

GALES-KINGSCLIFF

PTY LTD  
ABN: 75 093 540 080

## Operational Transport Management Plan

for the

## Cudgen Lakes Sand Quarry

Project Approval No. 05\_0103 (MOD2)

*Prepared by:*



**R.W. CORKERY & CO. PTY. LIMITED**

May 2020

- Notes:
1. References to the conditional requirements referred to throughout this report relate to the Project Approval issued on 16 June 2009 and subsequently modified on 19 February 2016 (MOD 1) and 22 January 2019 (MOD 2).
  2. This document makes reference to a range of government agencies which were in existence at the time of the document's approval. In recognition of the fact that the names of government agencies may change throughout the life of the Cudgen Lakes Sand Quarry, a reference should be made to the prevailing name of the respective agency at the relevant time.

**Approved by**  
the Secretary's nominee, xxxxxxxx,  
on xx xxxxx 2020



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## 1. INTRODUCTION

This Operational Transport Management Plan (the TMP) has been prepared by R W Corkery & Co Pty Limited (RWC) and JBM Development Group Pty Ltd on behalf of Gales-Kingscliff Pty Ltd (Gales) and Kingscliff Sands Pty Ltd for the Cudgen Lakes Sand Quarry (“the Quarry”). The appointment of RWC and JBM Development Group Pty Ltd to prepare this TMP was endorsed by the NSW Department of Planning, Infrastructure and Environment (DPIE) on 14 April 2020.

This TMP represents the third version of the TMP following a TMP for initial construction and establishment activities and a TMP to commence dredging fill material to the Cudgen Heights Estate. This TMP applies to the management of product transportation from the processing area and importation of virgin excavated natural material (VENM) to the Quarry. This TMP does not relate to any off-site road-works or infrastructure upgrades. Any future off-site road-works would be addressed in a separate or updated TMP.

Consultation with the Tweed Shire Council, Roads and Maritime Services and Transport for NSW has been undertaken as part of the preparation of this TMP. A copy of relevant correspondence together with a summary of how comments have been addressed is included as **Appendix 1**. Where applicable, consideration has been given to the principles within *Traffic control at work sites Technical Manual* (Version 5.0) (RMS, 2018).

## 2. STATUTORY REQUIREMENTS

The Quarry operations are undertaken in accordance with Project Approval (PA) 05\_0103 originally granted by the (then) Minister for Planning on 16 June 2009 and last modified (MOD 2) 22 January 2019. Relevant transport-related conditions in PA 05\_0103 are reproduced in **Tables 1** and **2** with a reference provided to the Section(s) of this TMP where each condition is addressed.

**Table 1**  
**Project Approval Requirements Relating to Transportation**

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Cond No.	Requirement	Plan Section				
2(9)	The Proponent must not transport more than 300,000 tonnes of quarry products from the site by road in any financial year.	Section 3.3				
2(10)	The Proponent must not import more than 45,000 tonnes of VENM (or material that otherwise meets the classification of VENM as approved by the EPA) to the site in any financial year. The Proponent must ensure that all VENM imported to the site does not contain waste.	Section 3.3				
2(11)	Prior to the upgrade of Altona Road and the Tweed Coast Road / Crescent Street intersection, as required under conditions 27 and 29 of Schedule 3, the Proponent may dispatch up to: (a) 4 laden trucks per hour; and (b) 10 laden trucks per day; between the hours of 9.00 am and 3.00 pm.	Section 3.3				
2(12)	Following the completion of road upgrades required under conditions 27 and 29 of Schedule 3, the Proponent must not dispatch more than 12 laden trucks from the site in any hour, during the hours specified in Table 1.	Section 3.3				
2(13)	<div><div>The Proponent must comply with the operating hours set out in Table 1. Table 1: Operating Hours</div><table><tr><th>Activity</th><th>Permissible Hours</th></tr><tr><td>Site establishment, dry processing, product transport by road, VENM receipts, other quarrying operations not specified in this table</td><td><ul style="list-style-type: none"><li>7.00 am to 6.00 pm Monday to Friday</li><li>7.00 am to 1.00 pm Saturday</li><li>At no time on Sundays or public holidays</li></ul></td></tr></table></div>	Activity	Permissible Hours	Site establishment, dry processing, product transport by road, VENM receipts, other quarrying operations not specified in this table	<ul style="list-style-type: none"><li>7.00 am to 6.00 pm Monday to Friday</li><li>7.00 am to 1.00 pm Saturday</li><li>At no time on Sundays or public holidays</li></ul>	Section 3.3, Appendix 2
Activity	Permissible Hours					
Site establishment, dry processing, product transport by road, VENM receipts, other quarrying operations not specified in this table	<ul style="list-style-type: none"><li>7.00 am to 6.00 pm Monday to Friday</li><li>7.00 am to 1.00 pm Saturday</li><li>At no time on Sundays or public holidays</li></ul>					

**Table 1 (Cont'd)**  
**Project Approval Requirements Relating to Transportation**

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Cond No.	Requirement	Plan Section
3(26)	The Proponent must ensure that all heavy vehicle access to and from the site is via the Tweed Coast Road/Crescent Street/Altona Road route. Heavy vehicles must not travel via Crescent Street through Cudgen Village, except for local deliveries to Cudgen Village.	Section 3.5, <b>Appendix 2</b>
3(27)	The Proponent must upgrade Altona Road between the site entrance and intersection with Crescent Street. This upgrade must: (a) include two additional passing bays along the current alignment of Altona Road, each having sufficient length to readily accommodate a laden truck and dog trailer combination, to the satisfaction of the Council; and; (b) be funded by the Proponent, or by a cost sharing agreement between the Proponent and the owner of the Tweed Sand Quarry, in consultation with Council;	Section 3.1.1
3(28)	By 20 August 2019, the Proponent must enter into a cost sharing agreement with the owner of the Tweed Sand Quarry, in consultation with Council, for the maintenance of Altona Road between the site entrance and intersection with Crescent Street. This agreement must: (a) provide for ongoing repairs and maintenance of the road; (b) apply to the existing or any future approved alignment of Altona Road; and (c) provide for proportionate and equitable contributions between the Proponent and the owner of the Tweed Sand Quarry (based on actual annual product road transport or other measure/s agreed by the parties). If a cost sharing agreement cannot be reached or if there is any dispute regarding the finalisation of the terms of the cost sharing agreement, or its implementation, then either party may refer the matter to the Secretary for resolution.	Section 3.2
3(29)	The Proponent must upgrade the intersection of Crescent Street and Tweed Coast Road. This upgrade must: (a) provide for the construction of an acceleration lane of not less than 200 metres in length on Tweed Coast Road, northbound from the intersection, to the satisfaction of Council (as roads authority); (b) provide for channelised right turn treatment (line marking only) on Tweed Coast Road for vehicles turning right into Crescent Street; (c) be designed and constructed in accordance with Austroads Guidelines, Australian Standards and RMS Supplements; and (d) be funded by the Proponent, or by a cost sharing agreement between the Proponent and the owner of the Tweed Sand Quarry, in consultation with Council; If a cost sharing agreement cannot be reached or if there is any dispute regarding the finalisation of the terms of the cost sharing agreement, or its implementation, then either party may refer the matter to the Secretary for resolution. <i>Note: The proposed road works on Tweed Coast Road (MR450) will be captured by Section 138 of the Roads Act 1993. Concept Design is to be submitted to Tweed Shire Council for referral to Roads and Maritime for concurrence under Section 138 of the Roads Act 1993.</i>	Section 3.1.3
3(30)	The Proponent must: (a) provide sufficient parking on the site for all project-related traffic and visitors, in accordance with any applicable Council parking code and ensure that no on street parking is undertaken; (b) ensure that trucks do not enter the site prior to 7.00 am on any day; (c) ensure that on-site parking and pedestrian facilities are adequately signposted; (d) ensure that all laden trucks entering or exiting the site have their loads covered; (e) ensure that all laden trucks exiting the site are cleaned of material that may fall from vehicles, before leaving the site; (f) use its best endeavours to ensure that appropriate signage is displayed on all trucks used to transport quarry products from the project so they can be easily identified by road users; and (g) keep accurate records of all laden truck movements to and from the site and publish a summary of these records on its website every month;	Section 3.4, <b>Figure 1</b> Section 3.3, <b>Appendix 2</b> Section 3.3, <b>Figure 1</b> Section 3.3, <b>Appendix 2</b> Section 3.3, <b>Appendix 2</b> Section 3.3, <b>Appendix 2</b> Sections 3.3 and 9



**Table 1 (Cont'd)**  
**Project Approval Requirements Relating to Transportation**

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Cond No.	Requirement	Plan Section
3(31)	The Proponent must prepare a Traffic Management Plan for the project to the satisfaction of the Secretary. This plan must:	
	(a) be prepared by suitably qualified and experienced person/s whose appointment has been endorsed by the Secretary;	Section 1, <b>Appendix 1</b>
	(b) be prepared in consultation with RMS, Transport for NSW and Council, and in accordance with the <i>RTA – Traffic Control at Worksites Manual</i> ;	Section 1, <b>Appendix 1</b>
	(c) describe the processes in place for the management of truck movements entering and exiting the site;	Section 3.4 and 3.5
	(d) prohibit trucks departing the site from turning right from Crescent Street to Tweed Coast Road;	Section 3.3, <b>Appendix 2</b>
	(e) include a Drivers' Code of Conduct that includes: <ul style="list-style-type: none"> <li>• details of the safe and quiet driving practices that must be used by drivers travelling to and from the quarry;</li> <li>• a map of the primary haulage route;</li> <li>• safety initiatives for haulage through residential areas, school zones and along school bus routes;</li> <li>• an induction process for vehicle operators and regular toolbox meetings;</li> <li>• complaints resolution and disciplinary procedures; and</li> <li>• details of community consultation measures for peak haulage periods.</li> </ul>	Sections 3.3, 4, <b>Figure 1, Appendix 2</b>
	(f) describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct;	Section 5
	(g) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users during road upgrade works; and	NA – see Section 1
5(2)	(h) propose measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles leaving the quarry.	Section 3.3
	The Proponent must not dispatch any trucks from the site until the Traffic Management Plan is approved by the Secretary.	
	The Proponent must implement the approved Traffic Management Plan as approved from time to time by the Secretary.	
	The Proponent must ensure that the management plans required under this approval are prepared in accordance with any relevant guidelines, and include:	
	(a) a summary of relevant background or baseline data;	NA
	(b) a description of: <ul style="list-style-type: none"> <li>- the relevant statutory requirements (including any relevant approval, licence or lease conditions);</li> <li>- any relevant limits or performance measures/criteria; and</li> <li>- the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the project or any management measures;</li> </ul>	Section 2
	(c) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria;	Section 3
	(d) a program to monitor and report on the: <ul style="list-style-type: none"> <li>- impacts and environmental performance of the project; and</li> <li>- effectiveness of any management measures (see (c) above);</li> </ul>	Sections 5 and 9
	(e) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	Section 7
	(f) a program to investigate and implement ways to improve the environmental performance of the project over time;	Section 5
	(g) a protocol for managing and reporting any: <ul style="list-style-type: none"> <li>- incidents;</li> <li>- complaints;</li> <li>- non-compliances with statutory requirements;</li> </ul>	Sections 6, 7 and 8

**Table 1 (Cont'd)**  
**Project Approval Requirements Relating to Transportation**

Page 4 of 4

Cond No.	Requirement	Plan Section
5(2)	(h) a protocol for periodic review of the plan;	Section 11
	(i) a document control table that includes version numbers, dates when the management plan was prepared and reviewed, names and positions of the person/s who prepared and reviewed the management plan, a description of any revisions made and the date of the Secretary's approval. <i>Note: The Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.</i>	Document Control

**Table 2**  
**Statement of Commitments Relating to Transportation**

Desired Outcome	Action	Plan Section
Vehicle movements related to the Project do not have undue effects on traffic flow and accident rates on the surrounding road network.	10.1 No vehicles permitted to turn right from Crescent Street to Tweed Coast Road. (Note: Light vehicles travelling south from the Quarry Site would be directed to travel on Crescent Street/Cudgen Road.	Section 3.3, <b>Appendix 2</b>
	10.2 No heavy vehicles to turn right from Altona Road to Crescent Street.	Section 3.3, <b>Appendix 2</b>
	10.3 Weigh all product trucks using the on-site weighbridge or other suitable weigh system and ensure all RMS weight restrictions are adhered to.	Section 3.3, <b>Appendix 2</b>
	10.4 Inform all truck drivers and staff of road rules, speed restrictions and considerate driving practices.	Section 3.3, <b>Appendix 2</b>
	10.5 Ensure all drivers are aware of all relevant operational hours.	Section 3.3, <b>Appendix 2</b>
	10.6 Undertake mechanical road sweeping of Altona Road and site access roads.	Section 3.3
	10.7 Cover all product loads to reduce dust lift off.	Section 3.3
	10.8 Realign Altona Road in accordance with DA 05/1450 (or other applicable development consent).	Section 3.1.2
	10.9 Implement appropriate management controls including the use of warning signs and manual traffic control during the laying of pipelines adjacent to Tweed Coast Road and during the underboring of the road crossings.	NA – see Section 1
	10.10 Establish a telephone complaints line to enable any traffic-related incidents, unsafe operation or general concern to be reported. Investigate all complaints and act decisively on substantiated incidents.	Section 6
	10.11 Implement a truck driver's code of conduct required to be signed by all Company employed truck drivers or drivers contracted by the Company. The code will outline each truck driver's responsibility and the process to be undertaken in the event of a complaint.	Section 3.3, <b>Appendix 2</b>

### **3. TRAFFIC MANAGEMENT MEASURES**

#### **3.1 INTERSECTION AND ROAD UPGRADES**

##### **3.1.1 Existing Altona Road**

In accordance with *PA Condition 3(27)* Altona Road has been upgraded between the site entrance and intersection with Crescent Street. With the approval of DPIE (letter dated 21 May 2019) a single long passing bay capable of holding three truck and dog trailer combination trucks was constructed.

Pending formal confirmation of Council's satisfaction of the completed works, no further upgrade works to the existing Altona Road are required.

##### **3.1.2 Realigned Altona Road**

In accordance with Statement of Commitment 10.8, Altona Road will be realigned prior to sand extraction encroaching the existing alignment of Altona Road. Under the existing approved operations the existing alignment of Altona Road will not be encroached for greater than 5 years. Appropriate approvals and a separate construction Traffic Management Plan would be prepared prior to commencement of realignment works.

##### **3.1.3 Crescent Street / Tweed Coast Road Intersection**

In accordance with *PA Condition 3(29)* the Crescent Street / Tweed Coast Road intersection has been upgraded between the site entrance and intersection with Crescent Street. The intersection upgrade includes the addition of a left turn acceleration lane from Crescent Street and channelised right turn lane off Tweed Coast Road.

Pending formal confirmation of Council's satisfaction of the completed works, no further upgrade works to the intersection are required.

#### **3.2 ROAD MAINTENANCE**

In accordance with *PA Condition 3(28)*, a cost sharing agreement between Gales and Hanson (operator of the Tweed Sand Plant) for the ongoing maintenance of Altona Road has been drafted. The agreement is currently before DPIE for resolution. Following resolution of the agreement, it will provide for ongoing maintenance of Altona Road between the Quarry entrance and Crescent Street.

In addition, in accordance with *PA Condition 2(19)* and as agreed with Council (letter dated 7 September 2016) Gales will pay to Council a financial contribution towards the upgrade of distributor roads prior to the receipt of VENM to the Quarry. The contribution will be consistent with the *Tweed Road Contributions Plan September 2016* (as indexed).

### 3.3 GENERAL TRANSPORTATION MANAGEMENT

Prior to the confirmation of the satisfaction of Council with the road and intersection upgrade works (see Section 3.1), dispatch rates and times will not exceed those specified in *PA Condition 2(11)* i.e. up to 4 laden trucks per hour and 10 laden trucks per day between the hours of 9:00am and 3:00pm. Following confirmation of the Secretary's satisfaction, in accordance with *PA Condition 2(12)*, no more than 12 laden trucks per hour will be dispatched between 7:00am and 6:00pm Monday to Friday and 7:00am and 1:00pm on Saturdays, excluding public holidays.

In order to achieve / demonstrate compliance with these and the other requirements and commitments within PA 05\_0103, the following management measures will be implemented.

- Ensure all drivers are aware of the relevant operational hours and that trucks are not to enter the Quarry prior to 7:00am.
- Maintain records / loading dockets for all heavy vehicles transporting raw materials from the Quarry, including their classification and time of arrival/departure and weight of product<sup>1</sup>.
- Ensure that the total tonnage of sand exported does not exceed 300 000t and total imported VENM does not exceed 45 000t per financial year.
- Ensure all laden trucks entering or leaving the Quarry have loads covered and be cleaned of material that may fall from the truck or trailer.
- Utilise a rumble grid to minimise sand tracking and ensure any sand or other materials tracked onto Altona Road from the Quarry is swept up.
- Ensure all drivers are aware of the requirements and sign the Drivers' Code of Conduct (**Appendix 2**), including route and turning restrictions (i.e. no righthand turns from Altona Road onto Crescent Street or from Crescent Street onto Tweed Coast Road).
- Provide sufficient and adequately signed parking at the Quarry for all Quarry-related traffic.
- Request all truck drivers to ensure that their vehicle displays appropriate signage so that they can be readily identified by road users and Quarry personnel.

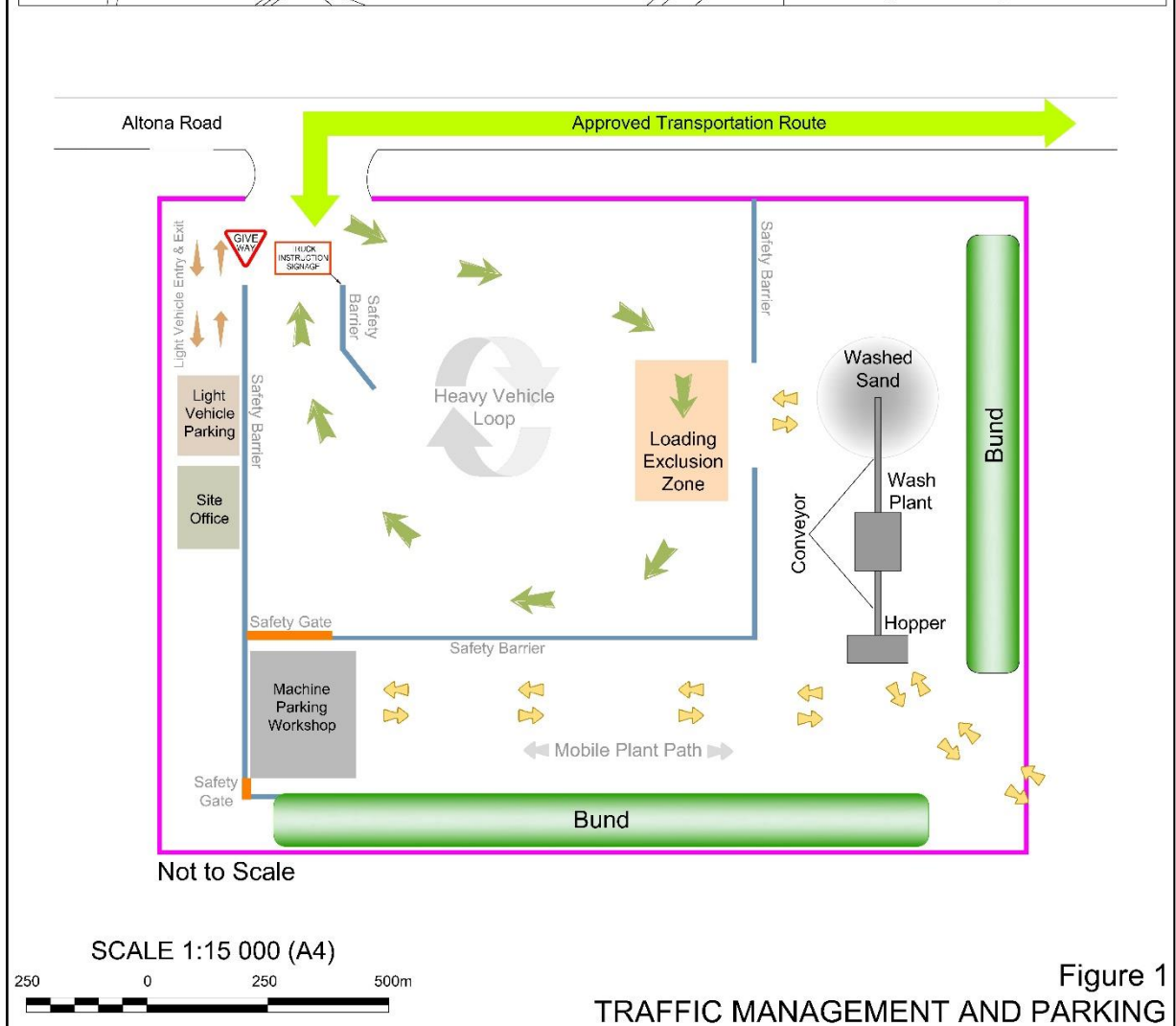
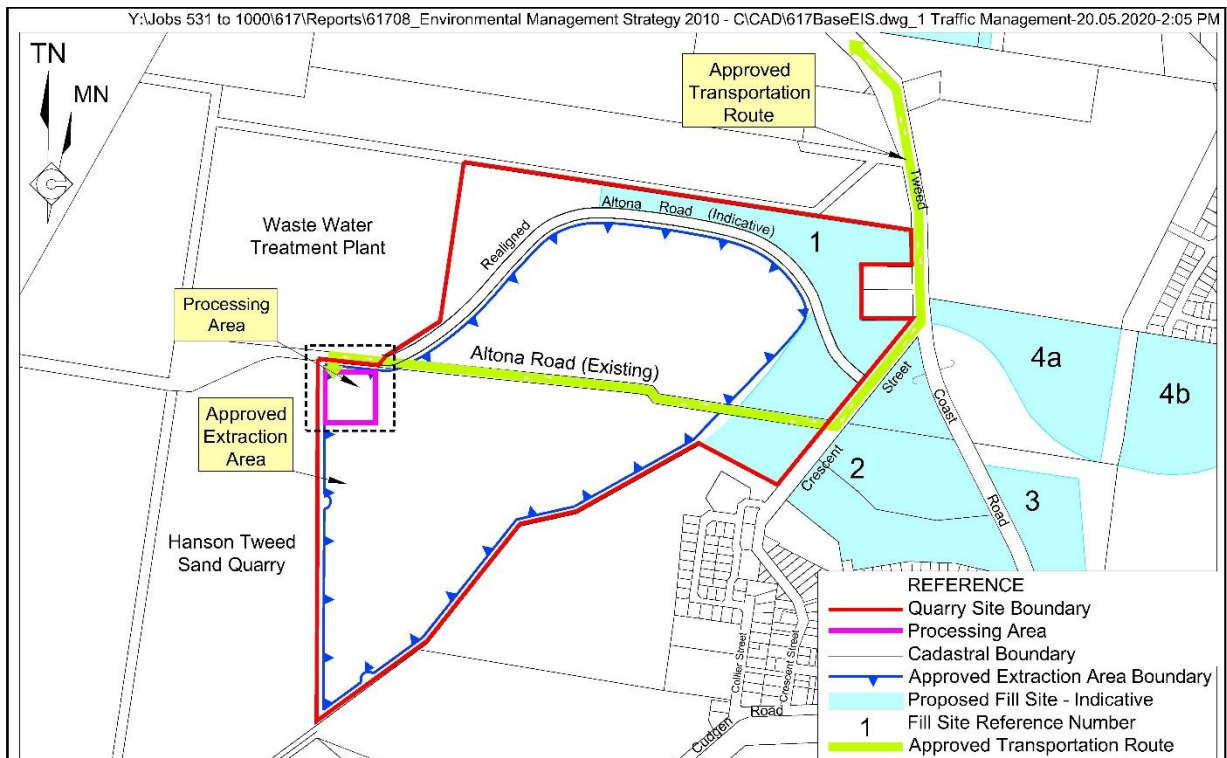
### 3.4 ON-SITE TRAFFIC MANAGEMENT

In addition to the operational transportation management measures, the following on-site traffic management rules will apply to all vehicles entering the Quarry and will be strictly enforced by the Quarry Manager. **Figure 1** outlines the key traffic management features and aspects.

- All traffic existing the site must give way to entering traffic.
- All entering traffic must follow the directional signage at the entrance to the processing area.

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<sup>1</sup> To be measured using either a weighbridge or suitable 'on-board' weigh system on the loader.



- All light vehicles must report to the site office and park within the designated parking area.
- All road-registered traffic and pedestrians must give way to mobile equipment and must not cross the safety barriers without permission from the Quarry Manager.
- All vehicles entering the Quarry must be registered, roadworthy and in sound operating condition. The Quarry Manager reserves the right to request maintenance records and to refuse entry to any vehicle.
- Prior to entering the Loading Exclusion Zone (see **Figure 1**), truck drivers must contact the loader operator on the UHF channel specified at the site entrance and receive permission to enter. Truck drivers are to remain in their vehicles unless instructed by the loader operator.
- Loaded weights will be confirmed by the loader operator. The truck driver is responsible for ensuring that loaded weights remain compliant with legal load limits.

### 3.5 TRANSPORTATION ROUTE MANAGEMENT

The approved transportation route is shown on **Figure 1**. All trucks accessing the Quarry must follow this approved transportation route and comply with the following.

#### Altona Road

- Altona Road is not to be accessed by trucks prior to 7:00am (NSW time) on any day.
- Vehicles exiting the Quarry and travelling east along Altona Road are to give way to oncoming vehicles using the provided passing bays. Heavy vehicle drivers travelling to the Quarry westwards on Altona Road are to centre vehicles on the carriageway to avoid the soft shoulders on either side, but ensure adequate passing clearance to any vehicles stopped in the passing bays.
- Parking is not to occur in the passing bays. Parking bays must only be used for giving way to oncoming vehicles.
- All vehicles must observe the posted speed limit on Altona Road (currently 40km/h).

#### Altona Road / Crescent Street

- All trucks exiting the Quarry must STOP at the intersection of Altona Road and Crescent Street.
- Heavy vehicles are not permitted to turn right from Altona Road onto Crescent Street (with the exception of making local deliveries to Cudgen Village).



- Any vehicle turning right from Altona Road onto Crescent Street to access Cudgen Village must also observe the sign posted load limit (Gross Load Limit 14.5t).
- All vehicles must observe the posted speed limit on Crescent Street (currently 80km/hr along the approved transportation route and 50km/hr within Cudgen Village).

### **Crescent Street / Tweed Coast Road**

- Heavy vehicles are not permitted to turn right from Crescent Street onto Tweed Coast Road at any time.
- All vehicles turning out of or onto Crescent Street must utilise the turning lanes provided and must not cut corners or take wide turns.
- All vehicles must observe the posted speed limit on Tweed Coast Road (currently 80km/hr and reducing to 60km/hr).

Whilst post speed limits must be observed, drivers should also reduce their speed as necessary in light of road environment (e.g. during poor visibility or weather conditions, presence of hazards etc).

The approved transportation route avoids school zones and avoids residential areas to the extent possible. Notwithstanding, drivers should remain aware of pedestrians and cyclists. There are no additional specific safety initiatives currently considered necessary. However, should specific initiatives be required, for example as a result of temporary Council or RMS roadworks etc, this will be communicated by the Quarry Manager to truck drivers upon their entry to the Quarry.

## **4. TRAINING AND COMMUNITY CONSULTATION**

As trucks accessing the Quarry will not be owned or operated by Gales/Kingscliff Sands or JBM Development Group advanced training of truck drivers will not be possible. However, all truck drivers accessing the Quarry for the first time will be inducted using the this TMP and the Drivers Code of Conduct (**Appendix 2**) and required to sign the code.

Internal toolbox meetings of Quarry personnel will be undertaken to ensure all employees are aware of the requirements of the TMP and their responsibilities (see Section 10).

No specific community consultation is currently considered necessary in relation to transportation activities. However, ongoing engagement with the community will be undertaken through the Community Consultative Committee including whether any peak haulage periods are expected or changes to traffic management are required. All matter raised during committee meetings will continue to be publicly available through the Gales website.

## 5. EVALUATION OF COMPLIANCE

JBM Development Group will record traffic-related data to establish compliance with *PA Condition 3(30)* [heavy vehicle numbers] and *2(13)* [transport times]. Compliance with traffic management measures, including compliance with the Drivers Code of Conduct, will be reviewed by JBM Development Group through both informal pseudo random checks and formal monthly checks (when transport operations are occurring).

A summary of the results of relevant data and compliance matters relating to traffic and transport will be presented as part of the relevant *Annual Review*.

## 6. COMPLAINTS HANDLING AND RESPONSE

In order to receive, record and respond to any complaints in a timely manner, Gales maintains a telephone complaints line for the purpose of receiving complaints from any member of the public in relation to Quarry activities. The complaints line is operational 24 hours per day, seven days per week and publicly advertised on the Gales website.

Any complaints received, including complaints relating to transport related matters received via the complaints line or directly at site will be recorded and responded to in accordance with the complaint receipt and response procedure (Section 6.2 of the Environmental Management Strategy). In the event that any complainant does not consider that the response or reactions adequately address their concerns the dispute resolution procedure will be implemented in accordance with Section 6.3 of the Environmental Management Strategy.

## 7. CORRECTIVE AND PREVENTATIVE ACTIONS

In the event that a non-compliance with transport-related conditions in PA 05\_0103 is identified, the non-compliance will be reported to relevant government agencies in accordance with Section 7 and the non-compliance will be reviewed to determine the likely cause(s). The review will seek to determine:

- whether the non-compliance was attributed to a truck travelling to/from the Quarry;
- the primary cause of the non-compliance;
- any contributing factors which led to the non-compliance;
- whether appropriate controls were implemented to avoid the non-compliance; and
- corrective and preventative measures that may be implemented to prevent a recurrence of the non-compliance.

Corrective and/or preventative actions will be assigned to relevant Quarry personnel and/or truck driver. Actions will be communicated internally, such as through toolbox talks, and the implementation of the corrective actions will be monitored for their effectiveness.

If required, disciplinary action will be undertaken for repeat offenders. This may include an exclusion period for offending truck drivers from entering the Quarry or a total ban. These disciplinary actions are included in the Drivers Code of Conduct (see **Appendix 2**).



## 8. NON-COMPLIANCE AND INCIDENT REPORTING

Any transport-related non-compliances or incidents will be reported in accordance with Section 7 of the Environmental Management Strategy and in compliance with PA Condition 5(10).

## 9. PUBLICATION OF MONITORING INFORMATION

Gales will update the summary of transportation movements on its website on a monthly basis during operations. A summary of transport movements and transport-related activities will also be provided in each *Annual Review*, a copy of which is also placed on the Gales website.

## 10. RESPONSIBILITIES AND ACCOUNTABILITIES

The procedures contained within this TMP are available to all members of the workforce and will be discussed, where necessary, through inductions or toolbox talks / meetings. The ultimate responsibility for the implementation of the TMP is the Quarry Operator.

**Table 3** outlines the accountable positions and tasks.

**Table 3**  
**Accountable Positions and Tasks (Transport)**

Position	Accountable Task
Quarry Operator (Quarry Manager*)	<ul style="list-style-type: none"> <li>Undertake both formal and informal compliance evaluations.</li> <li>Provide all transportation data (movements and times) to Gales/Kingscliff Sands and the Administration Officer on a monthly basis.</li> <li>Report any non-compliances or incidents to DPE and (if applicable) to EPA immediately, notify any affected landholder, Gales/Kingscliff Sands and the Administration Officer.</li> <li>Coordinate and disseminate the required response to and development of management measures for any valid complaints received / non-compliances identified.</li> <li>Notify employees and truck drivers of any additional management measures required to be implemented as a result of incidents / non-compliances.</li> <li>Implement disciplinary actions, if required.</li> </ul>
Administration Officer	<ul style="list-style-type: none"> <li>Ensure traffic data is reported in the Annual Review.</li> <li>Review this plan on an annual basis and revise where required.</li> </ul>
Loader Operator	<ul style="list-style-type: none"> <li>Ensure that trucks are appropriately loaded and stop to cover their loads and remove any loose material before exiting the Quarry.</li> </ul>
All employees	<ul style="list-style-type: none"> <li>Record all required information in the event a traffic complaint is received at the site (as outlined within the Environmental Management Strategy).</li> </ul>

\*Or Delegate

## 11. PLAN REVIEW

In accordance with *PA Condition 5(4)*, this TMP will be reviewed and, if required, revised within 3 months of:

- the submission of an incident report under *PA Condition 5(10)*;
- the submission of an Annual Review under *PA Condition 5(13)*;
- the submission of an Independent Environmental Audit report under *PA Condition 5(14)*; and
- any modification to the conditions of PA05\_0103.

Where this review leads to revisions in any such document, then within 6 weeks of the review, the revised document will be submitted to DPIE for approval.

# Appendices

(Total No. of pages including blank pages = 14)

Appendix 1	Consultation Records (8 pages)
Appendix 2	Driver's Code of Conduct (6 pages)

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# Appendix 1

## Consultation and Response

(No. of pages including blank pages = 8)

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29 April 2020

File No: NTH04/00121/07

Your Ref: MP05\_0103a-PA-6

The Director  
Department of Planning, Industry and Environment  
Resource Assessment  
GPO Box 39  
SYDNEY NSW 2001

Dear Sir / Madam,

**Re: MP05\_0103a-PA-6. Gales-Kingscliff Quarry, Cudgen - Operational Transport Management Plan.**

I refer to your email of 8 April 2020 requesting comment from Transport for NSW (TfNSW) in relation to the abovementioned development proposal.

#### **Roles and Responsibilities**

The key interests for TfNSW are the safety and efficiency of the transport network, the integrity of State infrastructure and the integration of land use and transport in accordance with *Future Transport Strategy 2056*.

Tweed Coast Road (MR450) is a classified (Regional) road. Tweed Shire Council is the roads authority for all public roads (other than freeways or Crown roads) in the local government area pursuant to Section 7 of the *Roads Act 1993* (Roads Act). TfNSW is the roads authority for freeways and can exercise roads authority functions for classified roads in accordance with the Roads Act. Council is responsible for setting standards, determining priorities and carrying out works on Local and Regional roads however TfNSW's concurrence is required prior to Council's approval of works on classified (Regional) roads under Section 138 of the *Roads Act 1993*.

In accordance with Condition 31 of the Modification Approval dated 22 January 2019 consultation with TfNSW was required for the preparation of the Operational Transport Management Plan ('TMP').

#### **Transport for NSW (TfNSW) Response**

TfNSW has reviewed the referred information and provides the following comment to assist the consent authority in reviewing the TMP:

- Exiting truck movements need to be regulated internally by defining their path with physical barriers and signposting to reduce conflicts with entering light vehicles.

---

Transport for NSW  
76 Victoria Street, Grafton, NSW 2460 | PO Box 576, Grafton NSW 2460  
W [transport.nsw.gov.au](http://transport.nsw.gov.au)

**Advice to the Consent Authority**

If you have any further enquiries regarding the above comments please do not hesitate to contact Greg Sciffer, Development Assessment Officer on (02) 6640 1362 or via email at: [development.northern@rms.nsw.gov.au](mailto:development.northern@rms.nsw.gov.au)

Yours faithfully,



for Kylie-anne Pont  
A/Manager Land Use Assessment, Northern

---

**Transport for NSW**

76 Victoria Street, Grafton, NSW 2460 | PO Box 576, Grafton NSW 2460  
W [transport.nsw.gov.au](http://transport.nsw.gov.au)



## Scott Hollamby

**From:** Danny Rose <DRose@tweed.nsw.gov.au>  
**Sent:** Friday, 1 May 2020 11:02 AM  
**To:** Scott Hollamby  
**Cc:** 'sdsegal@gmail.com'; 'lisa Peled'; Ray Clark; Lindsay McGavin  
**Subject:** RE: 617: Cudgen Lakes - Transport Management Plan for Consultation

Scott,

Apologies for the late reply. Council's Traffic Engineer and I have reviewed the Transport Management Plan, and are generally ok with its content.

We do note however that there are some incorrect references regarding Conditions 3(27) and 3(29) of the MOD 2 consent in section 3 of your document. Matters relating to Altona Road upgrades refer to condition 3(27). Matters relating to the Tweed Coast Road – Crescent St intersection relate to 3(29) and this needs to get added to your summary table of applicable traffic conditions.

We are also yet to be notified that the maintenance agreement required by condition 3(28) has been finalised by DPIE and the parties.

I hope that assists.

Regards  
 Danny Rose

**Danny Rose** BE (Civil Hons)  
 Manager Roads and Stormwater  
 Engineering



p (02) 6670 2476 m 0417 708 821

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Your actions matter: print less to save more

**From:** Scott Hollamby [mailto:scott@rwcorkery.com]  
**Sent:** Monday, 27 April 2020 8:40 AM  
**To:** Danny Rose <DRose@tweed.nsw.gov.au>  
**Cc:** 'sdsegal@gmail.com' <sdsegal@gmail.com>; 'lisa Peled' <lisasegals@gmail.com>  
**Subject:** 617: Cudgen Lakes - Transport Management Plan for Consultation

Good Morning Danny,

Just a brief note to touch base to see if you have had an opportunity to review the Transport Management Plan for the Cudgen Lakes Sand Quarry?

Please don't hesitate to give me a call if you would like to talk any matter through.

Many thanks

**Scott Hollamby**  
Senior Environmental Consultant  
Mobile: 0437 858 511

**RW Corkery & Co Pty Limited**  
Geological and Environmental Consultants



**Brooklyn**  
Level 1, 12 Dangar Road  
PO Box 239  
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**Orange**  
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Phone: (02) 9985 8511  
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**From:** Scott Hollamby  
**Sent:** Wednesday, 8 April 2020 9:56 PM  
**To:** Danny Rose <[DRose@tweed.nsw.gov.au](mailto:DRose@tweed.nsw.gov.au)>  
**Cc:** 'Denise Galle' <[DGalle@tweed.nsw.gov.au](mailto:DGalle@tweed.nsw.gov.au)>; [sdsegal@gmail.com](mailto:sdsegal@gmail.com); Lisa Peled <[lisasegals@gmail.com](mailto:lisasegals@gmail.com)>; Jeff Holloway <[jeff@chinderahgolf.com.au](mailto:jeff@chinderahgolf.com.au)>; Brad Holloway <[brad@kingscliffsands.com](mailto:brad@kingscliffsands.com)>  
**Subject:** 617: Cudgen Lakes - Transport Management Plan for Consultation

Dear Danny,

I have submitted the attached Transport Management Plan for the Cudgen Lakes Sand Quarry through the Major Projects Portal for consultation with Council, RMS and Transport for NSW. However, it does not provide for a specific officer contact. I therefore wish to also email this to you directly to ensure that it is properly received.

Any comments or feedback from Council would be appreciated at your earliest convenience.

Please don't hesitate to contact Jeff (0402 427 938) or Brad (0449 965 772) Holloway or myself to discuss any matter.

Many thanks

**Scott Hollamby**  
Senior Environmental Consultant  
Mobile: 0437 858 511

**RW Corkery & Co Pty Limited**  
Geological and Environmental Consultants



**Brooklyn**  
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Fax: (02) 6361 3622

Email: [brisbane@rwcorkery.com](mailto:brisbane@rwcorkery.com)

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A summary of how the above consultation comments have been addressed within the TMP is provided in **Table A1-1**.

**Table A1-1**  
**Coverage of Consultation Comments**

Agency	Comment	Coverage
Transport for NSW	Exiting truck movements need to be regulated internally by defining their path with physical barriers and signposting to reduce conflicts with entering light vehicles.	<b>Figure 1</b> updated to include additional safety barriers which create a defined exit path for trucks. Additional instructional truck signage also included at this defined exit path.
Tweed Shire Council	There are some incorrect references regarding Conditions 3(27) and 3(29) of the MOD 2 consent in section 3 of your document.	Section 3 reviewed and cross references updated as applicable.
	Matters relating to Altona Road upgrades refer to condition 3(27). Matters relating to the Tweed Coast Road – Crescent St intersection relate to 3(29) and this needs to get added to your summary table of applicable traffic conditions.	Condition 3(29) added to Table 1 (Project Approval Requirements Relating to Transportation).
	We are also yet be notified that the maintenance agreement required by condition 3(28) has been finalised by DPIE and the parties.	Section 3.2 confirms that the maintenance agreement remains to be finalised. Council will be notified of the finalisation of the agreement.

# Appendix 2

## Drivers Code of Conduct

(No. of pages including blank pages = 6)

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# CUDGEN LAKES SAND QUARRY

## DRIVERS CODE OF CONDUCT

*Kingscliff Sands, JBM Development Group and all truck drivers accessing the Quarry have a responsibility to ensure trucks transporting materials to or from the Cudgen Lakes Sand Quarry do so in a safe and responsible manner at all times.*

*It is a requirement that the following are undertaken at all times.*

### General Responsibilities

You must:	You must not:
<ul style="list-style-type: none"><li>• be medically fit to drive at all times;</li><li>• drive safely and show full consideration to other motorists and road users;</li><li>• wear a seat belt at all times whilst the vehicle is in motion;</li><li>• obey all legal speed limits and road rules, including any reduced limits within school zones or temporary road works; and</li><li>• ensure that your vehicle has appropriate signage so that other road users and Quarry personnel can readily identify your vehicle.</li></ul>	<ul style="list-style-type: none"><li>• use a mobile phone at any time whilst the vehicle is in motion unless it's a hands free unit;</li><li>• drive whilst under the influence of any drugs or any medication which may affect your ability to drive; and</li><li>• consume any alcohol before or during your journeys (or at any time beforehand on the same day).</li></ul>

### Within the Cudgen Lakes Sand Quarry

You must:	You must not:
<ul style="list-style-type: none"><li>• follow the directional heavy vehicle route;</li><li>• establish communication with the loader driver <b>before</b> entering the Loading Exclusion Zone;</li><li>• ensure you have the following Personal Protective Equipment before you exit your vehicle within the Quarry – hard hat, safety boots, safety glasses and hi-visibility clothing or vest; and</li><li>• immediately report any incident/near miss to the Quarry Manager.</li></ul>	<ul style="list-style-type: none"><li>• exceed 10km/hr;</li><li>• throw any rubbish from the truck cabin;</li><li>• climb onto the trailer; and</li><li>• exit the Quarry if the loaded weight exceeds the legal load limit of the vehicle.</li></ul>

## Travelling to or from the Cudgen Lakes Sand Quarry

You must:	You must not:
<ul style="list-style-type: none"> <li>only travel along the approved transportation route (attached);</li> <li>before exiting the Quarry undertake a full walk-around your truck to check all running boards, tailgates etc. are clean and the dust cover is fully extended – <b>all loads must be covered</b>;</li> <li>ensure tailgates are fully fastened when in transit;</li> <li>when exiting, give way to <u>any</u> entering traffic;</li> <li>when exiting, ensure that egress is via the rumble grid to reduce potential for sand tracking;</li> <li>drive carefully and considerately to limit impacts on local residents and homes;</li> <li>ensure headlights are used at times of poor visibility;</li> <li>retain all rubbish in the truck cabin and dispose of at an appropriate facility; and</li> <li>report to the Quarry Manager any tracking of sand or dirt onto Altona Road from the Quarry or any excessive dust generation by truck movements.</li> </ul>	<ul style="list-style-type: none"> <li>turn left out of the Quarry onto Altona Road;</li> <li>turn right from Altona Road onto Crescent Street (excepting local deliveries to Cudgen Village);</li> <li>turn right from Crescent Street onto Tweed Coast Road;</li> <li>stop or park at any time on Altona Road unless required for an emergency;</li> <li>use engine/exhaust brakes along Altona Road, Crescent Street or Tweed Coast Road unless in an emergency;</li> <li>enter Altona Road or attempt to access the Quarry earlier than 7:00am; and</li> <li>bring virgin excavated natural material (e.g. soil) to the Quarry except with the Quarry Managers approval and with appropriate verification documentation.</li> </ul>

## Chain of Responsibility

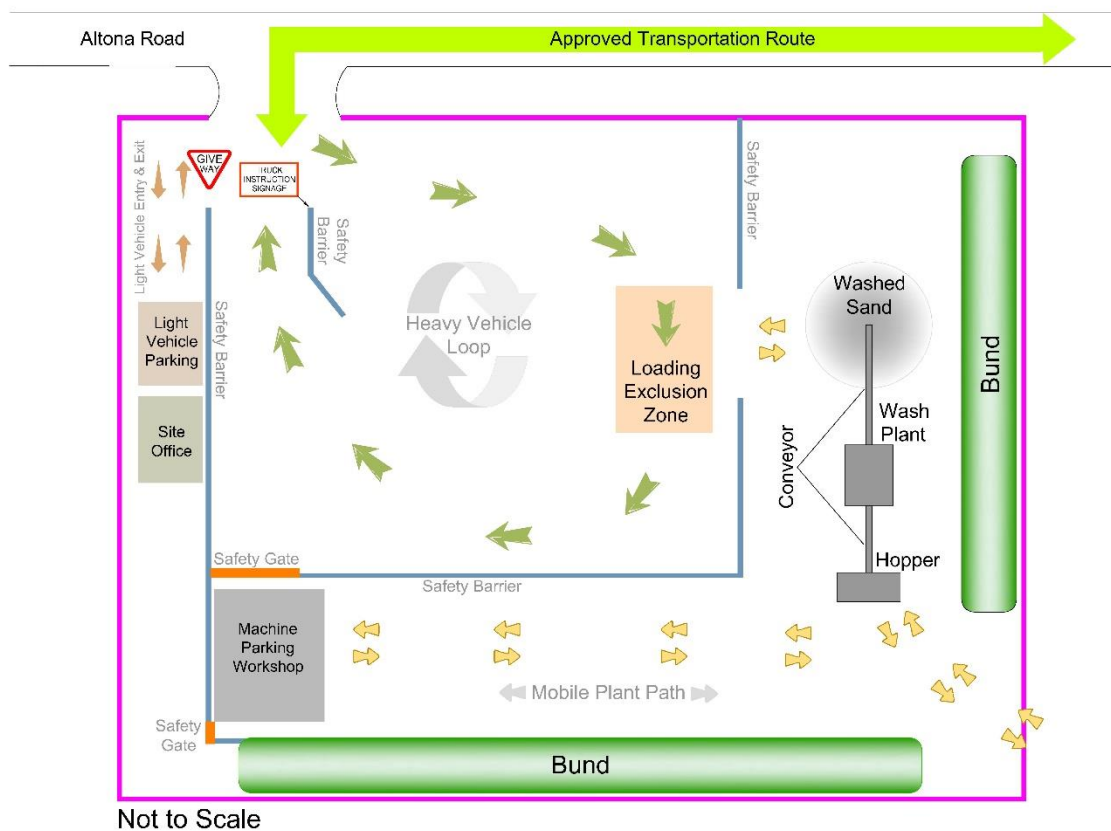
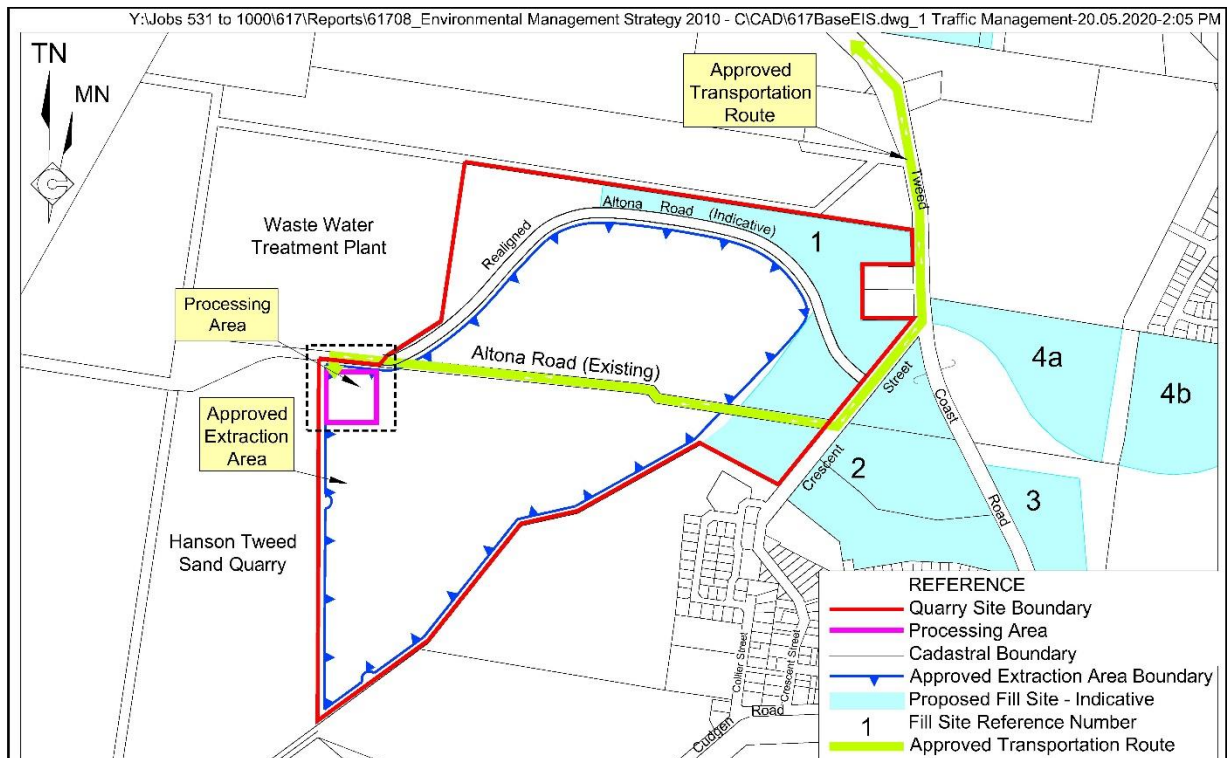
Chain of Responsibility legislation dictates it is the driver's responsibility to ensure you:

- take the required rest breaks;
- record working and rest hours;
- ensure your vehicle does not exceed mass limits;
- ensure your vehicle does not exceed dimension limits;
- appropriately cover your load by ground controlled methods (i.e. automatic tarp);
- do not exceed the legal speed limits; and
- do not tamper with, or remove any equipment required to be fitted to the vehicle.

## Complaints

Local residents, motorists and/or other road users are entitled to lodge complaints (or compliments) by phone or directly to the Quarry about your vehicle or on-road driving behaviour. If any complaint of this nature is received, it will be investigated by JBM Development Group and the complainant will be informed about the actions taken.





SCALE 1:15 000 (A4)



Figure 1  
TRAFFIC MANAGEMENT AND PARKING

## Disciplinary Action

You will face disciplinary action if you fail to meet the requirements in this Code of Conduct or a confirmed community complaint is received regarding your vehicle or on-road driving behaviour that is a result of your actions.

The disciplinary procedure will involve the following.

### Three Strikes and You're Out

- The first confirmed non-conformance will be verbally brought to your attention.
- The second confirmed non-conformance will be provided to you in writing.
- A temporary or permanent ban from site will occur if a third confirmed non-conformance occurs.

## Training and Community Engagement

- Toolbox talks relating to transportation will be undertaken approximately monthly during operations. At the discretion of the Quarry Manager any applicable notifications will be provided and signed by inducted drivers.
- Where possible, advanced notification is requested for any peak demand periods such that the community can be engaged regarding higher than average trucking levels. Ongoing engagement with the community will be undertaken by the operator through the Community Consultative Committee.

## Agreement to Code

I agree to abide with this Code of Conduct Signed:	Authorisation by JBM Development Group Signed:
Name (Print):	Name (Print):
Date:	Date:

## Site Contacts

Quarry Manager: Jeff Holloway 0402 427 938  
Operations Manager: Brad Holloway 0449 965 772