

Elle Donnelley - RE: Badgerys Creek Mod 1 - Martin Road

From: Rajendra Autar <R.Autar@liverpool.nsw.gov.au>
To: 'Elle Donnelley' <Elle.Donnelley@planning.nsw.gov.au>
Date: 2/6/2013 9:26 AM
Subject: RE: Badgerys Creek Mod 1 - Martin Road
Attachments: Martin Road Sections Plan.pdf

Hi Elle,

The structural inadequacy of Martin Road cannot be overcome by treatments involving only a thin asphalt resurfacing (as is being recommended in Boral's proposal) and, with the amount of patching required, treatments of this nature would also prove uneconomical. Therefore, a uniform full-width asphalt treatment is required to deliver acceptable long-term pavement performance. Hence Boral's offer of \$0.1028 per tonne is not acceptable unless substantial upfront works are provided by Boral.

Based on the results of our investigation, Martin Road was divided into four sections (see ***Martin Road Sections Plan.pdf*** attached) with a corresponding restoration strategy for the full length of Martin Road over the next 20 years as follows:

- **Section 1:** Heavy patching - Estimated Cost \$408,095
- **Section 2:** No works required (restored with DSA in 2002 and is in good condition)
- **Section 3:** Heavy patching - Estimated Cost \$117,033 excluding widening (\$346,524 including widening)
- **Section 4:** Reconstruction - Estimated Cost \$461,295

Cost apportionment proposed by Council based on joint contribution along sections beyond Boral's sole responsibility:

Section	Treatment	Estimated Cost	Boral Share	LCC Share
1	Heavy Patching	\$408,095	\$204,048	\$204,048
3	Widening & Reconstruction	\$346,524	\$173,262	\$173,262
4	Reconstruction	\$461,295	\$461,295	\$0
		\$1,215,915	\$838,605	\$377,310

As advised previously, we are concerned about the rapidly deteriorating section of Martin Road (Section 4) that is almost exclusively being used by Boral to support its current operations. In extending any approval for the continued operation, Boral must be held responsible for the proper maintenance of this section of the road. The above cost (\$461,295) is for full reconstruction, however, Council would be amenable to alternative temporary repairs (to a satisfactory trafficable standard to be agreed on site) until (prior to) recommencement of full operations.

As stated previously, my further concern relates to the suggested wording wrt condition 28 - there needs to be a trigger for council in determining the timing of recommencement of quarrying operations and brickmaking so that appropriate contributions and maintenance levy can be imposed/commenced. In this regards, I suggest Boral be required to enter into agreement with Council three months **prior to the**

commencement of full operations.

Trust this is satisfactory.

Raj Autar | *Manager Civil Construction & Assets*

Liverpool City Council

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From: Elle Donnelley [mailto:Elle.Donnelley@planning.nsw.gov.au]

Sent: Monday, 4 February 2013 6:05 PM

To: Rajendra Autar

Subject: Badgerys Creek Mod 1 - Martin Road

Raj,

I appreciate that this has been an unresolved issue between Council and Boral for some time. In order for both parties to come to an agreement within a reasonable time frame, I would appreciate if you could clarify Councils position on the following matters relating to Condition 28.

The upgrade and widening of Martin Road from the site entrance to the entrance of Australian Native Landscape

The road surface is in obvious need of repair, however the extent of repair is in question given that quarrying/brick making operations have ceased. Could you please specify in some detail:

- 1) what Council expects the upgrade and widening to include; and
- 2) the time frame of the upgrade and widening works, in particular, the timing of these works in the context of the shutdown period. i.e. would Council consider it reasonable for the full upgrade and widening to take place prior to the recommencement of operations?

Annual road maintenance contributions

Boral has indicated that it will pay \$0.1028 per tonne for the product that has been, and remains to be, dispatched. At this rate the maintenance payment would total approximately \$13,882. Would Council agree to using this payment to facilitate the road repairs?

I look forward to receiving your response and will promptly contact Boral to notify them of your position.

Kind Regards,

Elle

Elle Donnelley

Planner

Mining & Industry Projects

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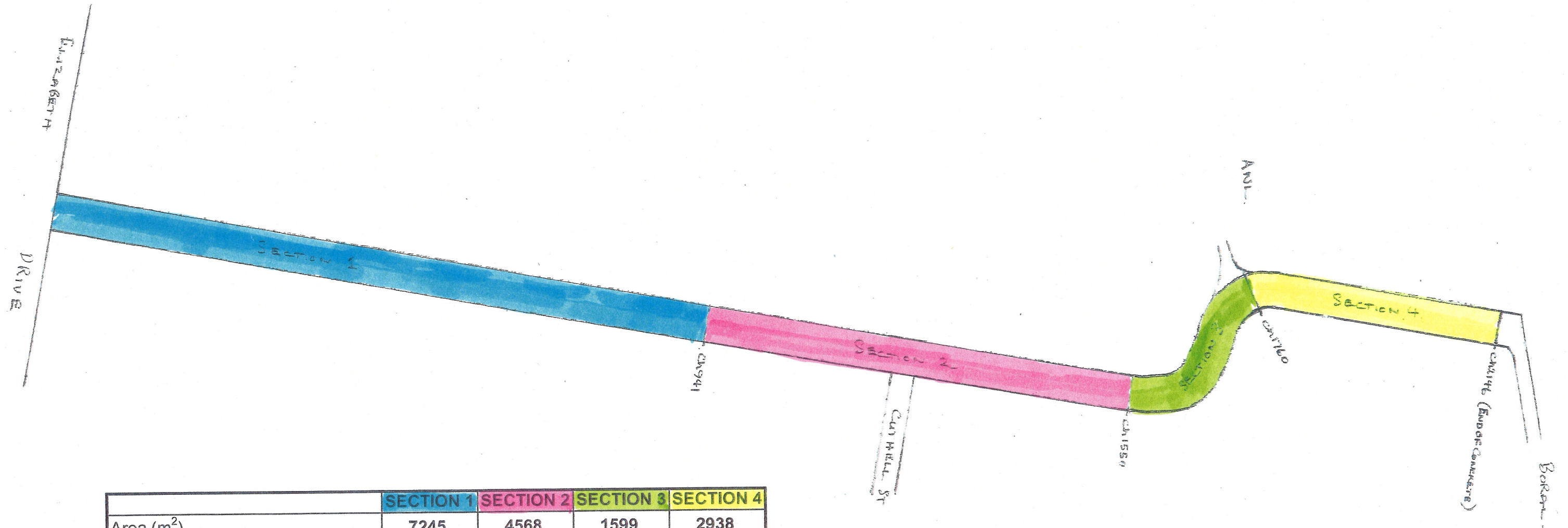
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	SECTION 1	SECTION 2	SECTION 3	SECTION 4
Area (m ²)	7245	4568	1599	2938
Distressed Area (%)	26%	0%	40%	46%
Existing Patching (%)	8%	0%	0%	24%
Sum of Distressed & Patching (%)	34%	0%	40%	70%
Practical Patching (%)	50%	0%	65%	63%
Ave. Pavement Thickness (mm)	475	460	500	425
Min. Pavement Thickness (mm)	310	350	450	370
Characteristic Deflection (mm)	1.12	0.48	1.28	1.70
Characteristic Curvature (mm)	0.17	0.02	0.14	0.26
Design Traffic (ESA)	4 x 10 ⁶	4 x 10 ⁶	4 x 10 ⁶	2 x 10 ⁶
Design Deflection (mm)	0.92	0.92	0.92	1.03
Design CBR	4%	4%	4%	4%
Deep Strength Asphalt (mm)	170	0	170	145

Scale	NTS	D.O No		LIVERPOOL CITY COUNCIL	Plan No.
Drawn	JP	Datum		MARTIN ROAD, BADGERS CREEK	1 of 1
Checked		Date	14/11/11	SUMMARY RESULTS OF INVESTIGATION	