

Traffic and transport Management Plan

Project Name	Ardglen Quarry
Job No.	BAR
Client	Various
Contract No.	N/A

Document No. 1

Holder: DARACON / Client


Revision	Date	Prepared By	Reviewed By Quarry Manager	Authorised By Systems Manager	
10	02/08/22	Luke Robinson	Paul Walker	Name	Sign
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Ardglen Quarry

1. INTRODUCTION

This Traffic and transport Management Plan (TTMP) applies to the Ardglen Quarry site and forms part of the overall management structure for the site. It has been developed to meet the requirements of the relevant Road Authorities and Australian Standards for the safe and controlled movement of traffic at worksites.

The following principles have been applied in the preparation of this document:

- Consultation with relevant agencies, community representatives and road users is an essential part of the planning process and undertaken when required
- Only qualified and experienced personnel shall prepare and install Traffic Control Plan's (TCP's) / Vehicle Movement Plan's (VMP's)
- Minimise the impact on road users and adjoining communities by providing ample notice of changes to traffic arrangements
- Regularly monitor traffic facilities to ensure ongoing effectiveness
- Keep orderly, current and complete records to verify conformance
- Look for opportunities to improve processes and project delivery

In addition to meeting the specific performance measures and criteria in this Approval, we also commit to implementing all reasonable and feasible measures to prevent, and if prevention is not reasonable and feasible, minimise any material harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this Approval.

Additionally, we commit to applying existing management strategies plans or programs until the approval of a similar plan by the Planning Secretary.

1.1 Distribution List

Document No.	Holder	Issue Date	Entered By:
1	Daracon Group	02/08/22	LR
2	DPIE	02/08/22	LR

1.2 Document Control

The TTMP is a controlled document and shall be managed in accordance with the Document Data Control Procedure. Each person receiving a controlled copy is responsible for keeping it in good order and incorporating changes as they are distributed.

This plan shall be amended to reflect changes in personnel, the scope of work, work methods, the nature and frequency of testing and record requirements. Amendments shall be reviewed by the Quarry Manager before approval by the Systems Manager or designee.

Revised pages shall be issued to holders of a controlled copy of the plan.

1.3 Review

In general Traffic Control Plan's (TCP's) and/or Vehicle Movement Plans (VMP's) shall be under constant review by those personnel using those and any deficiency shall be noted for corrective action. Corrective actions shall be documented with proposed rectification dates allocated.

The Systems Manager or designee shall audit the effectiveness of the TTMP as part of the internal audit process or whenever an opportunity for improvement is identified. Further to this and depending on the requirements of site, additional road safety audits will only be scheduled and completed by qualified and certified Road Safety Auditors. A Road Safety Audit (RSA) will be completed subject to the specific requirements of the site or at the request of an authorised regulatory authority.

2. SITE OVERVIEW**2.1 Job Title**

Name of site: Ardglen Quarry
Address/Location: Warra St Ardglen

2.2 Scope of Work

All of Daracon's works are to comply with local, state, federal and Client safety specifications. Activities to be conducted in this job include:

- Site establishment
- Personnel Induction
- Manage vehicular movements off the New England Highway, into the Ardglen township and quarry site
- Load trucks with the relevant materials
- Manage vehicular movements out of the quarry site, Ardglen township and back onto the New England Highway

2.3 Overview of Traffic Impacts

Site activities will require the following impacts to be managed:

- Compliance with the Consent
- Vehicular movements along the New England Highway
- Vehicular movements through Ardglen township
- Vehicular movements within the quarry site
- Adhering to the relevant noise requirements for the site
- Adherence to the Ardglen Quarry Code of Conduct (CoC)
- The application of disciplinary action to drivers who breach the CoC
- Communication of the relevant vehicle movement plans (VMP's) to the drivers
- Interactions with existing road users and pedestrians

2.4 Reference Documents

The following documents form the basis of this plan and outline the work practices that will be adopted. Copies shall be accessible, as hard copy or electronic media, to all site personnel.

Relevant documents

- Consent 06_0264 MOD2
- Current RMS Traffic Control at Worksites Manual
- Traffic Control at Work Sites (TCAW)

Daracon documents

- Corporate Quality and Environmental Management System
- Relevant Australian Standards

Table 1 below outlines the relevant traffic conditions from the Approval for this TTMP and where they have been addressed within the TTMP.

Table 1 – Regulatory Requirements

Condition	Description	Section(s) Addressed
Use of Crown Roads		
Schedule 2 Condition 14A	The Applicant must make reasonable efforts to assist in the transfer of any Crown roads forming part of the quarry access route to Council, prior to undertaking any works in the Extension Area.	Appendix E
Hours of Operation		

Condition	Description	Section(s) Addressed																																		
Schedule 3 Condition 1	<p>The Applicant must comply with the hours of operation in Table 1.</p> <p><i>Table 1: Hours of Operation</i></p> <table> <tr> <th>Activity</th><th>Day</th><th>Time</th></tr> <tr> <td rowspan="2">Topsoil/overburden removal/emplacement</td><td>Monday-Saturday</td><td>7.00am to 5.00pm</td></tr> <tr> <td>Sunday</td><td>None</td></tr> <tr> <td rowspan="2">Blasting</td><td>Monday-Friday</td><td>10:00am to 3.00pm</td></tr> <tr> <td>Saturdays, Sundays and Public Holidays</td><td>None</td></tr> <tr> <td rowspan="2">In-pit activities (including drilling, extraction, and transfer of material out of the pit)</td><td>Monday-Saturday</td><td>7.00am to 5:30pm</td></tr> <tr> <td>Sundays and Public Holidays</td><td>None</td></tr> <tr> <td rowspan="2">Out-of-pit activities (including processing, and stockpiling)</td><td>Monday-Saturday</td><td>7.00am to 5:30pm</td></tr> <tr> <td>Sundays and Public Holidays</td><td>None</td></tr> <tr> <td>Maintenance (if inaudible at nearby residences)</td><td>Monday-Sunday</td><td>Any time</td></tr> <tr> <td rowspan="2">Truck loading and distribution</td><td>Monday-Saturday</td><td>6.30am to 5.30pm</td></tr> <tr> <td>Sundays and Public Holidays</td><td>None</td></tr> <tr> <td>Rail loading</td><td>Monday-Sunday</td><td>7:00am to 10:00pm</td></tr> </table> <p>Note:</p> <ul style="list-style-type: none"> • The Applicant may load no more than 2 trains each year outside the hours listed in Table 1 (see condition 41). • The Applicant may carry out blasting operations outside the hours listed in Table 1 for safety reasons provided the Applicant has notified EPA and the local community about the proposed blast. 	Activity	Day	Time	Topsoil/overburden removal/emplacement	Monday-Saturday	7.00am to 5.00pm	Sunday	None	Blasting	Monday-Friday	10:00am to 3.00pm	Saturdays, Sundays and Public Holidays	None	In-pit activities (including drilling, extraction, and transfer of material out of the pit)	Monday-Saturday	7.00am to 5:30pm	Sundays and Public Holidays	None	Out-of-pit activities (including processing, and stockpiling)	Monday-Saturday	7.00am to 5:30pm	Sundays and Public Holidays	None	Maintenance (if inaudible at nearby residences)	Monday-Sunday	Any time	Truck loading and distribution	Monday-Saturday	6.30am to 5.30pm	Sundays and Public Holidays	None	Rail loading	Monday-Sunday	7:00am to 10:00pm	Section 5
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Transport																																				
Product Transport																																				

Condition	Description	Section(s) Addressed
Schedule 3 Condition 33	<p>The Applicant must:</p> <p>(a) keep records of the:</p> <ul style="list-style-type: none"> • amount of quarry materials imported onto the site each calendar year; • amount of quarrying products transported from the site each calendar year; • number of truck movements generated by the development on an hourly basis on any days in which truck loading and distribution occurs; • registration plate details and time of departure for all laden trucks dispatched from the quarry; • number of train movements generated by the development, on a weekly basis; • date and time of each train movement generated by the development; <p>(b) provide annual production data to MEG using the standard form for that purpose; and</p> <p>(c) include these records in the Annual Review.</p>	Section 7
Road Safety and Condition Audit		
Schedule 3 Condition 33A	<p>Prior to truck movements associated with the development exceeding 55 movements per day, the Applicant must undertake (and complete) all agreed actions outlined in the Road Safety and Condition Audit Report prepared by Crossroads Civil Design dated October 2018, to the satisfaction of the relevant roads authority (i.e. TfNSW or Council). If there is a dispute about the implementation of these measures, then the Applicant may refer the matter to the Planning Secretary for resolution.</p>	Section 6.2 and Appendix C
Schedule 3 Condition 34	<p>By 31 December 2025 or within five years of commencing quarrying operations in the Extension Area (whichever is the latter), Daracon will undertake a Road Safety and Condition Audit for the development, to the satisfaction of the Planning Secretary. This audit must:</p> <p>(a) be prepared by a suitably independent and qualified expert/s whose appointment has been approved by the Planning Secretary;</p> <p>(b) be prepared in consultation with the TfNSW and Council;</p> <p>(c) assess the safety, performance and condition of the Ardglen Street (Main Street)-New England Highway intersection and the quarry access route; and</p> <p>(d) identify any road works that are required to comply with relevant AUSROAD standards or other relevant TfNSW or Council requirements.</p>	Section 6.2
Schedule 3 Condition 35	<p>Within 12 months of completing the Road Safety and Condition Audit required under condition 34 of this Schedule, unless otherwise agreed by the Planning Secretary, the Applicant must undertake (and complete) any road works recommended in the Audit, to the satisfaction of the relevant roads authority (i.e. TfNSW or Council). If there is a dispute about the implementation of these measures, then the Applicant may refer the matter to the Planning Secretary for resolution.</p>	Section 6.2
Road Signage		

Condition	Description	Section(s) Addressed
Schedule 3 Condition 36	Within 3 months of this approval, the Applicant must install warning signs ("Truck Turning") on the northern and southern approaches to the quarry access route on the New England Highway, to the satisfaction of the TfNSW.	Section 4.6
Road Maintenance		
Schedule 3 Condition 37	The applicant must maintain the quarry access route until the cessation of quarrying operations on the site, to the satisfaction of Council. If the Applicant and the Council fail to reach agreement on the road maintenance requirements, then either party may refer the matter to the Planning Secretary for resolution. Any determination by the Planning Secretary on this matter will be binding on the Applicant and the Council.	Section 4.7
Road Haulage		
Schedule 3 Condition 38	The Applicant must ensure that truck movements associated with the development do not exceed: (a) a total of 110 movements per day; (b) a total of 5 movements between 6.30 am and 7.00 am; and (c) a total of 30 movements per hour between 7.00 am and 5.30 pm.	Section 5
Schedule 3 Condition 39	The Applicant must not use trucks which are larger than truck and dog combination vehicles ^a or have a capacity of greater than 38 tonnes to transport product from the site, unless otherwise agreed in writing by TfNSW. <i>a In this condition, 'truck and dog combination vehicle' means National Class 2 Performance Based Standards Level 1 & 2A Truck and Dog Trailer (or equivalent) as determined by the National Heavy Vehicle Regulator</i>	Section 5
Schedule 3 Condition 40	The Applicant must: (a) implement a speed limit of not more than 40 kilometres per hour for quarry-related truck movements ^a along the quarry access route; (b) investigate options to impose a speed limit of 20 kilometres per hour for all heavy vehicle movements along the High Street bridge and install appropriate warning signage, in consultation with Council; (c) ensure that all laden trucks entering or leaving the site are covered, and are cleaned of materials that may fall onto public roads; (d) ensure that all laden trucks pass through a wheel wash prior to departing the site; and (e) take all reasonable steps to minimise traffic safety issues and disruption to local road users.	Section 5 and Appendix B
Schedule 3 Condition 40A	Prior to commencing increased truck movements as described in EA MOD 2, or other timing as agreed by the Planning Secretary, the Applicant must undertake road widening along Ardglen Street (Main Street) to achieve a minimum pavement width of 7 m (excluding road shoulders), to the satisfaction of Council.	Section 4.8

Condition	Description	Section(s) Addressed
Rail Loading		
Schedule 3 Condition 41	The Applicant may only load a maximum of 2 trains outside the rail loading and distribution hours in Table 1 in any 12 month period, unless agreed to in writing by the Planning Secretary.	Section 5
Schedule 3 Condition 42	If the Applicant intends to undertake out of hours rail loading, it must use its best endeavours to notify all local residents at least 12 hours prior to the proposed rail loading, to the satisfaction of the Planning Secretary.	Section 5
Traffic and Transport Management Plan		
Schedule 3 Condition 43	<p>The Applicant must prepare a Traffic and Transport Management Plan, to the satisfaction of the Planning Secretary. The plan must:</p> <p>(a) include a driver code of conduct which outlines;</p> <ul style="list-style-type: none">• safety initiatives for haulage through the village and along school bus routes;• an induction procedure for truck drivers; and• complaints handling and disciplinary procedures; <p>(b) include:</p> <ul style="list-style-type: none">• measures that would be put in place to ensure compliance with the driver code of conduct;• measures that would be implemented to ensure compliance with condition 40 of this Schedule;• measures that would be taken to avoid night time train loading operations; and• procedures for notifying local residents about night time train loading activities when these occur; and <p>(c) be submitted to the Planning Secretary for approval prior to truck movements associated with the development exceeding 55 movements per day, (or other timeframe as agreed by the Planning Secretary).</p>	Section 4.1 and Section 5
Schedule 3 Condition 43A	The Applicant must implement the Traffic and Transport Management Plan as approved by the Planning Secretary.	Section 4.1
Reporting		
Schedule 5 Condition 3	The Applicant must immediately notify the Department and any other relevant agencies immediately after it becomes aware of an incident. The notification must be in writing to compliance@planning.nsw.gov.au and identify the development (including the development application number and name) and set out the location and nature of the incident.	Section 7
Schedule 5 Condition 3A	Within seven days of becoming aware of a non-compliance, the Applicant must notify the Department of the non-compliance. The notification must be in writing to compliance@planning.nsw.gov.au and identify the development (including the development application number and name),	Section 7

Condition	Description	Section(s) Addressed
	<p>set out the condition of this consent that the development is non-compliant with, why it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.</p> <p>Note: A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.</p>	
Community Consultative Committee		
Schedule 5 Condition 7	The Applicant must operate a Community Consultative Committee (CCC) for the project to the satisfaction of the Planning Secretary, in accordance with the Department's Community Consultative Committee Guidelines: State Significant Projects (2019).	Section 7
Access to Information		
Schedule 5 Condition 8	<p>Within 3 months of the approval of any plan/strategy/program required under this consent (or any subsequent revision of these plans/strategies/programs), or the completion of the audits or Annual Reviews required under this consent, the Applicant must:</p> <p>(a) provide a copy of the relevant document/s to the relevant agencies and CCC; and</p> <p>(b) put a copy of the relevant document/s on its website.</p>	Section 7
Schedule 5 Condition 9	<p>During the development, the Applicant must:</p> <p>(a) include a copy of this consent, as may be modified from time to time, on its website;</p> <p>(b) provide a full summary of monitoring results required under this consent on its website; and</p> <p>(c) update these results on a regular basis (at least every 6 months).</p>	Section 7
Statement of Commitments – Traffic Management and Access		
11	The Proponent will not transport more than 500,000 tonnes of product from the site each year	Section 5

3. PERSONNEL

3.1 Qualifications

Daracon Group has assigned personnel to this project who are appropriately qualified (including RMS qualifications) and experienced in traffic management, Prepare a Work Zone Traffic Management Plan etc.

Details of the full project organisation and qualifications are kept and maintained at our Beresfield Head Office.

3.2 Responsibility and Authority

The principal responsibilities for personnel involved in traffic management are as follows:

3.2.1 Quarry Manager

The Quarry Manager is responsible for the quarry management and shall establish and maintain the TTMP for this project and shall be responsible for its ongoing effectiveness.

The Quarry Manager shall determine whether the VMPs proposed are appropriate, or are the most appropriate, with or without minor modification.

3.2.2 Quarry Supervisor

The Quarry Supervisor is responsible to the Quarry Manager for the day to day co-ordination and site control of direct labour, plant, subcontractors and suppliers for quarry works. Management of these tasks includes the installation, monitoring and maintenance of traffic controls.

The Quarry Supervisor shall consult with the Quarry Manager, if necessary, to confirm that the proposed VMP's are appropriate.

3.2.3 Traffic Controllers

The Quarry Manager shall appoint qualified personnel to control traffic according to approved TCP's for the worksite as required.

4. TRAFFIC MANAGEMENT PLANNING**4.1 Traffic Management Plan Approval**

A Traffic Management Plan shall be prepared for the site to address the requirements of the relevant consent. The TTMP shall be submitted for approval as required in the Approval.

Daracon will prepare a Traffic and Transport Management Plan, to the satisfaction of the Planning Secretary. The plan must:

(a) include a driver code of conduct which outlines;

- safety initiatives for haulage through the village and along school bus routes;
- an induction procedure for truck drivers; and
- complaints handling and disciplinary procedures;

(b) include:

- measures that would be put in place to ensure compliance with the driver code of conduct;
- measures that would be implemented to ensure compliance with condition 40 of this Schedule;
- measures that would be taken to avoid night time train loading operations; and
- procedures for notifying local residents about night time train loading activities when these occur; and

(c) be submitted to the Planning Secretary for approval prior to truck movements associated with the development exceeding 55 movements per day, (or other timeframe as agreed by the Planning Secretary).

Daracon will implement the Traffic and Transport Management Plan as approved by the Planning Secretary.

4.2 Traffic Control Plans / Vehicle Movement Plans

A Traffic Control Plan (TCP) or Vehicle Movement Plan (VMP) shows the arrangements for warning traffic and guiding it around, past or through a worksite. These shall be prepared and be updated as necessary to reflect changes in traffic flow or work practices. Only suitably trained personnel (refer TCAW 2.4) shall select, design, approve and implement these.

4.3 Selection

The Quarry Manager or delegate will choose a Standard TCP / VMP from the TCAW where it accurately reflects the conditions at a worksite. Minor modifications to the design which have been identified in a Risk Assessment and/or site inspection shall be made by a person with a current certificate in TCAW Planning.

4.4 Public Relations and Communication

The local community, road users and other stakeholders shall be kept informed of changed traffic arrangements so that adverse impacts can be minimized.

4.5 Emergency Response

An Emergency Response Plan shall be designed and implemented for the work and shall include the response to traffic emergencies such as accidents or unplanned disruptions.

The Quarry Supervisor or designee shall be on 24 hour call to respond to emergencies and contact numbers shall be prominently displayed to enable early notification and response.

4.6 Signage

Daracon have installed warning signs ("Truck Turning") on the northern and southern approaches to the quarry access route on the New England Highway, to the satisfaction of the TfNSW.

4.7 Road Maintenance

Daracon will maintain the quarry access route until the cessation of quarrying operations on the site, to the satisfaction of Council.

4.8 Improvements to the Access Road

Prior to commencing increased truck movements as described in EA MOD 2, or other timing as agreed by the Planning Secretary, Daracon will undertake road widening along Ardglan Street (Main Street) to achieve a minimum pavement width of 7 m (excluding road shoulders), to the satisfaction of Council.

5. SPECIFIC STRATEGIES

This table summarises the identified traffic aspects of the work, assess their impact and describes the control strategies that will be implemented. Copies of the detailed VMPs incorporating these strategies are in **Appendix A**. A copy of the detailed Code of Conduct (CoC) incorporating these strategies is contained in **Appendix B**.

TRAFFIC ASPECTS AND IMPACTS TABLE		
Aspect	Impact assessment	Control measure
Breach consent conditions regarding permitted daily truck movements and annual quantity exported from site	Potential for a large quantity of truck movements to and from the quarry creating traffic issues	<p>Daracon will ensure that truck movements associated with the development do not exceed:</p> <ul style="list-style-type: none"> (a) a total of 110 movements per day; (b) a total of 5 movements between 6.30 am and 7.00 am; and (c) a total of 30 movements per hour between 7.00am and 5.30pm <p>A spreadsheet will be used to record and monitor the daily truck movements associated with Ardglen Quarry</p> <p>Daracon will not transport more than 500,000 tonnes of product from the site each year</p> <p>A copy of the Approval will be displayed along with the relevant monitoring data on the Daracon website.</p> <p>A copy of all relevant approved Management Plans will be displayed on the Daracon website.</p>
Vehicular movements along the New England Highway	Vehicles turning off the New England Highway into the township of Ardglen	<p>“Trucks turning” pre-warning signage installed as detailed in the Consent</p> <p>Drivers informed to indicate and start slowing early for the turn into the township of Ardglen</p>
Vehicular movements through Ardglen township	Vehicles lost or unsure of the appropriate route to take. Vehicles ignoring specific instructions regarding their appropriate movements through the township of Ardglen	<p>Driver Code of Conduct (CoC) developed and communicated to all drivers</p> <p>Maximum number of 110 truck movements can occur per day (meaning 55 loaded trucks departing the quarry per day)</p>

TRAFFIC ASPECTS AND IMPACTS TABLE		
Aspect	Impact assessment	Control measure
		<p>“Quarry general site access” VMP developed and communicated to all drivers</p> <p>A self-imposed speed limit of 40kph will be applied to all trucks driving through the township of Ardglen with the CoC updated to reflect this.</p> <p>Where it is possible and safe to do so, Daracon will request that all trucks not to exceed 20 kph when driving in either direction over the rail bridge. Liverpool Plains Shire Council will be consulted as part of this ‘truck specific’ speed limitation over the rail bridge once the TTMP is approved by DPE.</p> <p>Daracon will not use trucks which are larger than truck and dog combination vehicles or have a capacity of greater than 38 tonnes to transport product from the site, unless otherwise agreed in writing by TfNSW.</p> <p>All laden trucks entering or leaving the site must be covered and cleaned of materials that fall onto public roads.</p> <p>All laden trucks will pass through a wheel wash prior to departing the site</p>
Vehicular movements within the quarry site	<p>Vehicles lost or unsure of the appropriate route to take on site.</p> <p>Vehicles ignoring specific instructions regarding their appropriate movements whilst on site</p>	<p>Driver Code of Conduct (CoC) developed and communicated to all drivers to ensure we take all reasonable steps to minimise safety issues and disruption to local road users.</p> <p>Maximum number of 110 truck movements can occur per day (meaning 55 loaded trucks departing the quarry per day)</p> <p>“Quarry site vehicle movement” VMP developed and communicated to all drivers</p>
Adhering to the relevant noise requirements for the site	Vehicles arriving or departing site outside the nominated and approved hours	Driver Code of Conduct (CoC) developed and communicated to all drivers

TRAFFIC ASPECTS AND IMPACTS TABLE		
Aspect	Impact assessment	Control measure
		<p>“Quarry general site access” VMP developed and communicated to all drivers</p> <p>“Quarry site vehicle movement” VMP developed and communicated to all drivers</p> <p>Export of material from site between the hours of 6:30 am and 5:30 pm Monday to Saturday with no transport permitted on Sundays and Public Holidays</p>
Adherence to the Code of Conduct (CoC)	Inappropriate vehicular access to site (times / loads)	<p>If a driver is found to breach the CoC, they will receive disciplinary action which will include one or more of the following:</p> <ul style="list-style-type: none"> • The driver will be provided with a warning and will be re-introduced into the CoC; • The driver being precluded from site; • De-registration from the Daracon system entirely in the case of a subcontractor;
Communication of the relevant vehicle movement plans (VMP's) to the drivers	Unfamiliar with the site specific requirements	Driver Code of Conduct (CoC) developed and communicated to all drivers with all drivers to read, understand and sign acknowledgement of such
Interactions with the school bus within the township of Ardglen	Unsafe vehicular and pedestrian interactions with school children and bus movements	<p>Drivers need to be aware of the fact that school buses collect children from Main St Ardglen at the following times:</p> <ul style="list-style-type: none"> • Between 8.10am and 8.15am on school days; • Between 4.10pm and 4.15pm on school days; • Drivers need to be vigilant at these times due to the increased presence of pedestrians and vehicles associated with the school bus drop offs and collections; <p>A self-imposed speed limit of 40kph will be applied to all trucks driving through the township of Ardglen with the</p>

TRAFFIC ASPECTS AND IMPACTS TABLE		
Aspect	Impact assessment	Control measure
		CoC reflecting this and the presence of school buses and children for the times listed above.
Pedestrian activity within Ardglen township	Unsafe vehicular and pedestrian interactions	<p>Although pedestrian activity through the township of Ardglen is irregular and limited, drivers also need to be vigilant as pedestrians intermittently utilise the rail over pass bridge;</p> <p>A self-imposed speed limit of 40kph will be applied to all trucks driving through the township of Ardglen. The CoC will reflect this and the potential presence of pedestrians will be highlighted.</p> <p>If Daracon becomes aware of a specific need for a member of the public to gain access across the rail bridge (other than a vehicular movement), all drivers will be informed of the proposed activity and expected duration. If necessary, haulage activates will be modified for short periods to facilitate the process.</p>
Night time train loading	Adverse noise impact	<p>Daracon will only load a maximum of 2 trains outside the rail loading and distribution hours in Table 1 in any 12 month period, unless agreed to in writing by the Planning Secretary.</p> <p>If Daracon intends to undertake out of hours rail loading, it must use its best endeavours to notify all local residents at least 12 hours prior to the proposed rail loading, to the satisfaction of the Planning Secretary.</p> <p>Otherwise train loading will occur between 7am and 10pm Monday to Friday</p>

TRAFFIC ASPECTS AND IMPACTS TABLE		
Aspect	Impact assessment	Control measure
Night time train loading procedure	Adverse noise impact	<p>If Daracon intends to load trains outside the hours of 7am to 10pm, the following will occur:</p> <ul style="list-style-type: none">• At least 12 hours prior to loading a train outside the hours of 7am to 10pm, Daracon will notify the local residents of this expected activity;• This notification may take the form of a verbal or written notification;• A register will be kept of all residents notified;• A record of train loading start and finish times will be maintained;• If a complaint is received, this will be dealt with using Daracon's incident notification process and in accordance with the Consent;• All out of hours train loading activities will be reported in the Annual Report provided to DPE and the CCC;

6. MONITORING, REVIEW AND IMPROVEMENT

6.1 Inspection and Review

The Quarry Supervisor shall monitor performance of the traffic control facilities to confirm the effectiveness of methods, equipment and controls. Results shall be recorded and opportunities for improvement recommended to the Quarry Manager.

The TTMP and associated documentation shall be formally reviewed by the Quarry Manager each month in the early stages of the contract and at minimum twelve (12) monthly intervals thereafter. Formal reviews shall be recorded.

Any alterations to the TTMP shall be recorded according to the document control procedure.

Additionally, any revisions to the TTMP will require the approval of the Secretary (Department of Planning and Environment - DPE) before being implemented.

6.2 Audit

Internal conformance audits will be carried out on the relevant processes and subcontractors in accordance with the master audit schedule. Auditors shall be suitably qualified and independent of the processes being assessed.

Road Safety Audits (RSA's) will be conducted by external organisations with the appropriate skills and qualifications for such. The RSA's will be completed in accordance with the consent or as directed by the DPIE.

By 31 December 2025 or within five years of commencing quarrying operations in the Extension Area (whichever is the latter), Daracon will undertake a Road Safety and Condition Audit for the development, to the satisfaction of the Planning Secretary. This audit must:

- (a) be prepared by a suitably independent and qualified expert/s whose appointment has been approved by the Planning Secretary;
- (b) be prepared in consultation with the TfNSW and Council;
- (c) assess the safety, performance and condition of the Ardglen Street (Main Street)-New England Highway intersection and the quarry access route; and
- (d) identify any road works that are required to comply with relevant AUSROAD standards or other relevant TfNSW or Council requirements.

Within 12 months of completing the Road Safety and Condition Audit required under condition 34 of this Schedule, unless otherwise agreed by the Planning Secretary, Daracon will undertake (and complete) any road works recommended in the Audit, to the satisfaction of the relevant roads authority (i.e. TfNSW or Council). If there is a dispute about the implementation of these measures, then Daracon may refer the matter to the Planning Secretary for resolution.

Please see Appendix C for a summary of the 2018 RSA including actions and timeframes completed.

7. RECORDS AND REPORTING

The following records and reporting shall be kept as evidence of the implementation and performance of the traffic management facilities in accordance with the Approval:

1. (a) keep records of the:
 - amount of quarry materials imported onto the site each calendar year;
 - amount of quarrying products transported from the site each calendar year;
 - number of truck movements generated by the development on an hourly basis on any days in which truck loading and distribution occurs;
 - registration plate details and time of departure for all laden trucks dispatched from the quarry;
 - number of train movements generated by the development, on a weekly basis;
 - date and time of each train movement generated by the development;

(b) provide annual production data to MEG using the standard form for that purpose; and

(c) include these records in the Annual Review.
2. Annual reporting:
 - By the end of March in each year after the granting of the development consent, or other timeframe agreed by the Planning Secretary, a report must be submitted to the Department reviewing the environmental performance of the development, to the satisfaction of the Planning Secretary.

3. Access to information:

- Within 3 months of the approval of any plan/strategy/program required under this consent (or any subsequent revision of these plans/strategies/programs), or the completion of the audits or Annual Reviews required under this consent, the Daracon will:
 - (a) provide a copy of the relevant document/s to the relevant agencies and CCC; and
 - (b) put a copy of the relevant document/s on its website.

During the development, the Daracon will:

- (a) include a copy of this consent, as may be modified from time to time, on its website;
- (b) provide a full summary of monitoring results required under this consent on its website; and
- (c) update these results on a regular basis (at least every 6 months).

4. Public relations initiatives and ongoing discussion with the Community Consultation Committee (CCC) as required;

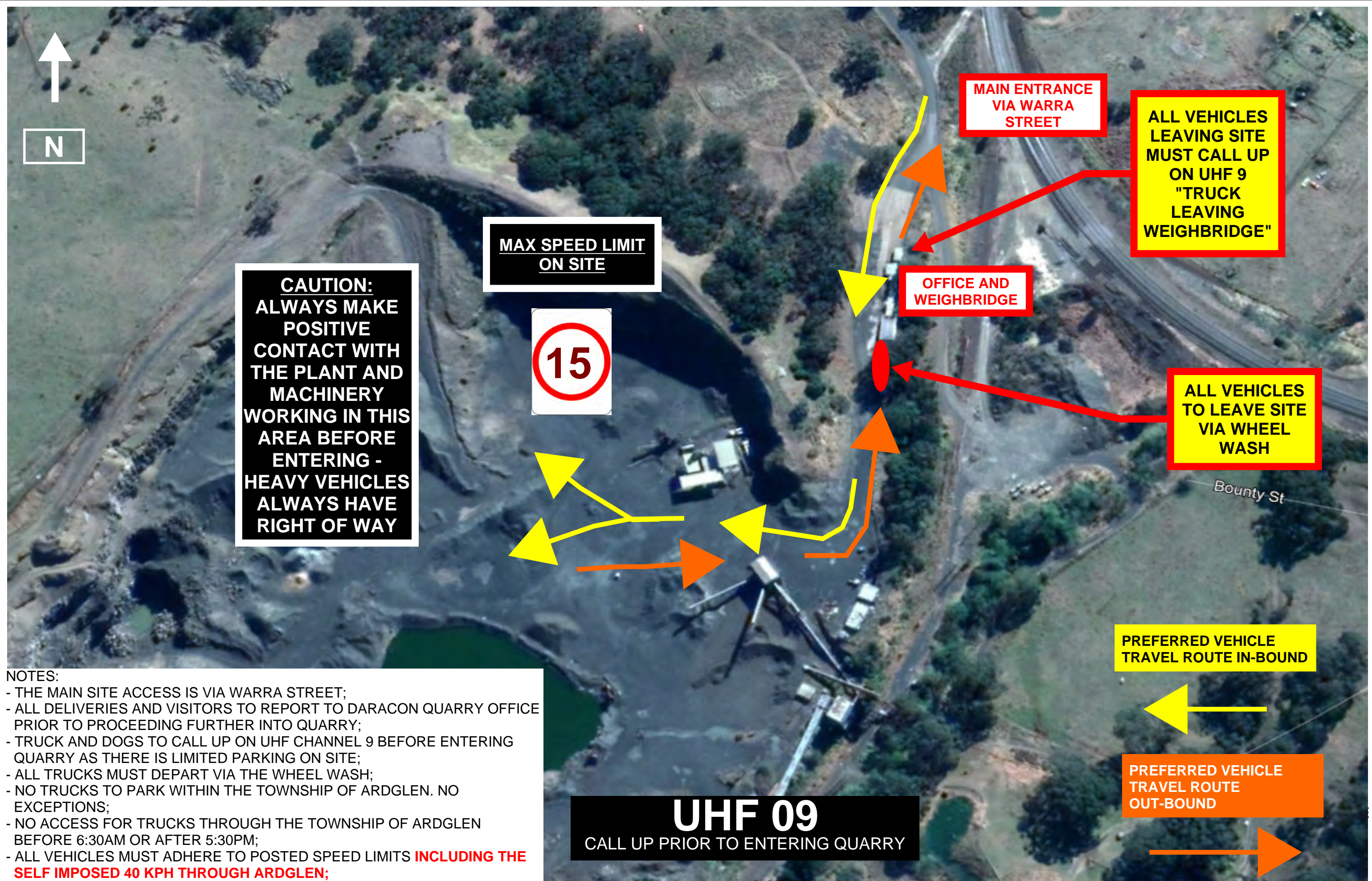
- Daracon will operate a Community Consultative Committee (CCC) for the project to the satisfaction of the Planning Secretary, in accordance with the Department's Community Consultative Committee Guidelines: State Significant Projects (2019).
- Annual Newsletters to adjacent residents

5. Monitoring reports (including RSA's) in accordance with Section 6.2

6. Incident reports and corrective action:

- Daracon will immediately notify the Department and any other relevant agencies immediately after it becomes aware of an incident. The notification must be in writing to compliance@planning.nsw.gov.au and identify the development (including the development application number and name) and set out the location and nature of the incident.
- Within seven days of becoming aware of a non-compliance, the Daracon will notify the Department of the non-compliance. The notification must be in writing to compliance@planning.nsw.gov.au and identify the development (including the development application number and name), set out the condition of this consent that the development is non-compliant with, why it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.
- Note: A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

8. APPENDICES**8.1 Appendix A - VMP's**



- NOTES:
- THE MAIN SITE ACCESS IS VIA WARRA STREET;
 - ALL DELIVERIES AND VISITORS TO REPORT TO DARACON QUARRY OFFICE PRIOR TO PROCEEDING FURTHER INTO QUARRY;
 - TRUCK AND DOGS TO CALL UP ON UHF CHANNEL 9 BEFORE ENTERING QUARRY AS THERE IS LIMITED PARKING ON SITE;
 - ALL TRUCKS MUST DEPART VIA THE WHEEL WASH;
 - NO TRUCKS TO PARK WITHIN THE TOWNSHIP OF ARDGLEN. NO EXCEPTIONS;
 - NO ACCESS FOR TRUCKS THROUGH THE TOWNSHIP OF ARDGLEN BEFORE 6:30AM OR AFTER 5:30PM;
 - ALL VEHICLES MUST ADHERE TO POSTED SPEED LIMITS **INCLUDING THE SELF IMPOSED 40 KPH THROUGH ARDGLEN;**

8.2 Appendix B - Drivers Code of Conduct (CoC)

Code of Conduct - Ardglen Quarry




(Truck & Dog, Ex-Bin & Sub-Contractors)

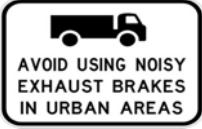

The Code of Conduct has been established to minimise the impact of our operations on the environment and the local community whilst also providing our customers with a high quality, reliable and safe service.

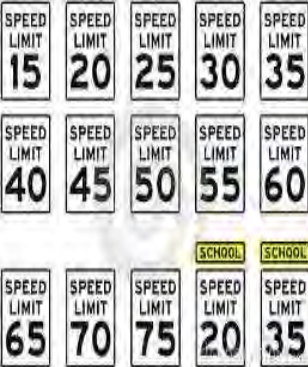


All persons travelling to and from Ardglen Quarry must adhere to the rules detailed in this document.




Please ensure all persons attending Ardglen Quarry read understand and sign this form and return it to the Daracon representative – or email: feedback@daraconquarries.com.au










Times 	Opening time of Ardglen Quarry is as follows: <ul style="list-style-type: none">Monday to Friday 6:30am to 5:30pm.Saturdays 6:30am to 5:30pm (as required)
Access 	Daracon Group has Voluntarily limited our truck movements through the following areas:- <ul style="list-style-type: none">No quarry trucks to travel through the township of Ardglen prior to 6:30am;No quarry trucks are permitted to park in the township of Ardglen; It is compulsory for all trucks leaving the Ardglen Quarry site to drive through the wheel wash before departing site.
Illegal and Unsafe Truck Parking 	Trucks parking up prior to Quarry opening time within the township of Ardglen is STRICTLY FORBIDDEN! Trucks heading North bound from the Murrurundi side of the quarry are permitted to wait within the parking bays located at the top of the range before 6:30am. Trucks heading South bound from the Willow Tree side of the quarry will need to find alternate parking arrangements prior to 6:30am.



<p>Heavy Vehicle Compression Braking</p> 	<p>Compression braking by heavy vehicles is a source of irritation to the community generating many complaints. Brakes must be applied so as not to create excessive noise that could disturb local residents. Compression braking within the township of Ardglen or any residential areas / isolated residences will <u>ONLY</u> be used if required for safety reasons!</p>
<p>Load covering and Restraint (as per NHVL and CoR Regulations)</p> 	<p>All trucks arriving to or departing from the site (whether loaded with <u>material or not</u>) are required to have an effective cover over their load for the duration of the trip. The load cover can be removed upon arrival at the delivery site and immediately prior to loading at the quarry.</p> <p>The driver must ensure that all loose debris from the vehicle body, drawbars and wheels (including dual tyres) is removed prior to leaving the quarry site and again after unloading. Drivers must ensure that following loading and tipping that the tailgate is locked before leaving the site.</p> <p>Drivers needs to ensure that their loads are secured as per the NTC Load Restraint Guide 2018 and checks are completed on restraint equipment such as tailgates, chains, straps, ratchet dogs, tarps etc on a regular basis to ensure they are functioning correctly.</p> <p><i>“Drivers must exit their Truck to inspect the above every time they are loaded at the quarry and following delivery of material”</i></p> <p>Plant and Equipment being transported to and from the quarry must be thoroughly washed and cleaned before being transported (for example all rocks and material removed from crushers and other equipment).</p> <p>The security of your load, your life and the life of others, relies on proper load restraint practices.</p>
<p>Mass and Dimension (As per NHVL and CoR Regulations)</p>	<p>All drivers need be aware of the following:</p> <ul style="list-style-type: none"> ▪ That adhering to legal axle and gross weight limits are their responsibility and these need to be confirmed before proceeding with the load (via weighbridge or alternate means). ▪ All trucks attending the quarry must adhere to the various weight and dimension limit / restrictions that apply to the various approach routes. These include load limits applicable to roads and bridges that must be complied with.
<p>Fatigue and licence requirements (As per NHVL and CoR Regulations)</p>	<p>All drivers need be aware of the following:</p> <ul style="list-style-type: none"> ▪ Drivers must adhere to the relevant “work and rest” restrictions applicable (standard, BFM or otherwise) whilst operating out of the quarry. ▪ Drivers must record the relevant information regarding “work and rest” times in accordance with the specific requirements. ▪ Drivers will be adequately rested before commencing work. Never drive while fatigued. Safe driving rosters must be designed so that you can have adequate rest breaks to minimise fatigue and to comply with relevant regulations. ▪ If your driver’s licence is suspended or cancelled for any reason, you must advise management immediately.

<p>Speed Limit</p> 	<p>Drivers are to observe the posted speed limits, 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. Specific speed limits also apply to the following areas:-</p> <p>Within Quarry: 15 kph unless signposted otherwise.</p> <p>Township of Ardglan: 40 kph between the New England Highway and the quarry entrance (both inbound empty and outbound loaded).</p> <p>Over the rail bridge 20 kph where it is possible and safe to do so, we suggest all trucks do not exceed 20 kph when driving in either direction over the rail bridge.</p>
<p>Signs</p> 	<p>Drivers are to obey signage within the Quarry and comply with the Australian Road Rules and REMAIN on Vehicle routes (per Vehicle Management Plans)</p> <p>Heavy Quarry Traffic ALWAYS has “Right – Of – Way”.</p> <p>Empty trucks MUST “Give way” to Loaded trucks leaving the Quarry.</p> <p>Please pay particular attention when leaving:-</p> <ul style="list-style-type: none"> ▪ The wheelwash and past the weighbridge as loaded trucks will always have priority through this area; ▪ Through the township of Ardglan as there are areas with restricted vision; ▪ Vehicle movement plans show the preferred travel routes, signage and speed limits;
<p>Personal Protective Equipment (PPE)</p>	<p>The wearing of Hi-Vis “Long Long” Clothing is COMPULSORY!</p> <p>“Long Longs” is an Industry Standard and many of our Clients have this Policy in place and expect us and our contractors to comply with their Policy requirements at all times! Long Longs allows Daracon Group to meet their ‘Duty of Care’ in providing suitable protective clothing with respect to working outdoors (sun protection). Long Longs provides for physical protection (e.g. Protection against Chemical exposure, Sharp and Hot objects and Insect / Vermin / Snakes / Spiders) and may assist in reducing minor injuries.</p> <p>Approved “High Visibility” clothing or “High Visibility” vests are to be worn at all times by All workers and Visitors on site! Vests are to be worn in the correct fashion and securely fastened at all times to ensure legislative compliance.</p> <p>The “Mandatory Protective Clothing” requirement on this site is:</p> <ul style="list-style-type: none"> ▪ Hard Hat (AUS Standard). ▪ Hi-Vis vest or Hi-Vis Shirt. ▪ Long Sleeves and Collared shirt. ▪ Long Pants (Cotton Drill or Denim). ▪ Safety Boots (Steel Cap). ▪ Safety Glasses. 

	<p>This is a requirement under our sun Protection Policy / Procedure. Daracon advises that safety eyewear will be used to protect against dust and airborne particles whilst working on site. "Tinted" safety glasses (not fashion sun glasses) are appropriate for outdoor work and "Clear or Amber" for indoor work.</p> <p>Note:</p> <ul style="list-style-type: none"> Gloves are to be worn for "Manual" tasks unless risk assessment indicates they will create a hazard. Any PPE specified in an SWMS/RA that is required to be worn when carrying out a particular task MUST be worn!
<p>Caution!</p> 	<p>Beware of:</p> <ul style="list-style-type: none"> When turning off the New England Highway, all drivers need to indicate and start slowing early for the turn into the township of Ardglen. Access restrictions and visibility into the quarry site. HEAVY VEHICLES ALWAYS HAVE RIGHT OF WAY, NO EXCEPTIONS. Give way to the Water Cart and other operational vehicles. All vehicles to maintain positive contact with all operating plant and machinery via UHF 9 when on site. Seat belts are to be worn at ALL TIMES in plant and vehicles. Truck drivers MUST stay inside their vehicle whilst being loaded. Fighting and other forms of "Violence or Intimidation" are forbidden! Practical Jokes and Horseplay are NOT PERMITTED as they are potentially unsafe. Drivers need to be aware of the fact that school buses collect children from Main St Ardglen at the following times: <ul style="list-style-type: none"> Between 8.10am and 8.15am on school days; Between 4.10pm and 4.15pm on school days; Drivers need to be vigilant at these times due to the increased presence of pedestrians and vehicles associated with the school bus drop offs and collections; Although pedestrian activity through the township of Ardglen is irregular and limited, drivers also need to be vigilant as pedestrians can intermittently utilise the rail over pass bridge;
<p>No Access</p> 	<p>Trucks & Light vehicles must:</p> <ul style="list-style-type: none"> Be in road worthy condition. Have an operating orange flashing light. A working UHF Radio. (If vehicle is not fitted with UHF radio, or flashing light then they will not be permitted on site). Safety barricades, fencing and signs are NOT to be removed. When entry is required into "Protected Area" permission must be obtained from the Supervisor on site.

	<ul style="list-style-type: none"> Truck Drivers are <u>NOT</u> authorised to operate any Quarry equipment! Any environmentally sensitive areas will be delineated and must not be accessed unless permission has been obtained from the Supervisor on site.
Park Procedure 	<ul style="list-style-type: none"> Maintain Positive Communication with Loader Drivers at all times! Always Park so you are "Visible" to the Loader Driver and <u>NEVER</u> park or stand behind a Heavy Vehicle. <u>NEVER</u> approach the Loader until it is Stationary and the driver has signalled to you. There are "Blind Spots" for Operators of Mobile Plant - you must <u>NEVER</u> assume that an operator can see you, or that a machine will not move suddenly! When "Parked up", first movement is Forward.
First Aid 	<ul style="list-style-type: none"> A "First Aid Kit" is located in the Weighbridge office. Daracon has 'First Aiders' onsite. Daracon Vehicles also carry a First Aid Kit. Notify Daracon Supervisor of any 1st Aid Treatments/Incidents. Incident Report and Register of Injuries to be completed when applying first aid. Map to Hospital is located in the Weighbridge. All Incidents must be reported to Supervisor/Management/HSEQ Dept.
Prohibited Items 	<ul style="list-style-type: none"> No Children! No Pets! No Drugs! No Alcohol! No Firearms!
Communication 	<p>UHF Channel utilised @ Ardglen Quarry is 9.</p> <ul style="list-style-type: none"> All trucks must have a functioning UHF radio to access this site. No radio "Chit Chat" - conversations kept work related, short and precise. All vehicles <u>MUST</u> announce their location at all designated "call up points" <p>Other various call up points are:</p> <ul style="list-style-type: none"> As trucks are approach site and are driving over the bridge over the rail line (High St), they musty announce "Truck into site over rail bridge"; As trucks leave the weighbridge they must announce "Truck leaving weighbridge"; <p><u>Note:</u> Internal information has been getting broadcast on the UHF and CB radios, this practice is absolutely unacceptable and those engaging in such activity <u>MUST REFRAIN</u> from doing so immediately. Examples of company information include (but is not limited to):</p> <ul style="list-style-type: none"> Operational information including Workload and Quarry activities. Internal Procedures. Notifications sent from Management via Navman. Toolbox Information.

	<p>UHF / CB channels <u>ARE NOT PRIVATE</u> and the general public have access to the same channels. Failure to comply with this request will result in disciplinary action that could result in Termination of Employment or Contract.</p> <p>Consideration will also be given to the topics and manner that information is discussed; it is conceivable that a member of the public can take action against you personally if they are offended by the discussion or comments made.</p> <p>No inappropriate or offensive language to be broadcast on the UHF – EVER.</p>
<p>Mobile Phone Usage</p> 	<ul style="list-style-type: none"> ▪ The use of a mobile phone while operating machinery or undertaking site activities is STRICTLY PROHIBITED. Driving, operating or undertaking high risk activities must be temporarily ceased to take the call. ▪ Persons authorised to use a mobile phone and who are required to make or receive a call near any type of work activity or mobile plant must walk to a safe area to take the call. ▪ Mobile phones are not to be used via any mechanism when in high risk areas such as the stockpiles, heavy vehicle haul roads, quarry pit etc). ▪ Persons authorised to use a mobile phone on site who are working in a potentially hazardous area (e.g. confined space, high traffic area) or carrying out a potentially hazardous task (e.g. acting as a spotter, traffic control) MUST TURN OFF their mobile telephones while carrying out these duties. ▪ When a call or text message is received while driving and a hands-free kit is not available or the hands free kit is not voice activated, the driver MUST pull to the side of the road when safe to do so prior to taking the call or checking the text message. ▪ Where a conversation is complex or technical or requires notes to be taken it is mandatory to pullover when safe to do so to continue the conversation. ▪ Any person contravening this Policy will be subject to the Company's disciplinary procedure. ▪ The use of a phone to take photographs on site is also strictly forbidden unless specifically authorised by the Site Supervisor.
<p>Alcohol and Drug Testing</p> 	<ul style="list-style-type: none"> ▪ Daracon has the right to conduct Alcohol and other Drug testing involving all persons working for the company or on premises. ▪ Daracon requires all persons to be in a "fit for work" state. This means persons must not be affected by alcohol or other drugs whilst at work. ▪ It is prohibited for any person to possess, use, sell or work under the influence of Alcohol or other Drugs. If you are working on a Daracon site, you are required to co-operate in the random selection and testing process. ▪ Disciplinary action will be taken against individuals (and their Company, in the case of subcontractors) in the case of positive and repeat positive tests or refusing to undertake tests.
<p>Emergency</p> 	<ul style="list-style-type: none"> ▪ In the event of an emergency, 3 Horn Blasts will be sounded; or ▪ Personnel will be alerted via UHF radio (Channel 9) saying 'Emergency, Emergency, Emergency'. ▪ Inform Site Daracon Representative of Emergency Immediately!!! ▪ Do not put yourself in danger attending to an Emergency. ▪ Follow the directions of the Daracon Site Representative. ▪ If directed, move to Emergency Muster Area at Weighbridge! ▪ No persons are permitted to Enter/Leave site until All-Clear is given. ▪ In case of Bush Fire, move to the weighbridge!

Contacts 	<ul style="list-style-type: none"> ▪ Site Supervisor: Scott Brown 0437 092 342 ▪ Transport Supervisor (Truck & Dog): Scott Brown 0437 092 342 ▪ Quarry Sales Manager: Amy Mackay 0477 042 660 ▪ Beresfield Quarry Office: (02) 4974 9200 ▪ Emergency: 000
Performance and Complaints Handling 	<ul style="list-style-type: none"> ▪ All drivers need to be aware that the future of the quarry and to a certain extent, their livelihood, depend heavily on responsible and courteous driving by all. Please consider this at all times when driving to and from the quarry; ▪ Residents, Motorists, Cyclist and Pedestrians are encouraged to telephone (02) 4974 9200 or email: feedback@daraconquarries.com.au to lodge a complaint or provide positive feedback; ▪ All Complaints will be investigated and response provided to the complainant within a reasonable timeframe; ▪ All personnel are REQUIRED to report incidents to Weighbridge by any means. These will be collated and provided to the NSW Police when required; ▪ If a driver is found to breach this Code of Conduct (CoC), they will receive disciplinary action which will include one or more of the following: <ul style="list-style-type: none"> ➢ The driver will be provided with a warning and will be re-introduced into the CoC; ➢ The driver being precluded from site; ➢ De-registration from the Daracon system entirely in the case of a subcontractor;

DECLARATION

I, the undersigned, hereby agree to abide by Daracon Group Truck Driver Code of Conduct for the transportation of Quarry products from Ardglen Quarry, to their final destination/s in a safe manner. I have read and understand the requirements outlined in the attached document and will, to the best of my ability, comply and assist with their implementation, requirements and ongoing administration.

The commitment to which this declaration relates is attached as part of the overall document and signing of this declaration confirms that the signatory has read and understood the entire document:





Contracting Company Name:	
Employee Name:	
Employee Signature:	
Date:	



Disciplinary action will be taken against drivers who do not adhere to this Code of Conduct!



(images used for illustrative purpose only)




8.3 Appendix C – 2018 Road Safety Audit summary




Table 1 – Ardglen Quarry Road Safety Audit (RSA) – Summary of responses March 2022




RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28th June 2022
1	Intersection of Main Street and New England Highway Northbound and Southbound Delineation	The approach to the intersection of Main Street and New England Highway is missing delineation (i.e. RRPM's) and has faded line marking. This may increase the likelihood of readability issues for a driver. The likelihood of this risk may increase at night and / or adverse weather conditions. This may result in vehicle crashes and injury to occupants of a vehicle(s).	RMS Response – New England Highway (NEH) work will be addressed by works for Daracon	Mostly complete with essential delineation re-instated along New England Highway (NEH) by RMS prior to July 2019. Main Street Ardglen delineation installed on the 11 th July 2019 by Daracon. All as shown in the images.	  	We're currently planning to complete this task concurrently with the 'Access Road upgrade' which is being developed in consultation with LPSC. This will be completed before we increase laden truck movements in accordance with the Approval.
2	New England Highway Southbound Delineation	The existing right turn bay into Main Street is missing right turn pavement arrows, which may lead to readability issues for approaching vehicles. The likelihood of this risk may increase at night and / or adverse weather conditions. This may confuse oncoming drivers for the purpose of lane and cause late lane change decisions. This may result in vehicle crashes and injury to occupants of a vehicle(s).	RMS Response – RMS to install missing Right Turn Arrows. RMS to arrange to be included in this year's AC linemarking program.	Completed by RMS prior to July 2019.		N/A



RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28 th June 2022
3	New England Highway Southbound Traffic signs	The advanced warning signage on approach to Main Street appears damaged, does not provide advanced warning to approaching vehicles, and has a reduced readability due to sightlines being obscured on the horizontal curve approach. This may lead to driver confusion and increase the likelihood of drivers slowing too early prior to the intersection and may result in vehicle crashes and serious injury to occupants of a vehicle(s).	RMS Response – RMS to repair signs from Routine Maintenance	Completed by RMS prior to July 2019.		N/A
4	Intersection of Main Street and New England Highway Northbound and Southbound Delineation and Road pavement	At the intersection New England Highway and Main Street there is a combination of damaged / deformed pavement, loose gravel in the mouth of the intersection and faded delineation. The faded delineation may cause drivers readability issues. The loose gravel and damaged pavement may increase the likelihood of vehicles being unable to gain the required traction when entering Ardglen Road from New England Highway. The likelihood of this risk may increase during adverse weather conditions. This may result in vehicle crashes and serious injury to occupants of a vehicle(s).	RMS Response – New England Highway (NEH) work will be addressed by works for Daracon.	Partially complete with essential delineation re-instated along New England Highway (NEH) by RMS prior to July 2019 as shown in Item (1) above. Loose gravel removed by Daracon on 3 rd April 2019. Daracon continues to monitor for damage and /or further deterioration of the pavement in this area and repairs as required in accordance with the current maintenance arrangement with Liverpool Plains Shire Council (LPSC).		We're currently planning to complete this task concurrently with the 'Access Road upgrade' which is being developed in consultation with LPSC. This will be completed before we increase laden truck movements in accordance with the Approval.
5	Main Street South of the Intersection on the outside of the curve Northbound Road pavement	At the Main Street / rail site compound access and in front of the existing w-beam safety barrier there is loose gravel on the outside of the horizontal curve. This may lead to reduced skid resistance for an errant vehicle. The likelihood of this risk may increase at night and / or adverse weather conditions. This may result in vehicle crashes and serious injury to occupants of a vehicle(s).	As agreed with LPSC representative, the loose gravel on the outside of the curve will be removed by appropriate means by Daracon.	Daracon completed this on the 3 rd April 2019 with street sweeper on site. Additional gravel removal on the 11 th July 2019 before the line marking was installed		N/A


RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28 th June 2022
6	Main Street – South of the intersection of New England Highway Northbound and Southbound Roadside hazards	200m along Main Street from the intersection of New England highway, there is an existing culvert with steep embankments within the clear zone. The combination of narrow shoulder widths, steep batters, culvert headwalls within the clear zone, may limit a driver's manoeuvrability to avoid striking an object or have a reduced ability to gain control of their vehicle and strike objects within the clear zone. Narrow shoulders may also limit the available road width for wide vehicle loads and restrict vehicles in the opposing direction. This may increase the likelihood of drivers encroaching into the opposing travel lane and / or vehicles driving within the road shoulder / verge area to avoid a stationary object on the road. This may result in drivers striking the object or another object within the clear zone and lead to rapid deceleration of the vehicle. This may result in serious injury (not limited to) to occupants of a vehicle(s).	As agreed with LPSC representative, Daracon proposes to install a temporary barrier (type F concrete or similar) to highlight the presence of the existing culvert and minimise the likelihood of interaction with the roadside hazard. Subject to the ongoing operation of the quarry, Daracon may choose to install a permanent barrier (guardrail or similar) at some time in the future.	Effectively complete with the self-imposed mandatory speed limit of 40kph from the New England Highway to the Quarry entrance for all trucks was imposed immediately. On the 11 th July 2019, additional controls were installed to highlight the presence of the culvert. These additional controls were the extension of the line marking and installation of extra guideposts as shown in the image.		The inclusion of guardrail at this location is currently within the proposed 'Access Road upgrade' design recently approved by LPSC, the addition of guardrail at this location will permanently resolve this issue. This will be completed before we increase laden truck movements in accordance with the Approval.
7	Main Street – Rail site compound access Northbound Road alignment and cross section and delineation	Approximately 150m from the intersection of New England Highway along Main Street there is an access track to a rail site compound. At the access there is a lack of delineation on the horizontal curve. This may give the oncoming driver the impression that the Main Street continues through rather than the traveling to the right, especially at night. This may cause a driver to make a late change in direction. The combination of loose gravel on the outside of the curve and the late change in direction may result in crashes with other vehicles and result in injury to occupants of a vehicle(s).	As agreed with LPSC representative, Daracon proposes to install additional guide posts (or similar) to delineate the outside of the horizontal curve.	Completed on the 26 th March 2019.		N/A



RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28 th June 2022
8	Main Street Northbound and Southbound Road pavement And Road alignment and cross section	The road carriageway width does not appear suitable for vehicles to pass (i.e. trucks passing other trucks and / or cars). The travel lane widths may limit a driver's manoeuvrability and increase the likelihood of readability issues to oncoming vehicles. Narrow travel lane may also limit the available road width for wide vehicle loads and restrict vehicles in the opposing direction. This may result in drivers striking oncoming objects or another object within the clear zone and lead to rapid deceleration of the vehicle. This may result in injury to occupants of a vehicle(s).	Please also refer to LPSC point #2 below. Although the AADT would be less than 300 vehicles per day including the quarry operating at 500,000T by road per year as proposed (approximately 60 outbound and 60 inbound truck movements), it was agreed with LPSC to install additional line marking only at the curves either end of Main St. The straight section of Main St will remain with no line marking. All existing line marking will also be renewed if not completed recently by LPSC. An additional control that has been implemented is the self-imposed mandatory speed limit of 40kph from the New England Highway to the Quarry entrance for all trucks.	Completed on the 11 th July 2019.		N/A
9	Main Street Intersection with Ardglen Road Northbound and Southbound Traffic signs	On Main Street approach to Ardglen Road, the existing speed zone repeater signage appears faded. This may increase the likelihood of readability issues for drivers, and increase the likelihood of a driver failing to travel to the sign posted speed limit. The likelihood of this risk may increase at night and / or adverse weather conditions. This may lead to vehicle crashes and injury to occupants of a vehicle(s).	As agreed with LPSC representative, Daracon proposes to install new speed limit signage as the existing sign is faded.	Completed on the 20 th March 2019.		N/A
10	Main Street Approaching the Intersection with Ardglen Road Northbound and Southbound Roadside hazards	On Main Road approach to Ardglen Road, there is an existing power pole and fence posts within the clear zone. Errant vehicles at these locations may have a reduced ability to gain control of their vehicle and strike the power pole or fence post within the clear zone which may lead to rapid deceleration of the vehicle. This may be due to the combination of horizontal and / or vertical alignment of the road and / or drivers swerving to avoid striking an animal (i.e. animal carcass). The likelihood of this risk may increase at night and / or adverse weather conditions. This may result in vehicle crashes and injury to occupants of a vehicle(s), not limited to.	As agreed with LPSC representative, Daracon proposes to install delineation in the form of additional guideposts adjacent to the roadway to highlight the presence of the existing power pole.	Completed on the 26 th March 2019.		N/A




RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28th June 2022
11	Main Street Approaching the Intersection with Ardglan Road Northbound and Southbound Pavement	Approximately 65m along Main Road from the intersection of Main Road and High Road, there is loose gravel on the outside of the horizontal curve. This may lead to reduced skid resistance for an errant vehicle. The likelihood of this risk may increase at night and / or adverse weather conditions. This may result in vehicle crashes and serious injury to occupants of a vehicle(s).	As agreed with LPSC representative, the loose gravel on the outside of the curve will be removed by appropriate means by Daracon.	Completed on the 3 rd April 2019 with street sweeper on site. Additional gravel removal occurred on the 11 th July 2019 before the line marking was installed.		N/A
12	Main Street Intersection with High Street Delineation	At the intersection of Main Street and High Street, the existing delineation is faded. This may lead to readability issues for a driver and increase the likelihood of a vehicle failing to give way at the intersection. The likelihood of this risk may increase at night and / or adverse weather conditions. This may lead to vehicle crashes and injury to occupants of a vehicle(s).	As agreed with LPSC representative, Daracon proposes to refresh the existing line marking.	Completed on the 11 th July 2019.	 	N/A


RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28 th June 2022
13	Main Street Intersection with High Street Westbound Traffic signs	Approaching the intersection of Main Street and High Street from the south eastern side traveling west there is a missing Stop sign. This may increase the likelihood of readability issues for drivers and lead to drivers failing to stop to oncoming vehicles. This may increase the likelihood of vehicle crashes, especially during adverse weather conditions. This could lead to crashes with other vehicles, thus may result in serious injury to occupants of a vehicle(s).	As agreed with LPSC representative, Daracon proposes to reinstate the existing stop sign.	Completed on the 20 th March 2019.		N/A
14	High Street Approach to St Stephen Street intersection Westbound Traffic signs	On the south eastern side of the intersection of High Street and St Stephen Street, the advanced warning of T-intersection signage is loose, which has caused the sign to point in the wrong direction. This may increase the likelihood of readability issues for drivers and lead to drivers failing to negotiate the intersection. This may increase the likelihood of vehicle crashes, especially during adverse weather conditions. This could lead to crashes with other vehicles, thus may result in serious injury to occupants of a vehicle(s).	As agreed with LPSC representative, Daracon proposes to reinstate the existing T intersection sign.	Completed on the 26 th March 2019.		N/A
15	High street Rail overpass bridge Eastbound and Westbound Road alignment and cross section	Traveling west along High Street towards the rail overpass bridge, the travel lanes appear to narrow and there is a kink in the alignment of the road. The narrow travel lane widths may limit a driver's manoeuvrability and increase the likelihood of readability issues to oncoming vehicles. Narrow travel lane may also limit the available road width for wide vehicle loads and restrict vehicles in the opposing direction. This may result in drivers striking oncoming vehicles or safety barriers and lead to rapid deceleration of the vehicle. This may result in serious injury (not limited to) to occupants of a vehicle(s).	As agreed with LPSC representative, all existing line marking will be renewed if not completed recently by LPSC. An additional control that has been implemented is the self-imposed mandatory speed limit of 40kph from the New England Highway to the Quarry entrance for all trucks. Appropriate delineation already exists along the guardrail.	Self-imposed 40 kph speed limit imposed immediately. The line marking was completed on the 11 th July 2019.		N/A





RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28 th June 2022
16	High Street Approach to St Stephen Street Intersection Eastbound and Westbound Delineation	At the intersection of High Street and St Stephen Street, the existing delineated is faded. This may lead to readability issues for a driver and increase the likelihood of a vehicle failing to give way / stop at the intersection. The likelihood of this risk may increase at night and / or adverse weather conditions. This may lead to vehicle crashes and injury to occupants of a vehicle(s).	As agreed with LPSC representative, all existing line marking will be renewed by Daracon if not completed recently by LPSC.	Completed on the 11 th July 2019.		N/A
17	St Stephen Street Northbound and Southbound Road alignment and cross section	The road carriageway width along St Stephens Street does not appear suitable for vehicles to pass (i.e. trucks passing other trucks and / or cars). The travel lane widths may limit a driver's manoeuvrability and increase the likelihood of readability issues to oncoming vehicles. Narrow travel lane may also limit the available road width for wide vehicle loads and restrict vehicles in the opposing direction. This may result in drivers striking oncoming vehicles or objects within the clear zone and lead to rapid deceleration of the vehicle. This may result in serious injury (not limited to) to occupants of a vehicle(s).	As agreed with LPSC representative, Daracon will consult with the three residents along Warra and St Stephen Streets to discuss the potential installation of convex mirrors at strategic locations and will install as agreed. Daracon has also implemented a self-imposed mandatory speed limit of 40kph from the New England Highway to the Quarry entrance as well as a mandatory "call up" protocol for St Stephens and Warra St's as detailed in the TTMP.	Complete with the self-imposed mandatory speed limit of 40kph from the New England Highway to the Quarry entrance for all trucks was imposed immediately. The call up protocol for St Stephens and Warra St's was also implemented immediately as detailed in the TTMP. The residents along Warra and St Stephens St were also consulted with and agreed that the installation of "convex mirrors" located in strategic locations would assist to mitigate the issues identified. The "convex mirrors" were installed on the 15 th August 2019 as shown in the images.		N/A


RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28th June 2022
18	St Stephen Street Intersection with Warra Street Northbound and Southbound Road alignment and cross section And Road Pavement	Traveling along St Stephens Street towards Warra Street there is deteriorated / damaged pavement with excessive road cross fall, narrow lane widths and sight distance restrictions. The combination of all the above elements may limit a driver's manoeuvrability and increase the likelihood of readability issues to oncoming vehicles. Narrow travel lane may also limit the available road width for wide vehicle loads and restrict vehicles in the opposing direction. This may result in drivers striking oncoming objects or another object within the clear zone and lead to rapid deceleration of the vehicle. This may result in serious injury (not limited to) to occupants of a vehicle(s).	Refer to RSA CAR #17.	Refer to RSA CAR #17.		N/A
19	Warra Street Northbound and Southbound Road alignment and cross section	The road carriageway width along Warra Street does not appear suitable for vehicles to pass (i.e. trucks passing other trucks and / or cars). The travel lane widths may limit a driver's manoeuvrability and increase the likelihood of readability issues to oncoming vehicles. Narrow travel lane may also limit the available road width for wide vehicle loads and restrict vehicles in the opposing direction. This may result in drivers striking oncoming vehicles or objects within the clear zone and lead to rapid deceleration of the vehicle. This may result in serious injury (not limited to) to occupants of a vehicle(s).	Refer to RSA CAR #17.	Refer to RSA CAR #17.		N/A
20	Warra Street Near the quarry entrance Southbound Pavement And Road alignment And cross section	Near the entrance to the quarry and part of Warra Road the existing pavement is deteriorated and shoulder show evidence of erosion. This may lead to soft shoulders and may be unstable for heavy vehicle to use if divers need to move their vehicle to avoid oncoming traffic. This may result in injury to occupants of a vehicle(s), not limited to.	As agreed with LPSC representative, Daracon proposes to investigate and repair the shoulder as described in the RSA.	Completed 20 th March 2019.		N/A

RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28th June 2022
21	Warra Street Northbound and Southbound Roadside hazards	Along Warra Street the auditors observed trees within clear zone as well as narrow carriageway. Errant vehicles at these locations may have a reduced ability to gain control of their vehicle and strike the trees within the clear zone which may lead to rapid deceleration of the vehicle. This may be due to the narrow carriageway width of the road and / or drivers swerving to avoid striking oncoming vehicles. The likelihood of this risk may increase at night and / or adverse weather conditions. This may result in vehicle crashes and injury to occupants of a vehicle(s), not limited to.	As agreed with LPSC representative, Daracon proposes to install delineation in the form of additional guideposts adjacent to the roadway to highlight the presence of the trees. Daracon has implemented a self-imposed mandatory speed limit of 40kph from the New England Highway to the Quarry entrance as well as a mandatory “call up” protocol for St Stephens and Warra St’s as detailed in the TTMP.	Completed on the 26 th March 2019.		N/A
22	Warra Street Northbound and Southbound Roadside hazards	Approximately 50m from the entrance of the quarry there is an existing culvert headwall with drop-off within the clear zone. Errant vehicles at these locations may have a reduced ability to gain control of their vehicle impact with the existing headwall and / or surrounding objects within the clear zone. This may be due to the narrow carriageway width of the road and / or drivers swerving to avoid striking oncoming vehicles. The likelihood of this risk may increase at night and / or adverse weather conditions. This may result in vehicle crashes and serious injury to occupants of a vehicle(s).	As agreed with LPSC representative, Daracon proposes to install a temporary barrier (type F concrete or similar) to highlight the presence of the existing culvert and minimise the likelihood of interaction with the roadside hazard. Additionally, LPSC have committed to investigating the option of extending the existing storm water pipe to permit widening of the formation thus eliminating the roadside hazard.	The self-imposed mandatory speed limit of 40kph from the New England Highway to the Quarry entrance for all trucks was imposed immediately. The call up protocol for St Stephens and Warra St’s was also implemented immediately as detailed in the TTMP. Temporary delineation was installed on the 1 st April 2019 as shown in the image. These are considered appropriate short term rectification measures due to the fact that this location exists beyond the section of Warra St that requires private vehicular access and only quarry traffic utilises this section of road.		The widening of the culvert and embankment as well as the inclusion of guardrail at this location is currently within the proposed ‘Access Road upgrade’ design recently approved by LPSC, the widening of the embankment and addition of guardrail at this location will permanently resolve this issue. This will be completed before we increase laden truck movements in accordance with the Approval.

RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28 th June 2022
23	Warra Street Quarry entrance Northbound and Southbound Road alignment and cross section	At the site entry of the quarry, the entry appears narrow, lack of carriageway width for drivers to turn around as well as lack of restriction signage / no through road. This may lead to driver frustration and confusion which may contribute to driver error. The likelihood of this risk may increase at night and / or adverse weather conditions. This may result in vehicle crashes and serious injury to occupants of a vehicle(s).	As agreed with LPSC representative, Daracon has implemented a self-imposed mandatory speed limit of 40kph from the New England Highway to the Quarry entrance as well as a mandatory “call up” protocol for St Stephens and Warra St’s as detailed in the TTMP.	The self-imposed mandatory speed limit of 40kph from the New England Highway to the Quarry entrance for all trucks was imposed immediately. The call up protocol for St Stephens and Warra St’s was also implemented immediately as detailed in the TTMP. Additional “no entry” and “no through road” signage was installed on the 11 th July 2019.	 	N/A
24	Warra Street Northbound and Southbound Delineation	It was noted that along Warra Street there is a lack of delineation. This may increase the likelihood of readability issues for drivers. The likelihood of this risk may increase at night and / or adverse weather conditions. This may result in vehicle crashes and injury to occupants of a vehicle(s).	As agreed with LPSC representative, Daracon proposes to install delineation in the form of additional guideposts adjacent to the roadway.	Completed on the 11 th July 2019.		N/A

RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28th June 2022
LPSC #1	Either side of the rail overpass bridge	<p>The two 'T' intersections either side of the rail overpass bridge are not your normal 'T' intersections in that the approach roads to the top of the 'T' have right away, whereas the thru road normally has right of way. Whilst 'Give Way' and 'Stop Signs' along with line marking (that needs maintaining) exists, I think advance warning 'Give Way Sign Ahead' and 'Stop Sign Ahead' signs (W3-1B and W3-2B) should be considered to forewarn road users along High Street and Swinging Ridges Road as the thru road(s).</p>	<p>Daracon agree to install additional advance warning 'Give Way Sign Ahead' and 'Stop Sign Ahead' signs (W3-1B and W3-2B) to forewarn road users along High Street and Swinging Ridges Road as the thru road(s)</p>	<p>Completed on the 20th March 2019.</p>		N/A

RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28 th June 2022
LPSC #2	Main Street	There is no centreline delineation along the Ardglen Road (it is being called Main Street in the RSA). High Street has centreline marking (albeit it is very faded and needs redoing). Given there are 2 curves along the Ardglen Road, the RSA should identify the lack of centreline marking along this road in greater detail.	Although the AADT would be less than 300 vehicles per day including the quarry operating at 500,000T by road per year as proposed (approximately 60 outbound and 60 inbound truck movements), it was agreed with LPSC to install additional line marking only at the curves either end of Main St. The straight section of Main St will remain with no line marking. All existing line marking will also be renewed if not completed recently by LPSC. An additional control that has been implemented is the self-imposed mandatory speed limit of 40kph from the New England Highway to the Quarry entrance for all trucks.	Completed on the 11 th July 2019.	  	N/A
LPSC #3	Main Street	The advance 'T' junction warning sign on Ardglen Road on approach to High Street does not depict the road alignment on approach to the intersection. The approach to the intersection has a horizontal curve between the Advanced intersection Warning Sign and the intersection. The sign should be changed to a Curved Intersection (W2-14B) sign.	Daracon agrees to change the advance 'T' junction warning sign on Ardglen Road on approach to High Street to a Curved Intersection (W2-14B) sign.	Completed on the 3 rd April 2019.		N/A

RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28th June 2022
LPSC #4	Warra Street	There is a deficiency in Safe Intersection Sight Distance (SISD) at and for the second house along Warra Street on the right as you head towards the quarry. AUSTROADS stipulates the SISD for 50km/h is 90 metres. There would only be 40m at this location. The RSA does not identify this deficiency.	Refer to RSA CAR #17.	Refer to RSA CAR #17.		N/A
Other observation #1	Main Street	Approximately 370m along Main Street from the intersection of New England Highway, the pavement surface appears deformed / subsided (near the abandoned house).	Daracon continues to monitor for damage and /or further deterioration of the pavement in this area and repairs as required in accordance with the current maintenance arrangement with Liverpool Plains Shire Council (LPSC).	Ongoing		Ongoing
Other observation #2	St Stephen Street and Main Street	There is a gap in the existing w-beam safety barrier for rail corridor access at the intersection of St Stephen Street and High Street. The auditors observed that the point of need for safety barrier may not protect an errant vehicle from the hazard at this location.	<p>Ardglen Quarry has been operating as a hard rock quarry for over 100 years and Buttai Gravel (Daracon) has owned and operated Ardglen Quarry since 2005 after purchasing the quarry from the State Rail Authority. Sometime following Daracon's purchase of the quarry, ARTC commenced work on the construction of the rail overpass bridge which was completed sometime before 2009 (and whilst the quarry was still operating). With respect to the design and construction of the new rail overpass bridge, access road and associated structures, Daracon were not involved in the process and had no influence over the design parameters associated with the safety barriers associated with the new bridge and access roads.</p> <p>However, Daracon and LPSC have recently renewed the line marking in this location which, combined with the additional signage and guideposts installed as well as the self-imposed mandatory speed limit of 40kph from the New England Highway to the Quarry entrance for all trucks, has significantly reduced the risk of an errant vehicle in this location.</p>	Completed on the 11 th July 2019.	 <p>Note – The dirt present on the road surface (as shown in the above image) was the result of LPSC unsealed road maintenance occurring along Swinging Ridges Rd and was in no way associated with truck movements to or from Ardglen Quarry.</p>	N/A

RSA report identification number	Location / category	Description of risk to road safety	Specific actions Daracon commit to undertake	Completion date (if complete) with comments	Evidence of completion	If not complete, status update as at 28 th June 2022
Other observation #3	Rail overpass bridge	The audit makes no provision for allowing safe pedestrian access over High Street rail overpass bridge (complaint received August 2018). Provide a response action to address this issue.	<p>Ardglen Quarry has been operating as a hard rock quarry for over 100 years. Buttai Gravel (Daracon) has owned and operated Ardglen Quarry since 2005, after purchasing the quarry from the State Rail Authority. Sometime following Daracon's purchase of the quarry, ARTC commenced work on the construction of the rail overpass bridge which was completed sometime before 2009 (and whilst the quarry was still operating). With respect to the design and construction of the new rail overpass bridge, Daracon were not involved in the process and had no influence over the design parameters associated with pedestrian movements at that location. Daracon are therefore unable to comment on the design parameters used as part of the rail bridge construction. Although pedestrian activity through the township of Ardglen is irregular and limited, Daracon is however able to inform ALL truck drivers of the need to be vigilant to the increased presence of pedestrians and vehicles associated with the school bus drop offs, collections and also pedestrians utilising the rail bridge. Daracon are also willing to liaise with the local residents to understand and appropriately manage pedestrian movements across the bridge as required.</p> <p>The Code of Conduct (CoC) and Traffic and Transport Management Plan (TTMP) were updated and resubmitted to the DPIE on the 5th August 2019.</p>	5 th August 2019		N/A

8.4 Appendix D – Liverpool Plains approval documents

Ref. Number: D22/15799
Contact: Nathan Skelly
Phone: (02) 6746 1755



Daracon Group
PO Box 401
BERESFIELD NSW 2322
Via email: luke.robinson@daracon.com.au

02.03.22

Dear Luke Robinson

Re: Section 138 Request – Main Street Ardglen

I refer to your application received by Council 23 June 2022 for the upgrade of Main Street Ardglen through widening works, as identified within drawing set 2021166rev3 by Constructive Solutions.

Permission is granted for the undertaking of works identified in drawings 2021166rev3 subject to the following conditions:

1. Prior to commencement, a Traffic Management Guidance Scheme developed in accordance with the RMS Traffic Control at Worksites is to be provided to Council for approval;
2. Works are completed in accordance with the approved drawing set 2021166rev3;
3. Works are to be completed in accordance with RMS M290 specification, where there is a conflict between the drawings and the specification, the drawings take precedence;
4. Compaction testing results shall be provided to Council, with testing locations randomised in accordance with RMS Q6 Annexure L;
5. Works are to be carried out by a suitably qualified contractor with appropriate Public Liability Insurance cover at a minimum of \$20m;
6. All costs associated with these works are the responsibility of the land owner or applicant; and
7. Council is to be notified at the commencement, during and again at the completion of the works to allow the appropriate inspection to take place.

Provided that the preceding conditions are adhered to, this letter acts as an approval under Section 138 of the Roads Act 1993.

Should you have any questions in relation to this matter, please contact the undersigned in the first instance on (02) 6746 1755.

Yours Sincerely

A handwritten signature in blue ink, appearing to read "Nathan Skelly", is written over a faint, larger version of the same signature.

Nathan Skelly
Director Infrastructure & Environmental Services

Liverpool Plains Shire Council
ABN 97 810 717 370

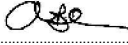
60 Station Street
(PO Box 152)
Quirindi NSW 2343


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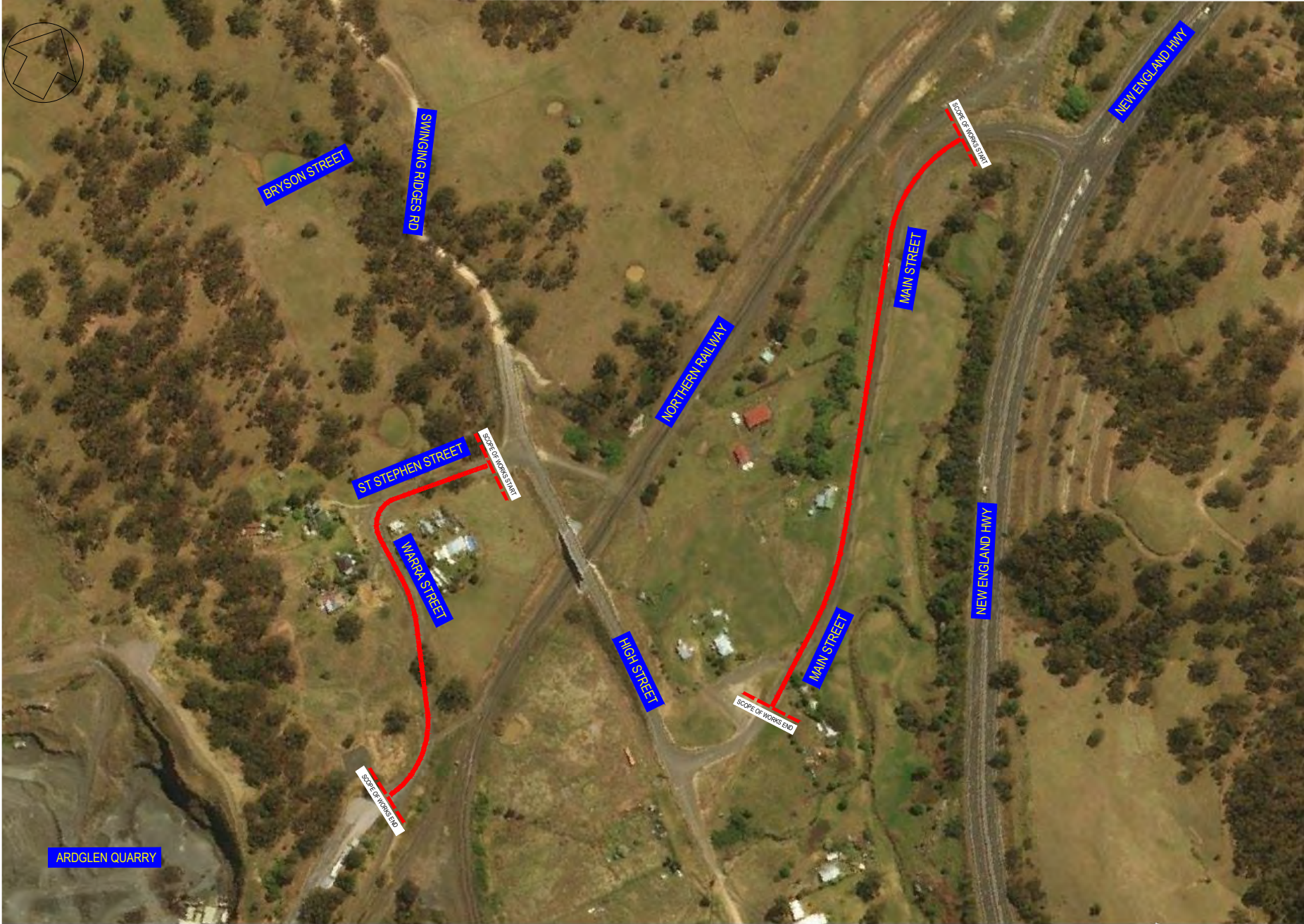
ARDGLEN QUARRY

PROPOSED LOCAL ROAD UPGRADES

CONSTRUCTION DRAWINGS

CONSTRUCTIVE SOLUTIONS
"Approved for use."
"I certify that these plans meet the requirement of the brief."
 Date 21/06/2022
Mick Bloem (MB)
Project Engineer

"I certify that these plans meet the Austroads and Roads and Maritime Services Standards where appropriate."
 Date 21/06/2022
Project Designer
Tertius van Straten (TJ)



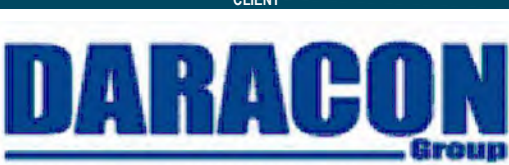
DRAWING INDEX

2021166-001	COVER SHEET
2021166-010	TYPICAL CROSS SECTIONS AND PAVEMENT DESIGN
2021166-011	CONSTRUCTION NOTES
2021166-100	ST STEPHENS & WARRA STREET LAYOUT PLAN & PROFILE SHEET 1 OF 2
2021166-101	ST STEPHENS & WARRA STREET LAYOUT PLAN & PROFILE SHEET 2 OF 2
2021166-102	MAIN STREET LAYOUT PLAN & PROFILE SHEET 1 OF 3
2021166-103	MAIN STREET LAYOUT PLAN & PROFILE SHEET 2 OF 3
2021166-104	MAIN STREET LAYOUT PLAN & PROFILE SHEET 3 OF 3
2021166-105	SETTING OUT TABLES SHEET 1 OF 1
2021166-200	ST STEPHEN & WARRA ST DESIGN CROSS-SECTIONS SHEET 1 OF 3
2021166-201	ST STEPHEN & WARRA ST DESIGN CROSS-SECTIONS SHEET 2 OF 3
2021166-202	ST STEPHEN & WARRA ST DESIGN CROSS-SECTIONS SHEET 3 OF 3
2021166-203	MAIN STREET DESIGN CROSS-SECTIONS - SHEET 1 OF 3
2021166-204	MAIN STREET DESIGN CROSS-SECTIONS - SHEET 2 OF 3
2021166-205	MAIN STREET DESIGN CROSS-SECTIONS - SHEET 3 OF 3
2021166-700	WARRA STREET DRAINAGE EXTENSION DRAWING SHEET 1 OF 1
2021166-900	TYPICAL ET-SS SAFETY BARRIER DETAILS
2021166-901	TYPICAL DRAINAGE DETAILS



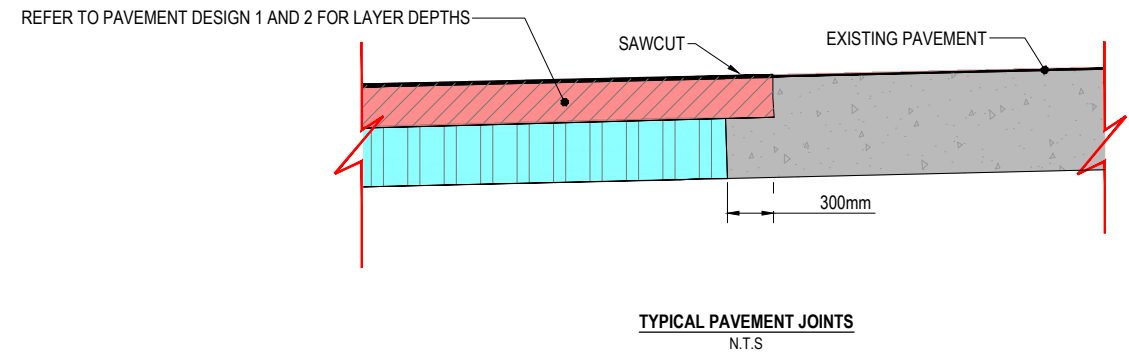
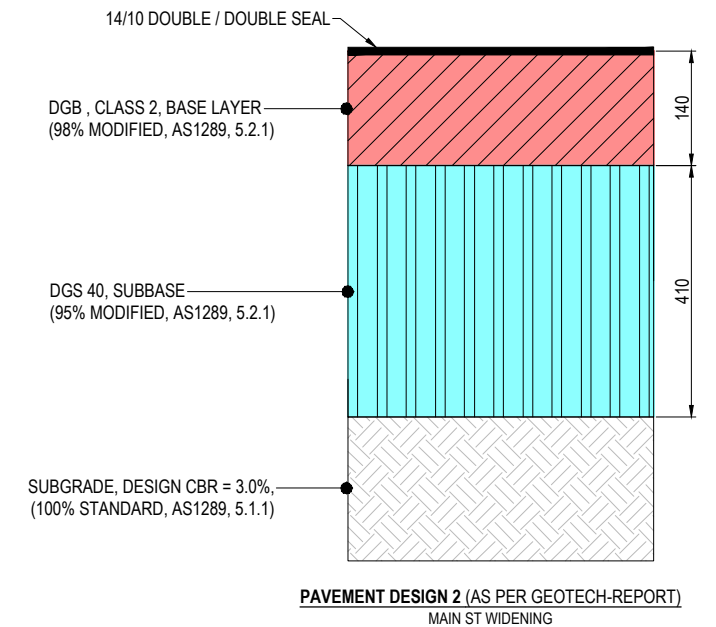
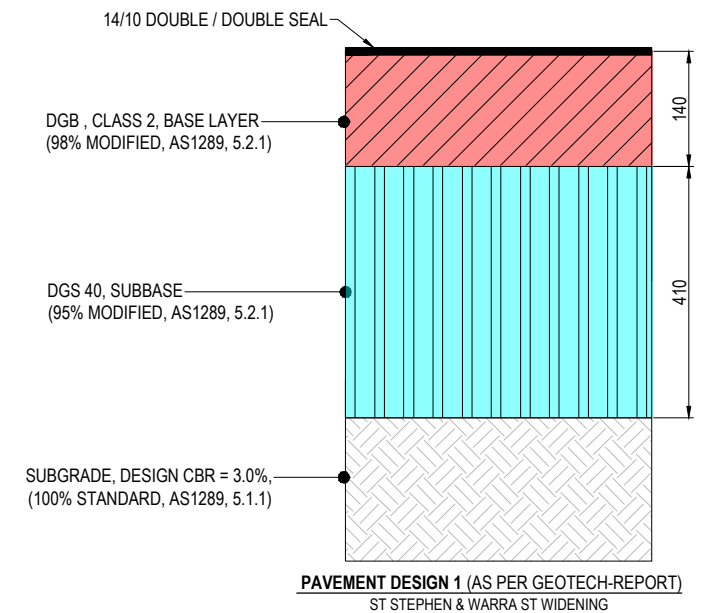
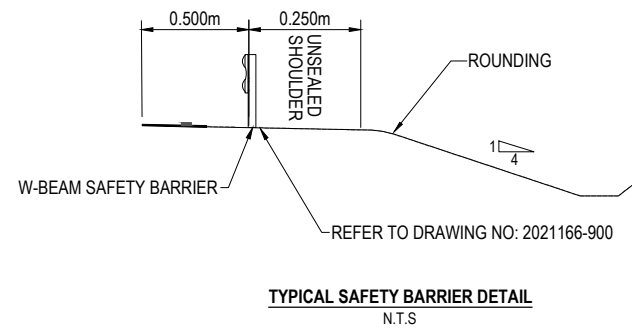
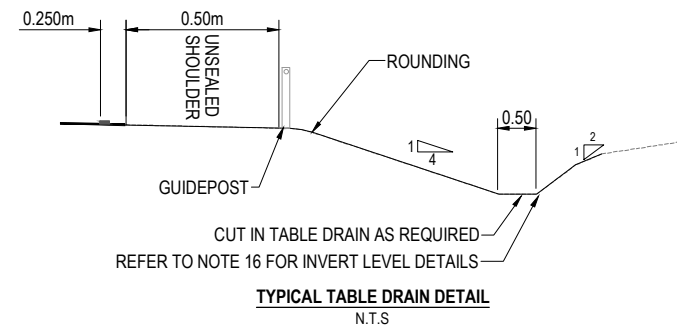
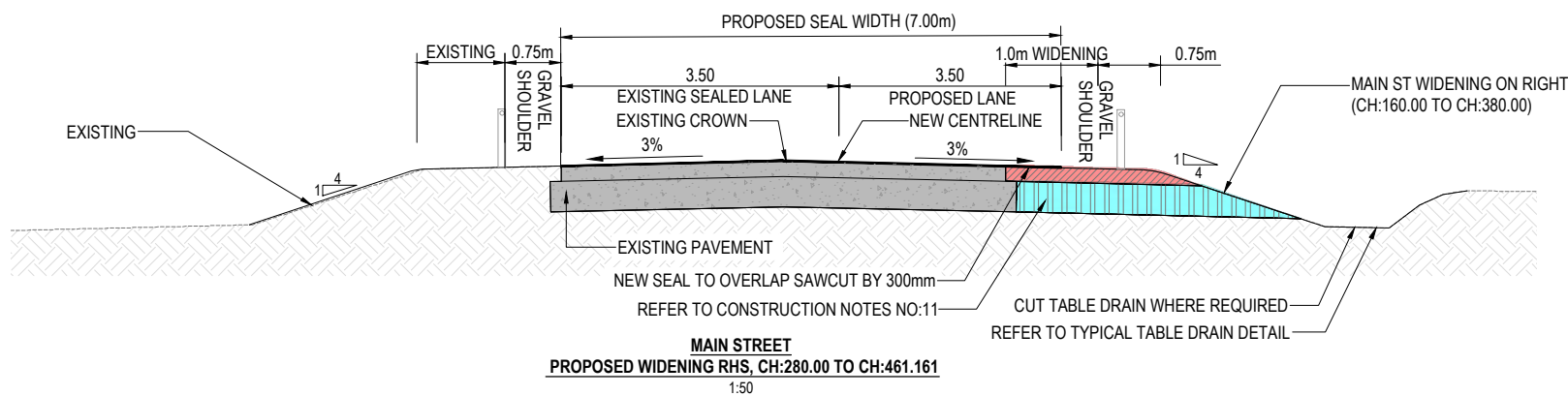
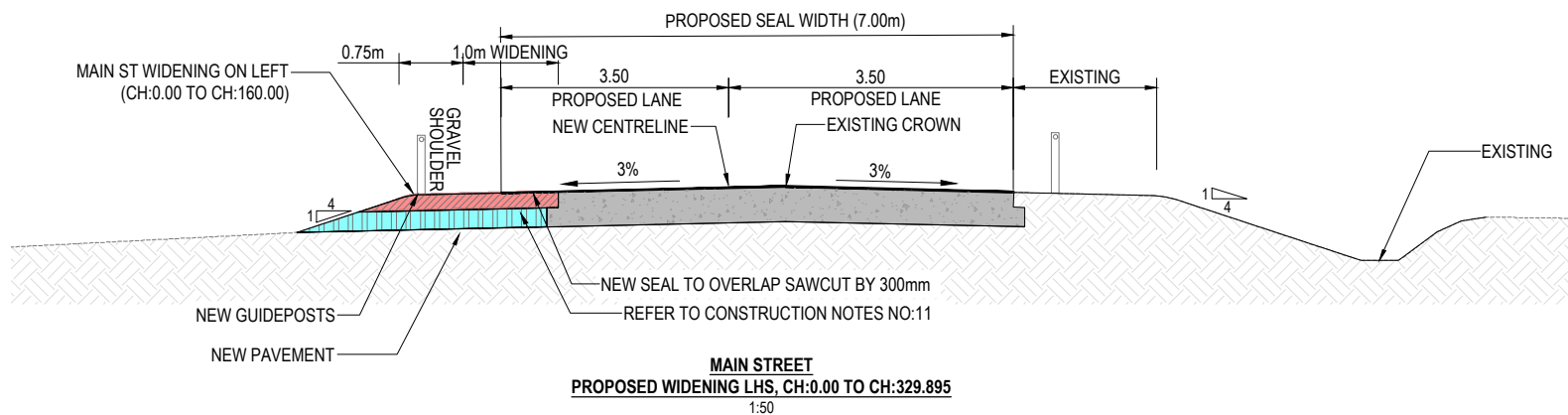
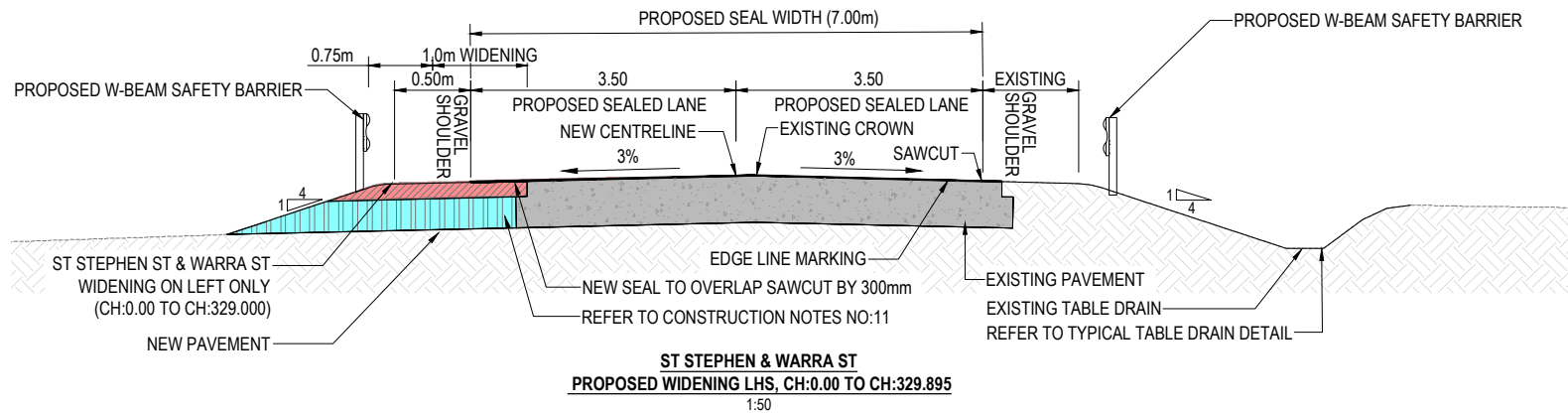
REV	DATE	REVISION DETAILS	APPROVED	DRAWN	PROJECT
3	21-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	T.J. VAN STRATEN	ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES
2	14-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	DESIGNED	
1	03-05-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	T.J. VAN STRATEN	DRAWING TITLE
0	04-03-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	CHECKED	
D	05-01-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	M. BLOEM	COVER SHEET
C	15-12-21	ISSUE FOR COUNCIL REVIEW	M. BLOEM	APPROVED	
B	9-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	M. BLOEM	
A	7-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	M. BLOEM	

FOR CONSTRUCTION



FOR CONSTRUCTION

CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-001	3



REV	DATE	REVISION DETAILS	APPROVED	DRAWN
3	21-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	T.J. VAN STRATEN
2	14-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	DESIGNED
1	03-05-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	T.J. VAN STRATEN
0	04-03-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	CHECKED
D	05-01-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	M. BLOEM
C	15-12-21	ISSUE FOR COUNCIL REVIEW	M. BLOEM	APPROVED
B	9-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	M. BLOEM
A	7-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	M. BLOEM

ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES

TYPICAL CROSS SECTIONS AND PAVEMENT DESIGN

DARACON Group

constructive solutions
providing total solutions

FOR CONSTRUCTION

FOR CONSTRUCTION

CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-010	3

CONSTRUCTION NOTES:

PAVEMENT NOTES - GENERAL

- 1. A BRIDGING LAYER SHOULD BE ALLOWED FOR BENEATH THE PAVEMENT WHERE ROAD PAVEMENT CROSSES ANY AREAS WHERE POOR, WET OR SATURATED SUBGRADE CONDITIONS ARE ENCOUNTERED. THE REQUIREMENT (IF ANY) FOR BRIDGING LAYERS IS LIKELY TO BE DEPENDENT ON THE PREVAILING WEATHER CONDITIONS AT THE TIME OF CONSTRUCTION.
- 2. IT IS RECOMMENDED THAT EACH CONSTRUCTION LENGTH BE BOXED OUT TO THE MINIMUM SUBGRADE LEVEL REQUIRED BY THE RELEVANT PAVEMENT THICKNESS DESIGN. PRIOR TO PAVEMENT CONSTRUCTION, THE EXPOSED SUBGRADE SHOULD BE ASSESSED BY THE GEOTECHNICAL AUTHORITY TO CONFIRM THE PAVEMENT THICKNESS REQUIREMENT FOR THAT SECTION.
- 3. A PRIME COAT SHOULD BE PLACED OVER THE BASE COURSE AND ALLOWED TO CURE PRIOR TO PLACEMENT OF THE 14/10 DOUBLE/DOUBLE SEAL IN ACCORDANCE WITH COUNCIL REQUIREMENTS.
- 4. AN ALLOWANCE FOR ADDITIONAL SUBGRADE REPLACEMENT SHOULD BE ANTICIPATED IN ANY AREAS WHERE POOR, WET OR SATURATED SUBGRADE CONDITIONS ARE ENCOUNTERED.
- 5. PRIOR TO PAVEMENT CONSTRUCTION, THE EXISTING TOTAL PAVEMENT THICKNESS AND/OR EXPOSED SUBGRADE SHOULD BE ASSESSED BY THE GEOTECHNICAL AUTHORITY TO CONFIRM THE PAVEMENT THICKNESS REQUIREMENT FOR THAT SECTION.
- 6. IF ROCK SUBGRADE MATERIALS ARE ENCOUNTERED, THE ROCK SHOULD BE RIPPED AND RE-COMPACTED TO BREAK-UP ANY PREFERENTIAL DRAINAGE PATHS AND PROVIDE A DENSE HOMOGENOUS SURFACE ON WHICH TO CONSTRUCT THE PAVEMENT.
- 7. PAVEMENT MATERIALS FOR SUB-BASE AND BASE COURSE SHALL COMPLY WITH THOSE AS SHOWN ON THE PAVEMENT PROFILE.
- 8. SELECT FILL ADOPTED WILL BE DEPENDENT ON SUBGRADE MOISTURE CONDITIONS.

PAVEMENT NOTES - CONSTRUCTION CONSIDERATIONS

- 1. A CLEAN, VERTICAL PERPENDICULAR SURFACE AT FULL DEPTH SHOULD BE CUT FOR BOTH TRANSVERSE AND LONGITUDINAL JOINTING TO REDUCE THE RISK OF PLATING AND HEAVING EFFECTS ON THE PAVEMENT
- 2. ENSURE JOINTS ARE NOT LOCATED IN IN WHEEL PATHS.
- 3. ENSURE JOINTS IN SUB-BASE / SELECT LAYERS ARE OFFSET TO JOINTS IN THE BASE LAYER.
- 4. RAMPING BETWEEN LAYERS, AND AT THE ENTRY AND EXIT POINTS TO THE PAVEMENT, MUST BE REMOVED AT ALL TIMES.
- 5. DURING CONSTRUCTION, ANY TEMPORARY ACCESS RAMPS TO PROPERTIES OR DRIVEWAYS MUST ALSO BE REMOVED.

PAVEMENT NOTES - EXCAVATION

- 1. THE SUITABILITY OF MATERIAL FOR RE-USE SHOULD BE ASSESSED AND CONFIRMED BY THE GEOTECHNICAL AUTHORITY AT THE TIME OF CONSTRUCTION.
- 2. IT IS ANTICIPATED THAT WEATHERED ROCK MATERIAL ENCOUNTERED COULD BE EXCAVATED BY CONVENTIONAL EXCAVATOR OR BACKHOE BUCKET AT LEAST TO THE DEPTHS INDICATED ON THE APPENDED BOREHOLE LOGS.
- 3. THERE IS POTENTIAL FOR GROUNDWATER TO EXIST AT OTHER LOCALISED AREAS OF THE SITE SUCH AS WITHIN THE TOPSOIL / SLOPEWASH PROFILE, FROM WATER PERCHED ABOVE THE CLAY / BEDROCK PROFILE, OR WITHIN EXISTING PAVEMENT

- GRAVELS. IT IS POSSIBLE THAT WATER INFLOW MAY BE ENCOUNTERED FROM SUCH LAYERS, PARTICULARLY IF EARTHWORKS ARE CARRIED OUT DURING OR FOLLOWING PERIODS OF WET WEATHER. IF ENCOUNTERED, IN MOST CASES SHALLOW GROUNDWATER IS GENERALLY EXPECTED TO BE MANAGEABLE BY DE-WATERING BY SUMP AND PUMP METHODS.
- 4. EXCAVATIONS SHOULD BE BATTERED AT 1V:2H OR FLATTER AND PROTECTED FROM EROSION.
 - 5. TEMPORARY EXCAVATIONS SHOULD BE BATTERED AT 1V:1H OR FLATTER IN COHESIVE SOILS, OR 1V:1.5H OR FLATTER IN GRANULAR SOILS, AND PROTECTED FROM EROSION.
 - 6. TEMPORARY EXCAVATIONS TO DEPTHS OF UP TO 1.2M IN COMPETENT COMPACT MATERIAL WITH SUFFICIENT COHESION, SUCH AS CLAY OF STIFF CONSISTENCY OR BETTER MAY BE BATTERED VERTICALLY, SUBJECT TO INSPECTION DURING EXCAVATION BY THE GEOTECHNICAL AUTHORITY.
 - 7. CARE SHOULD BE TAKEN NOT TO DISTURB OR DESTABILISE EXISTING UNDERGROUND SERVICES OR STRUCTURES

PAVEMENT NOTES - SITE PREPARATION

- 1. FOLLOWING BULK EXCAVATION TO PROPOSED SUBGRADE LEVEL, ALL AREAS OF PROPOSED PAVEMENT CONSTRUCTION SHOULD BE STRIPPED TO REMOVE ALL EXISTING UNCONTROLLED FILL, VEGETATION, TOPSOIL, ROOT AFFECTED OR OTHER POTENTIALLY DELETERIOUS MATERIALS.
- 2. STRIPPING IS GENERALLY EXPECTED TO BE REQUIRED TO DEPTHS OF ABOUT 0.3M TO REMOVE TOPSOIL, SLOPEWASH AND UNCONTROLLED FILL (WHERE ENCOUNTERED).
- 3. ADDITIONAL STRIPPING MAY BE REQUIRED IN ANY AREAS WHERE POOR, WET OR SATURATED SUBGRADE CONDITIONS ARE ENCOUNTERED.
- 4. FOLLOWING STRIPPING, THE EXPOSED SUBGRADE SHOULD BE PROOF ROLLED (MINIMUM 10 TONNE STATIC ROLLER), TO IDENTIFY ANY WET OR EXCESSIVELY DEFLECTING MATERIAL. ANY SUCH AREAS SHOULD BE OVER EXCAVATED AND BACKFILLED WITH AN APPROVED SELECT MATERIAL.
- 5. THE MOISTURE CONTENT OF THE SUBGRADE MATERIALS AND THEREFORE THE NEED FOR MOISTURE CONDITIONING OR OVER-EXCAVATION AND REPLACEMENT, WILL BE LARGELY DEPENDENT ON PRE-EXISTING AND PREVAILING WEATHER CONDITIONS AT THE TIME OF CONSTRUCTION.
- 6. SUBGRADE PREPARATION SHOULD BE CARRIED OUT USING A TRACKED EXCAVATOR EQUIPPED WITH A SMOOTH SIDED ('GUMMY') BUCKET TO MINIMISE THE RISK OF OVER-DISTURBANCE OF SOILS.
- 7. PROTECT THE AREA AFTER SUBGRADE PREPARATION TO MAINTAIN MOISTURE CONTENT AS FAR AS PRACTICABLE. THE PLACEMENT OF SUBBASE GRAVEL WOULD NORMALLY PROVIDE ADEQUATE PROTECTION.
- 8. SITE PREPARATION SHOULD INCLUDE PROVISION OF DRAINAGE AND EROSION CONTROL AS REQUIRED, AS WELL AS SEDIMENTATION CONTROL MEASURES.
- 9. IT SHOULD BE ANTICIPATED THAT SOME MOISTURE CONDITIONING OF THE SUBGRADE / EXISTING PAVEMENT MATERIAL MAY BE NECESSARY PRIOR TO COMPACTION AND PLACEMENT OF PAVEMENT MATERIALS.
- 10. THE REQUIRED TIME PERIOD TO PREPARE THE SUBGRADE / EXISTING PAVEMENT SURFACE IS LIKELY TO BE DEPENDENT ON THE PREVAILING WEATHER CONDITIONS AT THE TIME OF CONSTRUCTION.
- 11. IF OVER WET SUBGRADES EXIST AT THE TIME OF CONSTRUCTION OR DELETERIOUS



- FILL MATERIALS ARE ENCOUNTERED AT SUBGRADE LEVEL, THESE MATERIALS SHOULD BE OVER-EXCAVATED AND BE REPLACED WITH A MINIMUM DEPTH OF 300MM OF WELL GRADED GRANULAR SELECT MATERIAL WITH CBR OF 15% OR GREATER, OR A 2% CEMENT STABILISED SUBBASE MATERIAL.
- 12. THE SELECTION OF SELECT MATERIAL WHERE REQUIRED WILL BE DEPENDENT ON MOISTURE CONDITION OF SUBGRADES AT THE TIME OF CONSTRUCTION.
 - 13. THE REQUIREMENT FOR, AND EXTENT OF SUBGRADE REPLACEMENT / SELECT FILLING, SHOULD BE CONFIRMED BY THE GEOTECHNICAL AUTHORITY AT THE TIME OF CONSTRUCTION.

PAVEMENT NOTES - FILL PROCEDURE

- 1. APPROVED FILL BENEATH PAVEMENTS SHOULD BE COMPACTED IN LAYERS NOT EXCEEDING 300MM LOOSE THICKNESS TO THE COMPACTION REQUIREMENTS AS SHOWN ON THE PAVEMENT PROFILE.
- 2. THE TOP 300MM OF NATURAL SUBGRADE BELOW PAVEMENTS OR THE FINAL 300MM OF ROAD SUBGRADE FILL SHOULD BE COMPACTED TO PROVIDE A SUBGRADE THAT IS WITHIN THE MOISTURE RANGE OF 60% TO 90% OF OPTIMUM MOISTURE CONTENT (OMC).
- 3. PAVEMENT MATERIALS SHOULD BE COMPACTED IN LAYERS TO THE COMPACTION REQUIREMENTS AS SHOWN ON PAVEMENT PROFILE AND NOT MORE THAN 225MM AND NOT LESS THAN 75MM THICKNESS.



FOR CONSTRUCTION

REV	DATE	REVISION DETAILS	APPROVED	DRAWN	PROJECT	CLIENT
3	21-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	T.J. VAN STRATEN	ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES	 
2	14-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	DESIGNED		
1	03-05-22	ISSUED FOR COUNCIL APPROVAL	M. BLOEM	T.J. VAN STRATEN		
0	04-03-22	ISSUED FOR COUNCIL APPROVAL	M. BLOEM	CHECKED	DRAWING TITLE	CONSTRUCTION NOTES
D	05-01-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	M. BLOEM		
C	15-12-21	ISSUE FOR COUNCIL REVIEW	M. BLOEM	APPROVED		
B	9-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	M. BLOEM		
A	7-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	M. BLOEM		

FOR CONSTRUCTION

CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-011	3

LEGEND

EXISTING ROAD BITUMEN SURFACE

PROPOSED WIDENED

REINSTATE PROPERTY ACCESS (DRIVEWAY)

CENTRELINE

DESIGN BATTER

EXISTING DRAINAGE

DESIGN DRAINAGE

EXISTING ROAD SEAL EDGE
BOUNDARIES

EXISTING TELECOMMUNICATION LINE

EXISTING POWER POLE

EXISTING ELECTRICITY LINE (OVERHEAD)

EXISTING WATER MAIN

EXISTING HOUSE SERVICE LINE

EXISTING STORMWATER LINE

EXISTING SEWER LINE

EXISTING FENCE

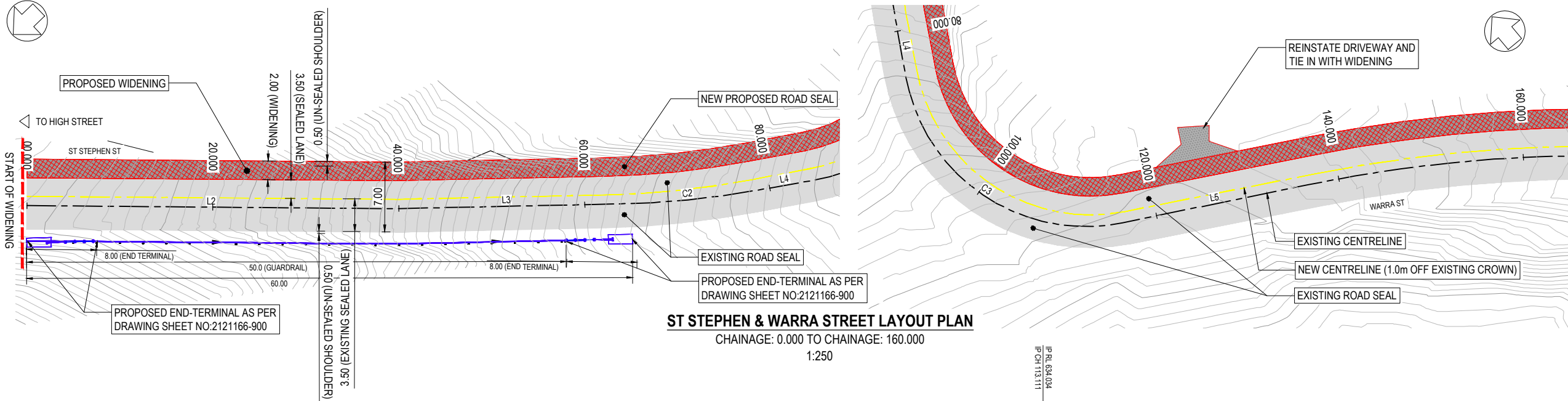
PROPOSED W-BEAM SAFETY BARRIER

SW

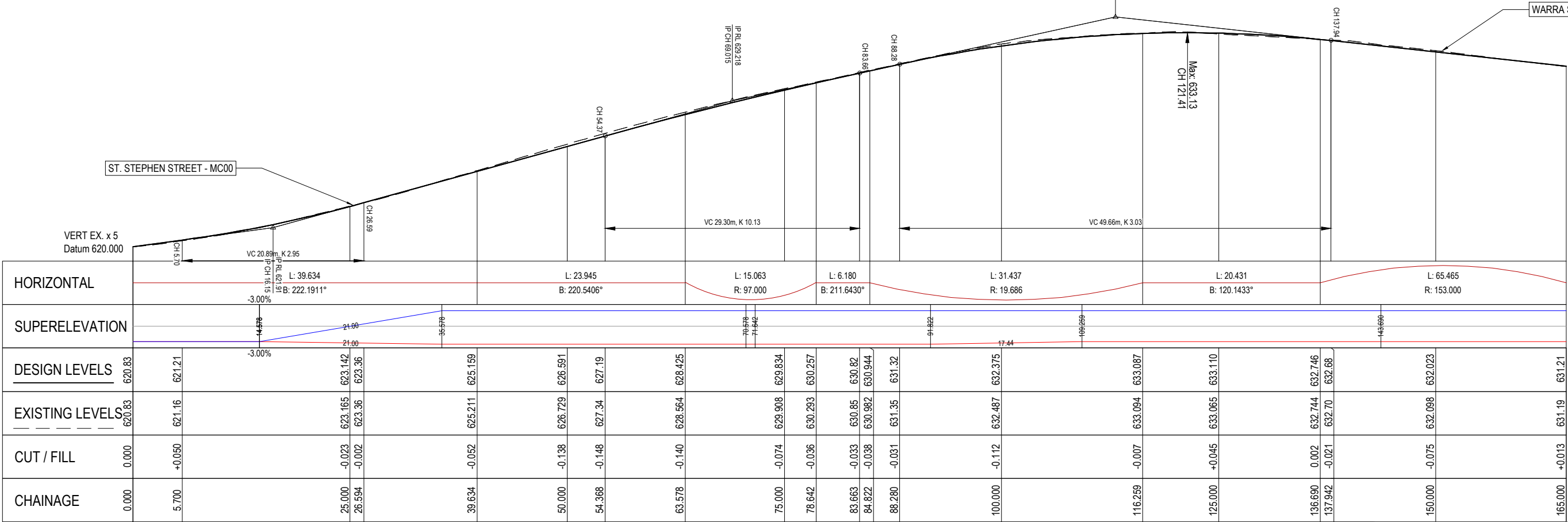
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WS



ST STEPHEN & WARRA STREET LAYOUT PLAN
CHAINAGE: 0.000 TO CHAINAGE: 160.000
1:250



LONGITUDINAL SECTION - CH 0.000 TO CH 165.000
1:250

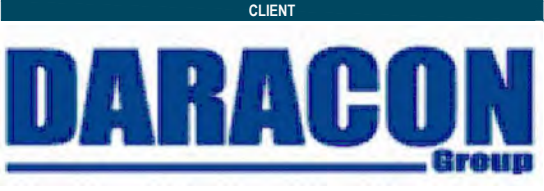
FOR CONSTRUCTION



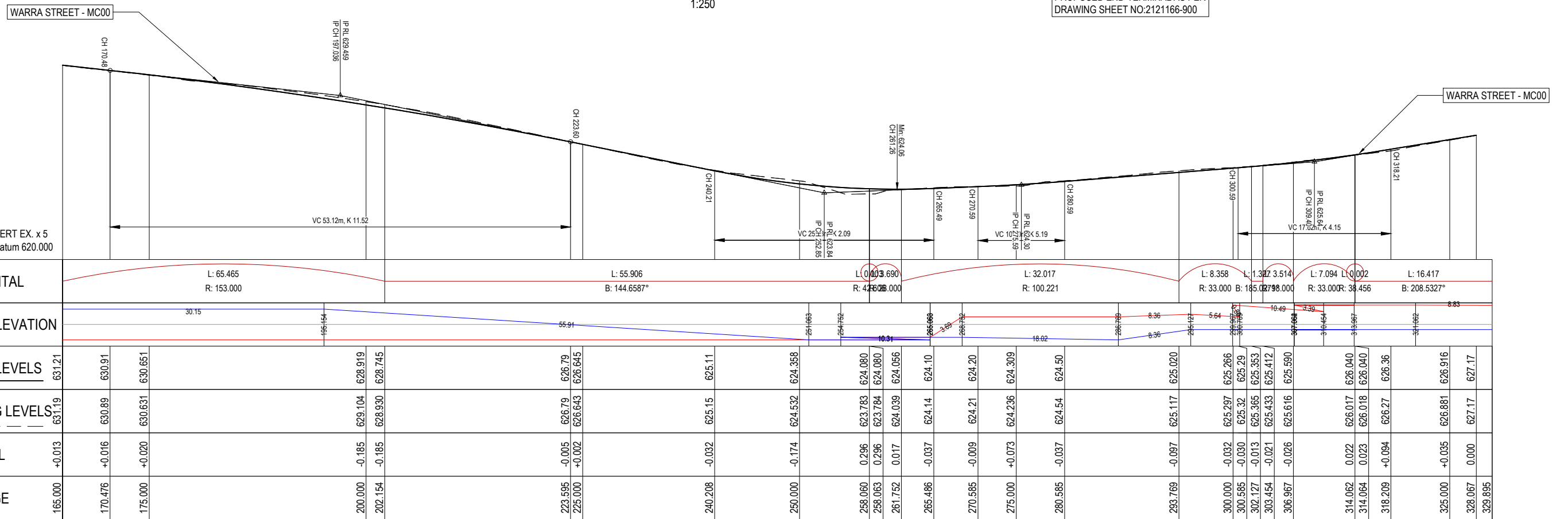
REV	DATE	REVISION DETAILS	APPROVED
3	21-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM
2	14-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM
1	03-05-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM
0	04-03-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM
D	05-01-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM
C	15-12-21	ISSUED FOR COUNCIL REVIEW	M. BLOEM
B	9-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM
A	7-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM

DRAWN	PROJECT
T.J. VAN STRATEN	ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES
DESIGNED	DRAWING TITLE
T.J. VAN STRATEN	ST STEPHEN & WARRA STREET LAYOUT PLAN & PROFILE SHEET 1 OF 2
CHECKED	
M. BLOEM	
APPROVED	
M. BLOEM	






PROJECT	CLIENT
ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES	DARACON Group
DRAWING TITLE	
ST STEPHEN & WARRA STREET LAYOUT PLAN & PROFILE SHEET 1 OF 2	

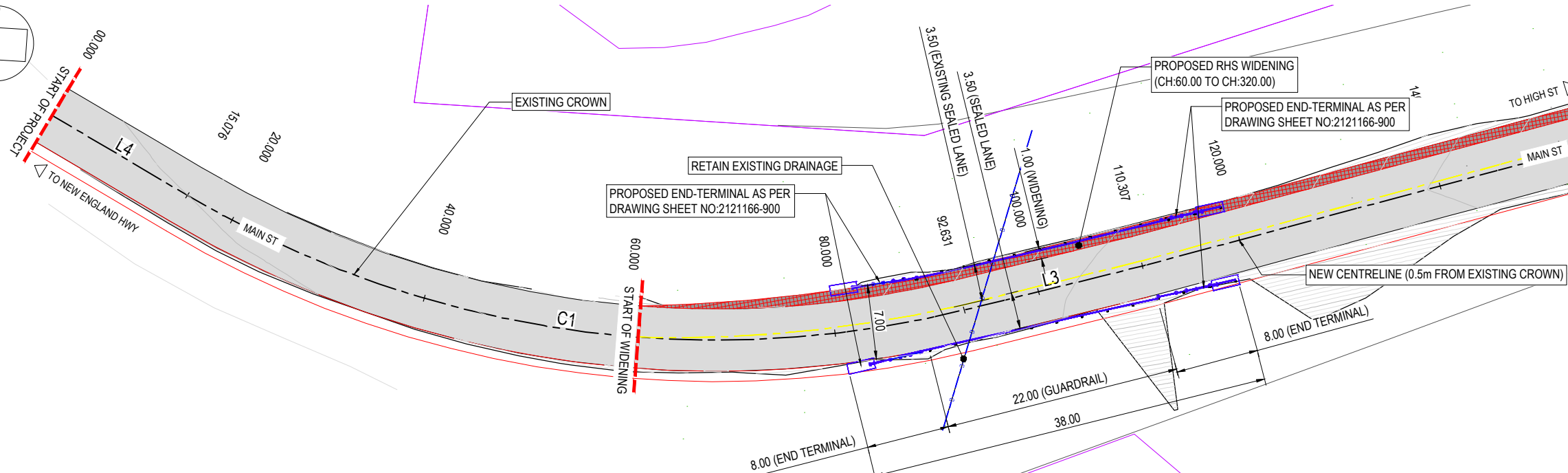
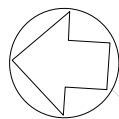


FOR CONSTRUCTION	
CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-100	3



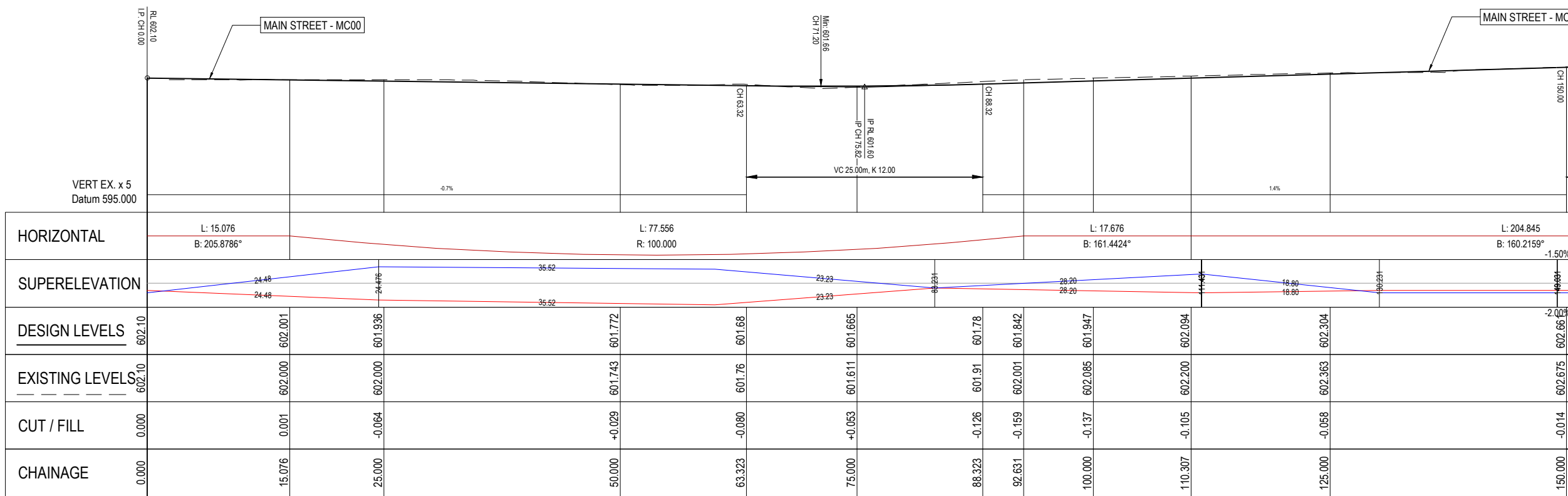
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REV	DATE	REVISION DETAILS	APPROVED	DRAWN	PROJECT	CLIENT			
3	21-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	T.J. VAN STRATEN	ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES	 			
2	14-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	DESIGNED					
1	03-05-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	T.J. VAN STRATEN	DRAWING TITLE	ST STEPHEN & WARRA STREET LAYOUT PLAN & PROFILE SHEET 2 OF 2			
0	04-03-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	CHECKED					
D	05-01-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	M. BLOEM					
C	15-12-21	ISSUED FOR COUNCIL REVIEW	M. BLOEM	APPROVED					
B	9-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	M. BLOEM					
A	7-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	M. BLOEM					



LEGEND	
EXISTING ROAD BITUMEN SURFACE	
PROPOSED WIDENED	
REINSTATE PROPERTY ACCESS (DRIVEWAY)	
CENTRELINE	
DESIGN BATTER	
EXISTING DRAINAGE	
DESIGN DRAINAGE	
EXISTING ROAD SEAL EDGE	
BOUNDARIES	
EXISTING TELECOMMUNICATION LINE	
EXISTING POWER POLE	
EXISTING ELECTRICITY LINE (OVERHEAD)	
EXISTING WATER MAIN	
EXISTING HOUSE SERVICE LINE	
EXISTING STORMWATER LINE	
EXISTING SEWER LINE	
EXISTING FENCE	

MAIN STREET LAYOUT PLAN
CHAINAGE: 000.000 TO CHAINAGE: 150.000
1:500



LONGITUDINAL SECTION - CH 000.000 TO CH 150.000
1:500



FOR CONSTRUCTION



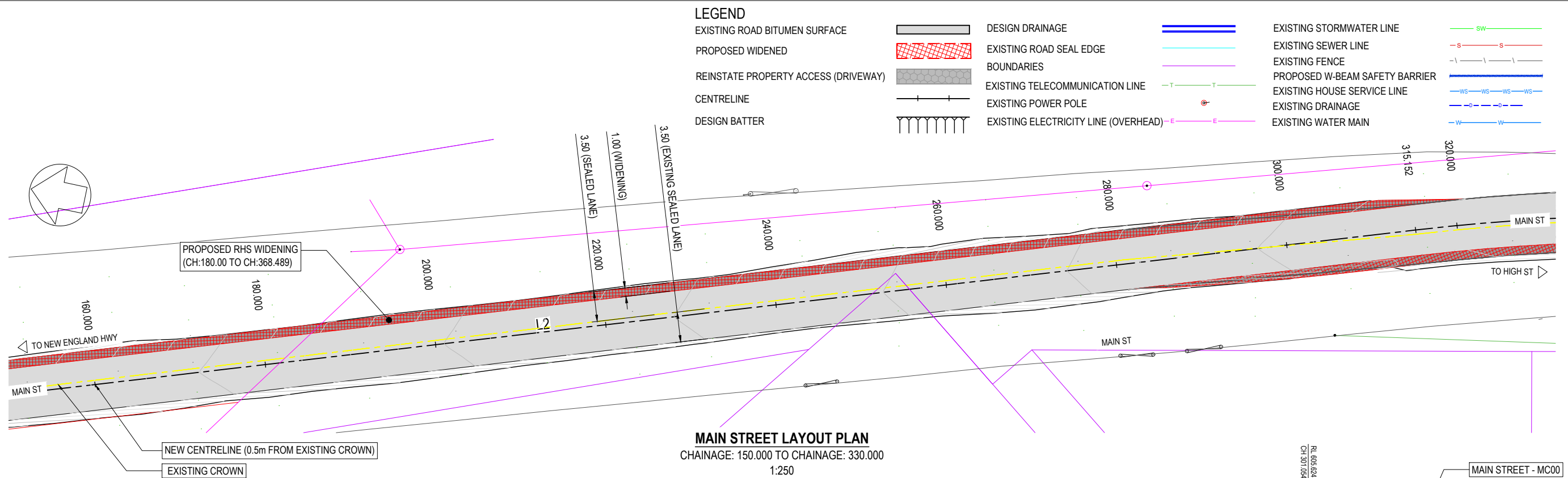
REV	DATE	REVISION DETAILS
3	21-06-22	ISSUED FOR CONSTRUCTION
2	14-06-22	ISSUED FOR CONSTRUCTION
1	03-05-22	ISSUE FOR COUNCIL APPROVAL
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B	9-12-21	ISSUE FOR INTERNAL REVIEW
A	7-12-21	ISSUE FOR INTERNAL REVIEW

APPROVED	DRAWN
M. BLOEM	T.J. VAN STRATEN
M. BLOEM	M. BLOEM
M. BLOEM	M. BLOEM
M. BLOEM	M. BLOEM
M. BLOEM	M. BLOEM

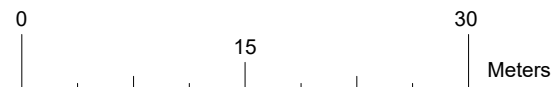
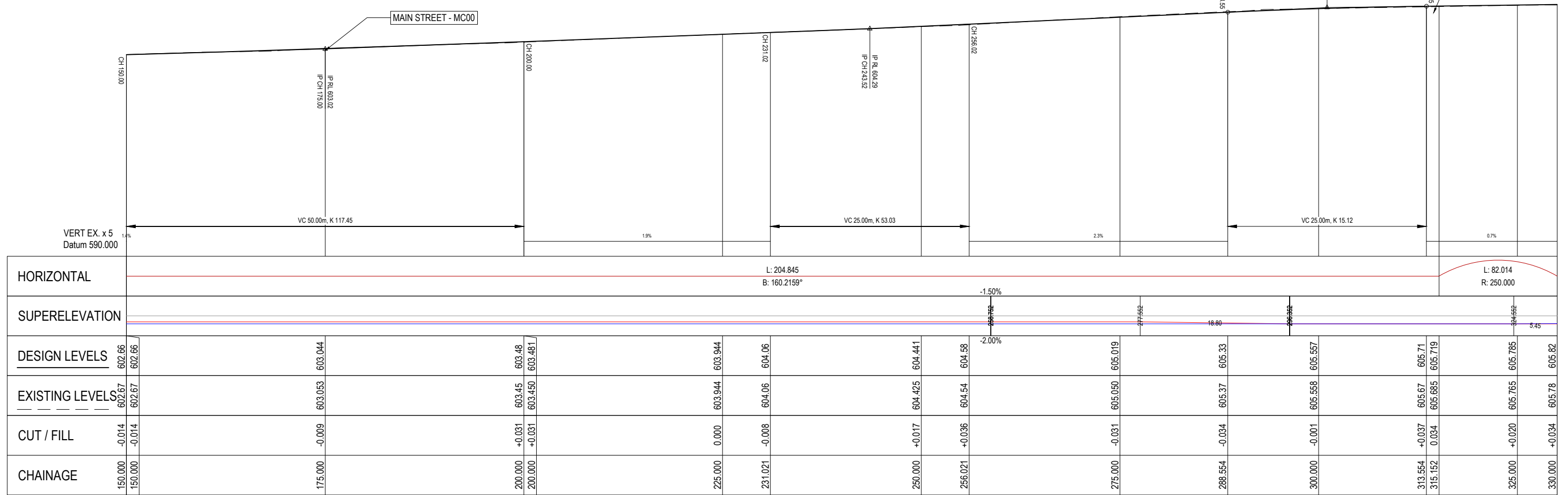
PROJECT	CLIENT
ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES	DARACON Group
DRAWING TITLE	
MAIN STREET LAYOUT PLAN & PROFILE SHEET 3 OF 3	



FOR CONSTRUCTION	
CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-102	3



MAIN STREET LAYOUT PLAN
CHAINAGE: 150.000 TO CHAINAGE: 330.000
1:250



LONGITUDINAL SECTION - CH 150.000 TO CH 330.000
1:250

FOR CONSTRUCTION



REV	DATE	REVISION DETAILS	APPROVED	DRAWN	PROJECT	CLIENT
3	21-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	T.J. VAN STRATEN	ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES	DARACON Group
2	14-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	DESIGNED		
1	03-05-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	T.J. VAN STRATEN		
0	04-03-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	CHECKED		
D	05-01-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	M. BLOEM		
C	15-12-21	ISSUE FOR COUNCIL REVIEW	M. BLOEM	APPROVED	MAIN STREET LAYOUT PLAN & PROFILE SHEET 2 OF 3	
B	9-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	M. BLOEM		
A	7-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	M. BLOEM		

CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-103	3

LEGEND

EXISTING ROAD BITUMEN SURFACE

PROPOSED WIDENED

REINSTATE PROPERTY ACCESS (DRIVEWAY)

CENTRELINE

DESIGN BATTER

EXISTING DRAINAGE

DESIGN DRAINAGE

EXISTING ROAD SEAL EDGE

BOUNDARIES

EXISTING TELECOMMUNICATION LINE

EXISTING POWER POLE

EXISTING ELECTRICITY LINE (OVERHEAD)

EXISTING WATER MAIN

EXISTING HOUSE SERVICE LINE

EXISTING STORMWATER LINE

EXISTING SEWER LINE

EXISTING FENCE

PROPOSED W-BEAM SAFETY BARRIER

TO NEW ENGLAND HWY

MAIN ST

PROPOSED LHS WIDENING
(CH:280.00 TO CH:460.00)

NEW CENTRELINE (0.5m FROM EXISTING CROWN)

EXISTING CROWN

1.00 (WIDENING)

3.50 (SEALED LANE)

3.50 (EXISTING SEALED LANE)

7.00

REINSTATE DRIVEWAY AND
TIE IN WITH WIDENING

MAIN STREET LAYOUT PLAN

CHAINAGE: 330.000 TO CHAINAGE: 460.000

1:250

PROPOSED RHS WIDENING
(CH:160.00 TO CH:400.00)

MAIN ST

TO HIGH ST

END OF WIDENING

LOT 5
SEC 12
DP 758027

HORIZONTAL	L: 82.014 R: 250.000	L: 63.954 B: 179.0122°	-2.00%									
SUPERELEVATION	57.77	57.77	7.55									
DESIGN LEVELS	605.82	605.953	606.10	606.123	606.41	606.420	606.471	606.96	606.925	607.41	607.505	607.80
EXISTING LEVELS	605.78	605.951	606.00	606.057	606.36	606.356	606.462	606.78	606.868	607.43	607.530	607.80
CUT / FILL	+0.034	+0.002	+0.095	+0.066	+0.050	0.064	+0.009	+0.076	+0.057	-0.016	-0.026	0.000
CHAINAGE	330.000	350.000	371.446	375.000	396.343	397.167	400.000	421.469	425.000	446.469	450.000	461.121

0 15 30 Meters

LONGITUDINAL SECTION - CH 330.000 TO CH 460.00

1:250

REV

DATE

REVISION DETAILS

APPROVED

DRAWN

3

21-06-22

ISSUED FOR CONSTRUCTION

M. BLOEM

T.J. VAN STRATEN

2

14-06-22

ISSUED FOR CONSTRUCTION

M. BLOEM

1

03-05-22

ISSUE FOR COUNCIL APPROVAL

M. BLOEM

0

04-03-22

ISSUE FOR COUNCIL APPROVAL

M. BLOEM

D

05-01-22

ISSUE FOR COUNCIL APPROVAL

M. BLOEM

C

15-12-21

ISSUE FOR COUNCIL REVIEW

M. BLOEM

B

9-12-21

ISSUE FOR INTERNAL REVIEW

M. BLOEM

A

7-12-21

ISSUE FOR INTERNAL REVIEW

M. BLOEM

PROJECT

ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES

DRAWING TITLE

MAIN STREET LAYOUT PLAN & PROFILE SHEET 1 OF 3

CLIENT

DARACON

Group

FOR CONSTRUCTION

constructive

solutions

providing total solutions

FOR CONSTRUCTION

CSPL PROJECT No.

2021166

DRAWING NUMBER

2021166-104

SIZE

A1

REV

3

SET OUT TABLE, MAIN ST							
TAG		CHAINAGE	EASTING	NORTHING	LENGTH	RADIUS	BEARING
L1	BP EP	0.000 63.954	290046.658 290045.555	6486793.979 6486857.923	63.954		359.0122
C2	TP IP TP	63.954 105.333 145.968	290045.555 290044.842 290030.836	6486857.923 6486899.296 6486938.233	82.014	250.0	349° 36' 50.61"
L2	BP EP	145.968 350.813	290030.836 289961.501	6486938.233 6487130.987	204.845		340.2159
L3	BP EP	350.813 368.489	289961.501 289955.875	6487130.987 6487147.743	17.676		341.4424
C1	TP IP TP	368.489 409.335 446.045	289955.875 289942.875 289960.703	6487147.743 6487186.466 6487223.216	77.556	100.0	003° 39' 37.71"
L4	BP EP	446.045 461.121	289960.703 289967.283	6487223.216 6487236.780	15.076		025.8786

SET OUT TABLE, ST - STEPHEN & WARRA ST							
TAG		CHAINAGE	EASTING	NORTHING	LENGTH	RADIUS	BEARING
L2	BP EP	0.000 39.634	289769.590 289742.971	6486859.315 6486829.950	39.634		222.1911
L3	BP EP	39.634 62.195	289742.971 289728.307	6486829.950 6486812.805	22.561		220.5406
C2	TP IP TP	62.195 70.242 78.251	289728.307 289723.077 289718.926	6486812.805 6486806.690 6486799.797	16.056	97.0	215° 47' 54.79"
L4	BP EP	78.251 84.547	289718.926 289715.678	6486799.797 6486794.404	6.296		211.0565
C3	TP IP TP	84.547 104.739 116.154	289715.678 289705.261 289722.658	6486794.404 6486777.106 6486766.855	31.607	20.0	165° 46' 58.11"
L5	BP EP	116.154 137.074	289722.658 289740.681	6486766.855 6486756.234	20.920		120.5092
C4	TP IP TP	137.074 169.804 201.562	289740.681 289768.880 289787.812	6486756.234 6486739.618 6486712.920	64.488	153.0	132° 35' 02.06"
L6	BP EP	201.562 257.475	289787.812 289820.155	6486712.920 6486667.310	55.913		144.6587
C5	TP IP TP	257.475 257.476 257.477	289820.155 289820.156 289820.156	6486667.310 6486667.309 6486667.308	0.003	42.6	144° 39' 37.23"
C6	TP IP TP	257.477 259.325 261.167	289820.156 289821.225 289822.086	6486667.308 6486665.801 6486664.167	3.690	28.0	148° 26' 13.39"
C7	TP IP TP	261.167 277.313 293.184	289822.086 289829.613 289832.274	6486664.167 6486649.883 6486633.958	32.017	100.2	161° 21' 50.11"
C8	TP IP TP	293.184 297.385 301.542	289832.274 289832.966 289832.598	6486633.958 6486629.813 6486625.628	8.358	33.0	177° 46' 18.71"
L7	BP EP	301.542 302.869	289832.598 289832.482	6486625.628 6486624.306	1.327		185.0279
C9	TP IP TP	302.869 304.631 306.382	289832.482 289832.327 289831.835	6486624.306 6486622.551 6486620.858	3.514	18.0	190° 37' 11.90"
C10	TP IP TP	306.382 309.943 313.476	289831.835 289830.841 289829.140	6486620.858 6486617.439 6486614.311	7.094	33.0	202° 22' 14.14"
C11	TP IP TP	313.476 313.478 313.479	289829.140 289829.140 289829.139	6486614.311 6486614.310 6486614.309	0.002	38.5	208° 31' 51.43"
L8	BP EP	313.479 329.895	289829.139 289821.298	6486614.309 6486599.886	16.417		208.5327



REV	DATE	REVISION DETAILS	APPROVED	DRAWN
3	21-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	T.J. VAN STRATEN
2	14-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	
1	03-05-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	DESIGNED T.J. VAN STRATEN
0	04-03-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	CHECKED M. BLOEM
D	05-01-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	APPROVED M. BLOEM
C	15-12-21	ISSUE FOR COUNCIL REVIEW	M. BLOEM	
B	9-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	
A	7-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	

PROJECT
ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES
DRAWING TITLE
ROAD WIDENING SETTING OUT TABLES

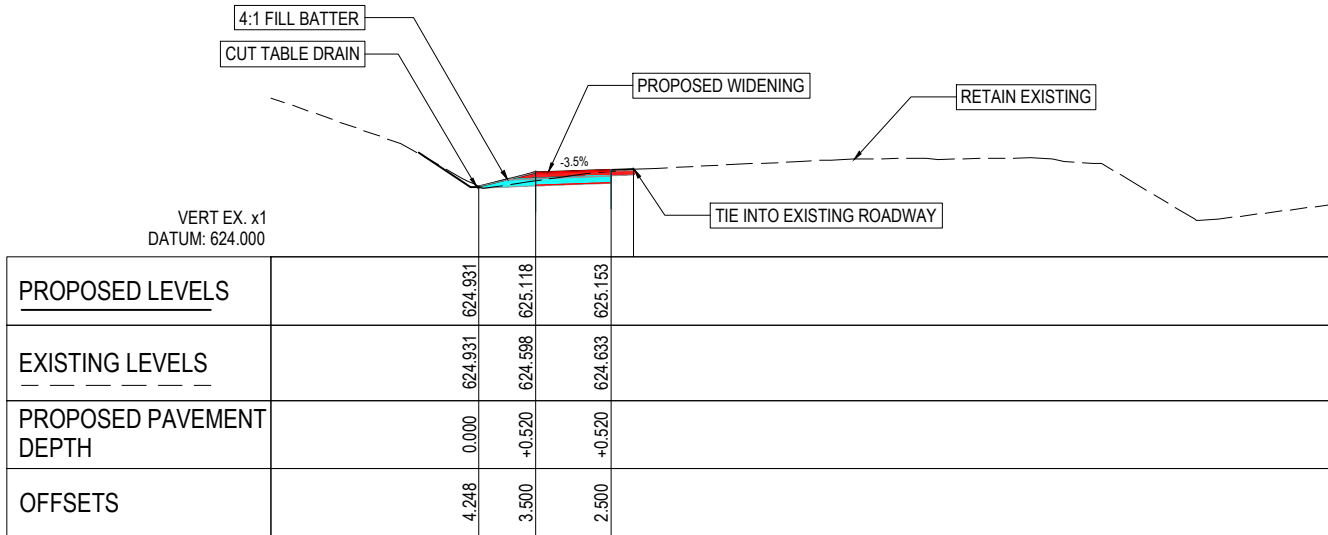
CLIENT



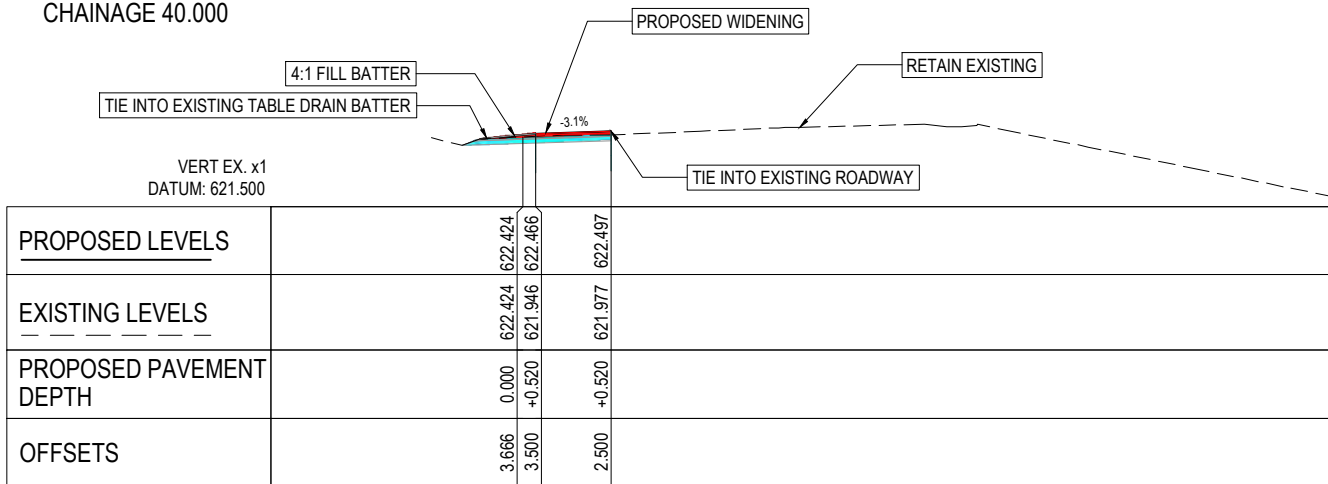
FOR CONSTRUCTION



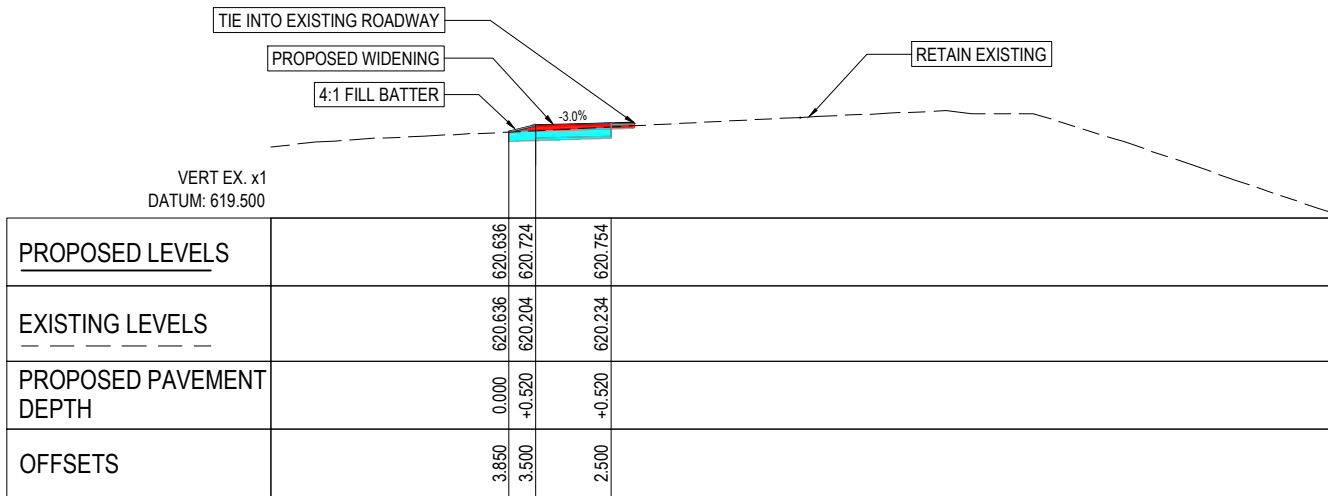
FOR CONSTRUCTION	
CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-105	3



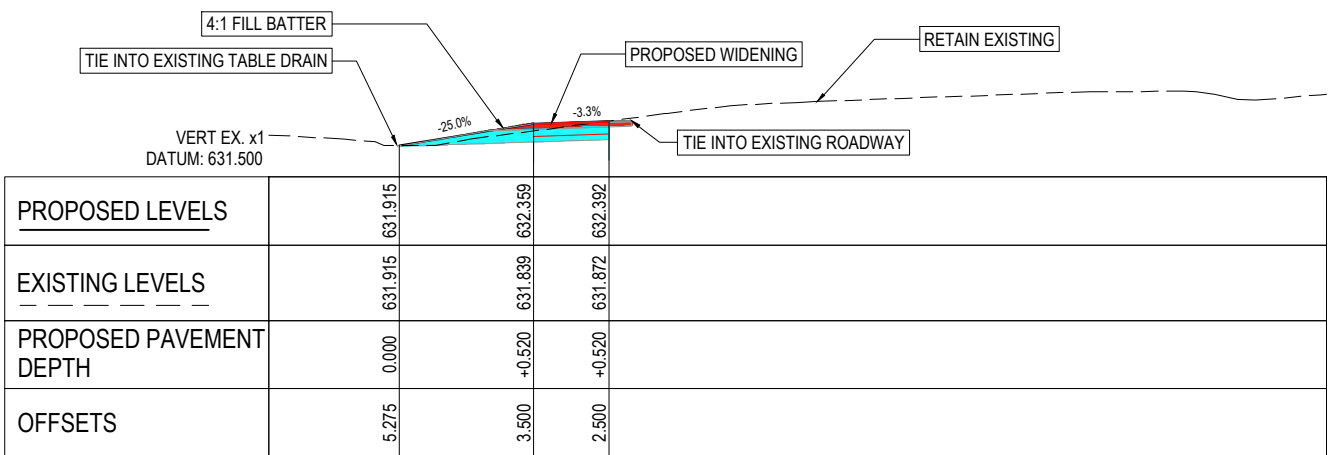
CHAINAGE 40.000



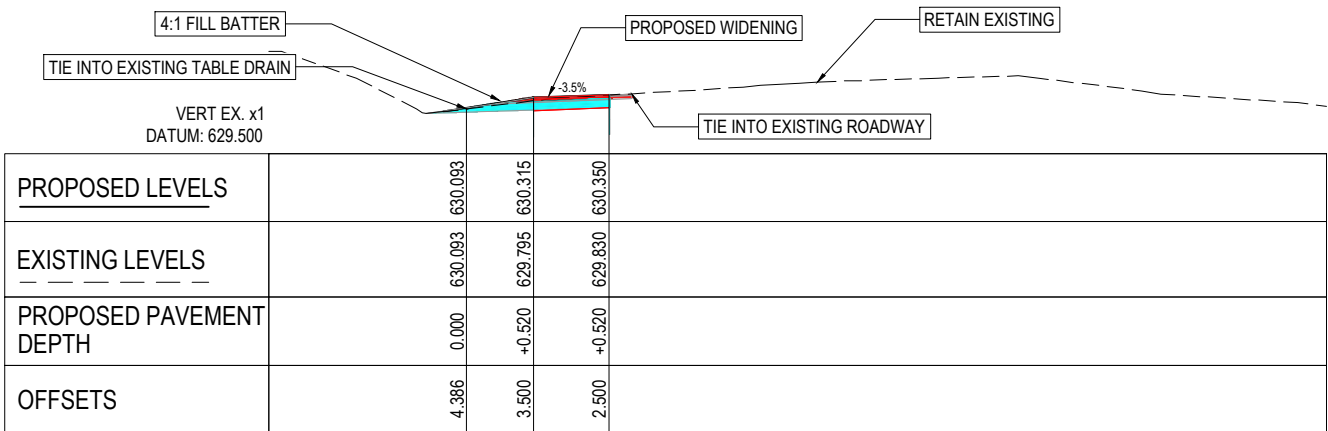
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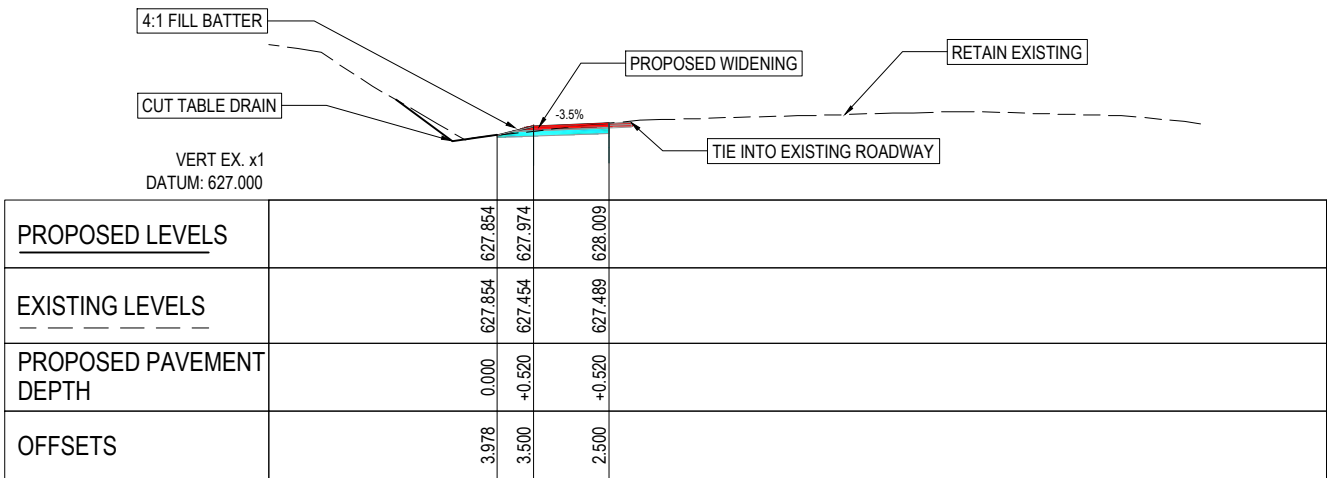
CHAINAGE 00.000



CHAINAGE 100.000



CHAINAGE 80.000



CHAINAGE 60.000



DESIGN CROSS - SECTIONS - CH 000.000 TO CH 100.000

1:500

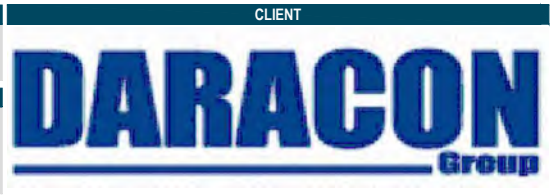
FOR CONSTRUCTION



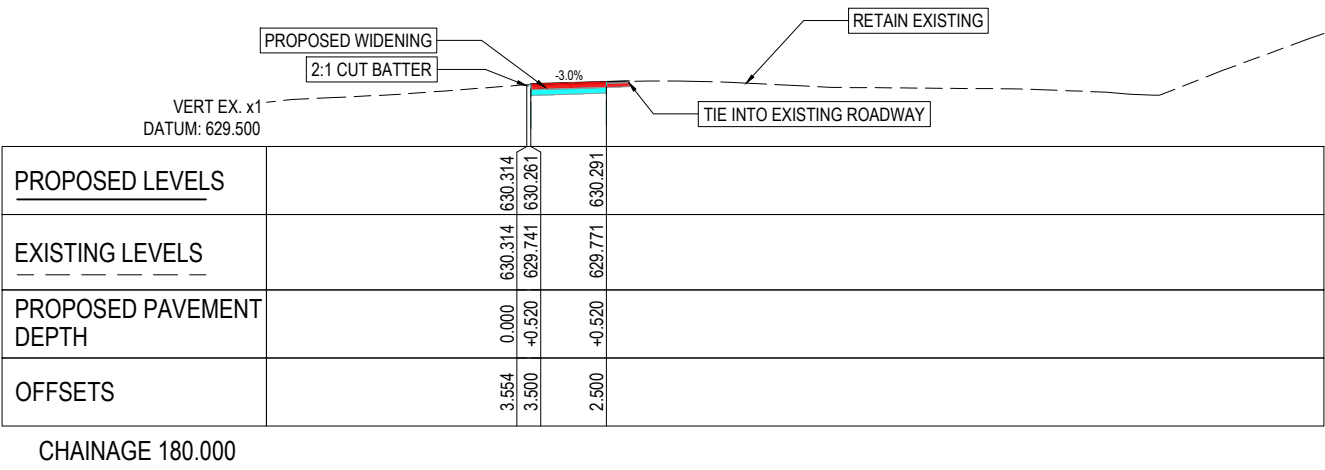
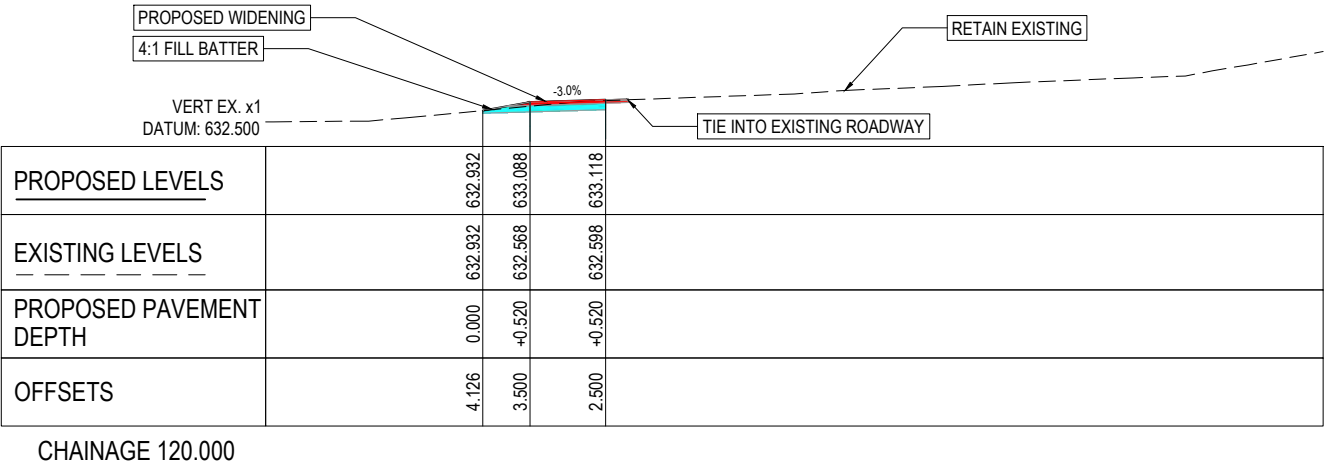
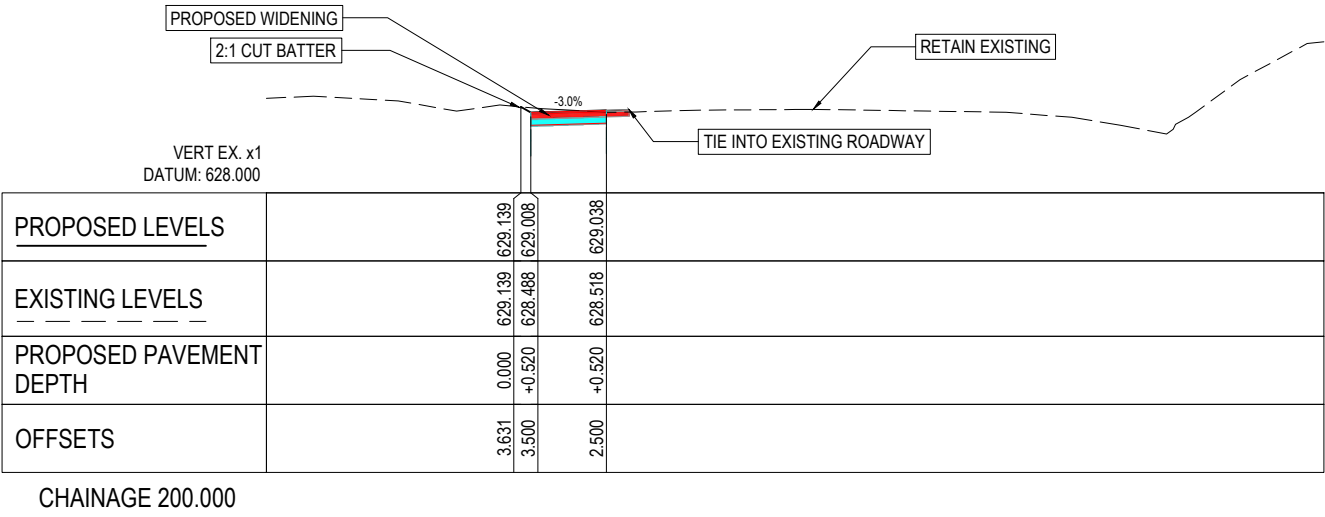
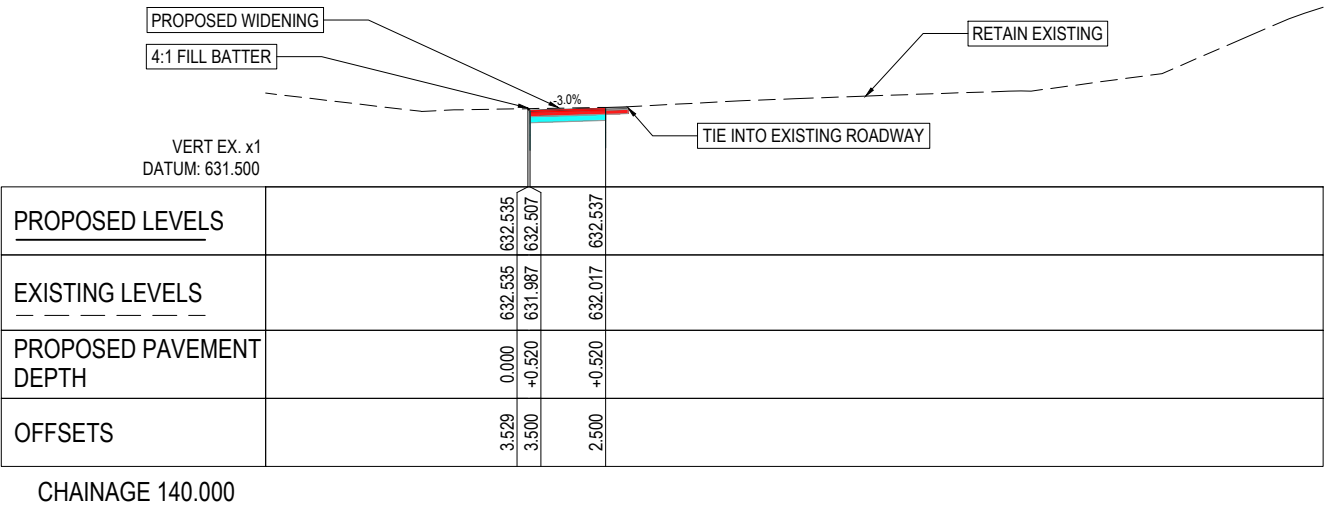
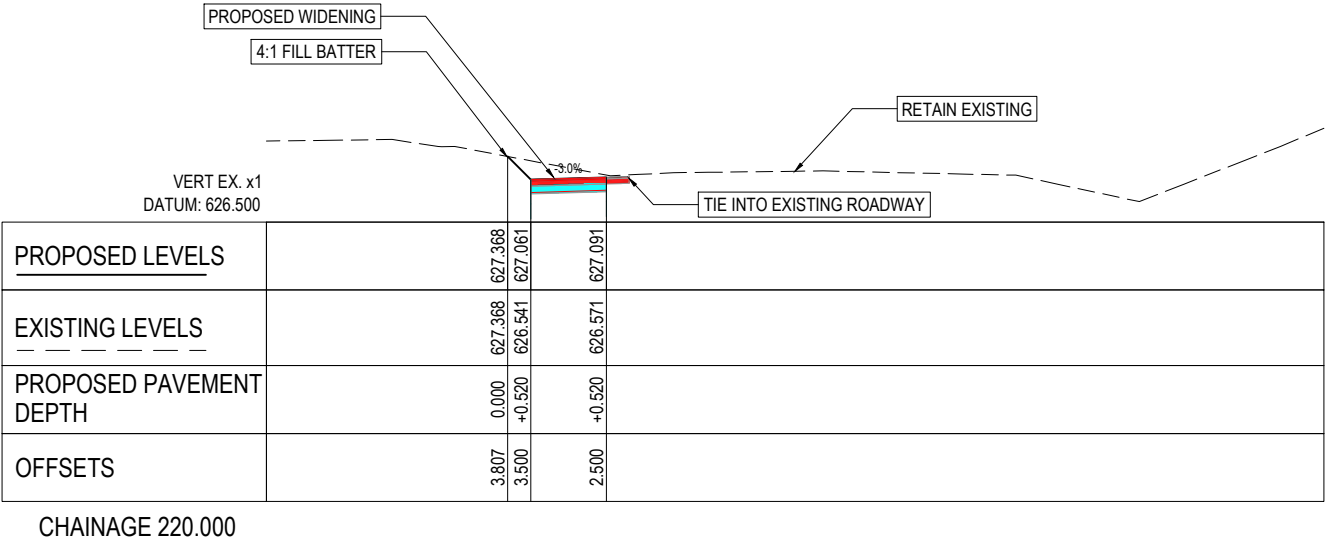
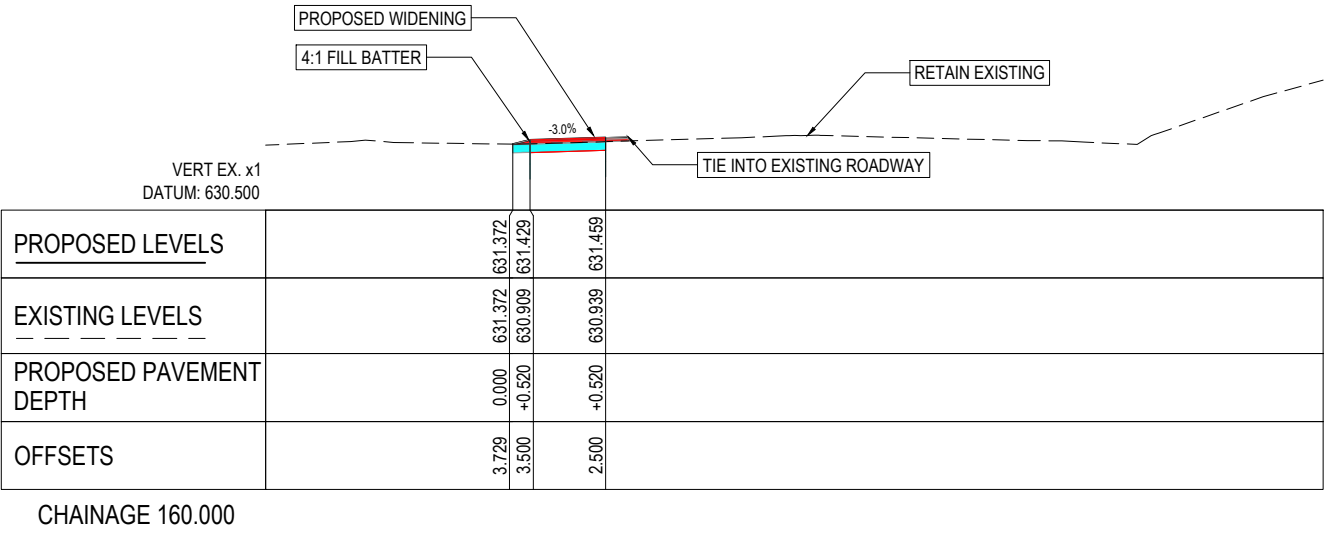
REV	DATE	REVISION DETAILS
3	21-06-22	ISSUED FOR CONSTRUCTION
2	14-06-22	ISSUED FOR CONSTRUCTION
1	03-05-22	ISSUE FOR COUNCIL APPROVAL
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C	15-12-21	ISSUE FOR COUNCIL REVIEW
B	9-12-21	ISSUE FOR INTERNAL REVIEW
A	7-12-21	ISSUE FOR INTERNAL REVIEW

APPROVED	DRAWN
M. BLOEM	T.J. VAN STRATEN
M. BLOEM	M. BLOEM
M. BLOEM	M. BLOEM
M. BLOEM	M. BLOEM

PROJECT
ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES
DRAWING TITLE
ST STEPHEN & WARRA ST DESIGN CROSS-SECTIONS SHEET 1 OF 3



FOR CONSTRUCTION	
CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-200	3



DESIGN CROSS - SECTIONS - CH 120.000 TO CH 220.000

1:500



FOR CONSTRUCTION



REV	DATE	REVISION DETAILS	APPROVED
3	21-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM
2	14-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM
1	03-05-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM
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B	9-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM
A	7-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM

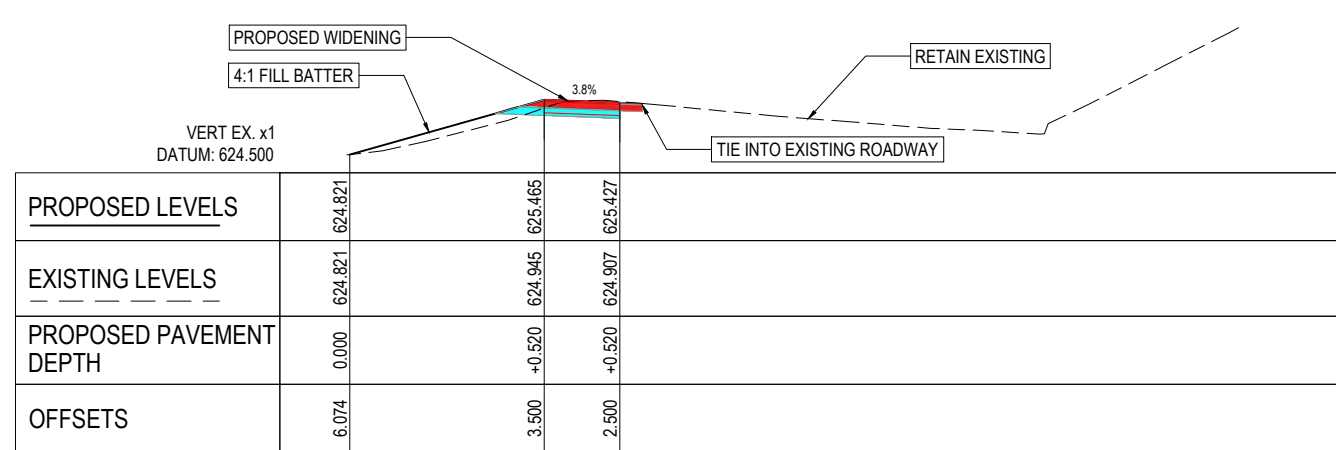
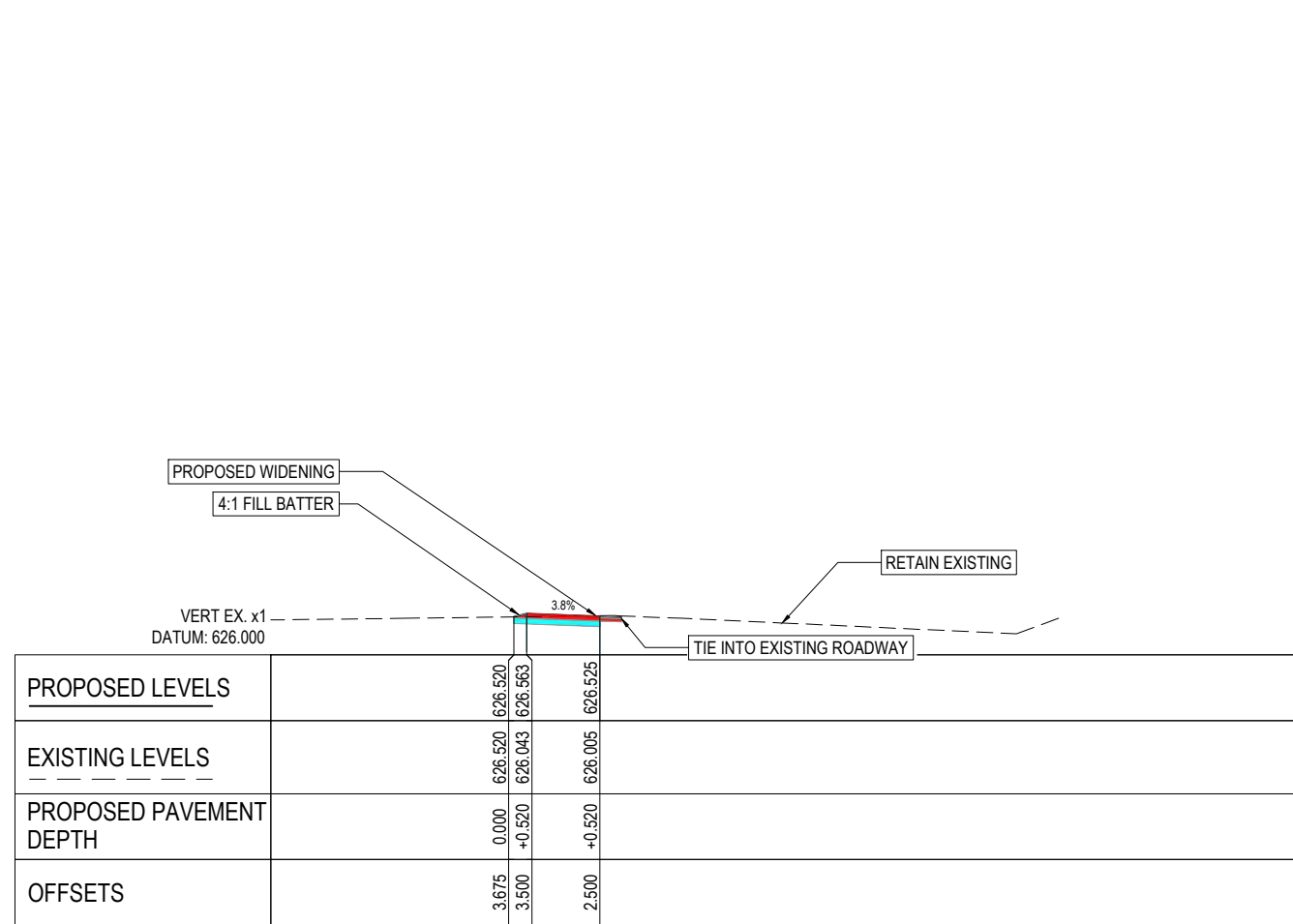
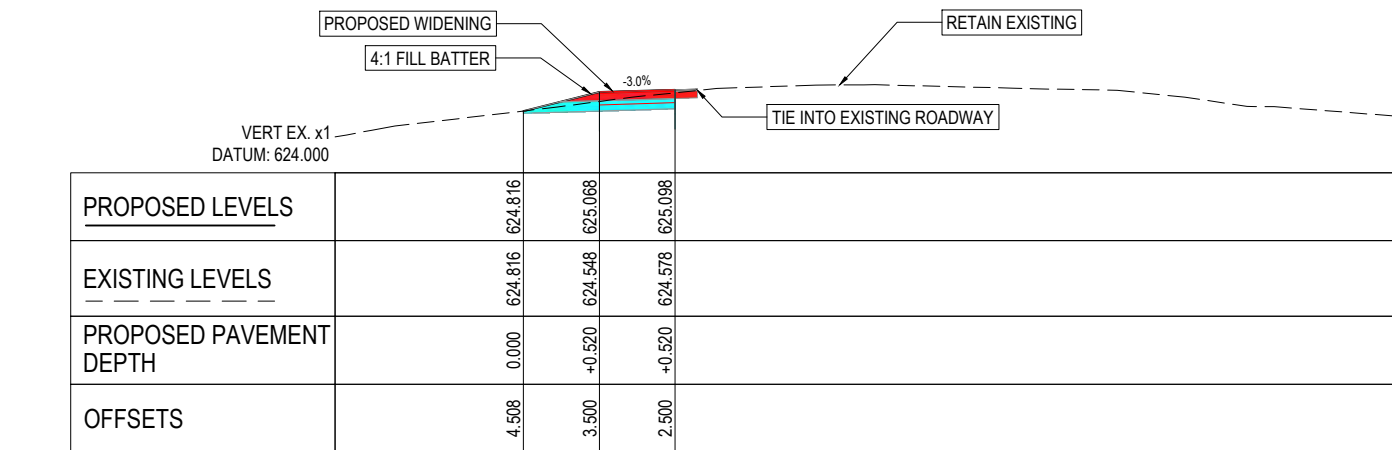
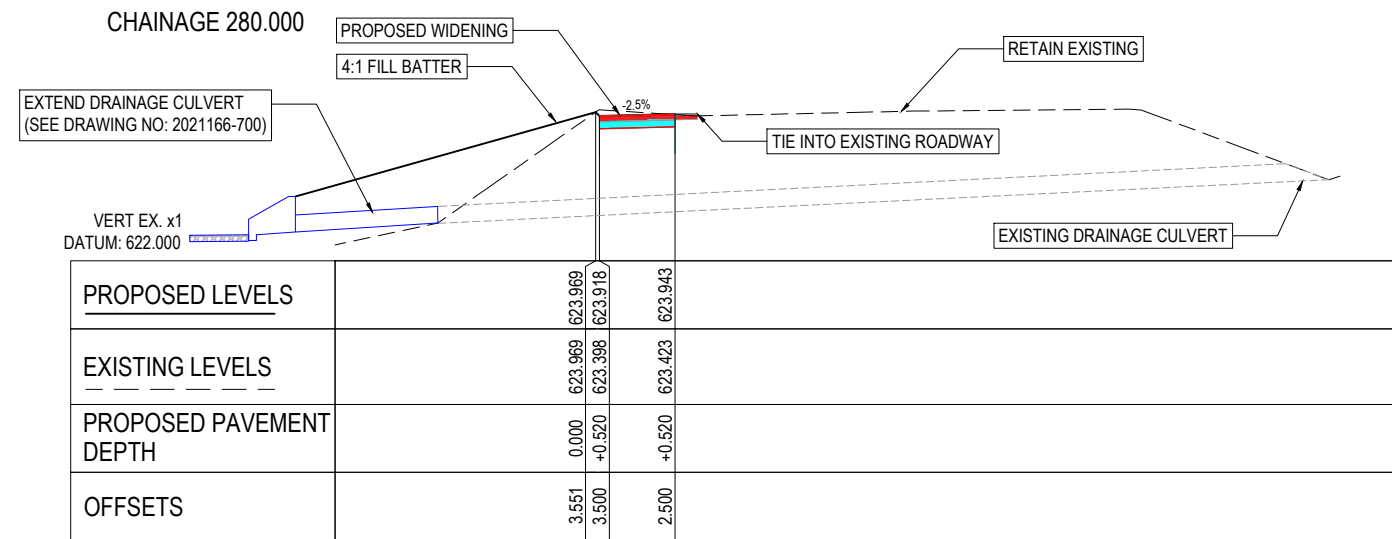
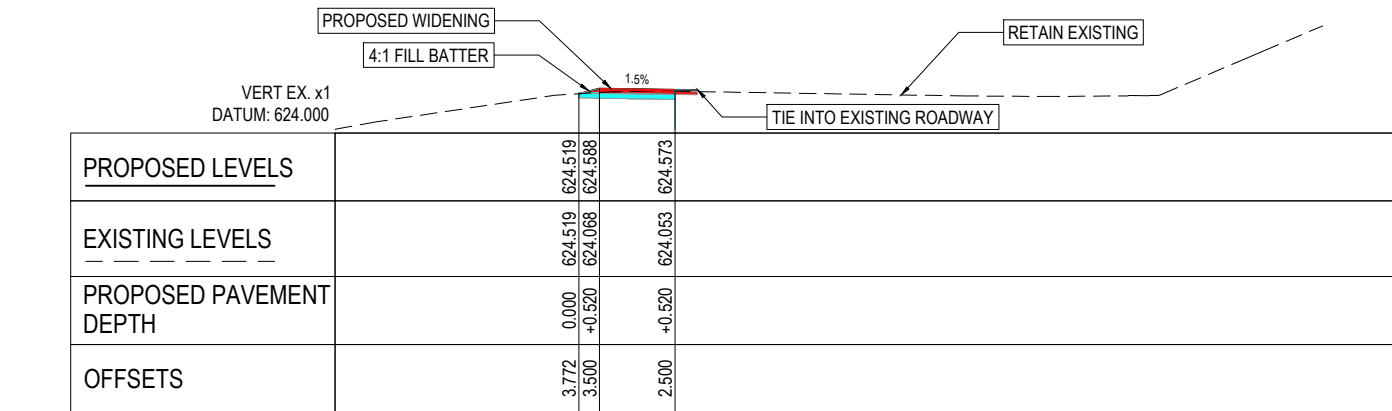
DRAWN	DESIGNED	CHECKED	APPROVED
T.J. VAN STRATEN	T.J. VAN STRATEN	M. BLOEM	M. BLOEM

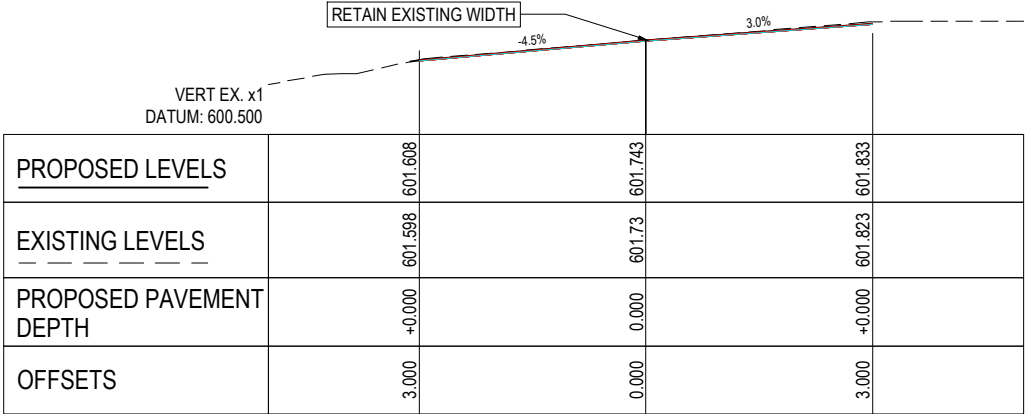
PROJECT	ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES
DRAWING TITLE	ST STEPHEN & WARRA ST DESIGN CROSS-SECTIONS SHEET 2 OF 3

CLIENT

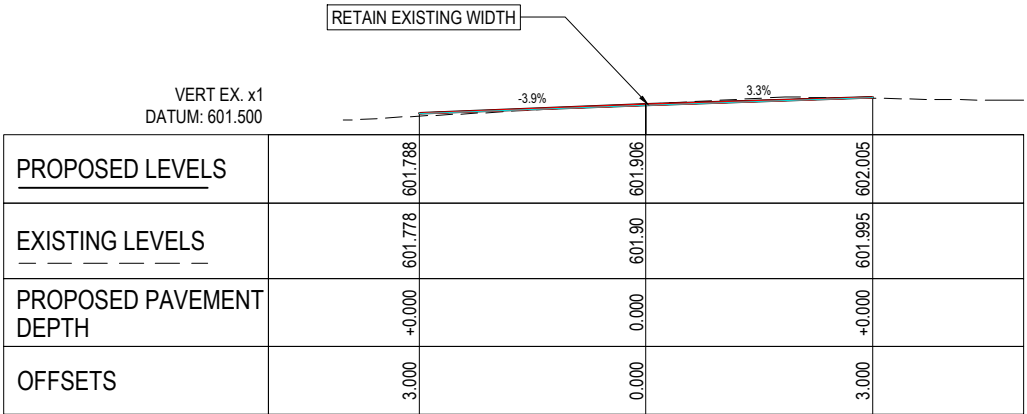
providing total solutions

FOR CONSTRUCTION	
CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-201	3

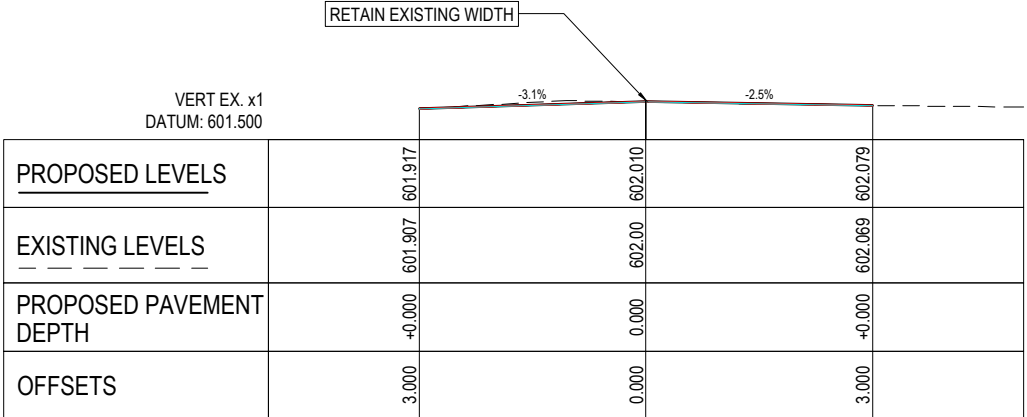




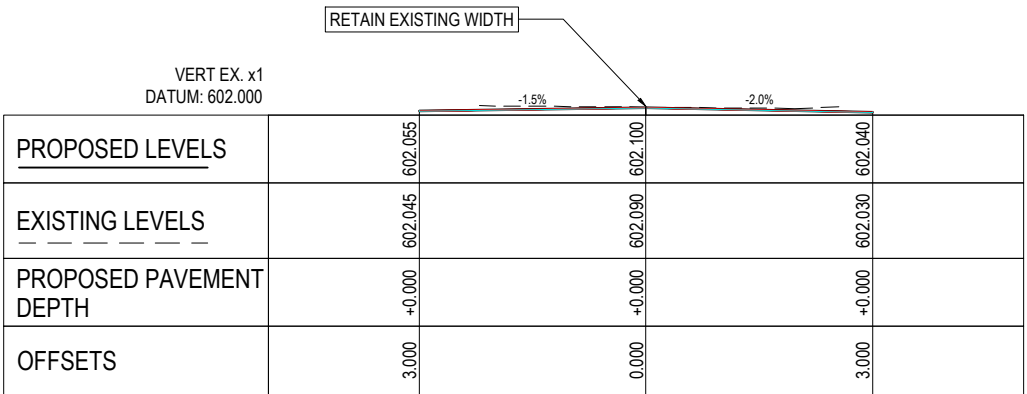
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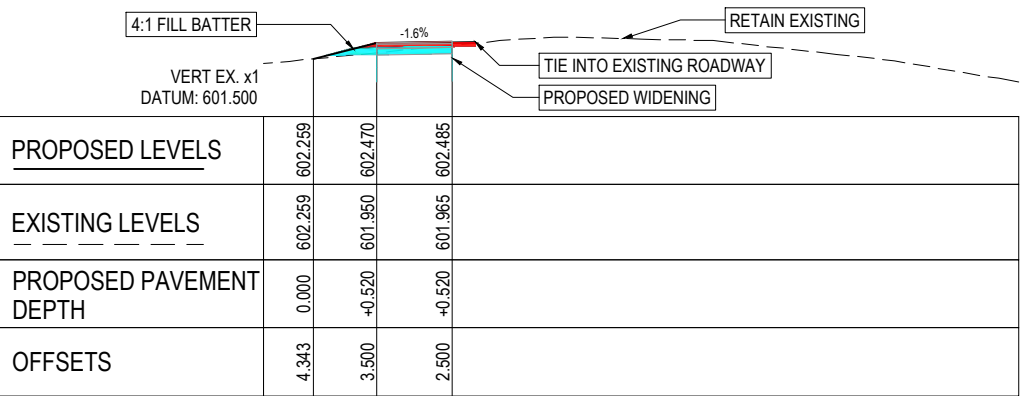
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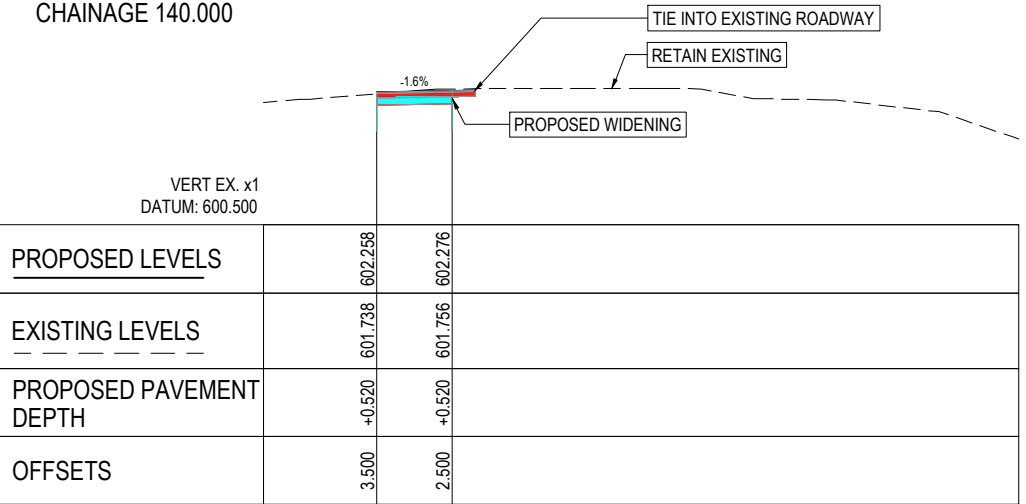
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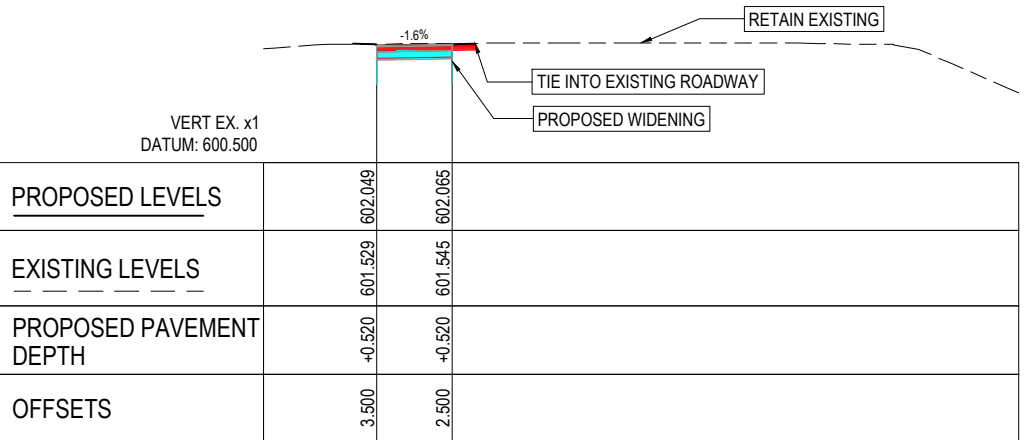
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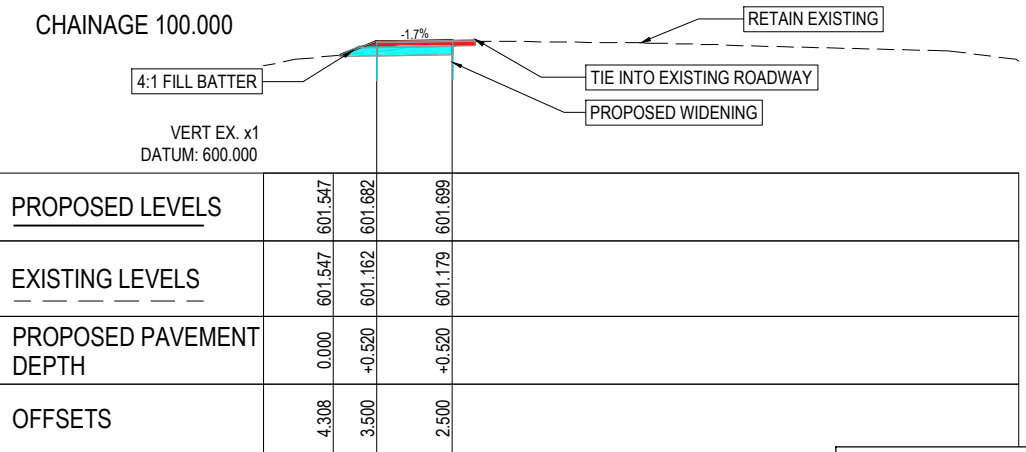
CHAINAGE 140.000



CHAINAGE 120.000



CHAINAGE 100.000



CHAINAGE 80.000



DESIGN CROSS - SECTIONS - CH 0.000 TO CH 140.000

1:500

FOR CONSTRUCTION



REV	DATE	REVISION DETAILS
3	21-06-22	ISSUED FOR CONSTRUCTION
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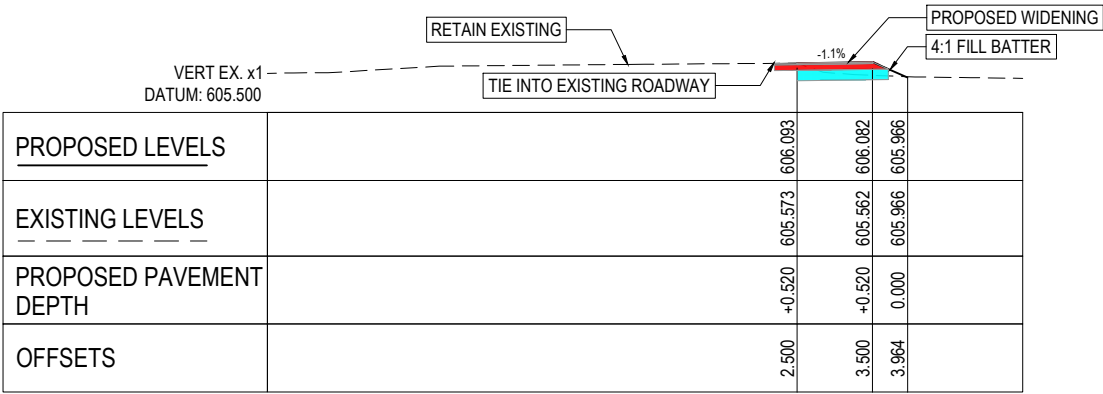
APPROVED	DRAWN
M. BLOEM	T.J. VAN STRATEN
M. BLOEM	DESIGNED
M. BLOEM	T.J. VAN STRATEN
M. BLOEM	CHECKED
M. BLOEM	M. BLOEM
M. BLOEM	APPROVED
M. BLOEM	M. BLOEM

PROJECT
ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES
DRAWING TITLE
MAIN STREET DESIGN CROSS-SECTIONS - SHEET 1 OF 3

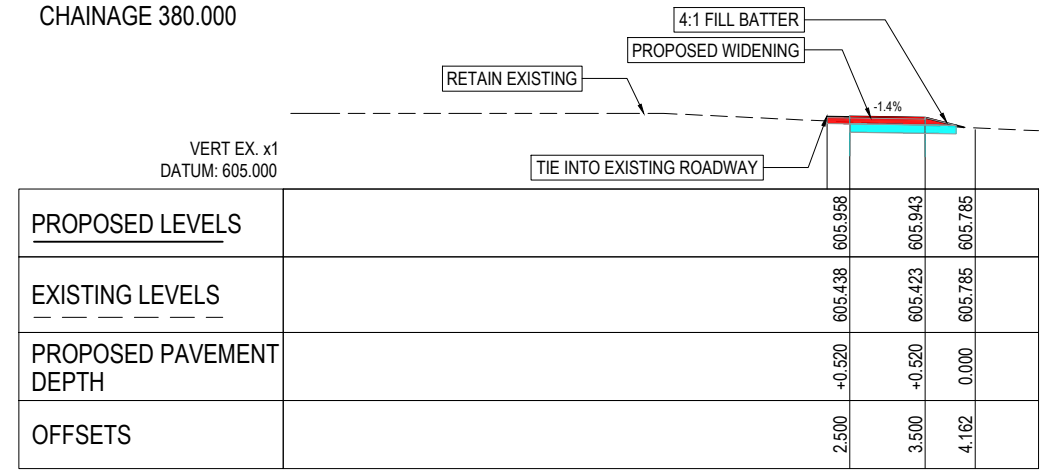
CLIENT
DARACON Group



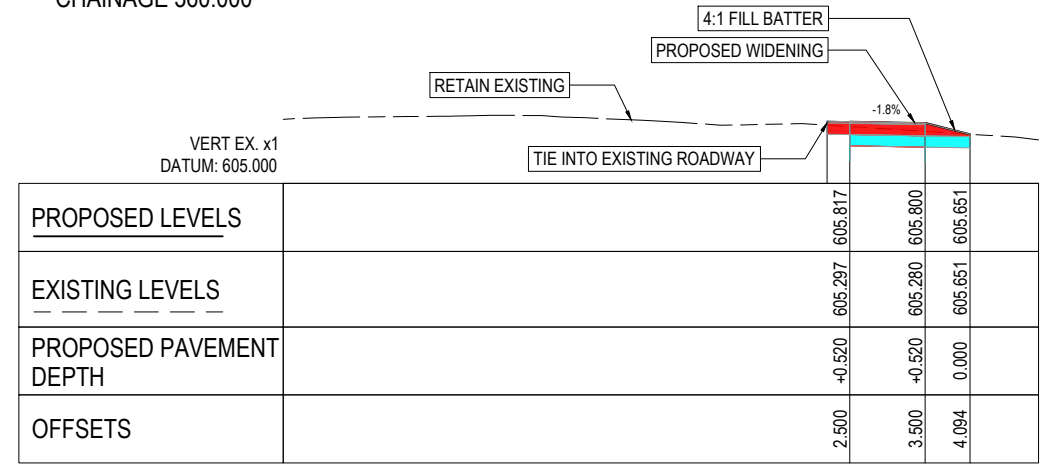
FOR CONSTRUCTION	
CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-203	3



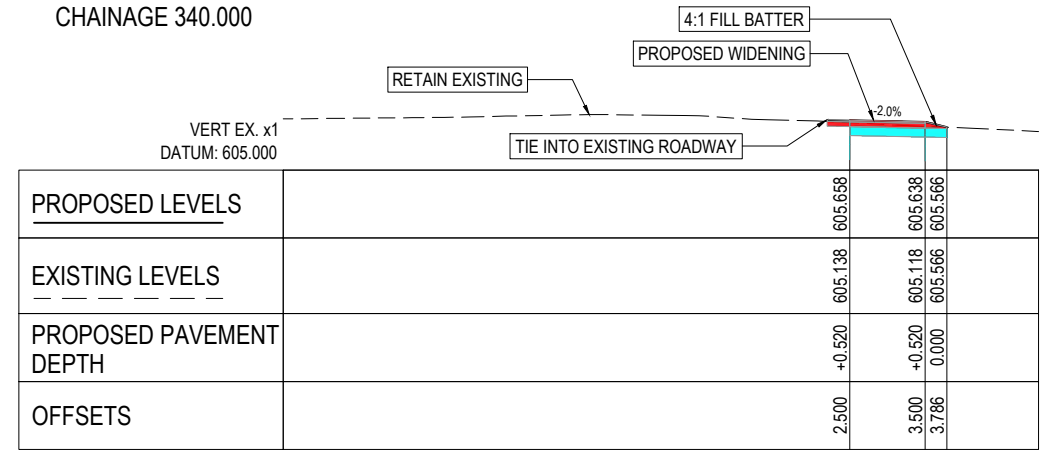
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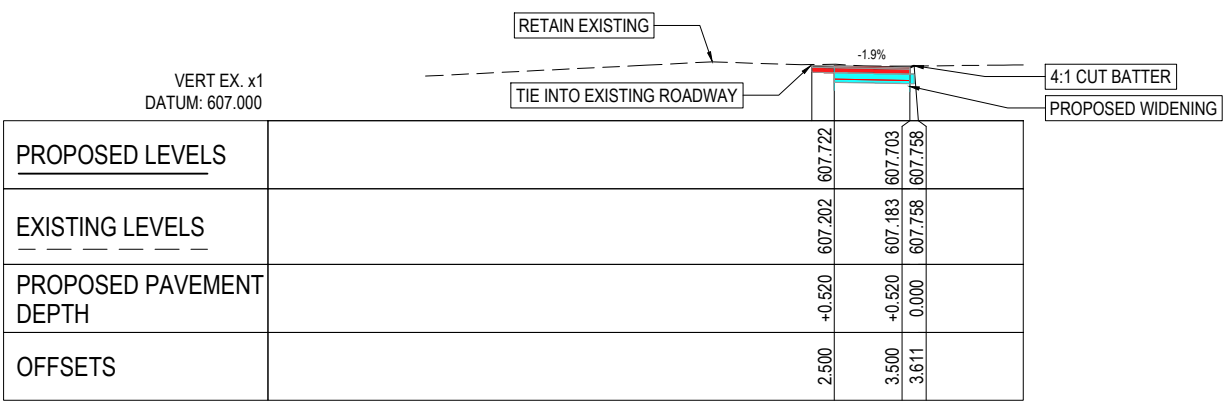
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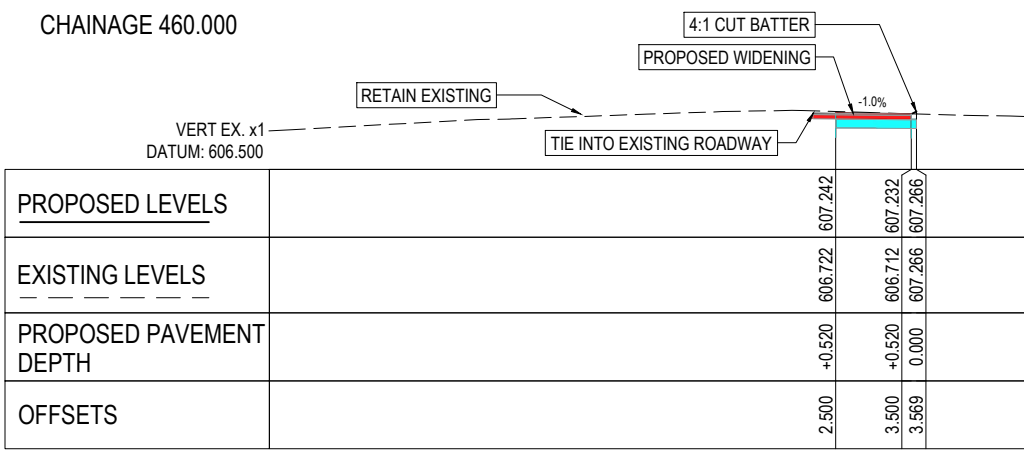
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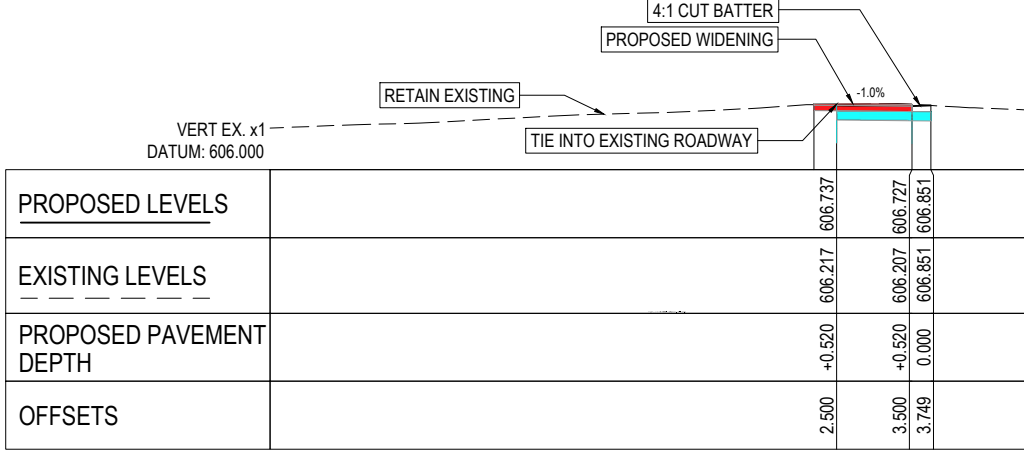
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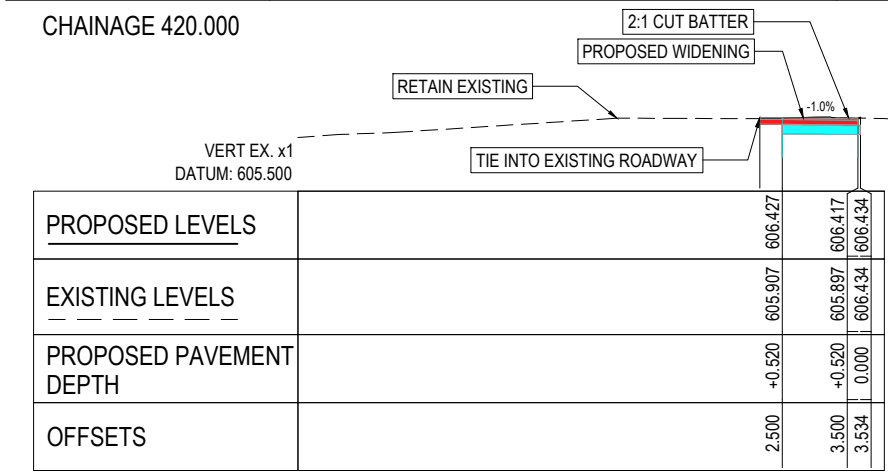
CHAINAGE 460.000



CHAINAGE 440.000



CHAINAGE 420.000



CHAINAGE 400.000



DESIGN CROSS - SECTIONS - CH 320.000 TO CH 460.000

1:500

FOR CONSTRUCTION



REV	DATE	REVISION DETAILS	APPROVED
3	21-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM
2	14-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM
1	03-05-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM
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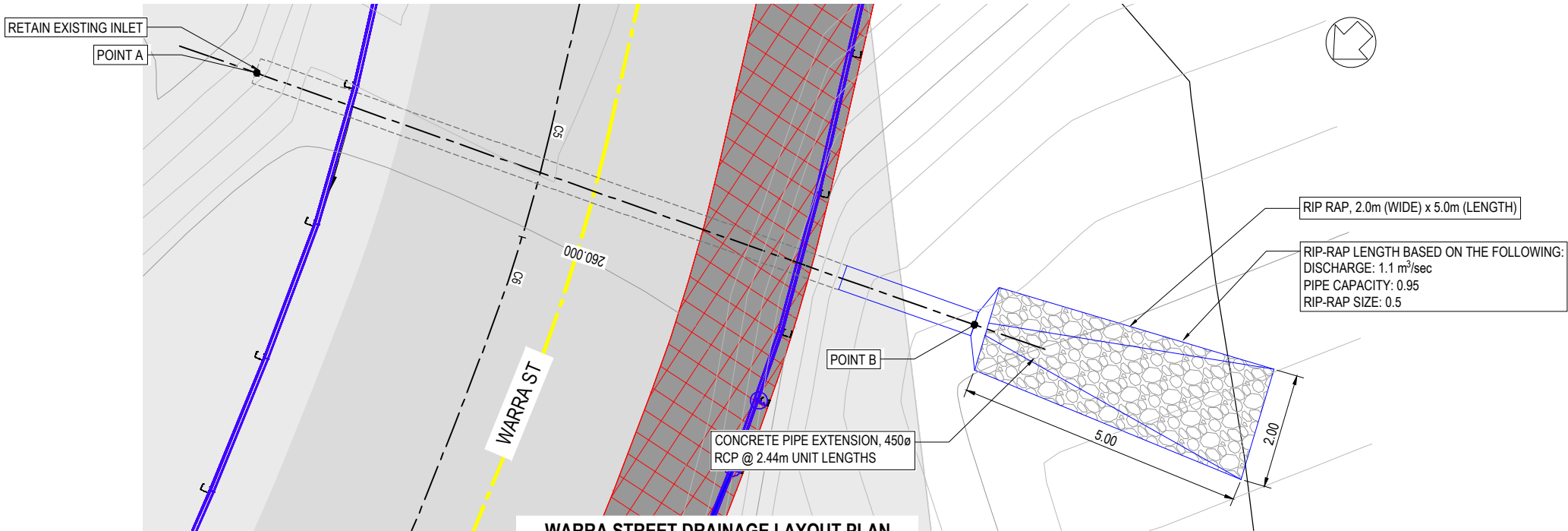
DRAWN	DESIGNED	CHECKED	APPROVED
T.J. VAN STRATEN	T.J. VAN STRATEN	M. BLOEM	M. BLOEM

PROJECT	ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES
DRAWING TITLE	MAIN STREET DESIGN CROSS-SECTIONS - SHEET 3 OF 3

CLIENT	DARACON Group
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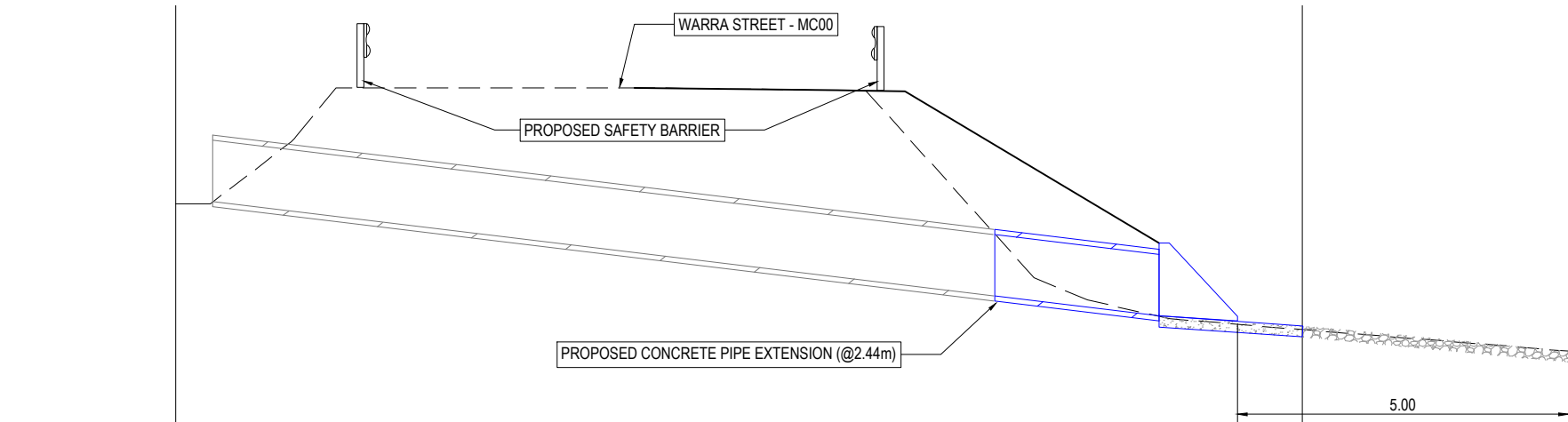


FOR CONSTRUCTION	
CSPL PROJECT No.	2021166
DRAWING NUMBER	2021166-205
SIZE	A1
REV	3



WARRA STREET DRAINAGE LAYOUT PLAN

CHAINAGE: 255.000
1:50



CONCRETE PIPE CULVERT LONGITUDINAL SECTION - CH 255.000

1:50

LEGEND

EXISTING ROAD BITUMEN SURFACE	
PROPOSED WIDENED	
REINSTATE PROPERTY ACCESS (DRIVEWAY)	
CENTRELINE	
DESIGN BATTER	
EXISTING DRAINAGE	
DESIGN DRAINAGE	
EXISTING ROAD SEAL EDGE	
BOUNDARIES	
EXISTING TELECOMMUNICATION LINE	
EXISTING POWER POLE	
EXISTING ELECTRICITY LINE (OVERHEAD)	
EXISTING WATER MAIN	
EXISTING HOUSE SERVICE LINE	
EXISTING STORMWATER LINE	
EXISTING SEWER LINE	
EXISTING FENCE	

VERT EXAG 1:2
Datum 621.000

GRADE %

PIPE DETAILS
(CL to CL LENGTHS)

		6.000%			
		450 NB RCRRJ CLASS 3 EXISTING	450 NB RCRRJ CLASS 3 EXTENSION LENGTH: 2.440	PROPOSED OUTLET	
DESIGN LEVEL AT MH CL	622.695	622.998	622.852		622.778
INVERT LEVEL	622.245	621.539	621.393		622.721
COVER (TOP OF PIPE)		-1.121	-1.009		-0.057
OFFSETS	0.000	11.760	14.200		15.670

WARRA ST DRAINAGE CONCRETE PIPE CULVERT EXTENSION SCHEDULE											
CULVERT No.	APPROX. CHAINAGE	SIZE (mm)	PIPE CLASS	LENGTH (m)	SLOPE (%)	CULVERT SIDE	SETOUT POINT	NORTHING	EASTING	INVERT LEVEL	SCOUR PROTECTION
01	255.000	450ø	CLASS 3	2.44	6.000%	EXISTING INLET	A	6486664.021	289816.145	622.245	RIP-RAP AT OUTLET - AS SHOWN ON PLAN
						OUTLET	B	6486670.565	289827.611	621.393	



FOR CONSTRUCTION



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A	7-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM

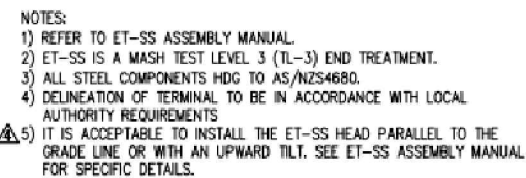
DRAWN	DESIGNED	CHECKED	APPROVED
T.J. VAN STRATEN	T.J. VAN STRATEN	M. BLOEM	M. BLOEM

PROJECT	ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES
DRAWING TITLE	WARRA STREET DRAINAGE EXTENSION DRAWING SHEET 1 OF 1



FOR CONSTRUCTION

CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-700	3



Technical drawing of the EZY-Guard Smart system showing a side elevation. The drawing illustrates a horizontal guardrail assembly supported by vertical posts. Key dimensions and labels include: 'EZY-GUARD SMART' on the left, 'ET-SS TERMINAL' on the right, 'POST HEIGHT ABOVE FGL 735mm', 'POST HEIGHT ABOVE FGL 750mm', and 'POST HEIGHT ABOVE FGL 765mm' indicating different post heights. Vertical dimensions of 730 and 787 are shown on the left and right respectively. Horizontal dimensions of 7620 and 952.5 are shown at the bottom.

KING BLOCK

PN 11G GUARDRAIL PANEL 3.81m

POST PN 533G
W6 x 8.5#

5/8" x 10" HGR POST BOLT
WITH HGR NUT

787

SECTION "C-C"
(POSTS #3 -#6)

KING BLOCK

DO NOT ATTACH RAIL
AT POST #2

POST PN 15000
(W6 x 8.5#)

5/8" x 10" HGR POST BOLT
WITH HGR NUT

787

GROUND LINE

YIELDING HOLES APPROXIMATELY
CENTERED AT GROUND LINE

SECTION "B-B"
(POST #2)

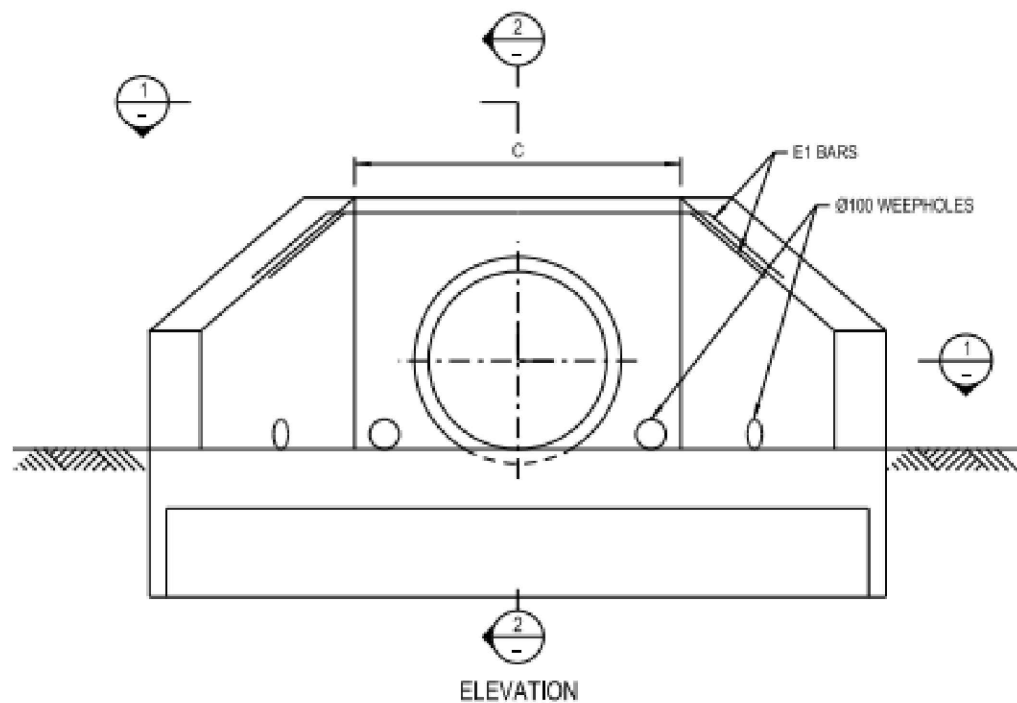


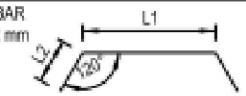

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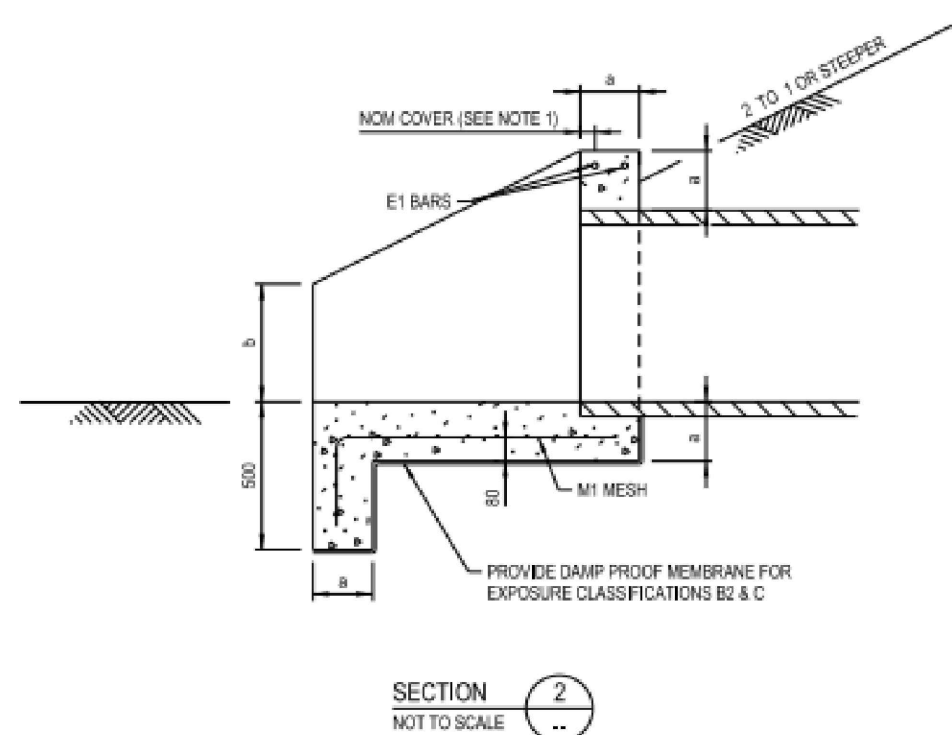
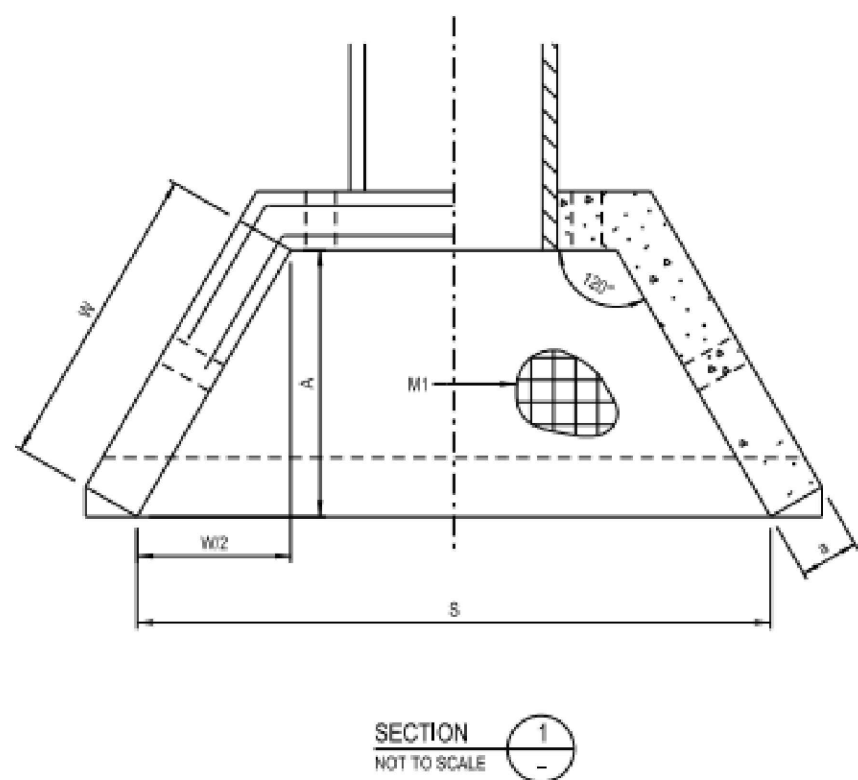
FOR CONSTRUCTION

FOR CONSTRUCTION

CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-900	3



DIMENSIONS	D	NOMINAL PIPE DIAMETER	(mm)	300	375	450	525	600	750	900
	A	APRON DEPTH	(mm)	270	415	580	735	900	1 210	1 540
	C	HEADWALL LENGTH	(mm)	770	850	940	1 020	1 100	1 270	1 450
	S	APRON WIDTH	(mm)	1 080	1 330	1 620	1 870	2 140	2 670	3 230
	W	WINGWALL LENGTH	(mm)	310	480	680	850	1 040	1 400	1 780
	a		(mm)	150	150	150	150	150	150	150
	b		(mm)	300	300	300	300	400	400	400
	QUANTITIES IN 2 HEADWALLS		L1	(mm)	885	965	1 055	1 135	1 215	1 385
L2			(mm)	200	200	200	200	600	600	600
No. REQ			(mm)	4	4	4	4	4	4	4
LENGTH			(mm)	5 140	5 460	5 820	6 140	9 680	10 340	11 060
		MARK		SL81	SL81	SL81	SL81	SL81	SL81	SL81
		L1	(mm)	1 250	1 510	1 800	2 050	2 320	2 850	3 410
		L2	(mm)	610	755	930	1 075	1 240	1 550	1 880
		L3	(mm)	175	260	360	445	540	720	910
		No. REQ		2	2	2	2	2	2	2
STEEL REINFORCEMENT		(kg)	16.1	21.3	28.5	35.4	46.7	65.9	89.9	
CONCRETE N25 (SEE NOTE 1)		(m³)	0.53	0.71	0.94	1.18	1.49	2.12	2.89	



NOTES

1. CONCRETE STRENGTH GRADES SHOWN ARE FOR EXPOSURE CLASSIFICATION A2. REFER TO RMS SPECIFICATION B80 AND AS3600-2009, FOR CONCRETE STRENGTH GRADE, COVER TO REINFORCEMENT AND FOR OTHER EXPOSURE CLASSIFICATIONS.
2. WEEPHOLES ARE TO BE PROVIDED AT 1800 CENTRES (MAXIMUM) AT OUTLET ONLY.
3. ALL STEEL BARS TO BE GRADE 400Y TO AS4671-2001.
4. MESH: LAPS SHALL BE MADE SO THAT THE TWO OUTERMOST WIRES OF ONE FABRIC OVERLAP THE TWO OUTERMOST WIRES OF THE SHEET BEING LAPPED.

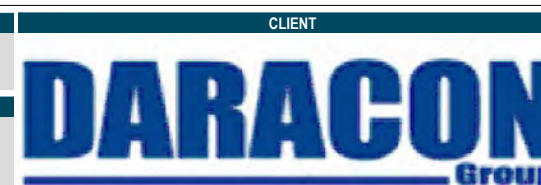
REFERENCED DOCUMENTS:

AS4671-2001 STEEL REINFORCING MATERIALS
AS3600-2009 CONCRETE STRUCTURES
SPECIFICATION R11 - STORMWATER DRAINAGE
SPECIFICATION B80 - CONCRETE WORK FOR BRIDGES



FOR CONSTRUCTION

REV	DATE	REVISION DETAILS	APPROVED	DRAWN	PROJECT
3	21-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	T.J. VAN STRATEN	ARDGLEN QUARRY - PROPOSED LOCAL ROAD UPGRADES
2	14-06-22	ISSUED FOR CONSTRUCTION	M. BLOEM	DESIGNED	
1	03-05-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	T.J. VAN STRATEN	DRAWING TITLE
0	04-03-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	CHECKED	
D	05-01-22	ISSUE FOR COUNCIL APPROVAL	M. BLOEM	M. BLOEM	TYPICAL DRAINAGE DETAILS
C	15-12-21	ISSUE FOR COUNCIL REVIEW	M. BLOEM	APPROVED	
B	9-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	M. BLOEM	
A	7-12-21	ISSUE FOR INTERNAL REVIEW	M. BLOEM	M. BLOEM	



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FOR CONSTRUCTION

CSPL PROJECT No.	SIZE
2021166	A1
DRAWING NUMBER	REV
2021166-901	3

8.5 Appendix E – Consultation with Crown Lands

Attention: Anna Cronin

Department of Planning and Environment
Crown Land
Noel Park House
55-157 Marius Street
Tamworth

12th May 2022

To Anna,

RE: Buttai Gravel, Ardglenn quarry – Traffic and Transport Access Route

Further to our recent conversation regarding the presence (or otherwise) of Crown Land along the quarry access route from the New England Highway to the quarry site and in accordance with Schedule 2 Condition 14A of the Approval (excerpt shown below), it's a requirement for us to demonstrate that we've made reasonable efforts to assist the transfer of Crown roads to Liverpool Plains Shire Council (LPSC) prior to undertaking any works in the extension area.

Use of Crown Roads

14A. The Applicant must make reasonable efforts to assist in the transfer of any Crown roads forming part of the quarry access route to Council, prior to undertaking any works in the Extension Area.

Therefore, in order for us to satisfy the condition listed above, it'd be greatly appreciated if you could please advise if there is anything further we can do to assist this process, or whether no further action is required as the transfer may already have occurred?

Additionally, as discussed at the Community Consultative Committee meeting earlier this week, we continue to liaise with LPSC regarding the selective widening of the access road with the draft civil design currently with LPSC for review and approval.

Should you have any further queries, please don't hesitate to contact the undersigned.

Yours sincerely



Luke Robinson
Systems Manager – Construction Materials
Buttai Gravel Pty Ltd (Daracon Quarries)
0417 481 785



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