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct;*
- (f) propose measures to minimise the transmission of dust and tracking of material onto the surface of the public road from vehicles leaving the quarry;*
- (g) describe the measures to manage construction and cumulative traffic impacts on the surrounding road network; and*
- (h) be updated as necessary to reflect the operational phases and truck movement limits specified in condition 12 of Schedule 2 and prior to the commencement of any construction works for the upgrade of the Martin Road – Elizabeth Drive Intersection or the Eastern Airport Ring Road.*

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



LEGEND



LOCATION

FIG 1

## 2.0 Proposed Development Scheme

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### 2.1 Site, Context and Existing Circumstances

The CSR site (Figure 2) is a consolidation of lots which occupies an irregular shaped area of 200 ha located to the south of Elizabeth Drive. The site is bound to the east by South Creek and to the west by Badgerys Creek while the large Inghams Enterprise site adjoins to the south and Australian Native Landscapes and rural residential properties adjoin to the north.

The mothballed brickmaking plant is located towards the centre of the site surrounded by excavated pits (a number of which are filled with water) and stockpiles. Vehicle access for the site is limited to Martin Road which currently terminates at the northern site boundary although the road reservation continues through the site.

### 2.2 Proposed Development

The proposed development under Modifications 3 and 4 are shown on the diagram overleaf while processes through the four envisaged development phases are provided on the diagrams in Appendix A as follows:

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

DPIE provided the project with an approved updating phasing;

- Phase 1a - initial phase of the development associated with Mod 3&4
- Dewatering of Pits 1,2 and 3
- VENM import of quarry rehabilitation activities and preferential backfilling of Pits 1,2 and 3.

This Traffic Management Plan will only deal with Phase 1a.





<p>LEGEND</p>		<p>SITE</p>
<p>FIG 2</p>		



Figure 1  
Overview of Preferred Project

CSR ADVANCED MANUFACTURING HUB  
Modification 3 and 4





### 3.0 Consent Controls and Constraints

The Consent requires the upgrading of the Elizabeth Drive and Martin Road intersection design to be agreed with TfNSW and repair/maintenance of the Martin Road carriageway (prior to the recommencement of quarrying operations CSR will enter into a formal agreement with council).

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

*“Limits on extraction, production, receipt and dispatch volumes per calendar year”*

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

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

#### **Total Truck Movements**

<b>Transport Route Stage</b>	<b>Project Phases</b>	<b>Day</b>	<b>Total truck movements</b>
<i>Prior to the upgrade of the Martin Road-Elizabeth Drive Intersection</i>	<i>1, 2 and 3</i>	<i>Monday to Friday</i>	<i>120</i>
		<i>Saturday</i>	<i>40</i>
		<i>Sunday</i>	<i>40</i>
<i>Following completion of the Martin Road-Elizabeth Drive Intersection upgrade</i>	<i>1, 2 and 3</i>	<i>Monday to Friday</i>	<i>800</i>
		<i>Saturday</i>	<i>358</i>
		<i>Sunday</i>	<i>200</i>
	<i>4</i>	<i>Monday to Friday</i>	<i>366</i>
		<i>Saturday</i>	<i>98</i>
		<i>Sunday</i>	<i>0</i>

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

- 12A. *Truck movements entering or exiting the site on Sundays are restricted to the importation of VENM for the purpose of backfilling quarry pits and rehabilitation activities.*

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

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

### Operating hours

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



## 4.0 Truck Movement Control Processes

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Vehicle access will be through the existing access point at the end of Martin Road at the northern site boundary.

Inside the site there will be a control gate where incoming and outgoing truck movements will be recorded by “number plate recognition system” which will form the basis for the reporting for truck movement numbers as required by the Consent as indicated on the diagram overleaf. Manual checks will also be undertaken at the access point with recording of movements and loads.

The Site Manager will be responsible for managing and scheduling truck movements to ensure compliance with the consent provisions and for preparing the required reporting of truck movements, VEMN import including nature of material/product transported and time of arrival and departure.

The Site Manager will also be responsible to ensure on a day to day basis that the truck movement numbers and the access time controls are complied with. The access points controllers will be responsible for ensuring loads are covered, wheels are washed clean and Driver Code of Conduct is complied with.

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

### **Truck Haulage Routes**

Trucks approaching and departing the site will do so via Martin Road through the intersection at Elizabeth Street. The plans provided in Appendix B show the truck movements through the Elizabeth Drive intersection after it has been upgraded as per the consent.

The great majority of truck movements will be to/from the east on Elizabeth Drive as indicated on the diagram overleaf.

### **Truck Details**

The maximum size of a truck entering and exiting the site will be B-doubles (25m long). This TMP addresses works under Phase 1a only, under this phase the maximum number of trucks entering and exiting the site will be;

#### **Prior to upgrading Martin Road/Elizabeth Drive upgrade:**

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

#### **Following completion of Martin Road/Elizabeth Drive upgrade:**

- 200 movements Monday to Friday
- 200 movements Saturday and Sunday



<b>Table 1</b>		
<b>Conditions approval – Schedule 3 Condition 28</b>		
<b>Condition</b>	<b>Detail</b>	<b>Ref.</b>
(a)	be prepared in consultation with TfNSW, WSA and Council;	10.0
(b)	be submitted to the Secretary for approval prior to commencing Phase 1 operations, unless otherwise agreed by the Secretary;	1.0
(c)	describe the processes in place to control the arrival and dispatch of trucks;	4.0
(d)	include a Drivers' Code of Conduct that details the safe and quiet driving practices that must be used by drivers travelling to and from the site;	5.0
(e)	describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct;	6.0
(f)	propose measures to minimise the transmission of dust and tracking of material onto the surface of the public road from vehicles leaving the quarry;	7.0
(g)	describe the measures to manage construction and cumulative traffic impacts on the surrounding road network; and	8.0
(h)	be updated as necessary to reflect the operational phases and truck movement limits specified in condition 12 of Schedule 2 and prior to the commencement of any construction works for the upgrade of the Martin Road – Elizabeth Drive intersection or the Eastern Airport Ring Road.	9.0







## 5.0 Driver Code of Conduct

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### General

- Truck drivers who require to access the site will be required to read and sign a copy of the Driver Code of Conduct as part of their Induction process. The Induction process will include site specific health and safety advice and in relation to truck movements will include:
  - o The restricted times for access
  - o Speed limits
  - o Parking and manoeuvring
  - o Idling of trucks
  - o Unnecessary movements
- Drivers are required to hold a current valid drivers license appropriate to the Class of Vehicle they operate
- Drivers are required to report any instances they observe of the drivers of other trucks related to the operation of the site not complying with the Drivers Code of Conduct
- An Incident Register is to be maintained by the Site Manager detailing:
  - o Date of Incident
  - o Nature of Incident
  - o Driver and Truck details
  - o Contact details of person reporting the incident
  - o Action taken in regard to the incident.

### On the Site

- Drivers about to enter or leave the site may only proceed with the approval of the access control personnel
- Drivers are to strictly adhere to the signposted speed limit on the site
- Drivers must comply with directions/instructions given by authorised site personnel including where to stand, manoeuvre and to load/unload and permitted times for ingress and egress

- Wheels are cleaned when departing the site
- Drivers are not permitted to “tailgate” when passing through the access points
- Drivers are required to operate their vehicle in a safe and courteous manner at all times

The Driver Code of Conduct is to be displayed at the access control points.

## On the Public Road

- Drivers are required to hold a valid drivers license appropriate to the class of vehicle they operate
- Drivers must comply with the signposted speed limits
- Drivers are to use their best endeavours to ensure that relevant signage is displayed on trucks used to transport products and materials from the site
- Drivers should adopt “defensive driving” practices at all times particularly at times of poor driving conditions
- Drivers must be aware of the “Three Strikes Scheme” operated by TfNSW for drivers of vehicles over 4.5 tonnes
- Drivers must be aware and familiar with Driver Fatigue Law which applies to truck/combinations over 12 tonne and the 3 available fatigue management schemes:
  - o Standard hours of operation
  - o Basic Fatigue Management (BFM)
  - o Advanced Fatigue Management (AFM)
- Drivers must be aware of their responsibilities and requirements in relation to unnecessary compression braking and the impacts that it has on residents at night
- Drivers must report any breakdown or incidents that may present a hazard and protect the vehicle in accordance with the Heavy Vehicle Drivers Handbook. Incidents are to be reported to the TfNSW Transport Management Centre on 131 700.

## 6.0 Compliance Measures

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### 6.1 Driver Code of Conduct

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

- Undertaking random surveillance of driver activity on the site and on the public road at a minimum of 3 months frequency
- Reviewing the Incident Register at a minimum of 3 month frequency
- Interviewing the access control staff at a minimum of 3 month frequency.

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

### 6.2 Road Noise

CSR will ensure that the traffic noise generated by the project does not exceed the criteria in Table 6.

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



**Table 6 Road Traffic Noise Criteria**

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

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

However, the noise criteria in Table 3 do not apply if CSR has an agreement with the relevant landowner to exceed the noise criteria, and CSR has advised the Department in writing of the terms of this agreement.

Condition 6A of Schedule 3 states:

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

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

## 7.0 Control of Dust and Material Tracking

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

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

## 8.0 Management of Cumulative Traffic Impacts

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

Fourthly, a Construction Traffic Management Plan will be prepared and implemented to manage impacts on the road network in relation to construction vehicles.



## 9.0 Review and Update

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The Traffic Management Plan will be reviewed and updated as follows:

- At a 12 month frequency
- As necessary to reflect the operational phases and truck movement limited specified in the Consent
- Prior to the commencement of construction workers for the upgrade of the Elizabeth Drive and martin Road intersection or the Eastern Airport Ring Road
- As required as a result of recordings in the Incident Register
- As required as a result of major road infrastructure upgrade leading to the site i.e. Eastern Ring Road, Martin Road etc.

## 10.0 Consultation

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TfNSW, Council and Western Sydney Airport have been consulted and the TMP provided for their consideration. The issues raised by TfNSW and Council and the responses to these issues are provided in Appendix B.

It is apparent that the issues have been resolved satisfactorily.

## Appendix A

### Development Plans



Figure 2  
Preferred Project: Phase 1 - Years 1 to 6 (2021 to 2027)

CSR ADVANCED MANUFACTURING HUB  
Modification 3 and 4

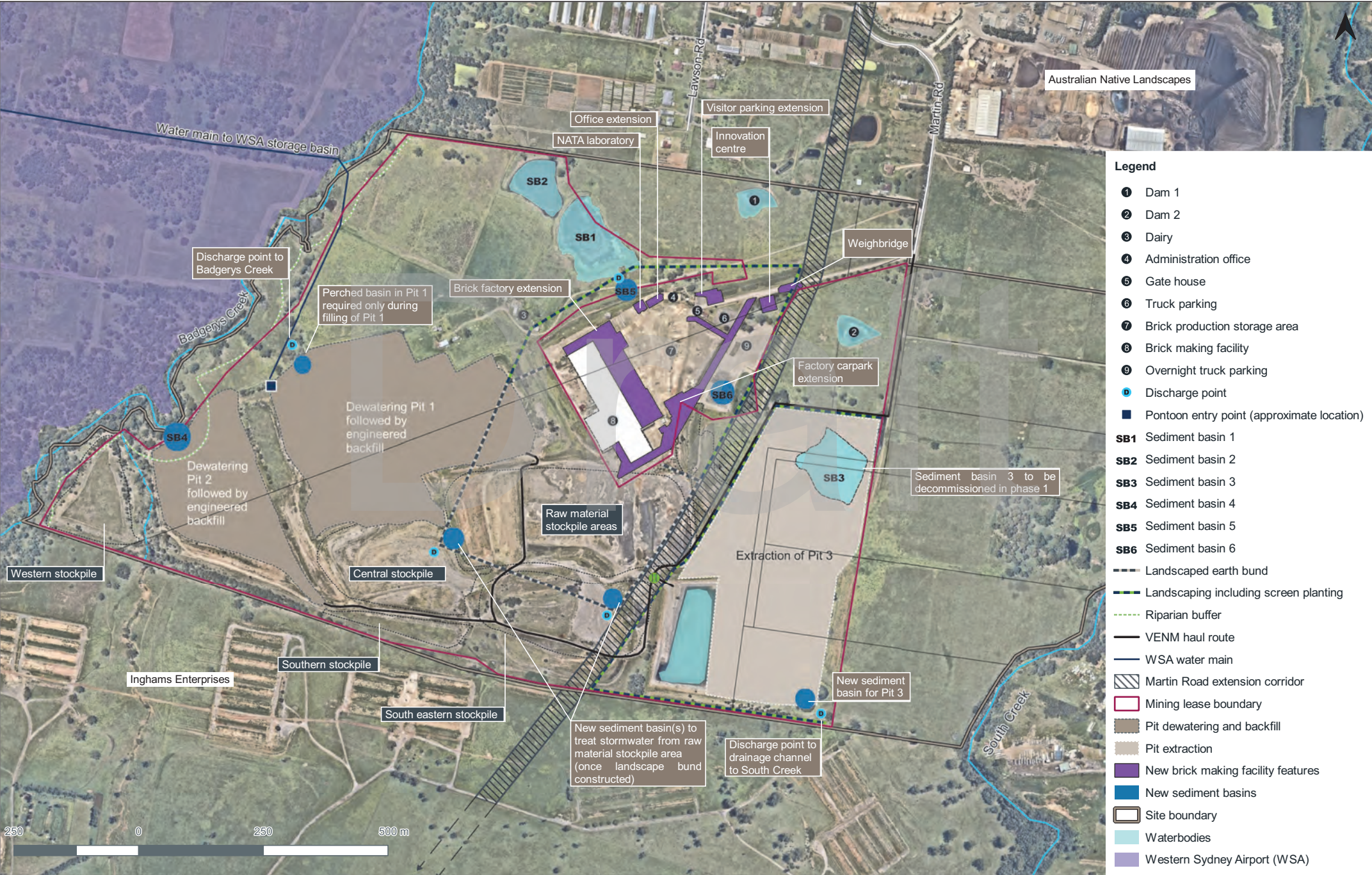




Figure 3  
Preferred Project: Phase 2 - Years 7 to 10 (2027 to 2031)

CSR ADVANCED MANUFACTURING HUB  
Modification 3 and 4





Figure 4  
Preferred Project: Phase 3 - Years 11 - 13 (2031 to 2034)

CSR ADVANCED MANUFACTURING HUB  
Modification 3 and 4





Figure 5  
Preferred Project: Phase 4 - Years 14 onwards (Approximately end of 2034 onwards)

**CSR ADVANCED MANUFACTURING HUB**  
Modification ) and 3





## Appendix B

### Consultation with Authorities

Following our consultation with Transport for NSW and Western Sydney Airport, please find below a response to the queries raised by both Authorities, updated 21<sup>st</sup> May 2021

### **Transport for NSW**

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

### **Wester Sydney Airport**

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

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## Liverpool City Council

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



**Transport  
for NSW**

19 March 2021

TfNSW Reference: SYD17/00555/08

Council Reference: MP10\_0014 MOD 3-4

Department of Planning, Industry and Environmental  
GPO Box 39  
SYDNEY NSW 2001

Attention: Nelma Arancibia

**REVIEW TMP (REV B) - BADGERYS CREEK QUARRY - 235 MARTIN ROAD,  
BADGERYS CREEK**

Dear Sir/Madam,

Reference is made to Department of Planning, Industry and Environment (DPIE)'s correspondence dated 25 February 2021, requesting Transport for NSW (TfNSW) to review the Traffic Management Plan (TMP) regarding the abovementioned Application.

TfNSW has reviewed the submitted information, and provides the following comments for DPIE for consideration:

1. The TMP should detail the truck haulage route to and from the construction site.
2. The TMP should detail the size and number of trucks used for operation.
3. The swept path analysis should be undertaken and demonstrates the largest size of vehicle is able to enter and existing the site in forward direction and negotiate the intersection of Elizabeth Drive and Martin Road without any encroachment.
4. Traffic Control Plans should be prepared in accordance with the TfNSW Traffic Control at works site Technical Manual, 2020.

If you have any further questions, Mr. Felix Liu would be pleased to take your call on 8849 2113 or email [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au). I hope this has been of assistance.

Yours sincerely,

**Pahee Rathana**  
Senior Land Use Assessment Coordinator

---

**Transport for NSW**

27 Argyle Street, Parramatta NSW 2150 | Locked Bag 5085, Parramatta NSW 2124  
P (02) 8849 2666 | W [transport.nsw.gov.au](http://transport.nsw.gov.au) | ABN 18 804 239 602

## Julie Singh

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**From:** Charles Wiafe <WiafeC@liverpool.nsw.gov.au>  
**Sent:** Thursday, 1 April 2021 12:07 PM  
**To:** Ross Nettle  
**Cc:** Stella Qu; Christopher Jattan  
**Subject:** Response - Badgerys Creek Quarry & Brickworks - Traffic Management Plan  
**Attachments:** 2021.02.24 Approval Irt DPIE\_ (1).pdf; TMP submitted\_ (1).pdf

Hi Ross,

Council has reviewed the submitted Badgerys Creek Quarry & Brickworks - Traffic Management Plan (TMP). The following minor comments are to be made to an updated TMP.

1. Queuing area at least one truck space (i.e. 30 m) is to be provided along the site access road prior to any controlled or boom gates.
2. A plan showing the proposed haulage routes to the subject site is to be included.
3. Details and timing of the proposed Elizabeth Drive and Martin Road intersection upgrade are to be outlined..
4. Temporary car parking area, particularly truck parking area, is to be identified and included.

Subject to the above minor changes, the TMP is to be implemented.

Should you require further information, please contact us again.

Regards

**Charles Wiafe**  
Acting Manager Planning and Transport Strategy  
**Liverpool City Council**  
02 8711 7452 | [WiafeC@liverpool.nsw.gov.au](mailto:WiafeC@liverpool.nsw.gov.au) | [www.liverpool.nsw.gov.au](http://www.liverpool.nsw.gov.au)  
Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170

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**From:** Kirk Osborne <kosborne@wsaco.com.au>  
**Sent:** Monday, 29 March 2021 4:25 PM  
**To:** Arancibia, Nelma <NARANCIBIA@csr.com.au>  
**Cc:** Tim Smith <tsmith@wsaco.com.au>  
**Subject:** RE: [SEC=OFFICIAL] FW: Traffic Management Plan - Badgerys Creek Quarry and Brick Making Project (Application 10\_0014) for consultation

**OFFICIAL**

Hi Nelma

Thanks for following up.

We have reviewed the plan and only have a couple of minor clarifications.

- Page 10: Wheel washing and covering of loads is identified as being necessary “where appropriate”. Could you clarify what is meant by “where appropriate”.
- Will the plan be updated as a result of upgrade works to the surrounding key linkages (Elizabeth Drive / Eastern Ring Road) ?

Separately, I am interested in any information you are able to share in relation to the timing of the proposed upgrade of the Elizabeth Drive/Martin Rd.

Apologies for the late response.

Regards

**Kirk Osborne**  
Executive Manager, Land Use Planning and Approvals

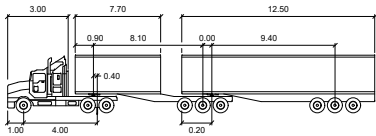
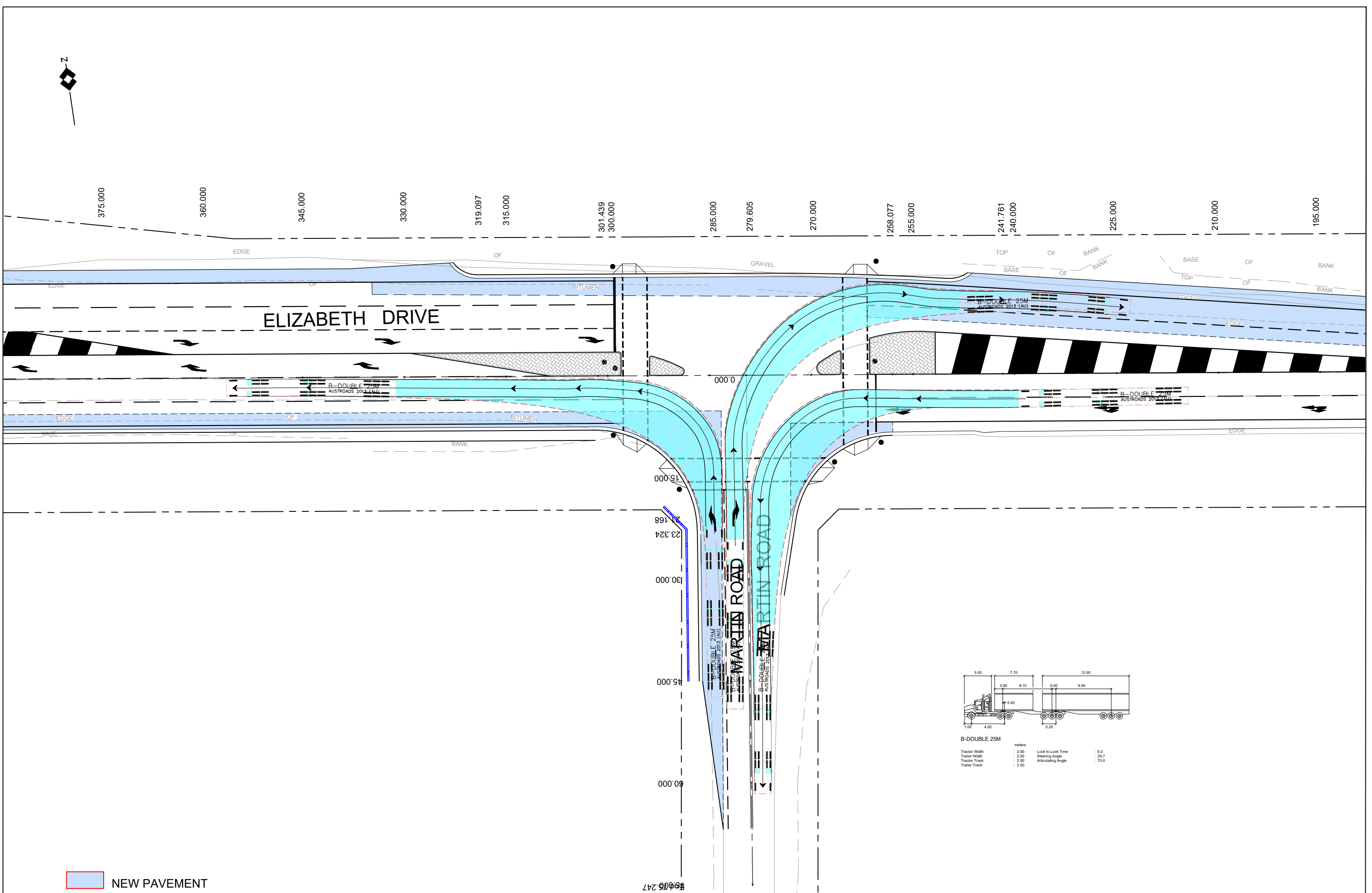
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**OFFICIAL**

# Diagram A

## Intersection Plans



B-DOUBLE 25M			
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 20.7
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

TITLE: PROPOSED SIGNALISED INTERSECTION  
MARTIN ROAD, BADGERYS CREEK

CLIENT: CSR

VEHICLE TURNING MOVEMENTS 1 OF 2

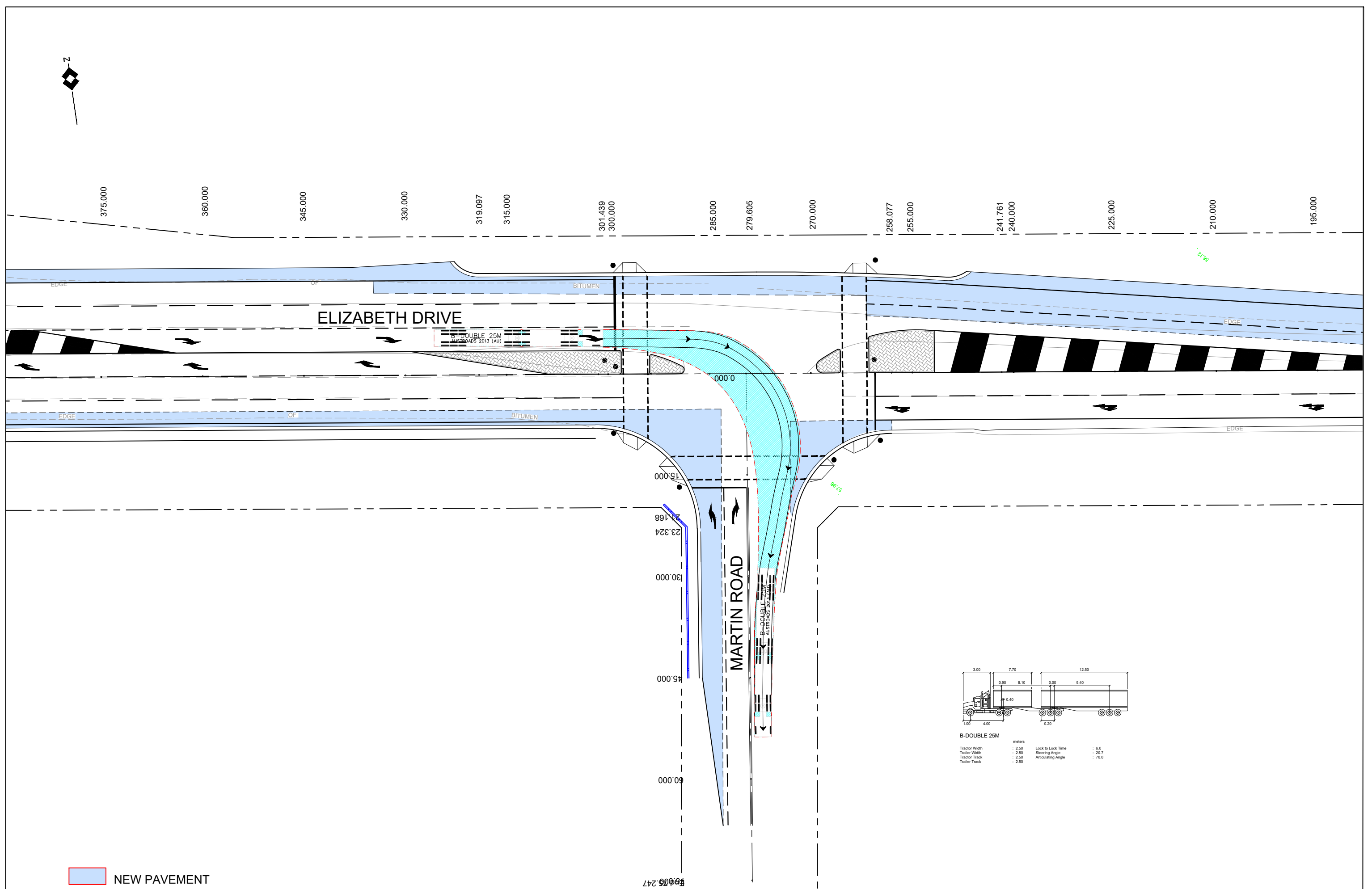
High Definition  
Design Pty Ltd

KEVIN URANE 0412009891

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

0 5 10 15 20 25m  
1:250

Date: 25.03.20		Scale: 1:250 A1		Designed: KU		Project No		
Cad Ref: HD283 badgerys creek r4						HD283		
3C	CSR LAYOUT			KU	01.03.21			
3T	CSR TRAFFIC REPORT			KU	12.02.21		Drawing No	Revision
4	CONCEPT DESIGN			KU	17.05.21			
No	Amendment			Drawn	Date		HD11	

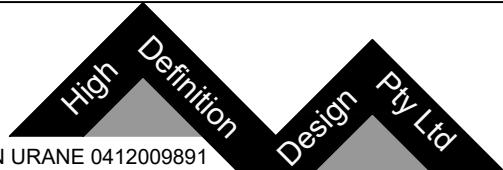


TITLE: PROPOSED SIGNALISED INTERSECTION  
MARTIN ROAD, BADGERYS CREEK

VEHICLE TURNING MOVEMENTS 2 OF 2

CLIENT: CSR

KEVIN URANE 0412009891



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



Date: 25.03.20		Scale: 1:250 A1		Designed: KU		Project No			
Cad Ref: HD283 badgerys creek r4						HD283			
3C	CSR LAYOUT	KU	01.03.21	Drawing No				Revision	
3T	CSR TRAFFIC REPORT	KU	12.02.21	HD12				4	
4	CONCEPT DESIGN	KU	17.05.21						
No	Amendment	Drawn	Date						

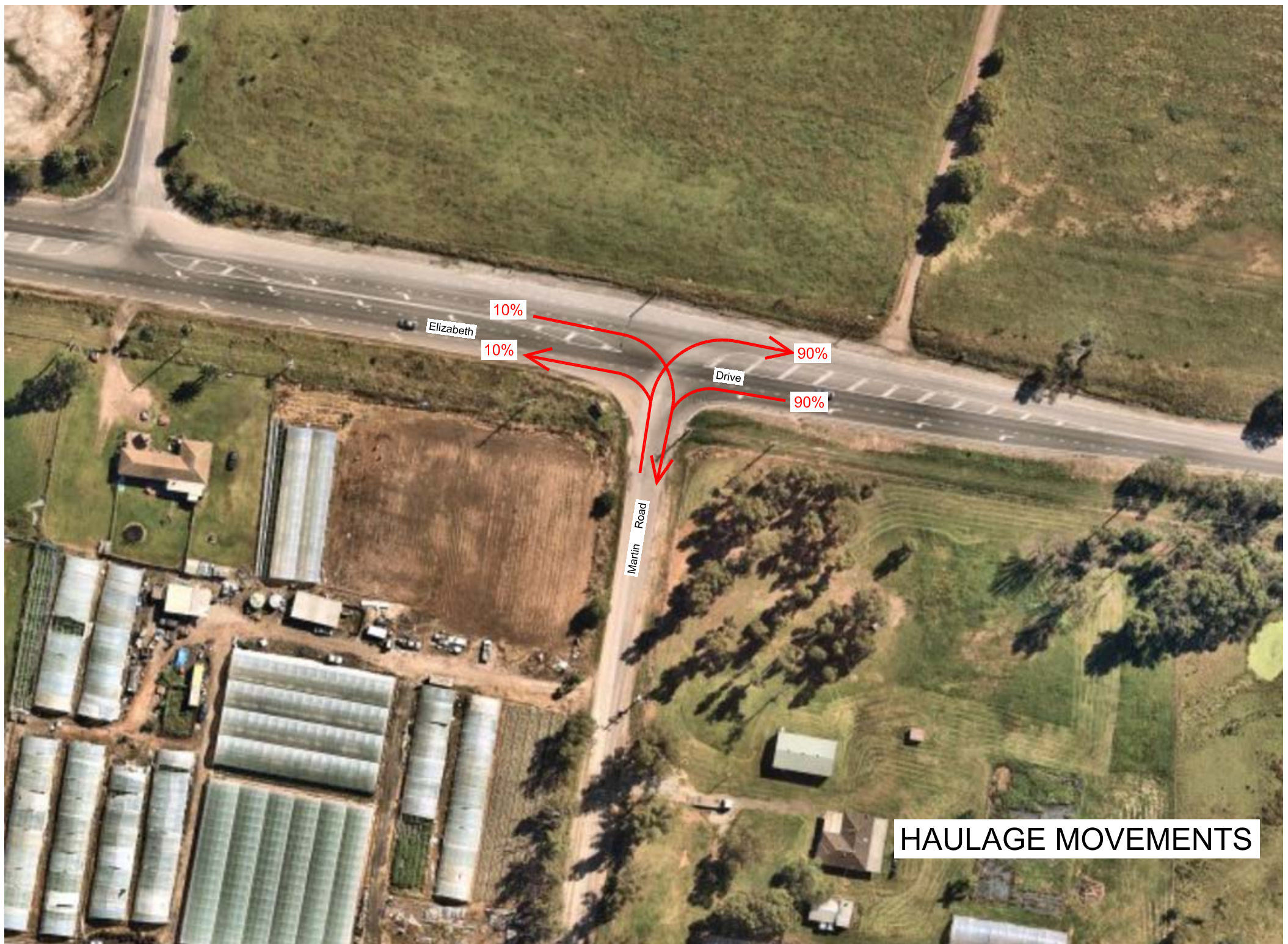


## Diagram B

### haulage road plan







HAULAGE MOVEMENTS