

15 October 2021

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BASS POINT QUARRY (MP 08_0143)

Modification 4 (MOD 4) – Approved Transport Route

Dear Mr Carl Dumbleton,

Application is hereby made for modification of Project Approval No. MP 08_0143, pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This modification application has been prepared by Hanson and is submitted to the Department of Planning, Industry and Environment (DPIE), pursuant to section 4.55(1A) of the EP&A Act, to modify Development Consent MP08_0143 relating to Bass Point Quarry, wholly located on Lot 22 DP 1010797 within the City of Shellharbour Local Government Area.

Kind regards,

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EXECUTIVE SUMMARY

This Modification Report has been prepared by Hanson Construction Materials Pty Ltd (Hanson) to support an application to modify Project Approval MP 08_0143 to enable temporary use of the Bass Point Tourist Road site access for product supply to works occurring on Bass Point Tourist Road.

The Department's approval of the modification application would enable use of the Bass Point Tourist Road site access to supply quarry products - via NSW registered heavy vehicles - specifically to the Bass Point Tourist Road Upgrade Project. In this instance, the supply of quarry products via the Bass Point Tourist Road site access, rather than via Bass Point Quarry Road, would be the most favourable outcome for all involved parties as well as the local community. Usage of the Bass Point Tourist Road site access to supply this local project is a unique opportunity to deliver favourable outcomes including:

- Reduced heavy vehicle movements on the public road network, including residential areas and school zones in Shell Cove. This is because internal haul routes at the Bass Point Quarry (the Quarry) would be used, rather than the public road network.
- Reduced diesel consumption and greenhouse gas emissions associated with the Bass Point Tourist Road Upgrade project, due to the shortened transport route. The distance from the Quarry weighbridge to the Bass Point Tourist Road Upgrade Project via the Approved Transport Route is 8.7 km. Usage of internal haul routes and the Bass Point Tourist Road site access (**Appendix A**) decreases this travel distance to 1.2 km; equivalent to greater than 80% reduction in distance compared to the Approved Transport Route.

The proposed modification would not result in any environmental impacts that are not consistent with those currently approved under MP 08_0143 or that would be identifiable within the local community.

Environmental management at the Quarry would continue in accordance with the approved management plans and internal Hanson procedures. This Modification Report demonstrates that there would be little to no environmental impact on the site and surrounding community, and the proposed modification is ultimately consistent with the existing approved operation.

1. INTRODUCTION

1.1. The applicant

The Applicant for the proposed modification is Hanson Construction Materials Pty Ltd (Hanson) which is part of the Heidelberg Cement Group. Hanson is a major supplier of aggregates, sands, and premixed concrete to the civil, industrial, residential, and commercial construction industries.

Hanson and its subsidiaries operate over 70 quarries and more than 300 concrete plants throughout Australia, employing over 3 000 people nationwide. The Hanson Environmental Management System has obtained third-party accreditation to ISO/AS 14001:2015, indicative of Hanson's commitment to reduce the impact its operations have on the environment. Bass Point Quarry (the Quarry) operates in accordance with an Environmental Management System and a range of approved environmental management plans and internal management protocols and strives for continual improvement in all aspects of its environmental performance.

Hanson actively engages with the local community within the City of Shellharbour Local Government Area through the Community Consultative Committee (CCC) and through sponsorship of local school programs, events and sporting teams/clubs including the Southlake Illawarra BMX Club and Shellharbour Surf Life Saving Club.

1.2. The quarry site

The Quarry is located in the City of Shellharbour Local Government Area on the Bass Point peninsula, approximately 5.5km to the southeast of the Shellharbour city centre and between 1km to 2km to the east and southeast of the suburb of Shell Cove. **Figure 1** displays the location of the Quarry relative to Sydney, Wollongong, the Southern Highlands.

The Quarry is wholly located on Lot 22 DP 1010797 and operates under MP 08_0143, which permits the lateral extension and deepening of the Quarry as well as the relocation of the existing processing and stockpiling areas and other components of the site. The approved site layout (as per Appendix 1 of MP 08_0143) is shown in **Figure 2**.

1.2.1. Existing development

The approved Quarry layout covers approximately 157 ha that comprises the following component areas.

- Two extraction areas, the East Pit covering approximately 42.3 ha and the West.
- Pit covering approximately 40.3 ha.
- An area of approximately 14.5 ha between the extraction areas that will be retained as the location of the processing and stockpiling area.
- An area of approximately 1.9 ha for the relocated amenities, office, and workshop area.
- An area of approximately 2.2 ha for the relocated concrete batching plant.

- A dual weighbridge.
- An extended conveyor from the relocated processing plant to join the existing jetty for ship loading of quarry products.
- An enlarged amenity barrier to the north and west of the Quarry.

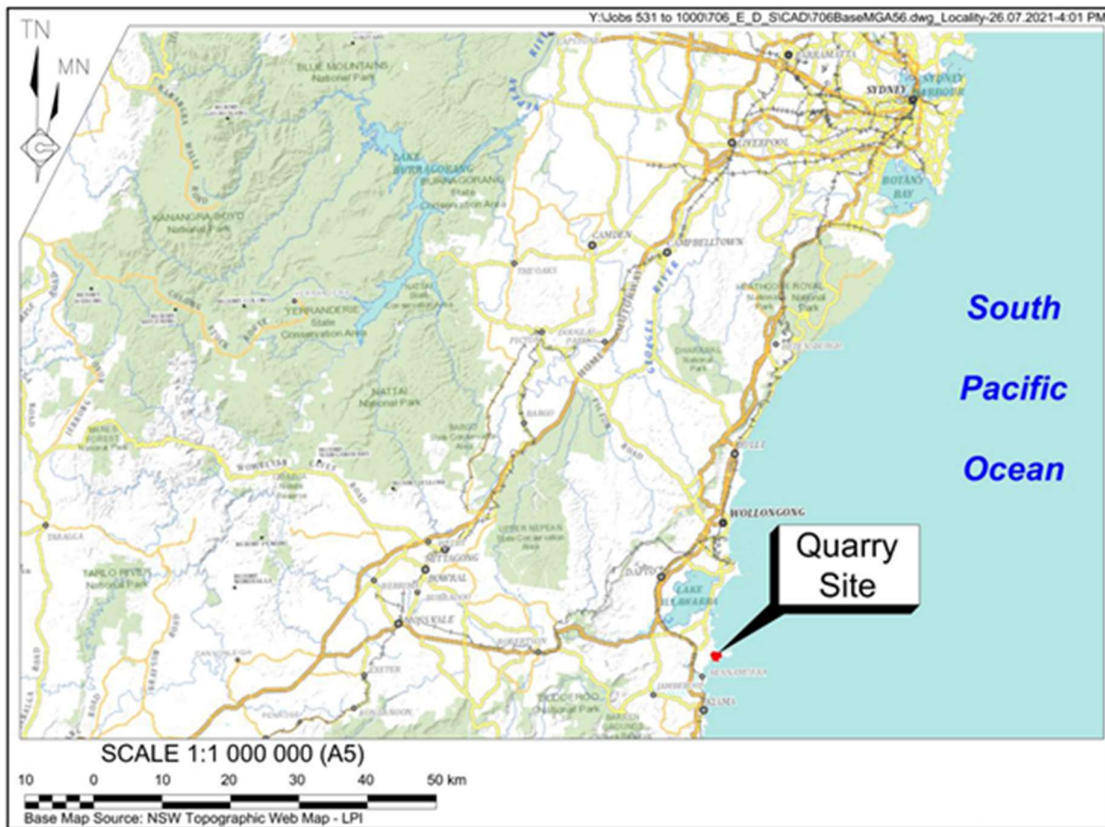


Figure 1: Locality plan, including Bass Point Quarry.

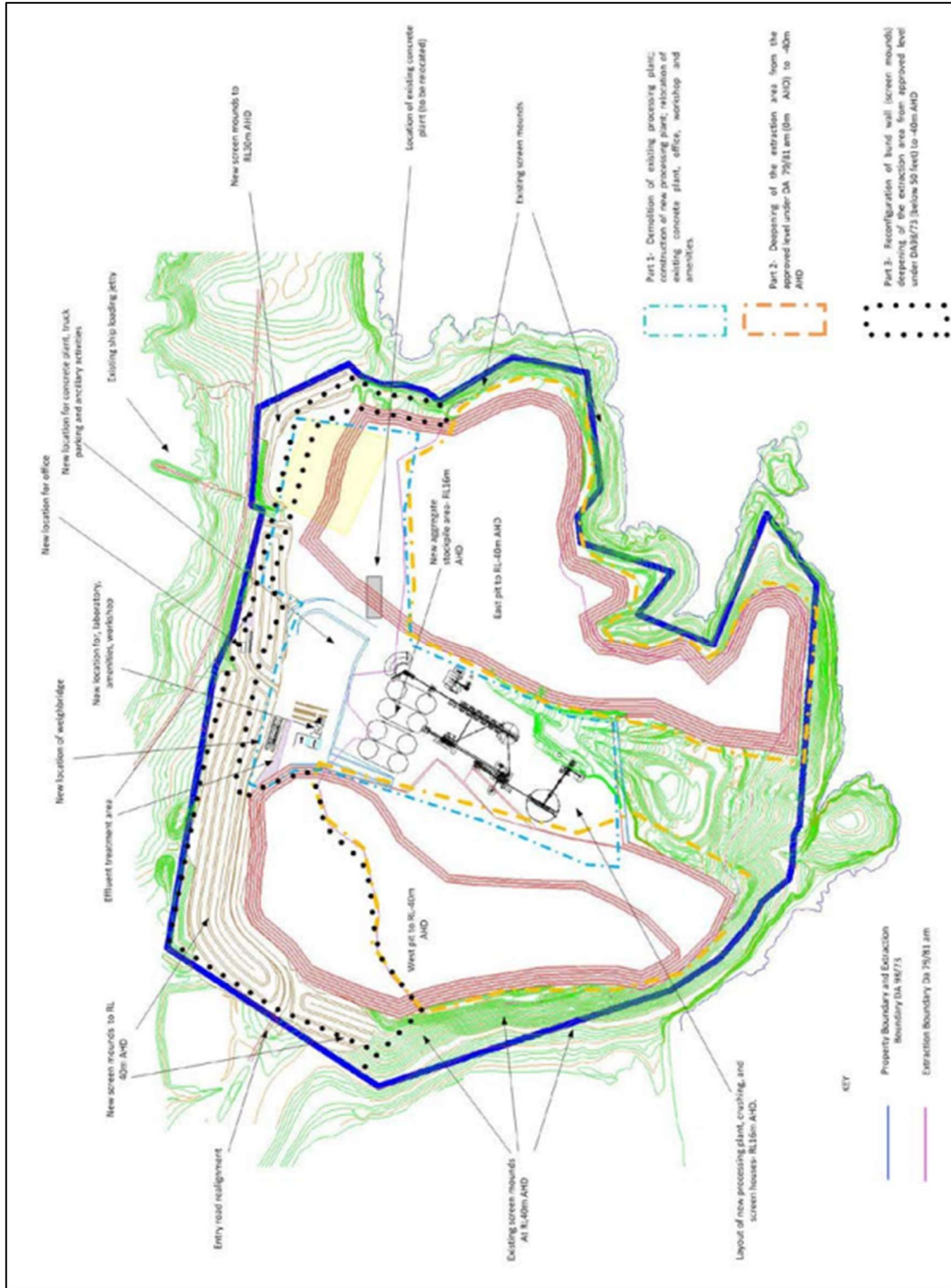


Figure 2: Approved site layout as per Appendix 1 of MP 08_0143.

1.3. Background to the proposal

Condition 27 of Schedule 3 of MP 08_0143, supported by Appendix 4 of MP 08_0143 (**Figure 3**), identifies the quarry products transport route, as follows.

The Proponent must ensure that quarry products transported by road are only transported from the site on Bass Point Quarry Road to Dunmore Road (see Appendix 4).

Hanson originally lodged a request to use the Bass Point Tourist Road site access by submitting post-approval document MP 08_0143-PA-34 on 30 August 2021. The Department advised in *Request for Information RFI-28510970 (Appendix B)* that Hanson must instead lodge a modification application to pursue the use of the Bass Point Tourist Road site access for supply of quarry products.

The proposed modification to MP 08_0143 – Modification 4 (MOD 4) – seeks to allow transport of quarry products via an alternative transport route specifically for the Bass Point Tourist Road Upgrade Project. This may be achieved through amendment of Condition 27 of Schedule 3 of MP 08_0143, or by addition of a new condition specifically in relation to the Bass Point Tourist Road Upgrade Project.

The modification is administrative in nature and will not alter the existing form of the site or operation of the Quarry, as approved under MP 08_0143. The proposed modification would result in no changes to environmental impacts, and indeed, may be argued to provide enhanced environmental mitigation and therefore confer benefits in the local area. Therefore, the modification is proposed under section 4.55(1A) of the EP&A Act.

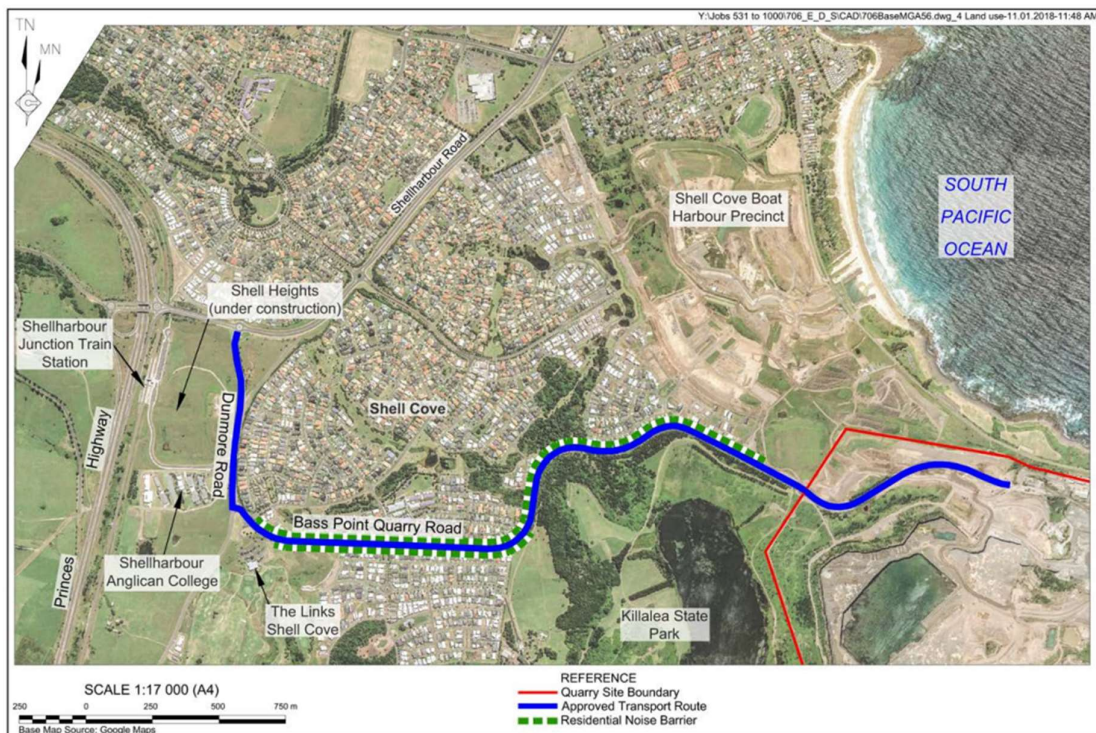


Figure 3: The approved transport route as per Appendix 4 of MP 08_0143.

1.3.1. Bass Point Tourist Road Upgrade Project

The role of Hanson is to supply mixed quarry products to the Bass Point Tourist Road Upgrade Project. Hanson's role as supplier must not be conflated as project manager, principal contractor or otherwise. Similarly, Hanson emphasise that the purpose of the proposed modification is for Hanson to supply mixed quarry products in a way that is compliant with Hanson's obligations under MP 08_0143 and associated documentation. The activities associated with the Bass Point Tourist Road Upgrade Project are regulated under other environmental planning instruments.

Information about the Bass Point Tourist Road Upgrade Project itself is peripheral to this modification application and has therefore not been included. Information regarding the project can be sourced from the Shellharbour City Council website. All traffic management within the project is managed by Western Earth Moving Pty Ltd (Western Earthmoving) and Shellharbour City Council.

1.4. Consent proposed to be modified

The Bass Point Extension Project was approved on 28 January 2014 under Part 3A of the EP&A Act (now repealed), subject to a number of conditions contained within Project Approval MP 08_0143, as modified. The approval permits the lateral extension and deepening of the existing Bass Point Quarry, as well as the relocation of the existing processing and stockpiling areas and other components of the site.

The development was declared a transitional State significant development on 01 February 2019, under clause 6 of Schedule 2 to the *Environmental Planning & Assessment (Savings, Transitional and Other Provisions) Regulation 2017*.

When considering whether the development is 'substantially the same' as the approved development for the purposes of section 4.55(1A)(b) of the EP&A Act, the Department must consider the proposed modification against the latest modification approved before transition to Part 4 of the EP&A Act. Therefore, the Department will need to consider the proposed modification against the current modified approval (MOD 2, approved 17 January 2019), and thus the current approval, to determine whether it satisfies section 4.55(1A)(a) of the EP&A Act.

1.4.1. Previous modifications

Since approval on 28 January 2014, MP 08_0143 has been subsequently modified two times. Currently the consent authority will begin consideration of Modification 3 (MOD 3) application to modify Project Approval MP 08_0143 to recognise the existing and proposed location of amenity barriers within the Quarry and incorporate importation of excavated materials for use in landscaping and rehabilitation at the Quarry. A detailed description of modifications is provided in **Table 1** below.

Table 1: Modification history of MP 08_0143.

Title	Status	Description
MP 08_0143 [MOD 1]	Approved 29/06/2017	Relocation of quarry offices and amenities, amendment to noise monitoring frequency.

MP 08_0143 [MOD 2]	Approved 17/01/2019	Modification to transport operation at the Quarry, increase the number of trucks leaving the Quarry between 5:00am – 7:00am.
MP 08_0143 [MOD 3]	Under Assessment	Recognition of existing and proposed modifications of amenity barriers within the Quarry and incorporate the importation of VENM and/or ENM for use in landscaping and progressive rehabilitation at the Quarry.

1.5. Management of investigations

This document has been prepared by Ms Belinda Pignone (B.Env.Mg.Sc), Environmental Planning and Compliance Coordinator with Hanson, and Miss Chelsea Flood (B.Sc.Adv(Hons)), Compliance Officer with Hanson.

Operational information was provided by Mr Stephen Butcher (Quarry Manager) and Ms Rebecca El Hassan (Territory Sales Manager) with Hanson, Mr Arvin De Mesa (Project Delivery Officer) with Shellharbour City Council, and Mr Jake Bouffler (Project Manager) with Western Earthmoving.

2. PROPOSAL DESCRIPTION

2.1. Introduction

Hanson have secured the contract to supply the Bass Point Tourist Road Upgrade Project (**Figure 4**). The contract involves the supply of up to 10 000 t of mixed quarry products, predominantly 20 mm and 40 mm specified road base. Note that the forecast supply volume has increased from the 6 750 t volume stated in the endorsement letter provided by Shellharbour City Council on 23 August 2021 (**Appendix C**). For expedience, Hanson did not request the Shellharbour City Council provide a revised endorsement letter to reflect the increased forecast supply volume.

Hanson anticipate supplying quarry products to the Bass Point Tourist Road Upgrade Project from 27 September 2021 until 30 April 2022. Supply to the entire project would consist of approximately 890 truck dispatches.

The Approved Transport Route in Appendix 4 of MP 08_0143 will be used to supply quarry products to the Bass Point Tourist Road Upgrade Project unless the Department approves alternate site access via Bass Point Tourist Road i.e., decision to approve the proposed modification. Should the proposed modification be approved, depending on the length of time until the determination, the realised volume of mixed quarry products (and hence, number of truck movements) supplied via the Bass Point Tourist Road site access would be less than 10 000 t and 890 truck movements, respectively.



Figure 4: Aerial view of the Bass Point Tourist Road Upgrade project area, marked in red, from the Shellharbour City Council 'Let's Chat' website. The Bass Point Tourist Road site access has been marked with a star

2.2. Transport of Products

2.2.1. Transport route

Condition 27 of Schedule 3 of MP 08_0143 precludes the transport of quarry products via the Bass Point Tourist Road site access. The requirements of Condition 27 of Schedule 3 of MP 08_0143 are effectively replicated within Condition 33 of Schedule 3 of MP 08_0143, which outlines the requirements for the Transport Management Plan. Supply of quarry products in accordance with Condition 27 of Schedule 3 and Condition 33 of Schedule 3 of MP 08_0143 is shown in **Figure 5**.

Further, the types of traffic permitted to use the Bass Point Tourist Road site access are clearly identified within the initial *Environmental Assessment* (EA) (Insite Planning Services, 2011), and more recently, *Environmental Assessment for Modification 2* (EA MOD 2) (R. W. Corkery Pty Ltd, 2018).

Excerpt from EA (Insite Planning Services, 2011, p. 108):

Bass Point Quarry is accessed via the existing Quarry Haul Road with secondary access for cars and emergency vehicles only via Boolwarro Parade.*

Excerpt from EA MOD 2 (R. W. Corkery, 2018, p. 8):

The approved transport route for heavy vehicles to access the Quarry is via the Bass Point Quarry Road and Dunmore Road to the intersection with Shellharbour Road. All heavy vehicles must use the approved route. Access is available via the Bass Point Tourist Drive+, however a bridge on this road has a 5t weight limit and it is therefore prohibited for truck access and only available for light vehicles.

** Due to the Shellharbour Marina development, secondary access no longer occurs via Boolwarro Parade. Secondary access is instead via Bass Point Tourist Road.*

+ Bass Point Tourist Drive is equivalent to Bass Point Tourist Road.

Should there be inconsistency between any *Environmental Assessment* documentation and MP 08_0143, MP 08_0143 shall prevail as per Condition 2(a) of Schedule 2 and Condition 3 of Schedule 2 of MP 08_0143:

2. *The Proponent must carry out the project:*
 - (a) *generally in accordance with the EA, EA (MOD 1), EA (MOD 2) and the project layout; and*
 - (b) *in accordance with the statement of commitments and the conditions of this approval.*

Notes:

- The project layout is shown in Appendix 1.*
- The statement of commitments is reproduced in Appendix 3.*

3. If there is any inconsistency between the documents in condition 2(a), the most recent document shall prevail to the extent of the inconsistency. However, the conditions of this approval shall prevail to the extent of any inconsistency.

Hanson have the unique opportunity to supply the Bass Point Tourist Road Upgrade Project – a local project directly adjacent to the Quarry – albeit not in accordance with MP 08_0143 in its current form. On this basis, Hanson have prepared the proposed modification for the consideration of the Department. Usage the Bass Point Tourist Road site access and internal haul routes (**Appendix A**) to service the Bass Point Tourist Road Upgrade Project presents a favourable alternative to the approved transport route.

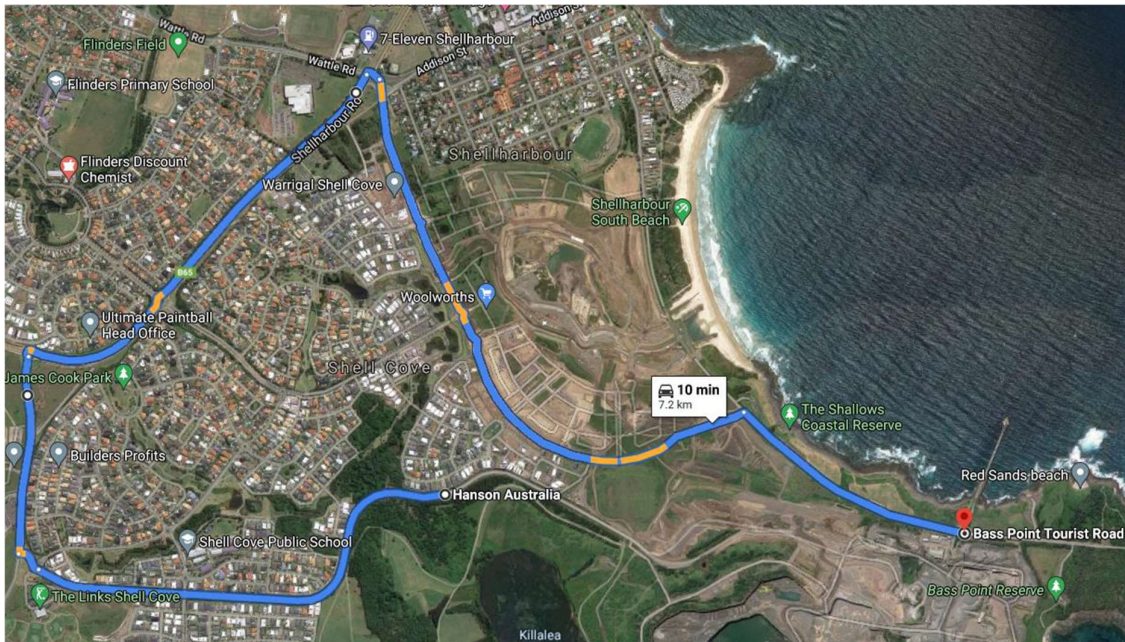


Figure 5: The route from Bass Point Quarry Road to the Bass Point Tourist Road Upgrade Project, as per Google Maps. From the endorsement letter from Shellharbour City Council (Appendix C).

2.2.2. Truck movements

Transport of quarry products via the Bass Point Tourist Road site access would only be limited to those heavy vehicles associated with the Bass Point Tourist Road Upgrade project. Unladen trucks returning from the Bass Point Tourist Road Upgrade Project that are to be reloaded with quarry products for that project would return via the Bass Point Tourist Road site access. Importantly, heavy vehicles transporting quarry products to other destinations would continue to utilise the Bass Point Quarry Road site access i.e., in compliance with Condition 27 of Schedule 3 and Condition 33 of Schedule 3 of MP 08_0143.

All heavy vehicles laden with quarry products would be weighed at the weighbridge regardless of the transport route used to supply the Bass Point Tourist Road Upgrade Project. Hourly and daily truck movements would therefore be compliant with the limits stipulated in Condition 8 of Schedule 2 of MP 08_0143 regardless of the proposed modification determination.

8. The Proponent must limit the dispatch of trucks carrying quarry products or concrete from the site to the levels shown in Table 1.

Table 1: Laden Truck Dispatch Hours

Period	Maximum Laden Truck Dispatch
<i>7 am – 10 pm</i>	<i>40 in any hour</i>
<i>10 pm – 7 am</i>	<i>23 in any hour</i>
<i>5 am – 6 am (Monday to Friday only and excluding Public Holidays)</i>	<i>27</i>
<i>6 am – 7 am (Monday to Friday only and excluding Public Holidays)</i>	<i>38</i>
<i>24-hour calendar day</i>	<i>500</i>

3. STATUTORY CONTEXT

3.1. State planning context

3.1.1. Environmental Planning and Assessment Act 1979

The proposed modification is being sought under section 4.55(1A)(a) of the EP&A Act, as follows.

(1A) Modifications involving minimal environmental impact A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if—

(a) it is satisfied that the proposed modification is of minimal environmental impact, and

(b) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and

(c) it has notified the application in accordance with—

(i) the regulations, if the regulations so require, or

(ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and

(d) it has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.

Subsections (1), (2) and (5) do not apply to such a modification.

In determining an application for a modification under section 4.55 of the EP&A Act, section 4.40 stipulates that the consent authority must consider such matters referred to in 4.15 as are relevant to the development. These matters include the likely impacts of the proposed amendments to the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.

Modification pathway

The 4.55(1A) modification pathway is considered appropriate because the proposed modification is of minimal environmental impact. Indeed, use of the Bass Point Tourist Road site access rather than the Approved Transport Route arguably yields the social and environmental benefits of reduced traffic on the public road network, reduced travel distance and associated reductions in diesel consumption and greenhouse gas emissions.

Substantially the same test

The development, as proposed to be modified, is substantially the same development as that originally approved in that:

- The proposed modification is administrative in nature, relating to the amendment of a consent condition only so to facilitate efficiency in transportation of material to a temporary project on Bass Point Tourist Road.

- The proposed modification will maintain the temporary use of the secondary entry only for as long as the project is active on Bass Point Tourist Road.
- The proposed modification will not give rise to any adverse environmental impacts, with the impacts remaining consistent with the approved development.

3.1.2. Protection of the Environment Operations Act 1997

Activities at the Quarry are regulated by Environment Protection Licence EPL 2193, issued by the NSW Environment Protection Authority (EPA) under the *Protection of the Environment Operations Act 1997* (POEO Act). The POEO Act provides the environmental protection framework for regulation and reduction of pollution and waste in NSW, as well as for monitoring of environmental quality. No changes to EPL 2193 are proposed following determination of the proposed modification.

3.1.3. Coastal Management Act 2016 and State Environmental Planning Policy (Coastal Management) 2018

The *Coastal Management Act 2016* (the Coastal Act) provides objects for the management and protection of the NSW coastal environment in a manner consistent with the principles of ecologically sustainable development. The Coastal Zone and subsequent Coastal Management Areas are defined and are applied through development controls specified in the State Environmental Planning Policy (Coastal Management) 2018 (the Coastal Management SEPP).

The Quarry is within the Coastal Use Area Map defined under the Coastal Management SEPP. The proposed modification would not cause adverse impacts on the items identified in cl. 14(1)(a) of the Coastal Management SEPP. Specifically, the proposed modification does not affect ongoing access to the coastal zone for recreational purposes, the scenic or social value of the coast in the vicinity of the Quarry, Aboriginal cultural heritage, practices and places, or cultural and built environmental heritage.

3.1.4. State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007

State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007 (the Mining SEPP) was gazetted in recognition of the importance of mining, petroleum production and extractive industries to NSW, and to provide proper management and orderly and economic use and development of land containing material resources. The Mining SEPP also establishes appropriate planning controls to encourage ecologically sustainable development through environmental assessment, and sustainable management.

Part 3 of the Mining SEPP describes matters that the consent authority needs to consider when assessment a new or modified proposal, which are as follows.

- Clause 12AB - Non-discretionary development standards for mining.
- Clause 12 - Compatibility with other land uses.
- Clause 12A - Provisions of the voluntary land acquisition and mitigation policy.
- Clause 13 - Compatibility with mining, petroleum production or extractive industry.
- Clause 14 - Whether natural resource and environmental management will ensure that the development is undertaken in an environmentally responsible manner.
- Clause 15 - Efficiency of resource recovery.
- Clause 16 - Transportation on public roads and potential conflict with residential

- areas or schools.
- Clause 17 - Plans to ensure the rehabilitation of the development.

The proposed modification would enable the Quarry to continue to operate in an environmentally responsible manner, underpinned by principles of corporate social responsibility. The Bass Point Tourist Road site access provides direct frontage to the Bass Point Tourist Road Upgrade Project and would enable supply of quarry products via the shortest available route, thus reducing diesel consumption and greenhouse gas emissions associated with that project (**Section 5.4**). In addition, the proposed modification would reduce heavy vehicle movements on the public road network, including through residential areas and school zones in Shell Cove, in favour of internal haul routes.

3.1.5. State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33)

The Quarry is not classified as a potentially hazardous industry under the provisions of State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33). Heavy vehicles returning from the Bass Point Tourist Road Upgrade Project would be unladen. No hazardous materials would be imported to the Quarry as part of the proposed modification.

3.1.6. State Environmental Planning Policy (Infrastructure) 2007

The Bass Point Tourist Road Upgrade Project is being carried out by principal contractor Western Earthmoving on behalf of Shellharbour City Council. The project is being carried out under section 58E and section 65(3)(a)(i) of the State Environmental Planning Policy (Infrastructure) 2007:

*58E Development permitted without consent
Development for any purpose referred to in clause 65(3) may be carried out without consent on operational land by or on behalf of a council.*

*65 Development permitted without consent
(3) Any of the following development may be carried out by or on behalf of a council without consent on a public reserve under the control of or vested in the council—
(a) development for any of the following purposes—
(i) roads, pedestrian pathways, cycleways, single storey car parks, ticketing facilities, viewing platforms and pedestrian bridges,*

Environmental impacts associated with the Bass Point Tourist Road Upgrade Project are being managed by Western Earthmoving Pty Ltd on behalf of Shellharbour City Council. Relevant documentation prepared by Western Earthmoving includes, but is not limited to:

- Construction Environmental Management Plan
- Project Management Plan
- Traffic Management Plan

The Quality Management System at Western Earthmoving has been certified to the following standards:

- ISO 9001:2015 Quality Management Systems
- ISO 14001:2015 Environmental Management Systems
- AS/NZS 4801:2001 Occupational Health & Safety Management Systems.

3.2. Local planning context

3.2.1. Shellharbour Local Environment Plan 2013

The land on which the Quarry is located is zoned E3 – Environmental Management in the Shellharbour Local Environmental Plan 2013. The objectives of this zone are as follows.

- To protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values.
- To provide for a limited range of development that does not have an adverse effect on those values.
- To retain and enhance the visual and scenic qualities of the Illawarra Escarpment.

The proposed modification would not limit the achievement of these objectives.

Although extractive industry development is not included as permitted development in Zone E3, reference is made to Clause 7(3) of the Mining SEPP, under which extractive industry development may occur on any land on which development consent for agriculture or industry is permissible with consent.

It is noted that the land on which the Quarry is located was in Zone 7 (f2) (the Environmental Protection (Foreshore) zone) in the Shellharbour Local Environmental Plan 2000. The objective of land in this zone was at that time to protect prominent foreshore areas which are generally undeveloped, and which provide aesthetic and recreational opportunities for the public. In recognition that the Quarry has been operating in this location for over 100 years, it is considered that the proposed modification would not impact achievement of any objectives to protect prominent foreshore areas.

3.2.2. Shellharbour Development Control Plan 2017

Chapter 13 of the Shellharbour Development Control Plan 2017 describes the measures required for the assessment of parking, traffic, and transport. The objectives of the chapter are as follows:

- On-site parking facilities, loading and unloading areas and manoeuvring areas for all vehicles likely to access the development must meet user requirements and allow the development to satisfactorily function within the site without adversely affecting surrounding land uses.
- Vehicular movements to and from the site must not adversely impact on the safety or operations of the road system.
- On-site parking facilities must be designed to be easily accessible and to minimise risk of crime to property and persons while ensuring the parking facilities integrate with the aesthetics and amenity of the locality.

- Pedestrian and cyclist access to and within the site must be designed to be convenient, accessible and safe.

The proposed modification would not limit the achievement of these objectives.

On site trafficable areas associated with the Quarry, including those relevant to the proposed modification, will conform to Hanson traffic management guidelines, such that they will meet user requirements and allow the Quarry to satisfactorily function without adversely affecting surrounding land uses. The proposed modification will arguably reduce impacts on the surrounding land uses, in that it reduces the number of heavy vehicle movements that would otherwise occur via the public road network, including residential areas and school zones in Shell Cove.

Proposed heavy vehicle movements to and from the Quarry via the Bass Point Tourist Road site access will be in line with Hanson driver conduct expectations as well as the robust management framework of the project manager, Western Earthmoving Pty Ltd (**Section 3.1.6**). In addition, given that the Bass Point Tourist Road site access provides direct frontage to the Bass Point Tourist Road Upgrade Project, vehicle movements under the proposed modification will not adversely impact on the safety or operations of the road system.

4. ENGAGEMENT

4.1. Regulatory authorities

4.1.1. Department of Planning, Industry and Environment

As discussed in **Section 1.3**, the Department advised in Request for Information RFI-28510970 (**Appendix B**) that Hanson must lodge a modification application to pursue the use of the Bass Point Tourist Road site access for supply of quarry products. The Department advised during a scoping meeting on 22 September 2021 that the modification would be assessed by the Department under section 4.55(1A) of the EP&A Act.

4.1.2. Shellharbour City Council

Shellharbour City Council have endorsed the proposed supply of quarry products via the Bass Point Tourist Road site access, rather than via Bass Point Quarry Road. Council's written endorsement is provided as **Appendix C**.

4.2. Community

Hanson facilitate a Community Consultative Committee (CCC) for the Quarry in accordance with Condition 6 of Schedule 5 to MP 08_0143. The CCC have been notified of the modification and have indicated that they are favourable to its approval.

There has not been wider public engagement for this modification.

5. ASSESSMENT OF IMPACTS

5.1. Introduction

The overall environmental impacts of the Quarry were assessed and approved as part of the original EA (InSite, 2011). As discussed in **Section 2**, the proposed modification would not represent a significant change to the approved activities or operations of the Quarry, and therefore would likely not result in any significant environmental impacts, in particular when compared to ongoing Quarry operations.

The following subsections considers the relevant matters under section 4.15(1) and provide an overview and assessment of environmental features within the Quarry and provide assessment on any factors that could potentially be impacted by the proposed modification. The assessment demonstrates that MOD4 will not alter the operation, or built form of the existing development, and will not result in additional environmental impacts as the modification is of an administrative nature.

5.2. Air quality

Existing environment

The closest residences to the Quarry are located on the Farm Way, Shell Cove and have been developed since the original assessment for the Bass Point Quarry Extension Project was finalised. At the closest point, these residences are approximately 500m from the site boundary.

The existing environmental setting as it relates to air quality is influenced by regular operational activities approved under MP 08_0143. The operation of the Quarry includes dust emission sources such as the crushing and screening plant, trucks driving on unsealed roads and dust lift off from stockpiles. The Air Quality Assessment for the Bass Point Quarry Extension Project (Heggies, 2010a) predicted that emissions of TSP, PM10, PM2.5 and dust deposition would be unlikely to result in adverse cumulative impacts.

Contextually, there are a range of potential dust sources in close proximity to the Quarry, including:

- Construction activities at the Shell Cove Harbour Precinct.
- Construction activities at the Shell Heights residential development.
- Dust from surrounding quarrying operations including quarries at Bombo, Albion Park, Dunmore, as well as the waste facility at Minnamurra.

Activities proposed

As described in **Section 2.2.1**, utilisation of the Bass Point Tourist Road site access to allow direct delivery of materials to the Bass Point Tourist Road Upgrade Project (and subsequent return of empty heavy vehicles to the Quarry) would involve the use of internal haul routes (**Appendix A**). Part of the proposed route (in proximity to the weighbridge) is sealed, and the remainder is unsealed. Both sealed and unsealed haul routes have the potential for dust lift-off, especially the unsealed haul routes. Unsealed haul routes, and a section of the sealed haul route, are subject to ongoing dust suppression via deployment of a water cart to wet

down these trafficable areas. Dust lift-off from haul routes is also minimised through careful selection of vehicle operating speeds on site, as well as speed monitoring compliance and enforcement activities.

Assessment of impacts

The proposed modification, in utilising internal haulage routes as a substitute for use of the Approved Transport Route and local public road network, would equate to a minor increase in ongoing Quarry activity. There is the potential for a minor increase in dust-emissions, which would occur on a short-term basis during quarry product 'campaigns' to supply the Bass Point Tourist Road Upgrade. Against a background of ongoing local development in the vicinity of the Quarry, it is considered unlikely that dust levels would be noticeably or significantly higher at surrounding residences. The existing program of dust monitoring would remain a suitable measure to establish if an exceedances of approved air quality criteria occur and guide remedial actions.

5.3. Noise

Existing environment

The closest residences to the Quarry are located on the Farm Way, Shell Cove and have been developed since the original assessment for the Bass Point Quarry Extension Project was finalised. At the closest point, these residences are approximately 500m from the site boundary.

The existing acoustic setting for the Quarry is influenced by regular operational activities approved under MP 08_0143, including fixed and mobile plant such as the crushing and screening plant, excavators, internal haul trucks, and road truck dispatch for transport of quarry products. The Noise and Blasting Impact Assessment for the Bass Point Quarry Extension Project (Heggies, 2010b) predicted that the approved operations would comply with the relevant noise criteria at all surrounding residences for each operational scenario. Subsequent noise monitoring has confirmed compliance to date with the noise criteria stipulated in Condition 3 of Schedule 3 of MP 08_0143.

There are a range of local noise sources resulting from activities not associated with the Quarry, including:

- Construction activities at the Shell Cove Harbour Precinct.
- Construction activities at the Shell Heights residential development.
- Noise from the Shellharbour Junction train station and Princes Highway.

Activities proposed

Potential sources of noise that may result from proposed modification are similar to that considered for air quality impacts, namely the dispatch of loaded heavy vehicles and re-entry of empty heavy vehicles via the Bass Point Tourist Road site access and internal haul route. The proposed modification would not change the approved hours of operation for the Quarry, nor the approved laden truck dispatch limits (**Section 2.2.2**) identified in MP 08_0143.

Assessment of impacts

The potential short-term noise generation for the proposed activities would occur against a backdrop of significantly higher levels from previously assessed and approved activities, both within the Quarry and from ongoing development and transport activities in the areas surrounding the Quarry. In addition, the proposed activities would occur on short-term, 'campaign' basis to supply the Bass Point Tourist Road Upgrade Project. It is therefore considered unlikely that these activities would be discernible from existing Quarry operations.

5.4. Traffic

Existing environment

Vehicles using the public road network for activities related to the Quarry are currently managed under the approved Transport Management Plan and Driver's Code of Conduct for Bass Point Quarry. A draft update to the Transport Management Plan and Driver's Code of Conduct has been prepared to accompany the proposed modification (**Appendix D**). As described in **Section 1.3** and **Section 2.2.1**, heavy vehicles transporting quarry products must use the Approved Transport Route via Bass Point Quarry Road and Dunmore Road, as stipulated under MP 08_0143. Heavy vehicles are not permitted to use alternate site access, such as the Bass Point Tourist Road site access.

Hanson maintains responsibility for maintenance of the Bass Point Quarry Road and pays a contribution towards maintenance of Buckleys Road and Dunmore Road to Council.

Driver behaviour is currently and would continue to be managed through the Driver's Code of Conduct.

Activities proposed

As described in **Section 2.2.1**, the utilisation of the Bass Point Tourist Road site access will allow direct delivery of materials to the Bass Point Tourist Road Upgrade Project. The distance from the Quarry weighbridge to the Bass Point Tourist Road Upgrade Project via the Approved Transport Route is 8.7 km. Usage of internal haul routes and the Bass Point Tourist Road site access (**Appendix A**) decreases this travel distance to 1.2 km; equivalent to greater than 80% reduction in distance compared to the Approved Transport Route.

Assessment of impacts

The proposed modifications would not result in an increase of any Quarry-related heavy vehicle movements on the surrounding road network, and therefore no traffic-related impacts are anticipated to occur that would not already be accounted for as part of the external project approvals. Indeed, the proposed modification presents an opportunity to decrease truck movements on the local road network by instead utilising internal haul routes. As stated in **Section 2.2.2**, Hanson would continue to maintain truck movements via weighbridge records to ensure compliance with transport movements as approved within MP 08_0143. In addition, travel to and from the Bass Point Tourist Road Upgrade Project via the shortest route confers reduced diesel consumption and greenhouse gas emissions for that project.

5.5. Other environmental impacts

Hanson contends that the remaining environmental impacts of the Quarry are likely to be unaffected by the proposed modification. It is not proposed that there would be any changes to the following matters as a result of the proposed modification.

- Aboriginal Cultural Heritage
- Biodiversity
- Blasting
- Economic
- Greenhouse Gases
- Social
- Visual amenity
- Waste Management
- Water Resources

6. EVALUATION AND JUSTIFICATION OF THE MODIFICATION

6.1. Evaluation under section 4.15(1) of the EP&A Act

Section 4.15(1) of the EP&A Act sets out the matters for consideration by a consent authority when determining an application for development application, including a modification.

*(1) **Matters for consideration—general** In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application—*

(a) the provisions of—

(i) any environmental planning instrument, and

(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

(iii) any development control plan, and

(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and

(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),

(v) (Repealed)

that apply to the land to which the development application relates,

(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,

(c) the suitability of the site for the development,

(d) any submissions made in accordance with this Act or the regulations,

(e) the public interest.

The following subsections provide an evaluation of the proposed modification against these provisions.

Environmental planning instruments, plans and regulations (section 4.15 (1a))

All relevant environmental planning instruments, plans and regulation were addressed in **Section 3**. In summary, the proposed modification is permissible under the relevant local and State environmental legislation and guidelines.

Likely impacts of the development (section 4.15(1b))

Section 5 provides overview of the environmental factors potentially impacted by the proposed modification. The existing design and operational controls and environmental management measures would continue to be implemented to limit potential environmental impacts.

The temporary access point for project specific delivery of quarry products has been assessed with limited to no potential impacts to the environment. No traffic related impacts would occur from the transportation of material to and from the Quarry via the alternative access point that would not already be assessed as part of this development and the road improvement project as no additional truck movements have been requested.

Suitability of the site (section 4.15 (1c))

Quarrying has been occurring at the location of the Quarry for over 100 years and the existing operation is approved to continue operating under MP 08_0143 until 31 January 2044.

Submissions (section 4.15 (1e))

Submissions are not anticipated because the proposed modification, being lodged under section 4.55(1A) of the EP&A Act, is not subject to public exhibition provisions.

The public interest (section 4.15(1e))

The benefits of the proposed modification are likely to be experienced by the local community directly, through reduction of cartage route from 8.4km via (suburb) to directly to site via Bass Point Tourist Road. The proposed modification is therefore congruent with the public interest.

6.2. Justification of the Modification

6.2.1. Biophysical considerations

There would be minimal changes to traffic management as a result of this temporary access to the Quarry via Bass Point Tourist Road. There would be an overall benefit to transport of material to the project site, and interactions with local community members, as a result of the proposed modification. The shortened transport route would enable reductions in diesel consumption, as well as greenhouse gas emissions associated with the Bass Point Tourist Road Upgrade project.

There will be no changes to management of water resources, blasting activities, waste management, Aboriginal cultural heritage, dust generation and noise levels as a result of the proposed modification.

6.2.2. Social and economic impacts

As discussed in **Section 5.5**, the proposed modification will not result in any direct changes to the social or economic environment of the Quarry.

6.2.3. Consequences of not proceeding with the proposed modification

Should the proposed modification not proceed, transport of quarry products to the Bass Point Tourist Road Upgrade Project will occur in accordance with the approved transport route identified in Condition 27 of Schedule 3 of, and Appendix 4 to, MP 08_0143. As discussed in **Section 5.4**, transporting material via the approved transport route yields a longer travel distance from the Quarry weighbridge to the Bass Point Tourist Road Upgrade Project, when compared to the use of internal haul routes and the Bass Point Tourist Road site access. Transporting material via the approved transport route will have a larger impact than allowing access via Bass Point Tourist Road.

6.2.4. Objects of the Environmental Planning and Assessment Act 1979

The objects of the EP&A Act are as follows.

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) to promote the orderly and economic use and development of land,*
- (d) to promote the delivery and maintenance of affordable housing,*
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) to promote good design and amenity of the built environment,*
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- (j) to provide increased opportunity for community participation in environmental planning and assessment.*

The proposed modification would not limit the achievement of these objects. Specifically, the proposed temporary alternative transport route would permit the continued efficient operation of the Quarry and promote the orderly use of the land on which the Quarry is located. The proposed modification would also promote development that operates in an environmental and socially responsible manner and that is generally consistent with the existing approved operation.

6.3. Conclusion

Transport of quarry products via the Bass Point Tourist Road site access presents a unique opportunity to achieve favourable outcomes that would not be possible via the Bass Point Quarry Road and Dunmore Road (i.e. the Approved Transport Route). This includes up to 890 truck movements completed on internal haul routes at the Bass Point Quarry – rather than on the public road network in Shell Cove - and benefits of reduced travel distance, such as reduced diesel consumption and greenhouse gas emissions.

As such, Hanson lodge an application for proposed modification to enable supply quarry products for the Bass Point Tourist Road Upgrade Project specifically. The proposal is of minimal environmental impact and is substantially the same as the development for which MP 08_0143 was originally granted.

7. REFERENCES

Heggies (2010a). *Bass Point Quarry Expansion – Air Quality Impact Assessment*. Prepared for Hanson Construction Materials Pty Ltd. Available from <http://www.hanson.com.au/About/Regulatory-Information/Projects/Bass-Point-Quarry-Project>

Heggies (2010b). *Proposed Quarry Expansion, Bass Point NSW – Construction, Operation and Transportation Noise and Blasting Impact Assessment*. Prepared for Hanson Construction Materials Pty Ltd. Available from <http://www.hanson.com.au/About/Regulatory-Information/Projects/Bass-Point-Quarry-Project>

Insite Planning Services (2011). *Environmental Assessment – Bass Point Quarry Extension Lot 22 DP 1010797*. Prepared for Hanson Construction Materials Pty Ltd. Available from <http://www.hanson.com.au/About/Regulatory-Information/Projects/Bass-Point-Quarry-Project>

R. W. Corkery & Co. Pty Ltd (2018). Environmental Assessment for the Bass Point Quarry Extension Project - Modification 2 - PA 08_0143. Prepared for Hanson Construction Materials Pty Ltd. Available from <https://www.planningportal.nsw.gov.au/major-projects/project/18386>


Shellharbour City Council. *Bass Point Tourist Road Upgrade*. Available from <https://www.shellharbour.nsw.gov.au/council/council-works-and-projects/bass-point-tourist-road-upgrade>

Shellharbour City Council. *Bass Point Tourist Road Upgrade*. Available from <https://letschatshellharbour.com/bass-point-tourist-road-upgrade>

Appendix A – Proposed modification transport route



Alternative Route - Bass Point Tourist Road Project Access
 Bass Point Quarry MP 08_0143 Boundary

												
										BASS POINT QUARRY Alternative Route - Bass Point Tourist Road Image source: Nearmaps (14/10/2021)		
E	D	C	B	A	PRELIMINARY ISSUE	REVISION	Drawn	B.PIGNONE	Scale	Job No	Drawing Number	Rev.
							DATE	14/10/2021	NTS		001	A
							Approved					

Appendix B – DPIE Request for Information RFI-28510970



Chelsea Flood
Compliance Officer
Bass Point Quarry
PO Box 4022
SHELLBARBOUR NSW 2529

21/09/2021

Dear Ms Flood

**Bass Point Quarry Project (MP08_0143)
Exemption request – Approved Transport Route**

I refer to your letter dated 30 August 2021, requesting an exemption to the requirements of condition of approval 27 and 33 of Schedule 3, which restricts all trucks transporting material from the quarry to Bass Point Quarry Road and Dunmore Road only.

I note your request seeks to supply materials to Shellharbour City Council's (Council) upgrade of the Bass Point Tourist Road directly via the quarry's entrance to this road. I also acknowledge that Council supports this request as it would avoid quarry trucks travelling approximately 7 kilometres through Shellharbour.

Unfortunately, there is no ability to provide an exemption to the requirements of conditions 27 and 33 under development consent MP08_0143. Therefore, if you seek to pursue this activity further you need to lodge a modification application via the majorprojects portal <https://www.planningportal.nsw.gov.au/major-projects/project/18376>.

If you have any questions, or would like to meet to discuss the pre lodgement process please contact Carl Dumpleton on 9274 6283/ at carl.dumpleton@planning.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink that reads 'C. Dumpleton'.

Carl Dumpleton
Team Leader
Resource Assessments (Coal & Quarries)

Appendix C – Endorsement letter from Shellharbour City Council

23 August 2021

Department of Planning, Industry and Environment
12 Darcy Street
Parramatta, NSW 2150

To Whom It May Concern,

Shellharbour City Council has engaged Western Earthmoving Pty Ltd as the principal contractor to do the works for the renewal of the Bass Point Tourist Road at Shell Cove.

Bass Point Tourist Road, which leads to a popular tourist destination, is currently in extremely poor condition. Several layers of asphalt have been placed on the current road over the years and it is in need of formalisation, placement of stormwater system, and electrical lighting. The area is also constantly damaged by illegal 4WD access.

As part of works associated with upgrading Bass Point Tourist Road, 6750 Tonnes of pavement material is to be imported from Hansen Quarry onto the proposed road.

This will involve approximately 600 truck movements throughout Shell Cove, outlined in **Figure 1**.

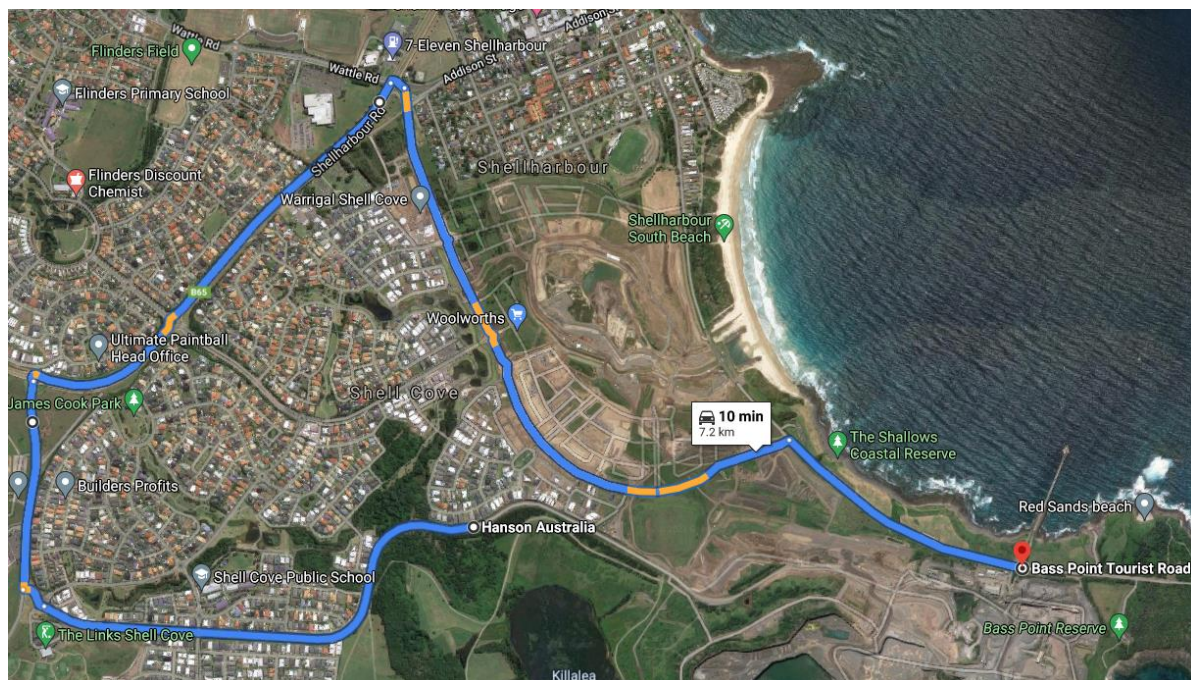


Figure 1 – Access to Hansen Quarry from Bass Point Tourist Road via Harbour Boulevard, Shell Cove.

In order to minimize the disruption and noise pollution as a result of truck movements throughout this route, Shellharbour City Council endorses the proposal to use the entrance to

Hanson Quarry on Bass Point Tourist Rd as an alternate access to cart pavement material as highlighted on **Figure 2**.



Figure 2 – Access to Hanson Quarry via Bass Point Tourist Road

If you have any questions in relation to this matter, please do not hesitate to contact me on 0436861742 or via email Arvin.Demesa@shellharbour.nsw.gov.au.

Yours sincerely,

Arvin De Mesa
Project Delivery Officer
Shellharbour City Council

Appendix D – Draft update to Transport Management Plan and Driver’s Code of Conduct

Transport Management Plan

Bass Point Quarry

October 2021

Revision No. 1.0



Document Control

Revision No.	Date	Description	Reviewer(s)	Date lodged to DPIE	Date and DPIE response
A	24/04/2014	Draft	DD (IT)	-	-
B	27/04/2014	Edit	JG (IT)	-	
C	28/04/2014	Final Proof	TB / JG (IT)	-	-
D	05/05/2014	Client amendments	JG (IT)	-	-
E / F	13/05/2014	Agency consultation (E)	JG (IT)	31/05/2021 (F)	-
G	05/08/2016	Amended	JG (IT)	8/09/2016	No further changes required
H	23/09/2016	Include drug and alcohol reference (compliance request following audit)	JG (IT)	10/10/2016	-
I	28/06/2019	Transport Modification (MOD 2) update	Chelsea Flood Belinda Pignone	28/06/2019	11/07/2019 Approved
1.0	15/10/2021	Modification 4 (MOD 4) draft update	Chelsea Flood Belinda Pignone	15/10/2021	

This management plan was initially prepared by Intersect Traffic Pty Ltd (IT) on behalf of, and in consultation with, Hanson.

Cover image credit: Colin F. Douch

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1. Introduction

1.1 Overview

Hanson Construction Materials Pty Ltd (Hanson) own and operate the Bass Point Quarry located within the City of Shellharbour Local Government Area, 100 km south of Sydney, NSW. The project involves the extraction of up to four million tonnes per annum of construction aggregates over a project life of 30 years. Aggregates extracted from the site are processed at the site and then transported by road to local customers in the City of Shellharbour Local Government Area, as well as transported regionally and inter-regionally, predominantly to Wollongong and Sydney.

On January 28, 2014 the Department of Planning, Industry and Environment (DPIE) granted Project Approval (MP 08_0143) for the Bass Point Quarry Project under Section 75J of the *Environmental Planning and Assessment Act 1979* (now repealed), subject to a number of conditions. Under *Schedule 3, Condition 33* of the Project Approval, Hanson Construction Materials Pty Ltd (Hanson) must prepare and implement a Transport Management Plan, including a Driver's Code of Conduct, as approved by the Secretary.

1.2 Site location

The Quarry is situated between the coastal towns of Shellharbour and Kiama, approximately 20 kilometres (km) south of the central business district of Wollongong on the NSW South Coast. The Quarry site is bordered by the Bass Point Reserve, Killalea State Park, and a growing residential land lease in Shell Cove. There are two points of access to the Quarry site; at the eastern boundary via a right of carriageway (Bass Point Quarry Road), and at the northern boundary via Bass Point Tourist Road (**Figure 1**).



Figure 1: Aerial map of Bass Point Quarry and surrounds (Nearmap, 2021), with the Bass Point Quarry Road site access marked in blue, and the Bass Point Tourist Road site access marked in yellow.

1.3 Agency consultation

Agency consultation undertaken during preparation of the Transport Management Plan is summarised in **Table 1**. The most recent correspondence is provided as **Appendix C**.

Table 1: Agency consultation completed to date.

Revision no.	Description
E	Submitted to both Shellharbour City Council (SCC) and NSW Roads and Maritime Services (RMS) on 13/05/2014. Both agencies responded on 16/05/2014 and did not request changes to the document. Correspondence was incorporated into the document and it was lodged to DPIE as revision no. F.
G / H	Provided evidence of consultation with RMS and Council (occurred 2014), attached as an Appendix. Specification of dispatch amounts. Added reference to drug and alcohol legislation.
I	Submitted to both SCC and RMS on 01/05/2019. SCC responded on 02/05/2019 and did not request changes to the document. RMS responded on 02/05/2019 to advise that they had noted the content and no further comments.
1.0	

2. Statutory requirements

2.1 Transport Management Plan

This Transport Management Plan has been prepared in fulfilment of the requirements of *Schedule 3, Condition 33* of the Project Approval and shall be implemented as approved by the Secretary of the DPIE. **Table 2** identifies the requirements of *Schedule 3, Condition 33* of the Project Approval and where these requirements are addressed in this Transport Management Plan.

Table 2: Transport Management Plan requirements under Schedule 3, Condition 33 of the Project Approval.

Condition of consent	Document reference
Transport Management Plan	
33. The Proponent must prepare a Transport Management Plan for the project to the satisfaction of the Secretary. This plan must:	
(a) be prepared by suitably qualified experienced person(s), whose appointment has been approved by the Secretary;	Document control
(b) be prepared in consultation with Council and RMS, and be submitted to the Secretary within three months of the determination of Modification 2, or as otherwise agreed by the Secretary;	Section 1.3, Appendix C
(c) include details of all transport routes and traffic types to be used for project-related traffic;	Section 2.3, Section 2.5
(d) describe the processes in place for the control of truck movements entering and exiting the site;	Section 3.6
(e) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users, including minimising potential for conflict with school buses;	Section 3.5, Section 3.6, Section 3.7, Section 4.1
(f) include a Driver's Code of Conduct that includes procedures to ensure that drivers:	Appendix B
(i) adhere to posted speed limits or other required travelling speeds;	

(ii) adhere to designated transport routes; (iii) implement safe and quiet driving practices; (iv) are aware of potential safety issues along the haulage route, particularly near schools and intersections;	
(g) describe the measures to be put in place to ensure compliance with the Driver's Code of Conduct; and	Section 3.2, Section 4.3
(h) propose measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site.	Section 3.5
The Proponent must implement the Transport Management Plan as approved by the Secretary.	Section 1.1, Section 2.1

2.2 Laden truck dispatch

Schedule 2, Condition 7 of the Project Approval requires Hanson to limit quarry product transport from site as follows:

Extractive Material Transport

7. The Proponent must not permit to be transported from the site:
- (a) More than 4 million tonnes of quarry products in any calendar year; or
 - (b) More than 3 million tonnes of quarry products by road in any calendar year.

In addition, under Schedule 2, Condition 8 of the Project Approval Hanson must limit the dispatch of trucks carrying quarry products or concrete from the site to the levels shown in **Table 3**.

Table 3: Laden truck dispatch hours as per Schedule 2, Condition 8 of the Project Approval.

Period	Maximum Laden Truck Dispatch
7 am – 10 pm	40 in any hour
10 pm – 7 am	23 in any hour
5 am – 6 am (Monday to Friday only and excluding Public Holidays)	27
6 am – 7 am (Monday to Friday only and excluding Public Holidays)	38
24 hour period on any day	500

Further, Hanson are obligated to prioritise the transport of quarry products by ship – so far as reasonable and feasible – under Schedule 3, Condition 28 of the Project Approval.

28. The Proponent must, so far as reasonable and feasible, prioritise the transport of quarry products by ship.

Note that the existing ship loading infrastructure has been decommissioned, and planning is underway for an upgrade project.

2.3 Transportation route and destinations

Under *Schedule 3, Condition 27* of the Project Approval, Hanson must ensure that quarry products are only transported via Bass Point Quarry Road to Dunmore Road i.e. the approved transport route identified in Appendix 4 of the Project Approval (**Figure 2**).

27. The Proponent must ensure that quarry products transported by road are only transported from the site on Bass Point Quarry Road to Dunmore Road (see Appendix 4).

Bass Point Quarry Road intersects with Southern Cross Boulevard, Golf Drive and Buckleys Road at the entrance to the Shell Cove estate. Southern Cross Boulevard provides access to the Shell Cove residential area and Golf Drive is the access road for The Links Shell Cove golf course. Trucks continue straight onto Buckleys Road which rises to intersect with Dunmore Road. The approved transport route continues with a right turn onto Dunmore Road as far as the intersection (roundabout) at Shellharbour Road.

To continue on from the approved transport route the majority of trucks turn left at the Shellharbour Road roundabout to continue on the Princes Highway towards Wollongong or Sydney. Trucks delivering products to local destinations may instead turn right at this intersection to access locations in Shellharbour. Approximately 90% of material is delivered to the Sydney construction market to supply Hanson operated concrete batching plants and to supply independent customers. The direction of these movements will be determined by the location of the delivery address.

2.3.1. Bass Point Tourist Road site access

The Bass Point Tourist Road site access is ordinarily only used by light vehicles and emergency vehicles.

Hanson submitted Modification 4 (MOD 4) of the Project Approval to enable use of the Bass Point Tourist Road site access to supply quarry products for the Bass Point Tourist Road Upgrade Project only. MOD 4 would permit trucks associated with the Bass Point Tourist Road Upgrade Project to leave (i.e. laden) and return (i.e. unladen) Bass Point Quarry via the Bass Point Tourist Road site access (**Appendix D**), rather than via the approved transport route. This conveys beneficial outcomes including reduced traffic on the public road network in Shell Cove, and reduced diesel consumption and greenhouse gas emissions due to the reduced transport distance.

2.4 Road maintenance

Adequate pavement condition for truck routes used to transport quarry products will help to minimise nuisance dust and noise impacts on the local community. Hanson are responsible for maintaining the condition of Bass Point Quarry Road, under *Schedule 3, Condition 30* of the Project Approval.

Maintenance

30. The Proponent must maintain the pavement of Bass Point Quarry Road to minimise noise generation and potholes, to the satisfaction of the Secretary.

Hanson pay a regular financial contribution to Council for maintenance of the sections of Buckleys Road and Dunmore Road that are along the approved transport route, as per *Schedule 2, Condition 13* and *Schedule 2, Condition 14* of the Project Approval.

ROAD MAINTENANCE

13. *During the life of the project, for each calendar year, the Proponent must pay Council a monetary contribution for each tonne of quarry product transported from the site on roads for which Council is liable for road maintenance funding. Each payment must be:*

- (a) based on the approved rate as calculated under condition 14 below;*
- (b) based on weighbridge records of the quantity of quarry products transported from the site;*
- (c) paid by the date required by the invoice issued by Council; and*
- (d) increased over the life of the project in accordance with the CPI.*

14. *By 31 May 2014, the Proponent shall submit in writing to Council a proposed road maintenance contributions rate for the project, based on the:*

- (a) sections of Buckleys Road and Dunmore Road and associated intersections to be used by trucks transporting quarry products from the site;*
- (b) proportion of project-related trucks in the total trucks using these roads and intersections;*
- (c) projected maintenance requirements for these roads and intersections for the life of the project; and*
- (d) value of other works-in-kind proposed to be undertaken by the Proponent, such as the donation of road base material to be used in maintenance of these roads and intersections.*

Within 28 days of receiving Council's submission on the proposed contributions rate, the Proponent must submit to the Secretary for consideration its proposed contributions rate, which includes justification for the proposed rate taking into consideration Council's submission.

Following receipt of the Proponent's proposed contributions rate, the Secretary shall, in consultation with the Proponent and Council, determine the contributions rate to be applied for the project.

2.5 Traffic types

Traffic types associated with project-related traffic includes both heavy and light vehicles.

Heavy vehicles used for product transportation may be Hanson owned or owned by third parties ('ex-bin'). The types of heavy vehicles typically used for product transportation include:

- Semi-trailers
- Truck and dog combination
- Tri-axle combination
- Quad axle combination
- Quinn dog combination
- Rigid truck (concrete agitator)

Light vehicles are generally used for transportation of workers, customers and visitors to and from the site.

2.6 Monitoring of quarry product transport

To monitor compliance with truck dispatch limits stipulated in the Project Approval (see **Section 2.2**) as well as the regional destination of these quarry products, Hanson keep accurate records of quarry product transport. These records are published on the **website** on a quarterly basis, in accordance with the requirements of *Schedule 3, Condition 31* of the Project Approval.

Monitoring of Product Transport

- (a) *keep accurate records of:*
- *the amount of quarry products transported from the site monthly and annually);*
 - *the regional destination of quarry products transported from the site; and*
 - *all laden truck movements (i.e. dispatch of trucks carrying quarry products or concrete) from the site (hourly, daily, weekly, monthly and annually); and*
- (b) *publish these records on its website on a quarterly basis.*

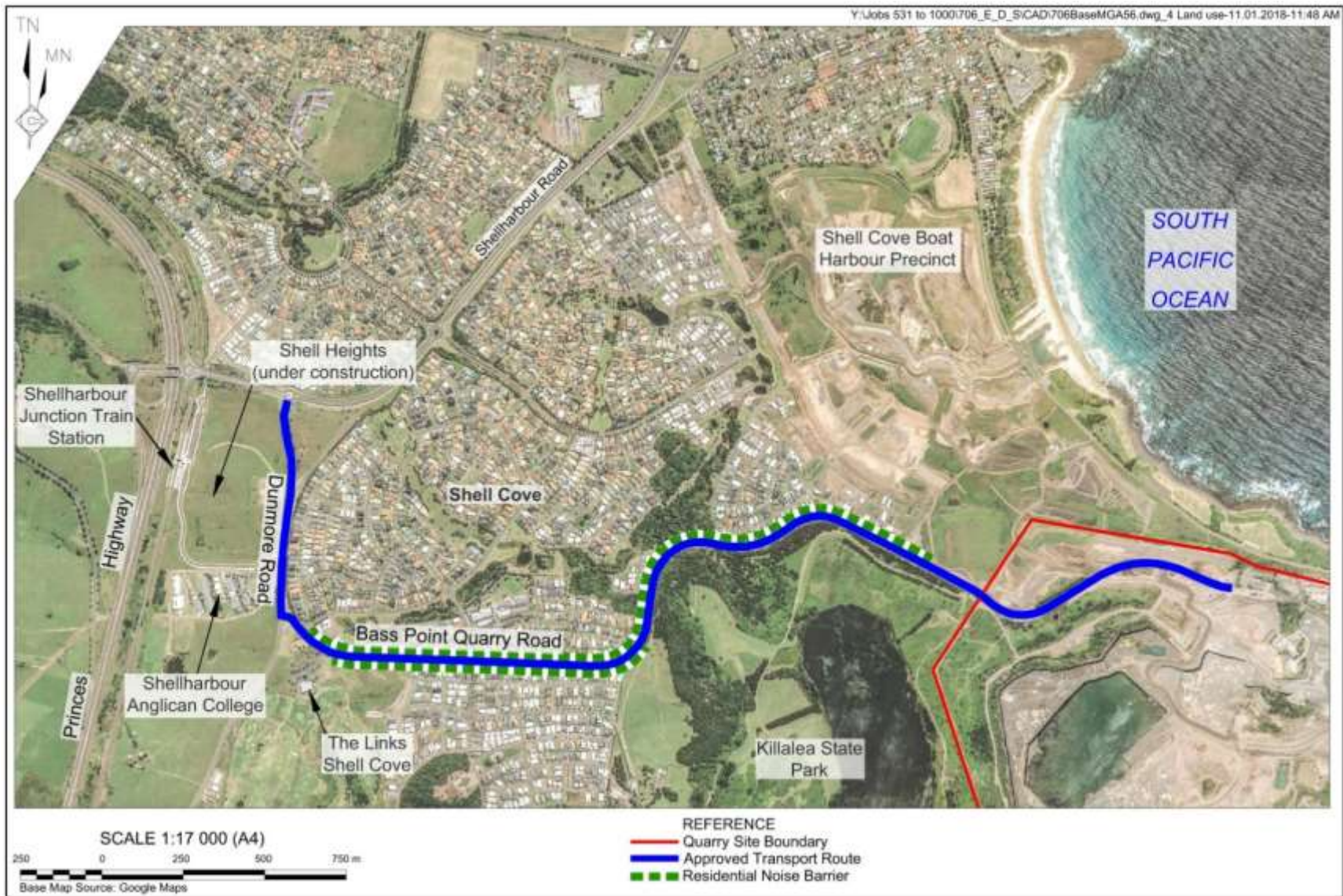


Figure 2: Approved Transport Route (“Appendix 4 – Statement of Commitments – Transport Route”).

3. Pre-emptive transport management measures

3.1 Heavy vehicle driver requirements

3.1.1 General requirements

Heavy vehicle drivers hauling quarry products from Bass Point Quarry must:

- Hold a valid driver's licence for the class of vehicle that they operate;
- Operate the vehicle in a safe manner within and external to the quarry site;
- Comply with the direction of authorised site personnel when within the site;
- Comply with the *Road Transport Act 2013* and its associated regulations in regard to drug use and alcohol consumption;
- Comply with the NSW Road Rules external to the site.

3.1.2. Site orientation (Hanson drivers)

All Hanson heavy vehicle drivers are subject to a standard Hanson onboarding process, as well as a site orientation specifically for the Bass Point Quarry. Ride-alongs and initial supervision may also be provided, depending on the level of experience and competency of the driver. Hanson drivers are subject to a suite of prevailing (internal) policies and processes. Toolbox meetings are held monthly, and on an as-needs basis in the interim, to allow up-to-date information to be passed between drivers and management at Hanson. Hanson drivers are therefore not required to complete the site induction and Driver's Code of Conduct that ex-bin drivers complete, because they receive the relevant information via other means.

3.1.3. Site induction and Driver's Code of Conduct (ex-bin drivers)

All ex-bin drivers hauling quarry products from Bass Point Quarry must:

- Have undertaken a site induction carried out by an approved member of the quarry staff or suitably qualified person under the direction of quarry management. The site induction is to be completed on first visit to Bass Point Quarry.
- Sign the Driver's Code of Conduct Declaration (**Appendix B**) on first visit to Bass Point Quarry. Typically this is completed at the weighbridge, but may be completed at Bass Point Concrete Plant depending on the type of heavy vehicle.

3.2 Heavy Vehicle Speed

Vehicle speed on public roads is enforced by the NSW Police Force. The speed limits – which are accordingly signposted – are to be strictly maintained.

All vehicle drivers are to adhere to the posted speed limits on site and along Bass Point Quarry Road. Speed limits on-site are as follows:

- Bass Point Quarry Road (between the Links Shell Cove roundabout and the site boundary landscape mounds) – 50km/h
- Entry road (between the site boundary landscape mounds and the weighbridge) – 40km/h
- On-site roads – maximum 20km/h
- On-site parking areas – 10km/h

Adherence to site speed limits will provide the following benefits:

- Reduced risk of collisions with other vehicles, pedestrians, structures or native fauna
- Reduced noise emissions
- Reduced dust lift-off from road surfaces

Quarry management undertake regular informal monitoring and inspections to evaluate heavy vehicle compliance with prevailing speed limits on site and initiate disciplinary action as required.

3.3 Chain of Responsibility

The following management measures have been put in place to assist Hanson in meeting the Chain of Responsibility requirements, namely:

- Fatigue management (Driver's Code of Conduct and Hanson's Fatigue Management Policy)
- Speeding compliance (Driver's Code of Conduct, **Section 3.2** and **Section 4.3** of this Transport Management Plan)
- Mass, dimension and loading for heavy vehicles compliance
- Internal Hanson training on Chain of Responsibility (COR) requirements for all employees

3.4 Heavy Vehicle Noise

The capacity for Bass Point Quarry to dispatch laden trucks 24 hours a day (see **Section 2.2**) means that noise from passing heavy vehicles could impact on nearby residents during the sensitive night period, when noise travels further than during the day.

Access to the site is consistently available during operational periods, whereby trucks should not need to wait for the gates to open. However, there may be instances where access to the weighbridge is not available due to unforeseen circumstances. If this occurs, heavy vehicles are to wait in the onsite Transport Yard with the engine switched off until they can be processed through the weighbridge. All heavy vehicle operators are aware that they should not queue outside the quarry.

3.4.1 Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community, especially at night when many residents are especially sensitive to noise. In some instances, compression braking is required for safety reasons, however, when passing through or adjacent to residential areas a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

Due to the relative proximity to residential homes in Shell Cove along the approved haul route, drivers are requested to limit the noise created in this area as much as possible. Compression braking within or adjacent to Shell Cove, Shellharbour and other residential areas should only be used if required for safety reasons.

3.5 Unintentional release of materials

Loose material on the road surface has the potential to cause collisions and vehicle damage. Uncovered loads represent the greatest risk to lose material on the road, as some products may yield considerable dust lift-off, potentially increasing dust impacts on the community. Unintentional release of materials may also occur due to relief of material from the vehicle body and/or wheels, or due to an improperly locked or faulty tailgate.

Measures that have been implemented to address the potential unintentional release of materials includes:

- Vehicles that have been loaded with quarry materials are required to have an effective cover over their load.

- Drivers must ensure the tailgate is locked when traveling to and from site.
- A spraybar is available before the weighbridge, so that vehicles may wet down their load and/or relieve debris from the vehicle body and wheels.
- Bass Point Quarry Road and Dunmore Road are serviced by a street sweeper at least once per week.
- Passive surveillance of Bass Point Quarry Road and Dunmore Road is undertaken by quarry management, to monitor loose material on the road surface and take appropriate rectifying action as required.

3.6 Vehicle departure and arrival

Heavy vehicles travelling in close proximity on public roads can be hazardous to light vehicle drivers, especially at roundabouts and when travelling in tandem, as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the quarry should be separated by adequate intervals.

Laden heavy vehicles are dispatched via the weighbridge (**Figure 3**), as controlled by the weighbridge operator who, through use of the SAP system as well as manual counting, monitors the number of heavy vehicles that leave the site. Alarms in place within the SAP system will notify the weighbridge operator when heavy vehicle movements have reached the limits identified in the Project Approval (**Section 2.2**), and the Weighbridge Operator will then be effectively “locked out” of the SAP system. If an hourly vehicle movement limit has been reached the Weighbridge Operator will be unable to dispatch additional vehicles until the next hourly window commences.

It is difficult to schedule arrivals to the quarry due to the different directions of approach from external jobs and the varying job completion times. However, when a driver becomes aware – through visual contact or two-way contact between trucks – that they will arrive at approximately the same time, they are to ensure that there is a suitable gap between vehicles when on the public road network section of the haul road, i.e. to avoid ‘convoying’.

3.7 Local traffic safety concerns

Interaction with pedestrians and cyclists should be anticipated on Buckleys Road, Dunmore Road (especially in proximity to Shellharbour Anglican College) and Shellharbour Road. Drivers are to ensure that a safe separation distance exists when passing pedestrians or cyclists, as well as a reduction in speed if appropriate.

In regard to cyclists, all drivers must abide by the Minimum Passing Distance Rule, whereby a minimum separation distance of 1 metre is required when the speed limit is 60 km/h or less, and a minimum separation distance of 1.5 metres is required when the speed limit is more than 60 km/h.



Figure 3: Bass Point Quarry weighbridge (C. Flood, April 2019).

4. Reactive transport management measures

4.1 Traffic incident or breakdown

In the event of a serious traffic accident or incident, the driver must call 000 (NSW Police) and implement the following measures:

- Immediately warn persons in the area who may be at risk;
- Inform their shift supervisor/owner. If the vehicle is owned or contracted by Hanson, the Transport Supervisor must be immediately informed so that emergency services can be contacted and a clean-up initiated;
- All spills must be adequately cleaned up and waste disposed of in an acceptable and environmental manner; and
- Put out warning triangles where it is safe to do so.

In the event of a traffic accident, incident, reported near miss or complaint in relation to a breach of the Driver's Code of Conduct, Hanson will initiate an investigation. The investigation will seek to determine:

- What occurred at the time of the incident;
- The root cause of the incident;
- Any contributing factors which led to the incident; and
- Whether appropriate controls were implemented to prevent the incident.

Corrective and/or preventative actions will be assigned to relevant personnel as a result of the investigation. Actions will be communicated through planning meetings and toolbox talks. Outstanding actions will be monitored for their effectiveness upon completion.

In the case of a breakdown the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to the RMS TMC (Transport Management Centre) on 131 700 and their Transport Supervisor, and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.

If there is a product spill while loading/unloading or en-route to and from the Quarry, the driver must:

- Immediately warn persons in the area who may be at risk;
- Inform their shift supervisor. If the vehicle is owned or contracted by Hanson, the Transport Supervisor must be immediately informed so that emergency services can be contacted and a clean-up initiated;
- All spills must be adequately cleaned up and waste disposed of in an acceptable and environmental manner;
- Put out warning triangles where it is safe to do so; and
- Contact the NSW Police Force, as appropriate.

4.2 Transport complaint

To assist in the orderly resolution of complaints relating to heavy vehicle driver conduct external to the quarry site, quarry management will keep a complaint register itemising all reported complaints.

The complaints register is to include (where possible):

- i) Date of the complaint;
- ii) Time of the complaint;
- iii) Name of the complainant (if disclosed);
- iv) How the complaint was received
- v) Detailed description of the complaint (including location, driver/heavy vehicle details);
- vi) What / when actions were taken to resolve the issue; and
- vii) The reply to the person / organisation that made the complaint.

An investigation of the location and causes of the complaint will be undertaken and completed as soon as practicable – ideally within 24 hours of receiving the complaint. It is important to note that in some situations the nature of the complaint could require lengthy investigation. If this occurs the Quarry Manager or Transport Manager will notify the complainant with an update on the progress within 7 days of receiving the complaint.

Immediately following the completion of the investigation, the Quarry Manager or Transport Manager will provide feedback to the complainant that details the investigations undertaken, the result of the investigation and measures implemented to ensure that operations remain compliant. A description of any follow-up investigations and the response provided to the complainant will also be recorded in the Complaints Register upon closure of the issue.

4.3 Breach of Driver's Code of Conduct

Driving Behaviours is one of Hanson's Life Saving Rules and any breaches of this Life Saving Rule, or by extension, the Driver's Code of Conduct, will be treated seriously. A breach will result in the offending driver being disciplined fairly and proportionately to the breach. For Hanson workers, this will be in line with prevailing (internal) Human Resources policy. Any acts of gross misconduct will result in an immediate ban from site.

4.4 Transport exceedance

Following identification of a non-compliance with any statutory requirements of the Project Approval, the following actions would occur:

1. The Quarry Manager would be notified of the potential non-compliance.
2. Hanson would immediately investigate the source of the non-compliance, review

- the activities undertaken at the time and if necessary amend operations.
3. DPIE would be notified immediately (at the first practical opportunity) of the non-compliance via the Major Projects Portal.
 4. An investigation into the potential non-compliance would be instigated, with the objective of identifying the following, where appropriate:
 - the date and time of the non-compliance;
 - the duration of the non-compliance;
 - whether the non-compliance was directly related to activities within the Quarry or if any other factors contributed to the non-compliance;
 - the primary cause of the non-compliance;
 - any contributing factors which led to the non-compliance;
 - whether appropriate controls were implemented to prevent the non-compliance; and
 - corrective and preventative measures that may be implemented to prevent a recurrence of the non-compliance.
 5. Within 7 days of the date of identifying the non-compliance Hanson will provide a detailed report to DPIE. The report shall (at a minimum):
 - be made in writing through the Major Projects Portal;
 - identify the development (including the development application number and name);
 - set out the condition of consent that the development is non-compliant with;
 - why the development 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.
 6. The incident and subsequent actions and reporting would be presented to the CCC.

Following completion of the investigation, Hanson will:

1. Provide a copy of the completed investigation report to DPIE via the Major Projects Portal.
2. Implement any further corrective and preventative actions identified in the investigation report.
3. Present the findings to the CCC.

Any exceedance of the approved transport operations will be reported in the Annual Review.

5. Compliance management

5.1 Non-compliance incident management

An incident which is a result of an exceedance of transport-related criterion is referred to as a non-compliance incident.

On identification of a non-compliance against transport-related conditions of the Project Approval, the Quarry Manager will be notified. Following notification, an investigation into the source of the non-compliance will commence in accordance with the response and corrective actions described in **Section 4.4**.

Substantiated complaints received by the Quarry will not be considered incidents but may assist quarry management to identify non-compliance incidents. Substantiated complaints will trigger an investigation and subsequent feedback to the complainant as per **Section 4.2**.

5.2 Evaluation

Evaluation of compliance with the conditions of the Project Approval (**Section 2**) will be undertaken as follows:

- The complaint register will be reviewed by quarry management and published on the company **website** on a quarterly basis.
- A summary of laden truck movements, including regional destination information, will be reviewed by quarry management and published on the company **website** on a quarterly basis (**Section 2, Section 2.6**).
- As part of the Annual Review.
- As part of the Independent Environmental Audit.

5.3 Review

Review of this Transport Management Plan is to occur within three months of:

- Submission of Annual Review (*Schedule 5, Condition 4*)
- Submission of an incident report (*Schedule 5, Condition 7*)
- Submission of Independent Environmental Audit (*Schedule 5, Condition 9*)
- Any modification to the Project Approval (*Schedule 5, Condition 5*)

Hanson must notify the Department in writing of any review being undertaken, and the revised document must be lodged to the Department within six weeks of review.

The document is to be signed by individual drivers and a Hanson Construction Materials Pty Ltd authorised representative the first time they enter Bass Point Quarry at the time when heavy vehicle haulage drivers attend their site induction or shortly thereafter. All Hanson drivers complete the online induction when commencing work with the company.

6. Appendices

Appendix A: 2014 route assessment, dust generation, maintenance and actions

2014 Route Assessment

In 2014 a route assessment was undertaken for Bass Point Quarry Road from the commencement at Golf Drive to the Bass Point Quarry gates to investigate improvements to assist both truck drivers and local residents. **Table 4** lists the issues identified from the 2014 inspection with actions undertaken by Hanson.

Table 4: 2014 Route Assessment Findings and Actions Taken

2014 Route Assessment Findings	Actions Taken
Re-mark the centreline (double barrier line) and edgelines over the length of Bass Point Quarry Road.	Completed. Bass Point Quarry Road has had the centerline and edgelines remarked over the length of the road.
Reduce the speed limit on Bass Point Quarry Road from 60 kph to 50 kph during night time hours (8 pm to 7 am).	This is no longer valid as the consent states a maximum limit of 50 km/h at all times along Bass Point Quarry Road which all drivers must adhere to (Section 2.2).
Clearly delineate the speed limit at the start and end of Bass Point Quarry Road with intermediate signs at 500 metre intervals.	Completed. Bass Point Quarry Road speed limit is clearly signposted as required.
Remove the existing non-conforming speed humps over the length of Bass Point Quarry Road.	Completed. This has provided a notable reduction in vehicle noise for community members along Bass Point Quarry Road.
Install guide posting to Australian Standards through the length of Bass Point Quarry Road.	Completed in 2019.
Sweep the road pavement and road shoulder of Bass Point Quarry Road for dust at one (1) monthly intervals.	Ongoing commitment which is performed at one weekly intervals.
If a pull-over location is necessary within the length of Bass Point Quarry Road, relocate its position to a straight section of road and provide a suitable pavement and pavement surface to control erosion and dust.	There is no longer a pull-over location along the length of the haul road. All Hanson drivers are aware they should not queue outside of the quarry. Truck parking and queuing occurs in the truck parking area within the Quarry site.
Repair existing areas of pavement deformation through the length of Bass Point Quarry Road.	Road resurface to be completed by 2021 with the noted deformation to be addressed immediately.
Undertake an approved method of surface treatment for the pavement cracking over the length of Bass Point Quarry Road.	Road resurface to be completed by 2021 with the noted deformation to be addressed immediately.
Enter into a road maintenance agreement with Shellharbour City Council for the maintenance of the Local Council managed road section of the haul route to Shellharbour Road.	Completed and payments ongoing.

Dust Generation – Bass Point Quarry Road

The 2014 inspection of Bass Point Quarry Road did not indicate large amounts of dust on the road surface or shoulder however there is a location where heavy vehicles were pulling over onto the road verge on regular occasions. It was determined that this will over time erode the shoulder and verge creating a localised dust and maintenance issue.

To prevent the noted issues, there is no longer a pull-over location along the length of the haul road. Truck queuing and parking is to occur within the quarry site – queuing only occurs for trucks leaving the quarry (weighbridge will indicate to truck drivers that the hourly limit in movements has been reached with the truck allowed to park in the truck parking area until

the next window opens to re-ticket).

Sweeping of the pavement and road shoulder of Bass Point Quarry Road is undertaken at minimum one (1) weekly intervals.

Road Maintenance - Bass Point Quarry Road

When inspected in 2014, Bass Point Quarry Road pavement was in good condition with only isolated sections of pavement damage and cracking but with adequate width to cater for the two-way movement of heavy vehicles.

Regular inspection and remedial action in regard to pavement deformation and longitudinal cracking is undertaken due to the nearly exclusive use by trucks and will assist in reducing noise levels.

It is noted that The Proponent will pay developer contributions to Shellharbour City Council for road maintenance of the local road section of the haul route as a result of this development. Bass Point Quarry Road is to be maintained by The Proponent. It is Shellharbour City Council's responsibility, after acceptance of the maintenance agreement, to ensure that the local road section of the haul route is suitably maintained. The road maintenance agreement between The Proponent and Shellharbour City Council is the subject of a separate document.

Appendix B: Driver's Code of Conduct and Declaration

Driver's Code of Conduct

To all Truck Drivers Entering Bass Point Quarry

- ❑ All heavy vehicle drivers operating out of the Bass Point Quarry are to observe the posted speed limits both on site and on public roads, with speed adjusted appropriately to suit the road environment and prevailing weather conditions. Vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.
- ❑ Driving conduct should always be in accordance with the NSW Road Rules & Heavy Vehicle National Law.
- ❑ No children are permitted on site without prior permission from the Operations Manager per Hanson Directive.
- ❑ Drivers must be wearing adequate PPE when on site, such as high visibility clothing, long sleeve shirt, long pants, and safety boots.
- ❑ To alleviate public concern and traffic congestion, and increase road safety, heavy vehicles entering and leaving the Bass Point Quarry must avoid conveying where possible. Access must be via the approved transport route i.e. Dunmore Road, Buckleys Road, and Bass Point Quarry Road (*exception: Bass Point Tourist Road Upgrade Project vehicles*)
- ❑ All loaded trucks are required to have an effective cover over their load for the duration of the trip. The load cover may be removed upon arrival at the delivery site. Tarp in the designated area, NOT on the weighbridge. No driver is to climb into or onto the back of truck bodies or trailers.
- ❑ All care is to be taken to ensure that all loose debris from the vehicle body and wheels are removed prior to leaving the site. Drivers must ensure that following tipping that the tailgate is locked before leaving the site. Never drive with the body in a raised position.
- ❑ All drivers are to show respect for our neighbours in the local area. Take care around high pedestrian and traffic areas, including local schools and intersections. Please give pedestrians a wide berth, be aware of their safety and other road users.
- ❑ All heavy vehicle drivers operating out of the Bass Point Quarry are to minimise the use of compression brakes, so as not to create excessive noise that could disturb local residents, where possible. Compression braking within or adjacent to residential areas should only be used if required for safety reasons.
- ❑ Heavy vehicle drivers are to carefully plan their routes by undertaking the approved transport route and so that State and regional roads are given priority for route selection.
- ❑ All heavy vehicle drivers operating out of the Bass Point Quarry are to be aware of their adopted Fatigue Management Scheme and operate within its requirements. By law, all drivers have a duty to not drive a fatigue-regulated heavy vehicle on a road while impaired by fatigue.
- ❑ All drivers should be familiar with their Chain of Responsibility.
- ❑ Failure to comply with the above will result in immediate removal from site.

DECLARATION

I, the undersigned, hereby agree to abide by **Hanson Construction Materials Pty Ltd Truck Driver's Code of Conduct** – and more broadly, the *Driver Orientation Package* – for the transportation of quarry products from Bass Point Quarry, Shell Cove to their final destination/s in a safe manner.

I have read and understood 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 subject document to which this declaration relates is attached as part of the overall document and signing of this declaration confirms that the signee has read and understood the entire document:

TRUCK DRIVER

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

HANSON CONSTRUCTION MATERIALS PTY LTD

Company Witness: _____


Date: _____

Appendix C: Correspondence

Appendix D: Alternate transport route (MOD 4)



 Alternative Route - Bass Point Tourist Road Project Access
 Bass Point Quarry MP 08_0143 Boundary

					
BASS POINT QUARRY Alternative Route - Bass Point Tourist Road Image source: Nearmaps (14/10/2021)					
Drawn	B.PIGNONE	Scale	Job No	Drawing Number	Rev.
DATE	14/10/2021	NTS		001	A
Approved					
E	D	C	B	A	REVISION
					PRELIMINARY ISSUE