



ABN: 90 009 679 734

Traffic Management Plan

for the

Sancrox Quarry Expansion Project

Prepared by:



RWCorkery&co

November 2025



ACKNOWLEDGEMENT

R.W. Corkery & Co. acknowledge and pay our respects to the Traditional Custodians of the lands in NSW and Australia on which our projects are located. We value the knowledge, advice and involvement of the Elders and extended Aboriginal community that contribute to our Projects and extend our respect to all Aboriginal and Torres Strait Islander peoples.



Traffic Management Plan

for the

Sancrox Quarry Expansion Project

Prepared for:

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1. Introduction

1.1 Scope

This Transport Management Plan (TMP) has been prepared by R.W. Corkery & Co. Pty Limited (RWC) on behalf of Heidelberg Materials Australia Pty Ltd (Heidelberg) and must be implemented (as approved) as a component of operations for the Sancrox Quarry (the Quarry). The Quarry has been owned and operated by Heidelberg since 1998. The Quarry Site is located approximately 8km west of Port Macquarie in the Port Macquarie-Hastings Local Government Area (LGA) on the Mid-North Coast of NSW. Access to the Quarry Site is via the public road network, with entry off Orleans Avenue from a dedicated intersection with Sancrox Road. The Pacific Highway runs adjacent to the Quarry Site's eastern boundary and is approximately 110m from the Quarry Site boundary at the closest point.

The Sancrox Quarry Expansion Project (the Project) is an open cut hard rock extraction operation with approval under SSD 7293 (the Approval) to extract, process, stockpile, and transport extractive materials. Additionally, SSD 7293 provides approval to undertake concrete batching and recycling operations, asphalt production, and associated site preparation activities including the removal and stockpiling of vegetation, topsoil and overburden. The Approval was granted on 26 November 2024, allowing for transport of hard rock material up to 530,000 tonnes per annum (tpa) for 30 years, and processing up to 185,000tpa until the processing plant is relocated. Additional approved activities under SSD 7293 are detailed in Section 2.1.

This document has been prepared in satisfaction of Condition B34 of SSD 7293 and describes the following.

- Traffic management objectives, roles and responsibilities.
- Traffic management roles and responsibilities.
- Competence training and awareness.
- The consultation undertaken during preparation of this document.
- The traffic management context including the existing conditions for the operation.
- The legal and other requirements associated with management of traffic-related issues.
- Traffic management measures that would be implemented during the life of the Quarry.
- Incident reporting and compliance management.
- Document review.

The Quarry is fully described in the following documents, and no further background information is provided as part of the Plan.

- Environmental Impact Statement Report Sancrox Quarry Expansion Project, prepared by Environmental Resources Management Pty Ltd, dated October 2019 (ERM, 2019).

- *Response to Submissions Report Sancrox Quarry Expansion (SSD 7293)*, prepared by Ethos Urban Pty Ltd for Heidelberg Materials Australia, dated 20 May 2021 (Ethos Urban 2021).
- *Amendment Report* prepared by Ethos Urban Pty Ltd for Heidelberg Materials Australia, dated 18 September 2024 (Ethos Urban 2024).
- *Traffic Impact Assessment – Hanson Quarry Expansion*, prepared by TTM for Heidelberg Materials Australia, dated 2013 (TTM, 2013).

In addition, a range of management plans and procedures will be prepared to guide operations within the Quarry. These include the following.

- Environmental Management Strategy
- Biodiversity and Rehabilitation Management Plan
- Water Management Plan
- Air Quality and Greenhouse Gas Management Procedure
- Noise Management Procedure
- Blasting Management Procedure
- Heritage Management Procedure

A copy of this TMP and each Management Plan will be available from the Heidelberg website once approved.

This Plan has been prepared to be a practical tool for the management of transportation-related activities for the ongoing operation of the Quarry. The key operational document for management of transport personnel is the *Driver’s Code of Conduct* which is a guide to expected driver behaviour. All heavy vehicle operators are required to sign and abide by the *Driver’s Code of Conduct*. A copy of the *Driver’s Code of Conduct* is provided as **Appendix 1** and discussed in more detail in Section 3.2.1.

Heidelberg will not commence Stage 1 of the development until this TMP is approved by the Planning Secretary. This Plan will be implemented as approved by the Planning Secretary.

1.2 Objectives and Outcomes

Table 1 presents the traffic-related objectives and key performance outcomes for the Quarry.

Table 1
Traffic Objectives and Key Performance Outcomes

Page 1 of 2

Objectives	Key Performance Outcomes
To effectively manage Quarry-related traffic to minimise conflict between vehicles using public roads.	Effective management of traffic in a manner that ensures that there is minimal conflict between vehicles using public roads.

Table 1 (Cont'd)
Traffic Objectives and Key Performance Outcomes

Page 2 of 2

Objectives	Key Performance Outcomes
To ensure that Quarry-related traffic does not result in unacceptable noise related impacts.	Effective management of traffic in a manner that ensures that noise impacts are reduced to the greatest extent practicable.
All drivers working for or on behalf of the Quarry are suitably trained in traffic mitigation measures and are aware of the importance of minimising the risk of traffic-related impacts.	All persons inducted at the Quarry or who regularly operate vehicles for the Quarry have signed on to the <i>Driver's Code of Conduct</i> .

1.3 Roles and Responsibilities

Table 2 presents the roles and responsibilities for the implementation of this Plan.

Table 2
Roles and Responsibilities

Page 1 of 2

Roles	Responsibilities
Quarry Operator	- Comply with applicable laws, regulations, licences and approvals. - Ensure all contractors, sub-contractors and service personnel are appropriately qualified and/or licenced to undertake the required work and have good environmental performance records. - Ensure that appropriate resources are available to site management and personnel to enable the implementation of this Plan.
Environmental Coordinator / Compliance Supervisor	- Responsible for the overall environmental management of the Quarry, including the preparation and recommendations of this Plan. - Ensure the implementation of this Plan, including reporting of incidents and non-compliances. - Ensure all internal and external reporting requirements are met. - Undertake monitoring/organise, review and analyse all monitoring data. - Respond to all incidents and complaints. - Review and update this Plan as required as outlined in Section 4.9.
Quarry Manager / Supervisor	- Accountable for the overall environmental performance of the Quarry, including the outcomes of this Plan. - Ensure monitoring is undertaken in accordance with this Plan. - Provide input / review and analyse monitoring data as required. - Respond to all incidents and complaints as required. - Ensure adequate resources are available to enable implementation of this Plan. - Ensure employees are competent through training and awareness programs. - Ensure that workforce inductions are appropriately documented.
All personnel	- Operate in a manner that minimises risks of incidents to themselves and fellow workers. - Ensure operations are undertaken in accordance with instructions. - Notify Quarry Manager and/or Environmental Coordinator/Compliance Supervisor of any environmental incident / non-compliance or complaint received.

Table 2 (Cont'd)
Roles and Responsibilities

Page 2 of 2

Roles	Responsibilities
All personnel (Cont'd)	• Ensure appropriate notification and response in the event of an environmental incident / non-compliance or complaint. • Show due care not to cause environmental harm. • Follow direction provided by the Quarry Manager / Environmental Coordinator / Compliance Supervisor.
Source: Heidelberg Materials Australia Pty Ltd.	

1.4 Competence Training and Awareness

All Heidelberg personnel and contractors and their employees will undergo Heidelberg and site-specific inductions, incorporating traffic management awareness training as part of the site induction program. The following areas will be covered in the induction.

- Driver's Code of Conduct.
- Obligations under the conditions of SSD 7293 and EPL 5289, relevant legislation and Heidelberg policies.
- Awareness of operating hours, movements and vehicle requirements.
- Awareness of the complaints protocol.
- Traffic monitoring programs and, where required, any trials that are being undertaken.
- Company and community expectations.

The Quarry Manager will be responsible for ensuring the appropriate traffic management training is included in the induction. **Table 2** presents the roles and responsibilities for Quarry personnel.

In addition, monthly toolbox meetings are held to discuss whole-of-site production, management, safety and environmental issues. Matters relating to traffic are raised during these meetings, when necessary. Personnel involved in transporting material hold separate toolbox meetings to address operational and regulatory requirements and traffic management is also discussed at these meetings.

1.5 Consultation

The following consultation was undertaken during preparation of this Plan (**Table 3**). All feedback received as part of the consultation process has been incorporated, where required, into the final TMP. A copy of all comments received during consultation, actions taken and the response to all comments are provided as **Appendix 2**. There are no outstanding matters relating to the comments received.

Table 3
Consultation Summary

Stakeholder	Communication Type/Date	Response Type/Date	Summary
Port Macquarie Hastings Council (Council)	Major Projects Portal 17/10/2025	Email 24/10/2025	Council have not raised any concerns with respect to the TMP
Transport for NSW (TfNSW)	Major Projects Portal 17/10/2025	Letter 25/09/2025	TfNSW have not raised any comments or suggested amendments

1.6 Document Preparation

This document has been prepared by Nicholas Warren (B.Sc., M. Bus., M. Env.Sc.), Principal Consultant with RWC with the assistance of Jack Flanagan (B.Sc. (Bio & Env.Sc), M.Env.Sc) , Senior Environmental Consultant with RWC, Brittini Nicol (B.Sc. (Geol & Geog)), Environmental Consultant with RWC. Mr Warren has prepared numerous approved traffic management plans for State significant development in NSW. Internal review of this document was undertaken by Ms Belinda Pignone (B.Env.Man & Sc.), Senior Environmental Coordinator with Heidelberg, and Rick Johnstone, Quarry Manager at the Sancrox Quarry. Ms Pignone has also reviewed and implemented numerous traffic management plans for State significant developments owned by Heidelberg in NSW. This collective experience has been applied in preparation of the TMP.

The traffic impact assessment undertaken by Environmental Resources Management Australia Pty Ltd for the Sancrox Quarry Expansion Project has been applied to justify management actions. A copy of this assessment is provided in the *Environmental Impact Statement Sancrox Quarry Expansion Project* (ERM 2019).

2. Traffic Management Context

The following subsections provide an overview of the traffic management context for the Quarry, including the following.

- Approved traffic related activities
- The existing road network
- Surrounding land use
- Potential traffic related impacts
- The legal and other requirements of the operation

2.1 Approved Activities

SSD 7293 was granted as development consent on 26 November 2024, authorising Heidelberg to undertake an extended range of quarrying and associated activities once formal notification of commencement has been provided in accordance with Condition A15 of SSD 7293. The Quarry is approved for the extraction, processing, stockpiling and transportation of extractive materials (including concrete batching and recycling, and asphalt production) and the associated removal of vegetation, topsoil and overburden.

- Extraction of hard rock material up to 530,000 tonnes per annum (tpa) working east to west (Stage 1, 2, 3).
- Processing operations (sizing, screening, blending) up to 185,000tpa until the processing plant is relocated.
- Receipt and on-site processing of up to 20,000tpa of concrete for recycling and bitumen required for asphalt production.
- On-site stockpiling of extractive materials.
- On-site concrete batching, concrete recycling and asphalt production, including:
 - import of concrete constituents (sand and cement) for use in the batching process.
- Off-site transportation of no more than 50 truck movements per hour or 400 truck movements per day, including:
 - up to 530,000tpa of Quarry products; and/or
 - 20,000tpa of concrete; and/or
 - 50,000tpa of asphalt from the site in any calendar year.
- Vehicle/equipment maintenance and ancillary activities and stores.
- Administration and product despatch.
- Progressive rehabilitation and maintenance.

The following subsections detail traffic and transport related approved activities and conditions.

2.1.1 Truck Movements

In accordance with Condition A15 of SSD 7293, Heidelberg must not exceed the total truck movements at the Quarry (i.e. arrivals and dispatches) as detailed in **Table 4**. In accordance with Condition B32, Heidelberg will keep accurate records of all laden truck movements to and from the site (including hourly truck movements) and publish a summary of these records on its website every 6 months.

Table 4
Total Truck Movements

Activity	Total Truck Movements (hourly)	Total Truck Movements (daily)
Truck arrival and dispatch for material transport	50	400
Note: Truck movements to and from the site are also controlled by the operating hours specified in Condition A13 and Table 5.		

2.1.2 Hours of Operation

Heidelberg must comply with the traffic related operating hours set out in **Table 5** as per Condition A13 of SSD 7293.

Table 5
Traffic related Operating Hours

Activity	Permissible Operating Hours
Construction work	(a) 7 am to 6 pm Monday to Friday (b) 8 am to 1 pm Saturday (c) At no time on Sundays or public holidays
Quarrying operations	(d) 5 am to 10 pm Monday to Sunday (e) At no time on public holidays (f) Processing, stockpiling and truck loading also permitted between 10 pm and 5 am on up to 20 days per calendar year
Road transportation	(i) 5 am to 10 pm Monday to Sunday (j) Road transportation also permitted between 10 pm and 5 am on up to 20 days per calendar year
Source: SSD 7293 adapted from Table 1	

In accordance with Condition A14 of SSD 7293, the following activities may be carried out outside the hours and restrictions specified in conditions A10 to A13 and Table 5:

- (a) delivery or dispatch of materials as requested by Police or other public authorities; and
- (b) emergency work to avoid the loss of lives, property or to prevent environmental harm.

In such circumstances, Heidelberg must notify the Department of Planning, Housing and Infrastructure (DPHI) and affected residents prior to undertaking the activities, or as soon as is practical thereafter.

2.1.3 Transport Routes

The Quarry mainly services areas east of the Pacific Highway, including Port Macquarie and nearby coastal towns to the north and south.

- Sancrox Interchange provides access to the Pacific Highway for north/south travel.
- Winery Drive, via the northeastern roundabout of the Sancrox Interchange, connects to Hastings River Drive for access to northern Port Macquarie.
- Oxley Highway Interchange (to the south) supports east/west movements.

Over 99% of truck movements from the Quarry Access Road will head south or east via the Sancrox Interchange to reach market destinations.

2.1.3.1 Western Transport

Travel west on Sancrox Road/Rawdon Island Road is not required, except for minimal deliveries within the Sancrox locality (less than 1% of annual truck trips). Truck movements west of the Quarry Access Road along Sancrox Road will be strictly limited to servicing local markets within the Sancrox area only. This restriction is in place to minimise traffic impacts on roads not designed for heavy vehicle use and to preserve road safety and infrastructure integrity in the surrounding rural community.

The speed limit on the Sancrox Interchange is 60 km/hr. West of the western roundabout on Sancrox Road, the speed limit increases to 80 km/hr.

Access to Wauchope and other western destinations will be facilitated via the Oxley Highway Interchange, which offers a more suitable and efficient route for heavy vehicle traffic. As such, Sancrox Road west of the Quarry will not be used as a regular transport corridor for quarry products.

2.1.3.2 Eastern Transport

Movements to the east of the Sancrox Interchange along Fernbank Creek Road will be strictly limited to supplying local residents or markets in the immediate area. This road will not be used as a regular transport route for quarry products due to its narrow width and limited structural capacity, which make it unsuitable for frequent heavy vehicle traffic. Heidelberg has committed to avoiding truck movements on Fernbank Creek Road, except where necessary to fulfil local deliveries.

2.1.4 Traffic Types

2.1.4.1 Heavy Vehicles

During the construction phase of the extension, heavy vehicles (predominantly truck and dogs) will be used to float clearing equipment, deliver infrastructure for the processing, asphalt and concrete batching plants, and remove mulch from the Quarry Site. Peak construction traffic may occur when clearing and plant establishment overlap.

Operational activities will include outgoing deliveries of quarried product and asphalt, concrete agitator trips, and the import of concrete constituents (sand and cement) for the batching process, as well as waste concrete delivery to site for recycling.

An approximate split of 30% rigid and small trucks and 70% truck and dogs or larger is expected with the Quarry extension. Transport of asphalt will be conducted by rigid trucks only (no dogs) as these are better suited for direct unloading into the paver during road surfacing. Only trucks will be used to transport the waste concrete (assumed that waste concrete collection sites will have limited space available and would not accommodate truck and dog).

All heavy vehicle movements during all phases will comply with the truck movements limits detailed in Section 2.1.1.

2.1.4.2 Light Vehicles

A range of light vehicles may be used by Quarry personnel or service contractors to access the Quarry. These include passenger vehicles, SUVs, Utes, or other light vehicles. Light vehicles will transport construction personnel to and from the Quarry Site during construction and operational phases. These movements are expected to have minimal impact on the local road network. Parking is provided on site for all employees and visitors to the Quarry.

2.2 Features of the Local Road Network

The following subsections detail the features of the existing local road network, as presented in **Figure 1**.

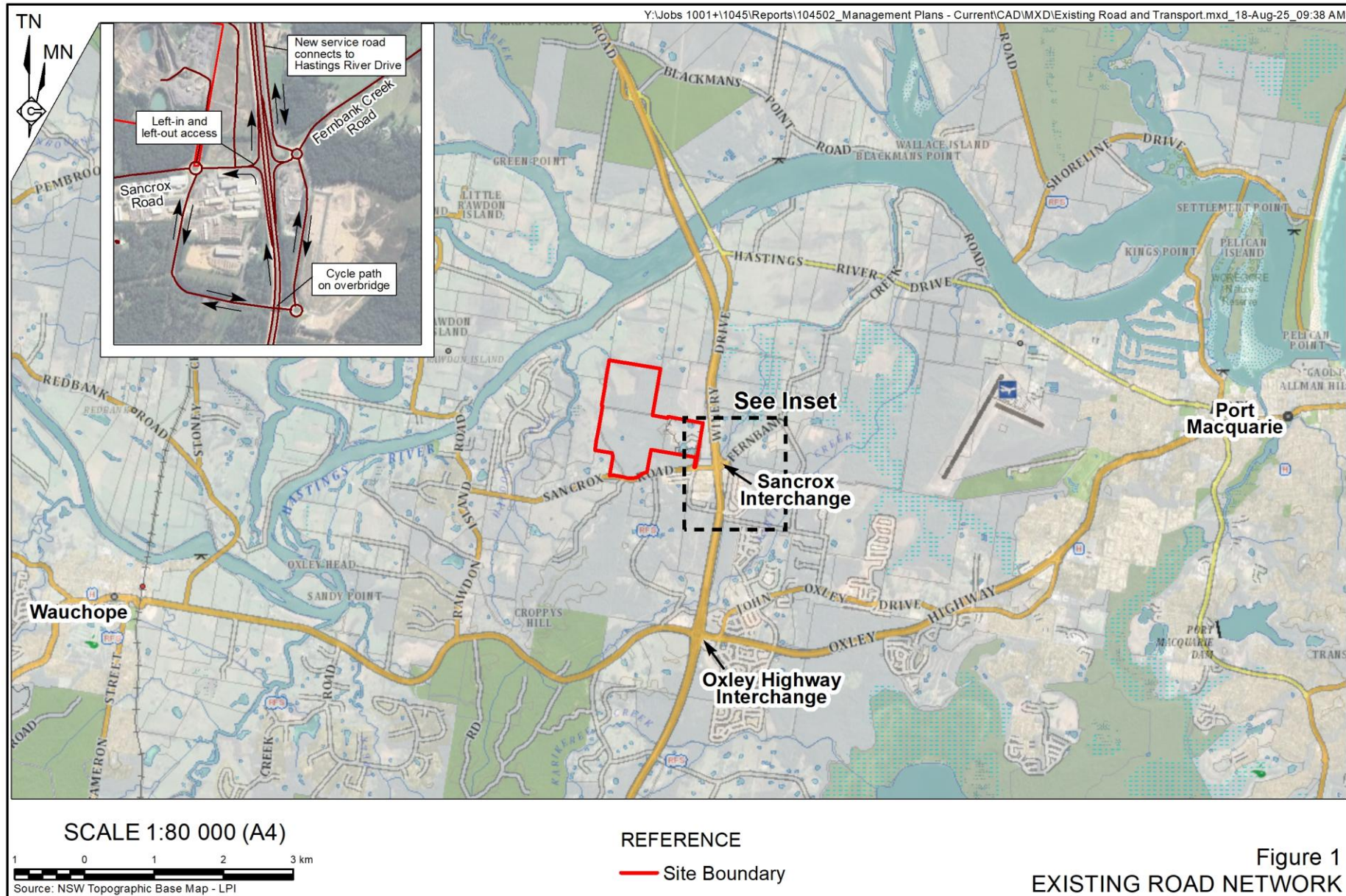
2.2.1 Sancrox Interchange

The Sancrox Interchange is a vital component of the local road network, supporting quarry operations and regional connectivity. It consists of a two-lane loop road (one lane in each direction) and connects several roads including Sancrox Road (also known as the Quarry Access Road via Orleans Road), Frogs Road, Wambayn Drive, Fernbank Creek Road, Winery Drive, and Hastings River Drive.

A notable feature of the interchange is the Frogs Road Bridge, a service road overpass that spans the Pacific Highway. The bridge is 12 metres wide and 68 metres long and includes pedestrian access on its southern side. Within the interchange, the speed limit is set at 60 km/h. West of the western roundabout on Sancrox Road, the speed limit increases to 80 km/h, while east of the eastern roundabout on Fernbank Creek Road, the speed limit is not signposted but is assumed to be 60 km/h.

2.2.2 Pacific Highway

The Pacific Highway at this location is a dual carriageway with a speed limit of 110 km/h at the merge points. The intersections of Sancrox Road and Fernbank Creek Road with the highway are at-grade and allow only left-in and left-out movements. This section of the highway was upgraded in 2017 to meet Motorway Standard (Class M) specifications set by NSW Roads and Maritime Services.



2.2.3 Oxley Highway

Approximately 2.5 kilometres south of the Sancrox Interchange is the Oxley Highway Interchange, which facilitates truck movements both east and west. The eastern exit provides access for deliveries to the southern coastal townships of Port Macquarie, while the western exit supports deliveries to Wauchope and surrounding areas.

2.3 Surrounding Residences and Land Use

The environment surrounding the quarry includes remnant woodland vegetation immediately adjacent to the north, west and south. A narrow strip of vegetation is present along the eastern boundary, with partially cleared land located 100m to the east. The Pacific Highway and the Cassegrain Winery are located approximately 175m and 210m to the east, respectively. Sancrox Road is located approximately 230m to the south of the Quarry, with a suite of industrial facilities beyond.

Several rural residential properties are located to the north, south and west of the Quarry (**Figure 2**). The closest residential property to the Quarry is located 150m to the south-west along Sancrox Road. A number of residential properties are located along Bushland Drive to the south-west of the Quarry, the closest being approximately 650m from the site. A further rural residential property is located approximately 1km west of the Quarry.

2.4 Legal and Other Requirements

2.4.1 Development Consent SSD 7293

Development Consent SSD 7293 was granted on 26 November 2024 by the Independent Planning Commission and is subject to a number of condition requirements. Condition B34 requires that a Traffic Management Plan be prepared to guide the management of traffic within the Quarry Site and surrounding public roads. **Table 6** identifies the transport-related conditions of SSD 7293 and where each has been addressed in this Plan.

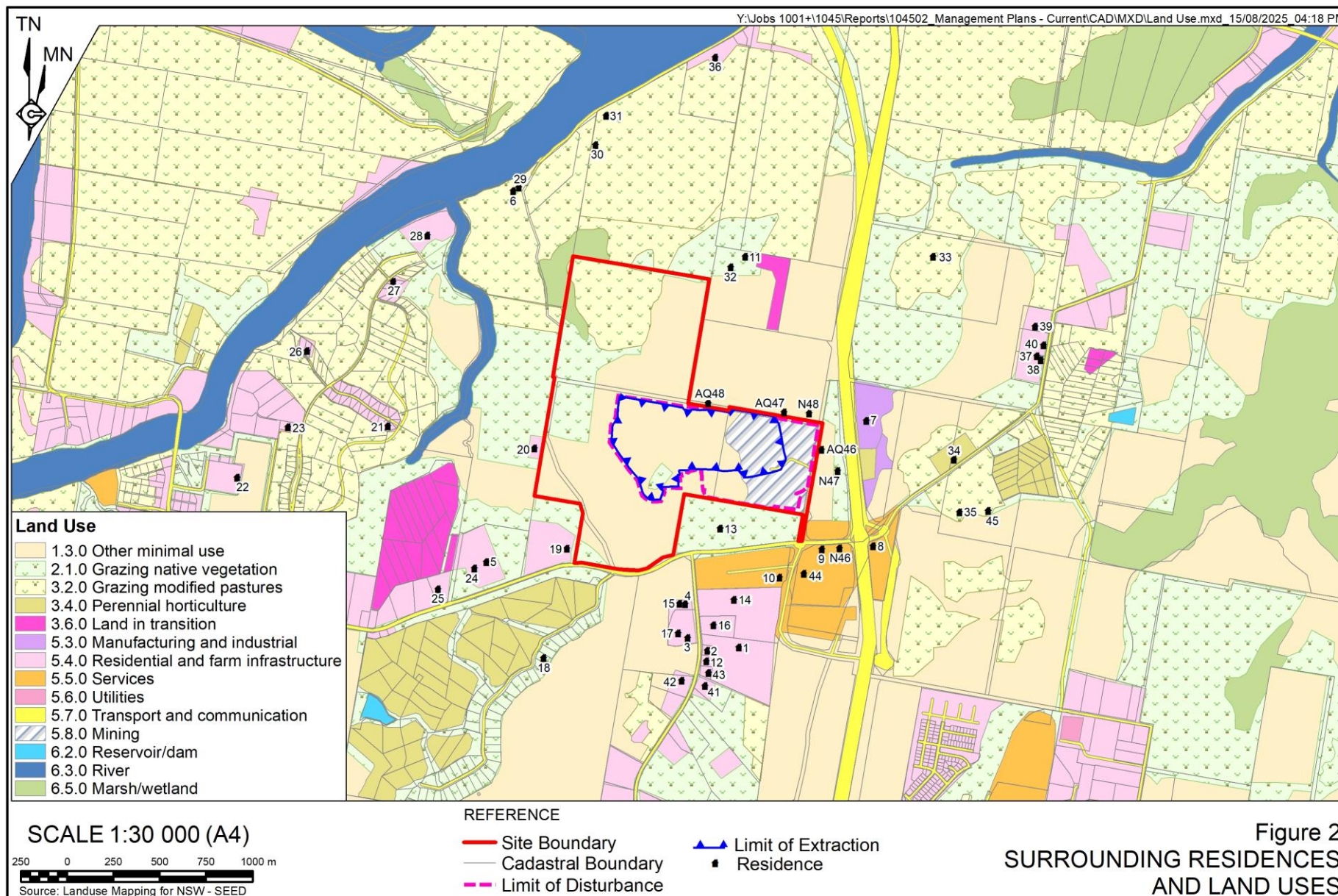


Table 6
Development Consent SSD 7293 – Transport

Page 1 of 4

Page 1 of 1

Cond. No.	Condition	Section												
Quarry Product Extraction and Transport														
A10	The Applicant must not process more than 185,000 tonnes of quarry products on the site in any calendar year until the quarry processing plant is relocated as described in the documents listed in Condition A2(c).	2.1												
A11	The Applicant must not transport more than 530,000 tonnes of quarry products, 20,000 tonnes of concrete and/or 50,000 tonnes of asphalt from the site in any calendar year	2.1												
A12	Total truck movements at the site (i.e. arrivals and dispatches) must not exceed: a) 50 movements per hour; and b) 400 movements per day. Note: Truck movements to and from the site are also controlled by the operating hours specified in Condition A13.	2.1.1												
Hours of Operation														
A13	<table><tr><td colspan="2">The Applicant must comply with the operating hours set out in Table 1.</td></tr><tr><td>Activity</td><td>Permissible Operating Hours</td></tr><tr><td>Construction work</td><td>(a) 7 am to 6 pm Monday to Friday (b) 8 am to 1pm Saturday (c) At no time on Sundays or public holidays</td></tr><tr><td>Quarrying operations</td><td>(d) 5 am to 10 pm Monday to Sunday (e) At no time on public holidays (f) Processing, stockpiling and truck loading also permitted between 10pm and 5 am on up to 20 days per calendar year</td></tr><tr><td>Blasting</td><td>(g) 9 am to 3 pm Monday to Friday (h) At no time on Saturdays, Sundays or public holidays</td></tr><tr><td>Road transportation</td><td>(i) 5 am to 10 pm Monday to Sunday (j) Road transportation also permitted between 10 pm and 5 am on up to 20 days per calendar year</td></tr></table>	The Applicant must comply with the operating hours set out in Table 1.		Activity	Permissible Operating Hours	Construction work	(a) 7 am to 6 pm Monday to Friday (b) 8 am to 1pm Saturday (c) At no time on Sundays or public holidays	Quarrying operations	(d) 5 am to 10 pm Monday to Sunday (e) At no time on public holidays (f) Processing, stockpiling and truck loading also permitted between 10pm and 5 am on up to 20 days per calendar year	Blasting	(g) 9 am to 3 pm Monday to Friday (h) At no time on Saturdays, Sundays or public holidays	Road transportation	(i) 5 am to 10 pm Monday to Sunday (j) Road transportation also permitted between 10 pm and 5 am on up to 20 days per calendar year	2.1.2
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Construction work	(a) 7 am to 6 pm Monday to Friday (b) 8 am to 1pm Saturday (c) At no time on Sundays or public holidays													
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Road transportation	(i) 5 am to 10 pm Monday to Sunday (j) Road transportation also permitted between 10 pm and 5 am on up to 20 days per calendar year													
A14	The following activities may be carried out outside the hours and restrictions specified in Conditions A10 to A13 and Table 1: a) delivery or dispatch of materials as requested by Police or other public authorities; and b) emergency work to avoid the loss of lives, property or to prevent environmental harm. In such circumstances, the Applicant must notify the Department and affected residents prior to undertaking the activities, or as soon as is practical thereafter.	2.1.2												
Contributions														
A18	The Applicant must make annual financial contributions to Council towards the maintenance of local roads used for haulage of quarry products. The contributions must be paid at a rate of \$0.15 per tonne of quarry products transported from the site, increased annually on 1 July each year in accordance with CPI.	2.4.3												
A19	If there is a dispute over the determination of the contributions in Condition A18, the Applicant or Council may refer the matter to the Planning Secretary for resolution. The decision of the Planning Secretary will be final													
Evidence of Consultation														
A21	<table><tr><td>Where conditions of this consent require consultation with an identified party, the Applicant must:</td></tr><tr><td>a) consult with the relevant party prior to submitting the subject document; and</td></tr><tr><td>b) provide details of the consultation undertaken including: i) the outcome of that consultation, matters resolved and unresolved; and ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved</td></tr><tr><td><i>Note: The details required to be provided under A21(b) can be provided as separate correspondence and do not need to be included in the management plan document itself</i></td></tr></table>	Where conditions of this consent require consultation with an identified party, the Applicant must:	a) consult with the relevant party prior to submitting the subject document; and	b) provide details of the consultation undertaken including: i) the outcome of that consultation, matters resolved and unresolved; and ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved	<i>Note: The details required to be provided under A21(b) can be provided as separate correspondence and do not need to be included in the management plan document itself</i>	1.5								
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<i>Note: The details required to be provided under A21(b) can be provided as separate correspondence and do not need to be included in the management plan document itself</i>														

Table 6 (Cont'd)
Development Consent SSD 7293 – Transport

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Cond. No.	Condition	Section
Monitoring of Product Transport		
B32	The Applicant must keep accurate records of all laden truck movements to and from the site (including hourly truck movements) and publish a summary of these records on its website every 6 months.	3.3.1
Transport Operating Conditions		
B33	The Applicant must:	3.2.7
	a) ensure that all laden trucks entering or exiting the site have their loads covered;	
	b) take all reasonable steps to minimise traffic safety issues and disruption to local road users; and	3.2
	c) take all reasonable steps to ensure that appropriate signage is displayed on all trucks used to transport quarry products from the development so they can be easily identified by other road users.	3.2.9
Traffic Management Plan		
B34	The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. This plan must;	1.6
	a) be prepared by suitably qualified and experienced person/s;	
	b) be prepared in consultation with TfNSW, and Council;	1.5
	c) include details of:	2.1.3, 2.1.4
	i) all transport routes and traffic types to be used for development-related traffic;	
	ii) processes in place for the control of truck movements entering and exiting the site;	3.2.2, 3.4.2.2
	iii) measures to be implemented to:	3.2
	– ensure compliance with the traffic operating conditions and other traffic related conditions of this consent;	
	– manage the traffic impacts from contractors and subcontractors;	
	– minimise traffic safety issues and disruption to local road users;	
	– minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site;	
	– monitor driver behaviour; and	
	– participate in transport management investigations initiated by Council;	
	d) include a Drivers' Code of Conduct that includes procedures to ensure that drivers:	3.2.1, Appendix 1
	i) adhere to posted speed limits or other required travelling speeds;	
	ii) adhere to designated transport routes and travel times; and	
	iii) implement safe and quiet driving practices; and	
	e) describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct	
B35	The Applicant must not commence construction or quarrying operations until the Traffic Management Plan is approved by the Planning Secretary.	Noted
B36	The Applicant must implement the approved Traffic Management Plan	Noted
Management Plan Requirements		
D4	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	Noted
	• a summary of relevant background or baseline data;	2.2
	• details of:	Table 3
	– the relevant statutory requirements (including any relevant approval, licence or lease conditions);	
	– any relevant limits or performance measures and criteria; and	2.1, 2.4
	– the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;	3.3

Table 6 (Cont'd)
Development Consent SSD 7293 – Transport

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Cond. No.	Condition	Section
D4 Cnt'd	a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	3.2
	- a program to monitor and report on the: - impacts and environmental performance of the development; and - effectiveness of the management measures set out pursuant to Condition D4;	3.3, 4
	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;	3.4
	a program to investigate and implement ways to improve the environmental performance of the development over time;	4.10
	- a protocol for managing and reporting any: - incident, non-compliance or exceedance of the impact assessment criteria or performance criteria;	4
	complaint; or	3.4.2.1
	failure to comply with statutory requirements; and	8
	a protocol for periodic review of the plan.	4.9
	<i>Note: The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.</i>	Noted
Revision of Strategies, Plans and Programs		
D5	Within three months of: a) the submission of an incident report under Condition D7; b) the submission of an Annual Review under Condition D9; c) the submission of an Independent Environmental Audit under Condition D11; d) the approval of any modification of the conditions of this consent; e) notification of a change in development stage under Condition A15; or f) the issue of a direction of the Planning Secretary under Condition A2(b) which requires a review, the suitability of existing strategies, plans and programs required under this consent must be reviewed by the Applicant.	4.9
D6	If necessary, to either improve the environmental performance of the development, cater for a modification or comply with a direction, the strategies, plans and programs required under this consent must be revised, to the satisfaction of the Planning Secretary and submitted to the Planning Secretary for approval within six weeks of the review. <i>Note: This is to ensure strategies, plans and programs are updated on a regular basis and to incorporate any recommended measures to improve the environmental performance of the development.</i>	4.9
Reporting and Auditing		
Incident Notification		
D7	The Applicant must immediately notify the Department and any other relevant agencies immediately after it becomes aware of an incident. The notification must be in writing through the Department's Major Projects website and identify the development (including the development application number and name) and set out the location and nature of the incident.	4.4
Non-Compliance Notification		
D8	Within seven days of becoming aware of a non-compliance, the Applicant must notify the Department of the non-compliance. The notification must be in writing to through the Department's Major Projects website and identify the development (including the development application number and name), set out the condition of this consent that the development is non-compliant with, why it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance. <i>Note: A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.</i>	4.2

Table 6 (Cont'd)
Development Consent SSD 7293 – Transport

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Cond. No.	Condition	Section
Annual Review		
D9	By the end of March in each year after the commencement of development, or other timeframe agreed by the Planning Secretary, a report must be submitted to the Department reviewing the environmental performance of the development, to the satisfaction of the Planning Secretary.	4.6
D10	Copies of the Annual Review must be submitted to Council and made available to the CCC and any interested person upon request.	4.6
Independent Environmental Audit		
D11	Within one year of the commencement any development under this consent, and every three years after, unless the Planning Secretary directs otherwise, the Applicant must commission and pay the full cost of an Independent Environmental Audit of the development.	4.8
D12	Within three months of commencing an Independent Environmental Audit, or within another timeframe agreed by the Planning Secretary, the Applicant must submit a copy of the audit report to the Planning Secretary, and any other NSW agency that requests it, together with its response to any recommendations contained in the audit report, and a timetable for the implementation of the recommendations. The recommendations must be implemented to the satisfaction of the Planning Secretary.	4.8
Monitoring and Environmental Audits		
D13	Any condition of this consent that requires the carrying out of monitoring or an environmental audit, whether directly or by way of a plan, strategy or program, is taken to be a condition requiring monitoring or an environmental audit under Division 9.4 of Part 9 of the EP&A Act. This includes conditions in respect of incident notification, reporting and response, non-compliance notification, compliance report and independent audit. For the purposes of this condition, as set out in the EP&A Act, "monitoring" is monitoring of the development to provide data on compliance with the consent or on the environmental impact of the development, and an "environmental audit" is a periodic or particular documented evaluation of the development to provide information on compliance with the consent or the environmental management or impact of the development.	Noted
D15	Before the commencement of construction until the completion of all rehabilitation required under this consent, the Applicant must: (a) make the following information and documents (as they are obtained, approved or as otherwise stipulated within the conditions of this consent) publicly available on its website: (i) the document/s listed in Condition A2(c); (ii) all current statutory approvals for the development; (iii) all approved strategies, plans and programs required under the conditions of this consent; (iv) minutes of CCC meetings; (v) regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this consent; (vi) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs; (vii) a summary of the current stage and progress of the development; (viii) contact details to enquire about the development or to make a complaint; (ix) a complaints register, updated monthly; (x) the Annual Reviews of the development; (xi) audit reports prepared as part of any Independent Environmental Audit of the development and the Applicant's response to the recommendations in any audit report; (xii) any other matter required by the Planning Secretary; and (xiii) keep such information up to date, to the satisfaction of the Planning Secretary.	4.6

2.4.2 Summary of Mitigation Measures

A summary of mitigation measures for the Quarry operation is presented in the Amendment Report (Ethos Urban, 2024) Attachment C. Traffic-related mitigation measures include the following.

- Movements to the west of the Quarry Access Road on Sancrox Road will be strictly limited to supplying markets in the Sancrox area only. Access to Wauchope and other locations to the west will be provided by utilising the Oxley Highway Interchange. Sancrox Road to the west of the quarry will not be used as a regular product transport route.
- Movements to the east of the Sancrox Interchange along Fernbank Creek Road will be strictly limited to supplying local residents/markets in the area. The road will not be used as a regular product transport route.
- Limit compression braking.
- Avoid bunching of quarry vehicles along product transport routes.
- Cover loads entering and leaving the site.
- Induct all drivers to the *Driver's Code of Conduct* (**Appendix 1**) and carry out regular tool box talks discussing road safety issues.
- All loaded vehicles leaving the site are to be cleaned of materials on tail guards and body edges that may fall on the road.
- Adhere to *Driver's Code of Conduct*.

These mitigation measures are incorporated in Section 3 of this TMP.

2.4.3 Road Maintenance Contributions

In accordance with Condition A18 of SSD 7293 Heidelberg must make annual financial contributions to Council towards the maintenance of local roads used for haulage of quarry products. The contributions must be paid at a rate of \$0.15 per tonne of quarry products transported from the Site, increased annually on 1 July each year in accordance with CPI.

If there is a dispute over the determination of the contributions in Condition A18, Heidelberg or Council may refer the matter to the Planning Secretary for resolution. The decision of the Planning Secretary will be final.

3. Traffic Management System

3.1 Introduction

The following subsections provide the traffic management system which will be implemented over the life of the Quarry to meet the objectives outlined in Section 1.2 and satisfy the requirements of SSD 7293 (Table 6). The traffic management system provides for both pre-emptive and reactive management measures, which have been designed to minimise, to the greatest extent reasonably practicable, traffic related impacts on stakeholders and the environment.

3.2 Pre-Emptive Traffic Management Measures

3.2.1 Driver's Code of Conduct

A *Driver's Code of Conduct* is attached as **Appendix 1** and will be implemented during both the construction and operational phases of the Quarry. Drivers regularly accessing the Quarry Site will be required to review and sign the Driver's Code of Conduct as part of their induction and will be required to be re-inducted and re-sign the code annually.

The Driver's Code of Conduct is the primary tool that will be used by the Quarry to ensure that inducted drivers are aware of their responsibilities and the importance of minimising traffic related impacts on stakeholders. The Driver's Code of Conduct covers the following key areas.

- General requirements
- Heavy vehicle speeds
- Heavy vehicle driver fatigue
- Heavy vehicle compression braking
- Heavy vehicle noise
- Covering loads
- Heavy vehicle departure and arrival times
- Heavy vehicle breakdowns and incidents
- Compliance measures and monitoring
- Emergency contact numbers

Further, the requirements under the Driver's Code of Conduct will be included in any contract, or similar agreement, for the provision of transportation-related services by or where transportation utilising heavy vehicles is required for the carrying out of the contract works. Regular tool box talks will include discussion of road safety issues.

3.2.2 Operating Hours and Transport Limits

In accordance with Condition A10 and A11, Heidelberg has committed to the following transport limits:

- transport no more than 185,000 tonnes of quarry products from the site in any calendar year until the quarry processing plant is relocated as described in the EIS and SSD 7293;
- transport no more than 530,000 tonnes of quarry products from the site in any calendar year;
- transport no more than 20,000 tonnes of concrete from the site in any calendar year; and/or
- transport no more than 50,000 tonnes of asphalt from the site in any calendar year.

All loading and despatch operations will be undertaken in accordance with the truck movement limits (**Table 4**) and approved hours of operation (**Table 5**) issued under SSD 7293 conditions A12 and A13.

3.2.3 Internal Speed Limits

Within the Quarry, all heavy vehicles on internal roads will be limited to a speed no greater than 20km/hr. This would have the following intended benefits for the operation.

- Reduce the risk of incidents involved other vehicles, employees or native fauna
- Reduce the lift off of dust on unsealed road
- Reduce traffic noise

3.2.4 Logistical Transport Planning

Where it is feasible to do so, logistical planning of transport activities would be used to reduce the truck queuing (convoying or bunching) along product transport routes, unnecessary idling of trucks and unnecessary trips, in accordance with the *Driver's Code of Conduct* (**Appendix 1**).

3.2.5 Compression Braking

Heidelberg has committed to limiting the use of compression braking (also known as engine braking or "Jake braking") by heavy vehicles associated with the Sancrox Quarry.

Heidelberg will ensure that compression braking is only used when necessary for safety, such as in emergency situations or on steep gradients.

3.2.6 Road Cleanliness and Dust Control

To minimise the transmission of dust and tracking of material onto public roads, Heidelberg will implement a combination of practical vehicle and site management measures. These include:

- ensuring that all loaded vehicles are visually inspected prior to departure, with reasonable efforts made to remove loose material from tailgates, body edges, and other external surfaces where material may accumulate;
- maintaining sealed internal access roads and sweeping hardstand areas as needed to reduce the potential for material tracking;
- requiring that all loads are covered before leaving the site (section 3.2.7);
- vehicle speed on internal roads would be limited to 20km/hr and restricted to designated roads to reduce potential dust lift off;
- vehicle speed on the sealed access road between the weighbridge and the Quarry entrance would be limited to 40km/hr; and
- applying an adaptive management approach to dust, including visual monitoring and responsive mitigation during dry or windy conditions.

Further detail surrounding the dust management measures that Heidelberg has committed to implementing at the Quarry are available in the Air Quality Management Procedure for the Quarry.

3.2.7 Laden Truck Covers

Condition B33(a) requires that all trucks entering or exiting the site will have their loads covered. This requirement has been included in the *Driver's Code of Conduct* (**Appendix 1**) and will be visually monitored on a regular basis by the Quarry Supervisor. Further to the above, all trucks operated by Heidelberg have truck bodies and trailers with powered covers, which assist the truck drivers in ensuring that the loads are covered at all times, except during loading and unloading.

3.2.8 Truck Signage

All Company-operated trucks are easily identifiable by their colour, with the Company Logo on the cab door and truck body.

3.2.9 Regional Traffic Investigations

Where it does not impact safety on the local road network, Heidelberg will consider participating in transport management investigations initiated by Council. These investigations may involve a review of heavy haulage in the local area in conjunction with all operators and include contributions to vehicle monitoring or trialling of alternative routes or logistics planning.

The scope of the investigation and Heidelberg's involvement would be determined in consultation with Council. The Company may report on its involvement in the Annual Review.

3.3 Monitoring

3.3.1 Daily Truck Movements

Condition B32 of SSD 7293 requires that Heidelberg must keep an accurate record of all laden truck movements to and from the Quarry Site (including hourly heavy vehicle movements) and publish a summary of these records on its website every 6 months.

The daily heavy vehicle movements of laden trucks despatched, and tonnages transported from the site will be reviewed by the Quarry Manager on a monthly basis to ensure compliance.

3.3.2 In-Vehicle Monitoring

Automated vehicle monitoring hardware is installed in all Heidelberg-operated trucks. This hardware allows Heidelberg to monitor:

- location;
- speed; and
- truck performance characteristics, such as, engine torque, gear selection and brake use.

Heidelberg would seek opportunities during operation to further reduce road degradation impacts through improvements to road truck technology. Further, this information will be used to monitor compliance with the conditions of SSD 7293, specifically:

- operating hours;
- speed limits; and
- driver behaviour.

3.3.3 Load Monitoring

All heavy vehicles involved in product transport will be weighed when leaving the Quarry to ensure that the relevant load limits and operating hours are being complied with. A weighbridge is located at the Quarry, with drivers provided with documentation showing the heavy vehicles weight prior to leaving the site.

Any vehicle that does not comply with the relevant weight limit will be prohibited from departing the Quarry until the load has been adjusted and is within the required limit.

3.4 Reactive Management

3.4.1 Triggers

The following triggers are in place to provide for:

1. Traffic Complaint – Any complaint received, either directly or indirectly via a Council, EPA or other regulatory agency, will trigger the implementation of complaints handling and response measures (Section 3.4.2.1).

2. Exceedance of Traffic Criteria – Any monitoring record of traffic exceeding the approved traffic levels will trigger the response and corrective action measures (Section 3.4.2.2).
3. Failure Against *Driver's Code of Conduct* (**Appendix 1**) – Failure to meet the requirements detailed in the *Driver's Code of Conduct* (Section 3.4.2.3).
4. Traffic Incident or Breakdown – Any breakdown or incident that occurs that is reported to Heidelberg will trigger the implementation of the traffic incident and breakdown measures (Section 3.4.2.4).

3.4.2 Corrective and Preventative Actions

3.4.2.1 Traffic Complaint

The Environmental Management Strategy includes a detailed complaints management procedure. This sub-section records the procedures that would be implemented following receipt of a traffic-related complaint, which may be received through one of the following methods.

- Directly via the Quarry Manager or Site number or e-mail.
- Directly via Heidelberg's 24-hour, 7 day per week general Emergency Line (1800 882 478). This number will be advertised on signage at the Quarry entrance and on Heidelberg's website.
- Directly via the customer feedback / complaint / incident portal on the Heidelberg website.
- Indirectly via a government agency.

Following receipt of any traffic related complaint, it would be recorded in the complaints register and Heidelberg would implement the following procedure.

1. The complaint will be reviewed by the Quarry Manager or their delegate to determine the nature, date and time of the traffic complaint. This will include contacting or meeting with the complainant as required.
2. An investigation of the traffic complaint would be instigated, with the objective of identifying the following, where appropriate:
 - The date and time of the activity that is the cause of the complaint.
 - Whether the activity is directly related to operation of the Quarry or if any other factors contributed to the complaint.
 - The primary cause of the activity.
 - Any contributing factors which led to the complaint.
 - Whether appropriate controls were implemented.
 - Corrective and preventative measures that may be implemented to prevent a recurrence.

3. If the investigation confirms the alleged complaint and identifies that the driver and vehicle in question are Quarry related, then appropriate action will be taken depending on the circumstances. Appropriate actions may include:
 - Counselling of the driver or transport contractor in relation to the requirements of the *Driver's Code of Conduct* (**Appendix 1**).
 - Issuing of a formal warning to the driver or transport contractor.
 - Exclusion of the driver, or transport contractor from the Site.

Following completion of the investigation, Heidelberg will:

- Implement the corrective and preventative actions identified in the investigation report, if any.
- Report on the corrective and preventative actions identified in the report and the status of their implementation as part of the Annual Review.

In the event that multiple complaints are received from the same individual(s) and the Quarry can demonstrate:

- At least three complaints from the complainant were received and dealt with by demonstrating compliance with the relevant criteria in each case; and
- There is documented evidence of a genuine attempt by the Quarry to discuss the issue and seek a resolution with the complainant without success.

The Quarry may, in consultation with the relevant government agencies, limit responses to further complaints to Steps 1 and 2 above.

All complaints would be recorded using a proforma complaints register and the nature and outcome of the complaint review and subsequent investigation provided in summary form to the Community Consultative Committee and in the Annual Review. The complaints register will be published on the Heidelberg website on a quarterly basis.

3.4.2.2 Exceedance of Traffic Criteria

A SAP system will be installed at the weighbridge to close off once approved traffic levels (hourly and daily limits) are reached. There may be an occasion when this system fails. Following identification of a non-compliance with any statutory requirements of SSD 7293, the following actions would occur:

1. The Quarry Production Manager will be notified of the potential non-compliance.
2. Heidelberg will 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 of the non-compliance.
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 blasting 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.
 - 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 Heidelberg will provide a detailed report to DPIE. The report will (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.
 - Explain why it does not comply and the reasons for the non-compliance.
 - Describe what actions have been, or will be, undertaken to address the non-compliance. The incident and subsequent actions and reporting would be presented to the CCC.

Following completion of the investigation, Heidelberg will:

- provide a copy of the completed investigation report to DPIE;
- implement any further corrective and preventative actions identified in the investigation report; and
- publish the investigation report on its website and present the findings to the CCC.

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

3.4.2.3 Failure Against Driver's Code of Conduct

Failure to meet the requirements of the *Driver's Code of Conduct* will trigger disciplinary action by Heidelberg as described in that document (**Appendix 1**) and Section 3.2.1. Breach of the *Driver's Code of Conduct* would result in, after two warnings, dismissal or cancellation of contract.

3.4.2.4 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 Heidelberg, the Quarry Manager 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.
- Contact the RMS TMC on 131 700, as soon as the stranded vehicle and load is safely secured. This ensures that traffic impacts are minimised.

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*, Heidelberg 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 the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.

If there is a product spill while loading/unloading or enroute to and from the Quarry, the driver must do the following.

- Immediately warn persons in the area who may be at risk.
- Inform their shift supervisor/owner. If the vehicle is owned or contracted by Heidelberg, the Sancrox Quarry Manager 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.
- Contact the NSW Police Service.

All reports associated with complaints or incidents will be provided to the DPIE and other agencies as required and will be retained for a period of no less than four years.

4. Management of Compliance

4.1 Incident identification

Condition D7 of SSD 7293 requires Heidelberg to notify DPIE and any other relevant agencies immediately after becoming aware of an incident. The notification must be in writing through the Department's Major Projects website and identify the development (including the development application number and name) and set out the location and nature of the incident. In this case an incident is defined as an occurrence or set of circumstances that causes or threatens to cause material harm, and which may or may not be or cause a non-compliance.

Similarly, Condition R2 of EPL 5289 requires that Heidelberg must notify all relevant authorities of incidents causing or threatening material harm to the environment immediately after the person becomes aware of the incident. Heidelberg must conduct with notification by telephoning the Environment Line service on 131 555 and provide written details of the notification to the EPA within 7 days of the data on which they became aware of the incident.

For the purpose of traffic management at the Quarry, material harm is harm that:

- involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial; or
- results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).

An incident which causes or threatens to cause material harm to the environment (and may or may not result in an exceedance of discharge quality criteria) is referred to as a Pollution Incident.

An incident which is the result of an exceedance of transport-related criterion, is referred to as a Non-compliance Incident.

Substantiated complaints received by the Quarry will not be considered incidents but will trigger an investigation and subsequent feedback to the complainant.

4.2 Non-compliance Management

On identification of a non-compliance against the biodiversity-related conditions of SSD 7293, which may follow receipt of a complaint, the Quarry Manager will be notified. DPHI will be notified immediately (first practical opportunity) and an investigation into the source of the non-compliance or complaint will be commenced.

4.3 Pollution Incident

In the event of an incident which is deemed a Pollution Incident, the Quarry Manager will be notified, who will immediately (first practical opportunity) notify DPHI. Following notification, the Quarry Manager will initiate an investigation into the cause and once identified the Quarry Manager, or delegate will implement corrective measures (to be identified as part of the investigation).

Corrective and/or preventative actions will be assigned to relevant Heidelberg personnel. Actions will be communicated internally through planning meetings and toolbox talks and outstanding actions will be monitored for their effectiveness upon completion.

4.4 Incident Notification

Incident notification and reporting will be undertaken in accordance with the requirements outlined in Appendix 6 of SSD 7293.

If it is identified that an incident has occurred, the following response and action plan will be implemented.

1. The Quarry Manager will be notified of the potential incident.
2. Heidelberg will immediately investigate the source of the incident, review the activities undertaken at the time and if necessary, amend operations.
3. DPHI will be notified immediately (at the first practical opportunity) of the incident.
4. An investigation into the incident to determine if a potential non-compliance has occurred will be instigated, with the objective of identifying the following, where appropriate:
 - the date and time of the incident;
 - the duration of the incident;
 - whether the incident was directly related to operations within the Quarry or if any other factors contributed to the incident
 - the primary cause of the incident;
 - any contributing factors which led to the incident;
 - whether appropriate controls were implemented to prevent the incident;
 - if the incident is considered a non-compliance under the Consent; and
 - corrective and preventative measures that may be implemented to prevent a recurrence of the incident.
5. Within 7 days of the date of identifying the incident Heidelberg will provide a detailed report to DPHI that includes any exceedance of the approved biodiversity and rehabilitation criteria. The notification must be in writing through the Department's Major Projects website and identify the development (including the development application number and name), set out the condition of this consent that the development is non-compliant with, why it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance

Following completion of the investigation, Heidelberg will:

1. Provide a copy of the completed investigation report to DPHI.
2. Implement the corrective and preventative actions identified in the investigation report.
3. Publish the investigation report on its website and present the findings to the CCC.

4.5 Non-compliance Investigation and Reporting

In the event that an initial investigation concludes that an exceedance of an environmental criterion was directly attributed to activities associated with the Quarry, in accordance with Section 5.7 of the Environmental Management Strategy for the Quarry, the event will be reported to DPHI and the relevant landholder(s).

An investigation into the non-compliance will be instigated, with the objective of identifying, where appropriate:

- the date and time of the incident;
- the duration of the incident;
- whether the incident was directly related to operations within the Quarry or if any other factors contributed to the incident;
- the primary cause of the incident;
- any contributing factors which led to the incident;
- whether appropriate controls were implemented to prevent the incident; and
- corrective and preventative measures that may be implemented to prevent a recurrence of the incident.

Within 7 days of identifying the exceedance, Heidelberg will submit a written report with regular updates on the status of any additional mitigation actions to DPHI and, where relevant, the relevant landholder(s). In addition, a copy of all reports will be provided to the CCC, made publicly available on the Heidelberg website and will be included in the Annual Review.

The Quarry Manager or their delegate will be responsible for incident reporting.

4.6 Annual Review, Reporting and Publishing

In accordance with Condition B32, Heidelberg will keep accurate records of all laden truck movements to and from the site (including hourly truck movements) and publish a summary of these records on its website every 6 months.

In accordance with Condition D9 and D10 of SSD 7293, by the end of March in each year after the commencement of development, or other timeframe agreed with the Planning Secretary, an Annual Review will be submitted to DPIE reviewing the environmental performance of the development.

The approach to preparing and the contents of the Annual Review are described in Section 6.3 of the Environmental Management Strategy and are not repeated here.

Traffic-related matters that will be reported in the Annual Review include the following as relevant for the calendar year of reporting.

- A summary of the outcomes of traffic management for the period and that proposed for the following year.

- Any changes to traffic management that occurred as part of operations during the year or that are proposed for the following year.
- The outcomes of all daily truck movement monitoring.
- A review of any incidents or complaints that relate to traffic management.
- A statement regarding compliance with traffic-related conditions of consent for the period.

Copies of all Annual Reviews will be available from the Heidelberg website. Each year a copy of the Annual Review will be submitted to Council. Copies will be made available to the CCC and any interested person upon request.

This TMP and any other relevant assessment or monitoring documents relating to traffic will also be published on the Company website. The Environmental Coordinator and/or Supervisor will be responsible for publication of all relevant monitoring information.

4.7 Evaluation of Compliance

An evaluation of compliance with the conditions of approval will be undertaken as follows.

- A summary of any traffic-related complaints will be published quarterly, including the measures undertaken to investigate and resolve those complaints.
- A summary of the laden truck movements from the Quarry will be published every six months that includes an easy-to-understand summary of the time of despatch and the daily and hourly quantity over the relevant period. The summary will include a review of compliance with all traffic-related limits and operating hours.
- The following activities would be included in the Annual Review reporting.
 - An overview of road construction and maintenance operations undertaken during the reporting period.
 - A summary of the laden truck movements from the Site, including time, quantity and type.
 - A summary of any traffic-related complaints and measures undertaken to investigate and resolve those complaints.

4.8 Independent Environmental Audit

Within one year of the commencement of Stage 1 of operations, and every three years thereafter, unless the Planning Secretary directs otherwise, Heidelberg will commission an Independent Environmental Audit of the development. The audit process is described in detail in Section 6.5 of the Environmental Management Strategy and is not repeated here. However, the audit will provide an independent evaluation of the performance of measures implemented under the Plan and provide recommendations for improvement or update.

Within three months of commencing an Independent Environmental Audit, or within another timeframe agreed by the Planning Secretary, Heidelberg will submit a copy of the audit report to the Planning Secretary, and any other NSW agency that requests it, together with its response to any recommendations contained in the audit report, and a timetable for the implementation of the recommendations. Any recommendations agreed through the audit process will be implemented by Heidelberg consistent with the timetable approved by the Planning Secretary.

4.9 Plan Review

In accordance with Condition D5 of SSD 7293, this TMP will be reviewed within three months of any of the following.

- a) The submission of an incident report under Condition D7.
- b) The submission of an Annual Review under Condition D9.
- c) The submission of an Independent Environmental Audit under Condition D11.
- d) The approval of any modification of the conditions of this consent.
- e) Notification of a change in development stage under Condition A15.
- f) The issue of a direction of the Planning Secretary under Condition A2(b) which requires a review.

The reviewed plan will be submitted to the Planning Secretary for approval within six weeks of finalisation of the review. In addition, this Plan will be reviewed and updated, should it be required, at the commencement of a new operational stage of development. The Environmental Coordinator and/or Supervisor will be responsible for the review of this Plan.

4.10 Continual Improvement

Opportunities for improvement of traffic-related impacts will be discussed internally at toolbox meetings, in conjunction with truck drivers and other Quarry personnel. These opportunities would be presented to the Quarry Manager for consideration and any changes to operations as a result reported on as part of the Annual Review or, where relevant, reflected in an updated Plan.

In addition, general compliance, traffic monitoring outcomes and the number of complaints would be used as an indication of the effectiveness of management. This includes issues identified through the Annual Review preparation and the outcomes of any Independent Environmental Audit of the operation. Incidents (as defined in Section 4.1) would be triggers for review of the traffic management system and update to management, where necessary.

5. References

Environmental Resources Management Pty Ltd (ERM) (2019). *Environmental Impact Statement Report Sancrox Quarry Expansion Project*, dated October 2019

Ethos Urban (2021) *Response to Submissions Report Sancrox Quarry Expansion (SSD 7293)*, prepared by Ethos Urban Pty Ltd for Hanson Construction Materials (Hanson), dated 20 May 2021.

Ethos Urban (2024). *Amendment Report* prepared for Hanson Construction Materials Pty Ltd

TTM (2013). *Traffic Impact Assessment – Hanson Quarry Expansion*

Appendix 1

Driver's Code of Conduct

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

Drivers Code of Conduct

Sancrox Quarry

Issue Number: V1

Issue Date: 29 August 2025



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Document Control

Issue	Date	Description	By
V1	29/08/2025	Development of DCoC to be included in Sancrox Transport Management Plan.	B Pignone (HMA) R Johnstone (HMA)

1. General Requirements

Heavy vehicle drivers hauling from Sancrox 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 the Quarry management.
- Hold a valid driver's licence for the class of vehicle that is operated.
- 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 regarding drug use and alcohol consumption.
- Comply with the Australian Road Rules external to the site.
- Participate in regular toolbox meetings with appropriate supervisor/manager; and
- Sign the Drivers Code of Conduct on the first visit to site.

2. Heavy Vehicle Speed

Increased speed means an increase in the risk of a crash and as well as an increase in severity if an accident occurs. A study undertaken for the Australian Transport Safety Bureau found that travelling 10 km/h faster than the average traffic speed can more than double the risk of involvement in a casualty accident (Kloeden, Ponte, & McLean, 2001).

There are two types of speeding:

- (a) Where a heavy vehicle travels faster than the posted speed limit; and
- (b) Where a driver travels within the speed limit but because of road conditions (e.g. fog or rain) this speed is inappropriate.

Drivers and truck operators are to be aware of the "Three Strikes Scheme" introduced by the RMS which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, the RMS will record a strike against that vehicle. If three strikes are recorded within a three-year period, the RMS will act to suspend the registration of that vehicle (up to three months). More information is available from the RMS website.

Vehicle speed on public roads is enforced by the NSW Police Service. 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. Vehicle drivers who do not adhere will receive a strike against their name, following the **Driver's Code of Conduct Disciplinary Action Register**.

Drivers are to observe the posted speed limits, with speed adjusted to suit the road environment and prevailing weather conditions, to comply with the Australian Road Rules. The vehicle speed must be suitable to ensure the safe movements of the vehicle based on the vehicle configuration.

3. Heavy Vehicle Speed

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. Fatigue can impact on driving ability, similar to the effect of drink-driving and result in slower reaction times, lack of concentration, reduced vigilance / poor judgement and nodding off. Symptoms of fatigue include:

- yawning
- sore or heavy eyes
- slower reaction times
- daydreaming / not concentrating on driving
- driving speeds creeping
- impatience
- impaired driving performance
- stiffness and cramps
- loss of motivation

The Heavy Vehicle Driver Fatigue Reform was developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007. These reforms have been carried over into the Heavy Vehicle National Law (HVNL) in February 2013. Fatigue legal obligations have four major sections under the HVNL:

- chain of responsibility
- work and rest hours
- work diaries
- fatigue management accreditation schemes – BFM and AFM

The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne Gross Vehicle Mass (GVM) (however there are Ministerial Exemption Notices that can apply).

The HVNL specifies that:

- a person must not drive a heavy vehicle on a road while impaired by fatigue
- managing driver fatigue is a shared responsibility by all parties in the chain
- parties must take all reasonable steps to ensure a person does not drive a heavy vehicle on a road while impaired by fatigue.

Under the law, industry has the choice of operating under three fatigue management schemes:

- Standard Hours of Operation
- Basic Fatigue Management (BFM)
- Advanced Fatigue Management (AFM)

Heavy vehicle drivers should manage their fatigue by undertaking fatigue breaks at appropriate times as per the RMS guidelines. Fatigue breaks must be recorded by the heavy vehicle drivers and checked by management via their work diary to review if the correct procedure has been undertaken.

If a heavy vehicle driver has not confirmed within the rules, they will be placed on the **Driver's Code of Conduct Disciplinary Action Register**.

All heavy vehicle drivers operating out of the Sancrox 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.

4. Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community and can generate numerous complaints from residents, especially at night when residents are sensitive to noise. There are 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. This will allow the avoidance of compression breaking at all times.

All heavy vehicle drivers operating out of the Sancrox 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.

5. Heavy Vehicle Noise

Sancrox Quarry product loading and dispatch permissible hours are:

- 5 am to 10 pm Monday to Sunday
- At no time on public holidays
- Road transportation and truck loading also permitted between 10 pm and 5 am on up to 20 days per calendar year.

Heidelberg trucks may enter and leave outside of the stated hours only for purposes of truck maintenance, driver training and truck type selection (i.e. transfer to another site).

6. Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicle damage. Uncovered loads represent the greatest risk to lose material on the road and an increase in dust impacts on neighbouring residents along haul routes. To prevent these issues all heavy vehicle loads will be covered.

All trucks arriving at or departing from Sancrox Quarry, whether loaded with material or not, 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.

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.

Quarry Management is to monitor loose material on the side of the haulage route from Quarry operations and take appropriate action (removal or suppression) regularly.

7. Vehicle Departure and Arrival

Heavy vehicles travelling in close proximity on dual lane public roads can be of concern to light vehicle drivers as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the Quarry will be separated by a reasonable interval.

Vehicle departure is controlled by the weighbridge operator who, through use of the SAP system 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 consent limits, and the Weighbridge Operator will be effectively “locked out” of the SAP system. If an hourly vehicle movement limit has been reached the Weighbridge Operator will stop ticketing on the weighbridge until the next window opens to re-ticket.

It is difficult to schedule arrivals to the Quarry (except at the commencement of work for the day) 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 then they are to ensure that there is a suitable gap between vehicles.

To alleviate public concern and increase road safety, heavy vehicles leaving the Sancrox Quarry should be separated by a reasonable interval.

8. Safety Initiatives for Residential Areas and School Zones

All drivers to show respect for our neighbours in the Sancrox area. Care is to be taken around school bus stops and drivers to be mindful of children being dropped off and/or picked up in and around Sancrox. Drivers are to comply with 40km/h speed limit for traffic passing a school bus as well as within school zones.

Drivers are to give pedestrians a wide berth and be aware of pedestrians’ safety, road users’ safety and their own safety at all times. Drivers are to ensure that when passing pedestrians / cyclists a safe separation distance exists between trucks and pedestrian / cyclists as well as a reduction in speed (if appropriate). Regarding 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.

9. Heavy Vehicle Breakdown and Incidents

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 the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.

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

- (a) Immediately warn persons in the area who may be at risk.
- (b) Inform their Transport Manager/Supervisor. If the vehicle is owned or contracted by Heidelberg Materials Australia Pty Ltd, the Transport Manager/Supervisor must be immediately informed so that emergency services can be contacted and a cleanup initiated;
- (c) All spills must be adequately cleaned up and waste disposed of in an acceptable and environmental manner.
- (d) Put out warning triangles where it is safe to do so.
- (e) Contact the NSW Police Service.

To ensure that traffic impacts are minimised in the event of an incident, rapid response from the haulage company is required. In order to ensure rapid response to incidents, drivers are encouraged to contact the RMS TMC on 131700 as soon as the stranded vehicle and load is safely secured.

10. Heavy Vehicle Breakdown and Incidents

The document is to be signed by individual drivers and a Heidelberg Materials Australia Pty Ltd authorised representative at the time when heavy vehicle haulage drivers attend their site induction or shortly thereafter.

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

The incident register is to include (where possible):

- (a) Date of the complaint.
- (b) Time of the complaint.
- (c) Name of the complainant (if available).

- (d) How the complaint was received.
- (e) Detailed description of the complaint (including location, driver/heavy vehicle details).
- (f) What / when actions were taken to resolve the issue; and
- (g) The reply to the person / organisation that made the complaint.

Once the Quarry Manager is satisfied that the complaint is substantiated, an investigation of the location and causes of the complaint will be undertaken. Following investigation of the issue, the Quarry 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.

The incident register is to be made available, upon request, to an authorised State Government officer or Council officer.

In addition to the register, any breach of the Code of Conduct will result in the offending driver being placed on a **Driver's Code of Conduct Disciplinary Action Register**.

There are 3 stages to the process:

1st Warning – Driver will be warned for the breach, entered into the register and re-inducted.

2nd Warning – Driver will be warned for the breach, entered into the register, re-inducted and the company of the driver will be notified that a second breach of the site rules has occurred by the offending driver. The result of this second breach will result in the driver being banned from the site for a period to be determined by management, depending on the severity of their actions.

3rd Warning – The driver will be banned, and the company of the driver will be notified of the ban period imposed on the driver.

11. Heavy Vehicle Breakdown and Incidents

- RMS Transport Management Centre – **131 700**
- Port Macquarie-Hastings Council – **(02) 6581 8111**
- Quarry Management – **(02) 4988 6166**
- Complaints Line – **1800 882 478**
- NSW Police Service (Northern Region) – **(02) 4934 0200**
- Transport Shift Manager – **(02) 9660 0441**

12. Code of Conduct Induction

To all truck drivers entering Sancrox Quarry:

- Weighbridge operating hours for transport is 5.00am to 10.00pm Monday to Sunday and 10:00pm to 5 am Monday to Sunday on up to 20 days per calendar year, unless otherwise notified by Management. No product loading and dispatch to occur on public holidays.
- All heavy vehicle drivers operating out of the Sancrox Quarry are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the NSW Road Rules & Heavy Vehicle National Law. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.
- The speed limit along the Haul Road is 20km/hr. The speed limit along the Orleans Avenue is 50km/hr. Vehicle speed in the sealed access road between the weighbridge and the Quarry entrance would be limited to 40km/hr.
- On entering the Quarry, trucks must call up on UHF 30 to the Weighbridge Operator or Sales Loader and not proceed past the weighbridge until given permission to proceed. Conversations MUST be kept to a minimum. Watch out for Heavy Machinery working.
- Drivers are expected to give way to all oncoming vehicles, paying particular attention to Quarry sales loaders and equipment. Trucks must always give way to loaders and dump trucks.
- Truck Drivers loading at the stockpiles should remain in their cabins. No children are permitted on site without prior permission from the Operations Manager per Heidelberg Materials Directive.
- Whilst waiting to be loaded in designated waiting areas, if drivers exit their cabin, they must be cautious of other vehicles moving between and behind stockpiles. Drivers must be wearing adequate PPE such as high visibility clothing, long sleeve shirt and long pants, safety boots and a safety helmet, as per Heidelberg Materials Directive.
- If undertaking a U-turn or reversing into the appropriate stockpile area, trucks must use all appropriate means of communicating their movements.

- Due to space limitations around loading areas, trucks are expected to slow down to a speed which will ensure they are able to stop quickly if required. Visibility may be reduced around stockpiles, take extra care in these areas.
- To alleviate public concern and increase road safety, heavy vehicles leaving the Sancrox Quarry should be separated by a reasonable interval.
- All trucks arriving at or departing from the Sancrox Quarry, whether loaded with material or not, 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 designated area, NOT on weighbridge. Tarping, load, and vehicle inspections to be done at designated locations after 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 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 Sancrox. Take care around bus stops in the mornings and afternoons. Drivers are to give pedestrians using local roads a wide berth, be aware of their safety and other road users.
- All heavy vehicle drivers operating out of the Sancrox 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 so that state and regional roads are given priority for route selection. Local roads should only be used if there is no other option or in an emergency situation. To be considerate of our neighbours, short cuts and deviations should not be used when delivering Quarry products. Heavy vehicle drivers are to be aware of PBS approved routes.
- Be conscious of Heidelberg Material's Life Saving Rules:
 - You must be inducted and competent to operate on our sites.
 - Report all injuries, incidents and hazards to your supervisor/ manager in a timely manner.
 - Always use positive isolation, lockout and tag before working on plant and equipment.
 - When working at heights, protect yourself and others below you.

- Always drive and operate equipment in a safe and controlled manner in line with local state laws, site rules and to the conditions present. Never text or use a handheld phone whilst driving.
 - Always wear your seat belt, unless there is an approved exemption in place.
 - Guarding must always be in place while plant and equipment is in operation.
 - Edge protection must be in place and capable of preventing vehicles from leaving a ramp or roadway.
 - Whether you are a pedestrian or operating a vehicle, you must not enter an exclusion zone without first receiving positive communication and gaining permission from the zone owner. NO RESPONSE – NO GO!
 - Only competent persons trained and qualified to enter a confined space are allowed to do so and only under an authorised permit.
- All heavy vehicle drivers operating out of the Sancrox 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.
 - Failure to comply with the above will result in immediate removal from site.

13. Declaration

I, the undersigned, hereby agree to abide by Heidelberg Materials Australia Pty Ltd Driver Code of Conduct for the transportation of Quarry products from the Sancrox Quarry, Orleans Avenue, Sancrox NSW to their final destination/s in a safe manner. I have read and understand the requirements outlined in the attached document and will, to the best of my ability, comply and assist with their implementation, requirements and ongoing administration.

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

TRUCK DRIVER

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

HEIDELBERG MATERIALS AUSTRALIA PTY LTD

Company Witness: _____

Date: _____



Heidelberg Materials Australia Pty Ltd (ABN: 90 009 679 734)

Level 14, 35 Clarence Street,

Sydney NSW 2000

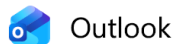
[heidelbergmaterials.com.au](https://www.heidelbergmaterials.com.au)



Appendix 2

Consultation Correspondence

(Total No. of pages including blank pages = 8)



FW: Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan - Response from TRANSPORT For NSW

From Pignone, Belinda (Parramatta) AUS

Date Thu 2025-09-25 1:00 PM

To Brittini Nicol

Nicholas Warren

 1 attachment (65 KB)

NTH24_00878_002 - 20250925 - TfNSW Response - SSD-7293-PA-1 - PAE-93057456 - Post Approval - Draft TMP - Sancrox Quarry - Pacific Highway, Sancrox.pdf;

Caution: This email is from outside our organisation. Be cautious with all links and attachments. Do not click on any links or open any attachments unless you are certain of the sender's identity.

Hi Brittini,

TfNSW comments received for the TMP – nothing of note. Just waiting on Council.

Kind regards,

Belinda Pignone

Senior Environmental Coordinator
Heidelberg Materials Australia

T
M

From: no-reply@majorprojects.planning.nsw.gov.au <no-reply@majorprojects.planning.nsw.gov.au>
Sent: Thursday, 25 September 2025 12:58 PM
To: Pignone, Belinda (Parramatta) AUS
Subject: Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan - Response from TRANSPORT For NSW

TRANSPORT For NSW has responded to your request for advice in relation to the Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan . The response is attached. Record of this consultation has been automatically saved to the portal.

When you are ready, login to your profile to submit the final document to the Department.

To sign in to your account click [here](#) or visit the www.planningportal.nsw.gov.au/major-projects/projects Major Projects Website.

Please do not reply to this email.

Kind regards

The Department of Planning and Environment

25 September 2025

File No: NTH24/00878/002
Your Ref: SSD-7293-PA-1, PAE-93057456

Heidelberg Materials Australia
Via Department of Planning, Housing & Infrastructure
NSW Major Projects Portal

Attention: RW Corkery & Co

SSD-7293-PA-1 - Post Approval – Traffic Management Plan - Sancrox Quarry - Pacific Highway, Sancrox

I refer to the abovementioned State Significant Development Application referred to Transport for NSW (TfNSW) on 05 September 2025 for post approval consultation.

TfNSW has reviewed the draft Traffic Management Plan (Project No. 1045/02c, Version 1, dated September 2025) prepared by RW Corkery & Co and raises no specific comments or suggested amendments.

Should you require further information please contact Masa Kimura, Development Services Case Officer, on 1300 207 783 or 0407 707 999 or by emailing development.north@transport.nsw.gov.au.

Yours faithfully



Holly Taylor

A / Manager Development Services North
Technical Advice & Development Services
Transport Planning
Planning, Integration & Passenger

OFFICIAL

From: [Dan Croft](#)
To: [Pignone, Belinda \(Parramatta\) AUS](#)
Cc: [Driver, Andrew \(Parramatta\) AUS](#)
Subject: RE: Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan - Due Date Reminder
Date: Friday, 24 October 2025 9:00:22 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hi Belinda

Further to the below, I have received advice from Council engineering staff and no concerns are raised with respect to the traffic management plan as proposed. Thanks



Regards,

Dan Croft

Group Manager Development Services
Community, Planning and Environment
P 02 6581 8628 M 0439 818 621



Port Macquarie Hastings Council

Birpai Country

Call 6581 8111 or visit pmhc.nsw.gov.au

Socials [@pmhcouncil](#)

From: Dan Croft
Sent: Thursday, 23 October 2025 10:22 AM
To: 'Pignone, Belinda (Parramatta) AUS' <belinda.pignone@heidelbergmaterials.com>
Cc: Driver, Andrew (Parramatta) AUS <andrew.driver@heidelbergmaterials.com>
Subject: RE: Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan - Due Date Reminder

Hi Belinda

I have followed up with the team. We will aim to provide a response by the end of the month. Council's ecologist has said it may be the first week in November though, with some other commitments they have. Apologies about the delayed response to date. I will keep you updated.



Regards,

Dan Croft

Group Manager Development Services
Community, Planning and Environment
P 02 6581 8628 M 0439 818 621



Port Macquarie Hastings Council

Birpai Country

Call 6581 8111 or visit pmhc.nsw.gov.au

Socials [@pmhcouncil](#)

From: Pignone, Belinda (Parramatta) AUS <belinda.pignone@heidelbergmaterials.com>
Sent: Wednesday, 22 October 2025 11:07 AM
To: Dan Croft <Dan.Croft@pmhc.nsw.gov.au>
Cc: Driver, Andrew (Parramatta) AUS <andrew.driver@heidelbergmaterials.com>
Subject: RE: Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan - Due Date Reminder

Hi Dan,

The TMP was submitted to the portal 5 September, with the response due date of 3 October – it would be preferable to get comments by the end of next week/end of the month. I've provided similar timing to Byron Reynolds for the BRMP.

Kind regards,

Belinda Pignone

Senior Environmental Coordinator
Heidelberg Materials Australia

T +61 439 131 941
M +61 439 131 941

From: Dan Croft <Dan.Croft@pmhc.nsw.gov.au>
Sent: Wednesday, 22 October 2025 10:00 AM
To: Pignone, Belinda (Parramatta) AUS <belinda.pignone@heidelbergmaterials.com>
Subject: RE: Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan - Due Date Reminder

Hi Belinda

I've passed the traffic management plan onto Council engineering staff to review.

Council's ecologist was aware of the BRMP.

When were you hoping for feedback from Council staff on these documents?

Thanks



Regards,

Dan Croft

Group Manager Development Services
Community, Planning and Environment
P 02 6581 8628 M 0439 818 621



Port Macquarie Hastings Council

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From: Pignone, Belinda (Parramatta) AUS <belinda.pignone@heidelbergmaterials.com>
Sent: Friday, 17 October 2025 3:56 PM

To: Dan Croft <Dan.Croft@pmhc.nsw.gov.au>

Subject: RE: Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan - Due Date Reminder

You don't often get email from belinda.pignone@heidelbergmaterials.com. [Learn why this is important](#)

Hi Dan,

The draft Traffic Management Plan for Sancrox Quarry is attached. There should be a Biodiversity and Rehabilitation Management Plan floating around requiring Council's review – could you let me know if Council has received this for review as well? If not, I can also send that directly to whoever would be reviewing the MP.

Kind regards,

Belinda Pignone

Senior Environmental Coordinator

Heidelberg Materials Australia

T +61 439 131 941

M +61 439 131 941

From: Dan Croft <Dan.Croft@pmhc.nsw.gov.au>

Sent: Friday, 17 October 2025 3:48 PM

To: Pignone, Belinda (Parramatta) AUS <belinda.pignone@heidelbergmaterials.com>

Subject: RE: Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan - Due Date Reminder

Thanks Belinda, are you able to send me a copy of the plan directly?



Regards,

Dan Croft

Group Manager Development Services
Community, Planning and Environment

P 02 6581 8628 M 0439 818 621



Port Macquarie Hastings Council

Birpai Country

Call 6581 8111 or visit pmhc.nsw.gov.au

Socials [@pmhcouncil](#)

From: Pignone, Belinda (Parramatta) AUS <belinda.pignone@heidelbergmaterials.com>

Sent: Friday, 17 October 2025 3:46 PM

To: Dan Croft <Dan.Croft@pmhc.nsw.gov.au>

Subject: RE: Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan - Due Date Reminder

You don't often get email from belinda.pignone@heidelbergmaterials.com. [Learn why this is important](#)

Hi Dan,

Thanks for reaching out. The feedback being sort from Council is a requirement under the SSD conditions, copied below. DPHI (and the Quarry) want to make sure Council is comfortable with the management approach to Transport coming to and from Sancrox Quarry.

Traffic Management Plan

- B34. The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:
- (a) be prepared by suitably qualified and experienced person/s;
 - (b) be prepared in consultation with TfNSW, and Council;
 - (c) include details of:
 - i) all transport routes and traffic types to be used for development-related traffic;
 - ii) processes in place for the control of truck movements entering and exiting the site;
 - iii) measures to be implemented to:
 - ensure compliance with the traffic operating conditions and other traffic related conditions of this consent;
 - manage the traffic impacts from contractors and subcontractors;
 - minimise traffic safety issues and disruption to local road users;
 - minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site;
 - monitor driver behaviour; and
 - participate in transport management investigations initiated by Council;
 - (d) include a Drivers' Code of Conduct that includes procedures to ensure that drivers:
 - i) adhere to posted speed limits or other required travelling speeds;
 - ii) adhere to designated transport routes and travel times; and
 - iii) implement safe and quiet driving practices; and
 - (e) describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct.
- B35. The Applicant must not commence construction or quarrying operations until the Traffic Management Plan is approved by the Planning Secretary.
- B36. The Applicant must implement the approved Traffic Management Plan.

Kind regards,

Belinda Pignone

Senior Environmental Coordinator
Heidelberg Materials Australia

T +61 439 131 941

M +61 439 131 941

From: Dan Croft <Dan.Croft@pmhc.nsw.gov.au>

Sent: Friday, 17 October 2025 3:36 PM

To: Pignone, Belinda (Parramatta) AUS <belinda.pignone@heidelbergmaterials.com>

Subject: FW: Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan - Due Date Reminder

Hi Belinda

Council received the below notification from the planning Portal. Given it is a SSD, is the Department of Planning attending to your request or is there particular feedback you are seeking from Council?

Please call if you would like to discuss. Thanks



Regards,

Dan Croft

Group Manager Development Services
Community, Planning and Environment
P 02 6581 8628 M 0439 818 621



Port Macquarie Hastings Council

Birpai Country

Call 6581 8111 or visit pmhc.nsw.gov.au

Socials @pmhcouncil

From: Development Assessment Administration <ApprovalRegGroup@pmhc.nsw.gov.au>
Sent: Friday, 17 October 2025 10:07 AM
To: Dan Croft <Dan.Croft@pmhc.nsw.gov.au>
Subject: FW: Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan - Due Date Reminder

FYI

Kind Regards,



Kim Calvert

Team Leader Administration
Development Services
Community, Planning & Environment
P 02 6581 8111



Port Macquarie Hastings Council

Biripai Country
Call 6581 8111 or visit pmhc.nsw.gov.au
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From: no-reply@majorprojects.planning.nsw.gov.au <no-reply@majorprojects.planning.nsw.gov.au>
Sent: Friday, 17 October 2025 12:12 AM
To: Kyle Stevens <kyle.stevens@pmhc.nsw.gov.au>; Development Assessment Administration <approvalreggroup@pmhc.nsw.gov.au>
Subject: Sancrox Quarry Expansion Project Sancrox Quarry Traffic Management Plan - Due Date Reminder

This is a reminder that your advice for the Sancrox Quarry Expansion Project - Sancrox Quarry Traffic Management Plan is due on 03/10/2025.

If you cannot complete this task by this date, please contact Belinda Pignone at belinda.pignone@hanson.com.au.

To sign in to your account click [here](#) or visit the [Major Projects Website](#).

Please do not reply to this email.

Kind regards

The Department of Planning and Environment



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