

# Traffic Management Plan

For the Brandy Hill Quarry Expansion



*Prepared by:*

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

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# 1. Introduction

## 1.1 Scope

This Traffic Management Plan (the Plan) has been prepared by R W Corkery & Co Pty Limited (RWC) on behalf of Hanson Pty Ltd (Hanson) for the Brandy Hill Quarry (the Quarry). The Quarry Site is located approximately 3.5km to the east of Seaham, 15km northeast of Maitland and 30km north of Newcastle in the Port Stephens Shire Council (Council) Local Government Area (LGA). The Quarry is an open cut hard rock extraction operation with associated crushing and screening, product stockpiling activities, associated infrastructure and ancillary activities required for product preparation and despatch. Access to the Quarry is via the public road network at a dedicated intersection with Clarence Town Road and Brandy Hill Drive.

This document has been prepared in satisfaction of *Condition B42* of Development Consent SSD 5899 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 Brandy Hill Expansion Project*, prepared by Hanson Construction Materials Pty Ltd, dated February 2017 (Hanson, 2017);
- *Traffic Impact Assessment – Quarry Expansion*, prepared by Intersect Traffic, dated June 2016 (Intersect, 2016); and
- *Amended Response to Submissions*, prepared by R.W Corkery and Co Pty Limited, dated September 2019 (RWC, 2019).

In addition, a range of management plans have been prepared to guide operations within the Quarry. These include the following.

- *Environmental Management Strategy*.
- *Air Quality Management Plan*.
- *Biodiversity and Rehabilitation Management Plan*.
- *Blast Management Plan*.
- *Noise Management Plan*.
- *Water Management Plan*.

A copy of this Plan and each of the above documents are available from the Hanson website.

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.

Hanson will not commence Stage 1 of the development until the plan 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 objectives and key performance outcomes for this Plan and the Quarry operation.

**Table 1 Objectives and Key Performance Outcomes**

Objectives	Key Performance Outcomes
<b>Traffic</b>	
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.
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**

ROLES	RESPONSIBILITIES
Operations Manager	Must ensure adequate resources are available to enable implementation of the Plan.
Environment, Planning and Compliance Coordinator	Manage the overall environmental management and compliance of the Quarry. Manage the implementation of the following components of the Program. <ul style="list-style-type: none"> <li>▪ Evaluation of compliance as outlined in Section 4.2 and related follow-up actions.</li> <li>▪ Incident reporting as outlined in Section 4.1.3.</li> <li>▪ Publication of monitoring data and reports as outlined in Section 3.9.</li> <li>▪ Review of this Plan as outlined in Section 4.4.</li> </ul>
Quarry Manager	Accountable for the overall environmental performance of the Brandy Hill Quarry Expansion operations, including the following outcomes of this Plan. <ul style="list-style-type: none"> <li>▪ Implementation of the competence training and awareness as outlined in Section 1.4.</li> <li>▪ Implementation of all traffic management system outlined in Section 3.</li> <li>▪ Compliance and continual improvement as outlined in Section 4.</li> <li>▪ Traffic monitoring as outlined in Sections 3.8.</li> <li>▪ Complaints handling and response as outlined in Section 3.3.2.1.</li> </ul>
All personnel	Ensure training and awareness induction has been undertaken. Compliance with this Plan.
Source: Hanson Construction Materials Pty Ltd.	

## 1.4 Competence Training and Awareness

All Hanson personnel and contractors and their employees will undergo Hanson 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 Approval Conditions, relevant legislation and Hanson 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.

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 the Plan:

- A copy of the Plan was provided to the Environment Protection Authority (EPA), Transport for NSW (TfNSW), Port Stephens Shire Council (PSSC), Maitland City Council (MCC), and the Department of Planning Industry and Environment (the DPIE). Feedback was received from the following:
  - TFNSW – 12 April 2021.
  - PSC – 31 March 2021.
  - MCC – 30 July 2021.
  - DPIE – 21 October 2021

All feedback received as part of the consultation process has been addressed and incorporated, where required, into the final Plan. A copy of all comments received during consultation are provided as **Appendix 2**.

## 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 Ms Belinda Pignone (B.Env.Man & Sc.), Environmental, Planning & Compliance Coordinator with Hanson. Mr Warren has prepared numerous approved traffic management plans for State significant development in NSW. Mr Warren's CV is attached as **Appendix 3**. Ms Pignone has also reviewed and implemented numerous traffic management plans for State significant developments owned by Hanson in NSW. This collective experience has been applied in preparation of the Plan.

The assessment undertaken by Intersect Traffic Pty Ltd (Intersect, 2016) for the Project has been applied to justify management actions.



# 2. Traffic Management Context

## 2.1 Introduction

Under SSD 5899, the Quarry is approved to extract, process and transport from the Quarry up to 1 500 000t per year of quarry products and 15 000m<sup>3</sup> per year of pre-mixed concrete (concrete batching) for use principally in the Hunter, Central Coast and Sydney regions. The Quarry may also receive up to 20 000t per year of concrete washout material per annum (principally from concrete batching plants) for recycling. Further information regarding approved activities is available in the EIS (Hanson, 2017) and the Amended Response to Submissions (RWC, 2019).

Hanson has committed to provide funding towards the construction of bus bays and a shared pathway along Brandy Hill Drive. Until this infrastructure is constructed, Hanson must not transport more than 700,000 tonnes of quarry products from the site in any calendar year.

The progressive development of the Quarry will occur over five operational stages resulting in a total disturbance area of 97.7 hectares (ha). In summary, the development stages of the Quarry will be as follows:

- Stage 1 – deepening of the existing Extraction Area and lateral extension to the west and south. Extraction would progress to an elevation of approximately 22m AHD. Topsoil and overburden salvaged during this stage would be used to develop an amenity bund at the southern end of the final disturbance area.
- Stage 2 – progression towards the south west corner of the Extraction Area as its footprint is expanded and deepened to approximately -8m AHD. Topsoil salvaged during site preparation would be temporarily stockpiled or applied directly to rehabilitate the terminal benches above approximately 20m AHD.
- Stage 3 – progression of the Extraction Area towards the existing Processing and Stockpiling Area and to a depth of -38m AHD. Topsoil and overburden salvaged during this stage would be directly applied to terminal benches for progressive rehabilitation.
- Stage 4 – relocation of the Processing and Stockpiling Area to the south of its existing location. The extraction area footprint is expanded towards the eastern boundary and deepened to approximately -58m AHD. Topsoil and overburden salvaged during this stage would continue to be directly applied to terminal benches for progressive rehabilitation.
- Stage 5 – completion of the Extraction Area to the south east resulting in a final floor elevation of -72m AHD.
- Closure – closure and predicted recovery of groundwater levels in Extraction Area void.

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

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

## 2.2 Features of the Local Road Network

### 2.2.1 Clarence Town Road

Clarence Town Road, in the vicinity of the Quarry, is under the care and control of PSSC and would under a functional road hierarchy be classified as a sub-arterial road. Its main function is to distribute and collect traffic to and from properties in the area to services in both the Maitland and Clarence Town / Dungog centres. In the vicinity of the Quarry it is a two lane, two way sealed road with 3.5m travel lanes separated by line marking with varying sealed shoulders from zero to 2m wide. The speed limit on Clarence Town Road is generally 100km/hr but in the vicinity of the Quarry has been reduced to 80km/hr.



## 2.2.2 Brandy Hill Drive

Brandy Hill Drive was originally constructed for the operation of the Quarry in order that quarry-related traffic might bypass Seaham to access Raymond Terrace and the Pacific Highway. The road is under the care and control of PSSC and under a functional road hierarchy is classified as a local collector road. Its main function is to distribute and collect traffic to and from properties in the area to services in the Maitland, Raymond Terrace and Clarence Town / Dungog centres. In the area of the site it is a two lane, two-way sealed road with 3m travel lanes and varying sealed shoulders from 0.5m to 2m wide. The majority of the road has 1m wide sealed shoulders. It is centre line marked and has an 80 km/h speed zoning.

Under the terms of a Planning Agreement for the ongoing operation of the Quarry, Hanson would contribute funding towards the construction of a shared pathway and bus bays on Brandy Hill Drive. The funding would also be used to construct bus bays along Seaham Road. The design and location of the shared pathway and bus bays would be determined by PSSC and construction would be the responsibility of PSSC.

## 2.2.3 Heritage Bridge Load Restrictions

The western route towards Maitland requires the crossing of heritage listed wooden bridges at Hinton, Woodville and Morpeth. These wooden structures have specific requirements relating to weight and right of way. That is, loads on these bridges are limited to 50 tonnes gross vehicle mass and drivers must give way so that only one lane operates at a time. Only one heavy vehicle is permitted on these bridges at any one time.

The *Driver's Code of Conduct* (**Appendix 1**) contains specific directions to drivers operating on this route and the load restrictions that apply.

## 2.2.4 School Bus Stops and Periods

Hanson is conscious of school buses in the vicinity of the Project and has included the locations of schools or child care facilities in the *Driver's Code of Conduct*. It is not possible to commit to reduced activity during school bus periods, as Hanson needs to be able to respond to client demands. Rather, Hanson would continue to instruct drivers to be mindful of school buses, speed limits in the vicinity of these buses and the potential for school-age children to be using the road.

All drivers are to show respect for the Quarry's neighbours in the Seaham and Brandy Hill areas. Care is to be taken around school bus stops in the morning (6:45am to 8:30am) and afternoon (2:45pm to 4:30pm) periods. Drivers are to be mindful of children being dropped off and/or picked up in and around Seaham and Brandy Hill areas during these hours. Drivers are to comply with 40km/h speed limit for traffic passing a school bus as well as within school zones.

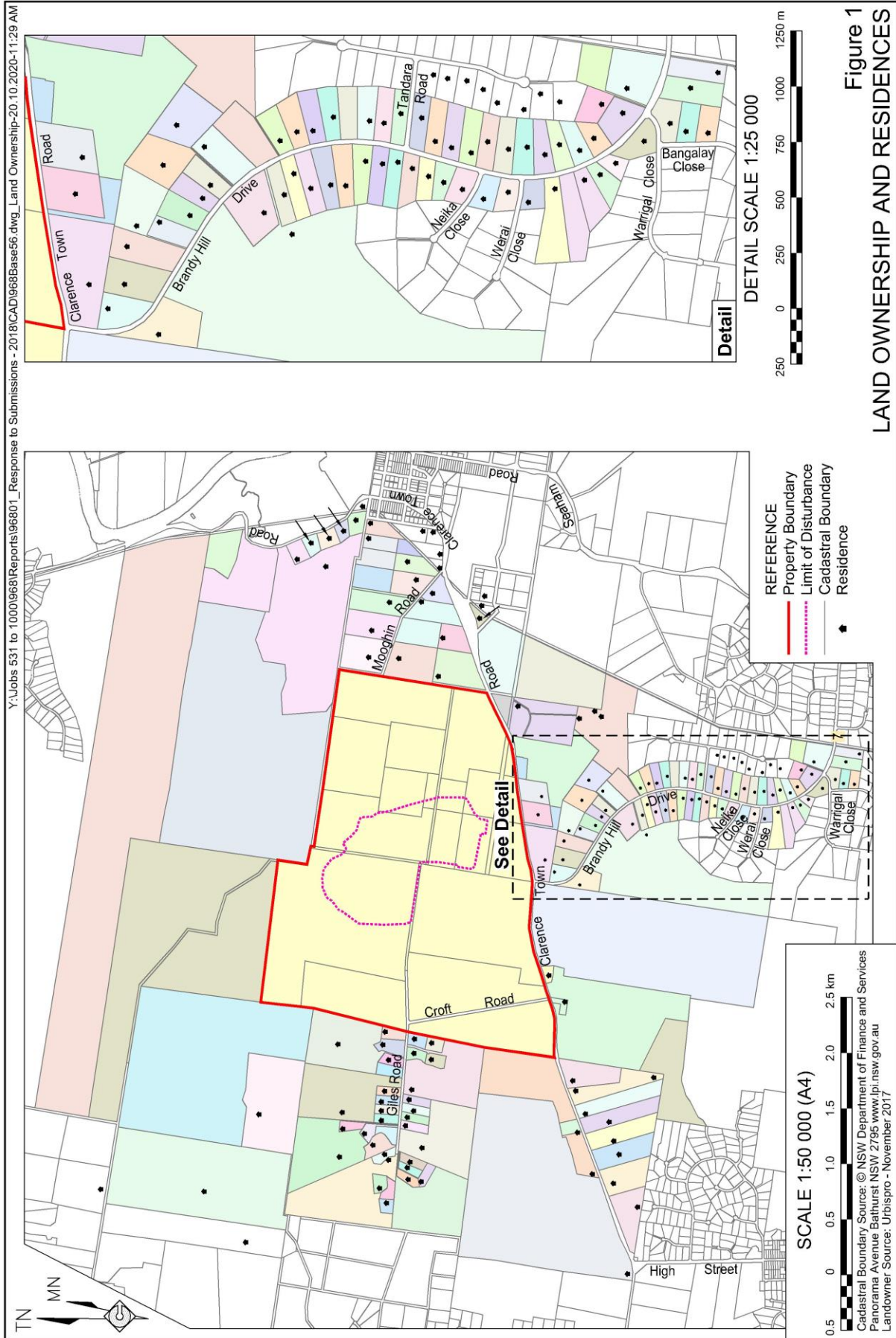
## 2.3 Surrounding Residences

Quarrying activities at Brandy Hill have been occurring since 1983 with the extraction, processing and associated transportation activities co-existing with the progressive development of rural residential living in the local area. Brandy Hill Drive was built to service the Quarry and land along this road was progressively subdivided and developed in the presence of an operating Quarry.

It is important that personnel recognise the proximity of the operation to residences and the potential for quarrying activities to adversely impact neighbours. **Figure 1** presents the locations of residences to the west, east and south of the Quarry as well as along the closest stretch of Brandy Hill Drive. The closest residences to the operation are located on the following roads.

- Giles Road to the west.
- Mooghin Road to the east.
- Clarence Town Road and Brandy Hill Drive to the south.

In order to mitigate for any potential amenity impacts from the operations, land owned by Hanson that is not to be cleared for approved operations must remain as buffer lands for the life of the development.



## 2.4 Potential Traffic-Related Impacts

Potential traffic related impacts were identified as part of EIS, with key impacts including the following.

- Ongoing traffic and possible congestion noticed by other motorists.
- Ongoing traffic noise and vehicle emissions noticed by residents adjacent to or near the transport routes.
- Road safety risks to other road users including pedestrians from ongoing traffic.
- Road safety risks to school aged children who are picked up or dropped at bus bays along the transport route.
- Possible death or injury to native animals crossing the transport routes.

## 2.5 Deterioration of the road surface. Approved Traffic Related Activities

### 2.5.1 Traffic Routes

Heavy vehicles involved in product transportation would continue to access the Quarry using the private Quarry access road that intersects with Brandy Hill Drive and Clarence Town Road. The access road is sealed between this intersection and the weighbridge and is maintained by Hanson.

The preferred transportation routes for Quarry products are displayed in **Figure 2**. These routes were determined in consultation with officers from PSSC and MCC and reflects the preference of both Councils. It has been estimated that 75% of all quarry-related product despatch would utilise the route to the Pacific Highway via Raymond Terrace and the remaining 25% of traffic would travel towards Maitland and the New England Highway. Where required for local deliveries vehicles may use alternate routes, though this is not expected to be a regular requirement.

The transport route via Raymond Terrace to the Pacific Highway includes Brandy Hill Drive which was originally constructed as a haul road for the Quarry when it was first developed. Vehicles using this route would turn right from Brandy Hill Drive onto Seaham Road before continuing to the intersection with Adelaide Street. Trucks would turn left at this traffic-light controlled intersection and then right onto Richardson Road. Vehicles would pass through two roundabouts before turning right onto the Pacific Highway. Vehicles may access the Pacific Highway via the roundabout at Heatherbrae, however, the route via Richardson Road has been selected as it avoids schools and built-up areas of Raymond Terrace, as well as the possibility of delays at the roundabout at Heatherbrae.

The transport route via East Maitland would utilise Clarence Town Road and Paterson Road before turning left on to Flat Road and follow on to Pitnacree Road. Vehicles would turn right on to Melbourne Street at a traffic-light controlled intersection before accessing the New England Highway. This route is an alternative to a second access to the New England Highway via Belmore Road and High Street, Maitland and is preferred as it avoids the suburban area of Lorn and the built-up areas of Maitland.

Light vehicles accessing the Quarry may arrive from any route. There are no limitations or preferences for traffic routes used by light vehicles.

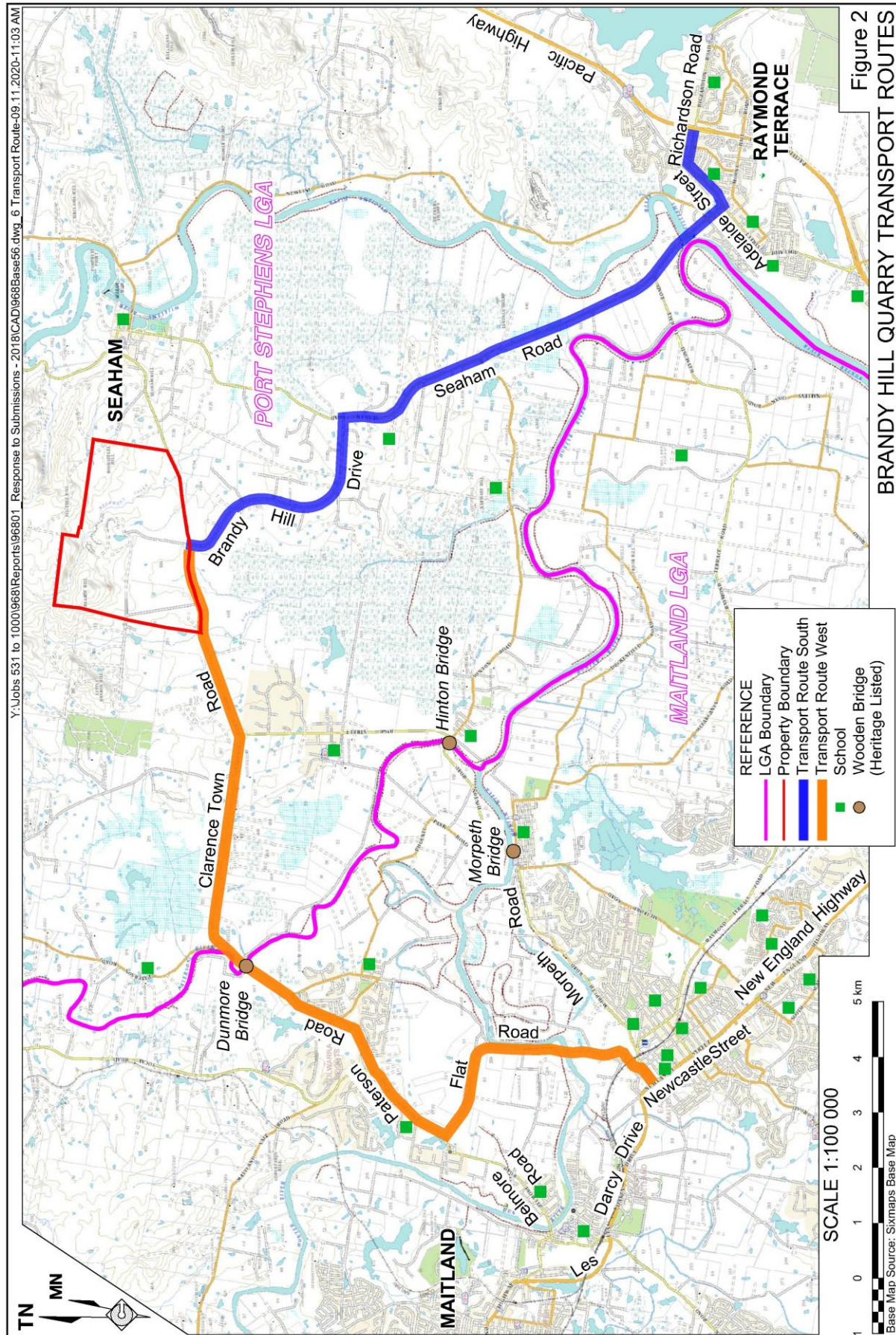
### 2.5.2 Vehicle Types and Parking

Transport activities will continue to predominantly require the use of 19m/26m Truck and Dog or B-Double vehicles, however smaller configurations or rigid vehicles will also be used from time to time. Use of large vehicles and configurations may be required and would be used only in accordance with the approved limits on the proposed routes. None of the routes are currently approved for higher mass vehicle activities and therefore a permit from the National Heavy Vehicle Regulator would be required in these cases prior to these vehicles being used.

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.

Parking is provided on site for all employees and visitors to the Quarry. Formalised parking areas provide more than 30 spaces for parking which is sufficient for the expected volumes of light vehicles.





### 2.5.3 Transport Operating Hours

The following operating hours apply to all product despatch activities.

- Monday to Friday – 6:00am to 6:00pm
- Monday to Friday (evening) – 6:00pm to 10:00pm (only on 20 days per calendar year)
- Saturday – 6:00am to 6:00pm
- At no time on Sundays or public holidays

No heavy vehicles involved in product despatch will be allowed to access the Quarry prior to 6:00am.

There are no limits on the hours during which light vehicles may access the Quarry.

### 2.5.4 Traffic Levels

Average traffic levels from the Quarry are effectively limited by the production limit specified in Condition A11 of SSD 5899. Hanson must not transport more than 700,000 tonnes of quarry products from the site in any calendar year until the bus bays and a shared pathway along Brandy Hill Drive are constructed. After that time, the Quarry is approved to extract, process and transport from the Quarry up to 1 500 000t per year of quarry products and 15 000m<sup>3</sup> per year of pre-mixed concrete. Hanson may also receive at the site up to 20 000t per year of concrete washout material per annum.

Further to this, product despatch from the Quarry would be limited to the following levels.

- No more than 600 movements per calendar day.
- No more than 24 movements between 6:00am and 7:00am.
- No more than 60 movements per hour between 7:00am and 6:00pm.
- No more than 10 movements per hour during evening despatch between 6:00pm and 10:00pm (on up to 20 evenings per calendar year).

Evening-time despatch (between the hours of 6:00pm and 10:00am) is permitted to occur on a maximum of 20 days per calendar year. Community members who have registered for notifications will receive seven days' notice of any night time product despatch activities. It is noted that, one laden load requires two movements or vehicle trips (that is, an inbound movement and an outbound movement). Once operating, the concrete batching plant will require a maximum of 11 laden deliveries per day (22 movements) of sand and cementitious materials which would be included in the above traffic levels. A range of ancillary transport movements will be required for the supply of consumables, technical services and other supplies. As these movements will not be regular, they are not included in the proposed traffic limits.

There are no limits on traffic levels for light vehicles that access the Quarry.

## 2.6 Legal and other Requirements

### 2.6.1 Development Consent SSD 5899

Hanson has been the owner and operator of the Quarry since 2001, initially under Development Application No 1920 (DA1920) which was originally granted in 1983 to the Hunter Valley Mining Corporation Pty Ltd by Port Stephens Shire Council. In July 2020 the NSW Independent Planning Commission granted SSD 5899 which allows for an expansion and subsequent continuation of operations at the Quarry.

Development Consent SSD 5899 was granted on 16 July 2020 by the Independent Planning Commission and is subject to a number of conditional requirements. *Condition B42* requires that a *Traffic Management Plan* be prepared to guide the management of traffic within and Quarry Site and surrounding public roads. **Table 3** identifies the conditional requirements of B37, B38 and B39 and identifies the section of this Plan where each is addressed.



**Table 3 Development Consent Conditions (SSD 5899) – Transport**

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Condition No.	Condition	Section														
Quarry Operations																
A10	The Applicant may receive and process up to 20,000 tonnes of concrete waste material at the site in each calendar year.	2.1 and 2.5.4														
A11	The Applicant must not transport more than 700,000 tonnes of quarry products from the site in any calendar year until the bus bays and shared pathway along Brandy Hill Drive are constructed. Following the construction of the bus bays and shared pathway, the Applicant must not transport more than 1.5 million tonnes of quarry products and 15,000 m <sup>3</sup> of pre-mixed concrete from the site in any calendar year.	2.1 and 2.5.4														
Hours of Operation																
A12	Truck movements at the site (i.e. either arrival or dispatch) must not exceed: (i) 24 movements between 6:00 am and 7:00 am; (ii) 60 movements per hour between 7:00 am and 6:00 pm; (iii) 10 movements per hour between 6:00 pm and 10:00 pm, on up to 20 evenings per calendar year; and (iv) 600 movements per calendar day; <i>Note: Truck movements to and from the site are also controlled by the operating hours specified in condition A13 and provisions in condition B41.</i>	2.5.4														
A13	<p>The Applicant must comply with the operating hours set out in Table 1.</p> <p>Table 1: Operating Hours</p> <table><tr><th>Activity</th><th>Permissible Hours</th></tr><tr><td>Construction work</td><td><ul style="list-style-type: none"><li>7 am to 6 pm Monday to Friday</li><li>7 am to 5pm Saturday</li><li>At no time on Sundays or public holidays</li></ul></td></tr><tr><td>Product loading and dispatch</td><td><ul style="list-style-type: none"><li>6 am to 6 pm Monday to Friday</li><li>6 pm to 10 pm Monday to Friday on 20 days per calendar year</li><li>6 am to 6 pm Saturday</li><li>At no time on Sundays or public holidays</li></ul></td></tr><tr><td>Quarrying operations (excluding secondary and tertiary processing)</td><td><ul style="list-style-type: none"><li>6 am to 6 pm Monday to Saturday</li><li>At no time on Sundays or public holidays</li></ul></td></tr><tr><td>Secondary and tertiary processing</td><td><ul style="list-style-type: none"><li>6 am to 8 pm Monday to Friday</li><li>6 am to 6 pm Saturday</li><li>At no time on Sundays or public holidays</li></ul></td></tr><tr><td>Blasting</td><td><ul style="list-style-type: none"><li>9 am to 5 pm Monday to Friday (except public holidays)</li></ul></td></tr><tr><td>Maintenance, security, office work, cleaning, etc</td><td><ul style="list-style-type: none"><li>May be conducted at any time, provided that these activities are not audible at any residence on privately-owned land</li></ul></td></tr></table>	Activity	Permissible Hours	Construction work	<ul style="list-style-type: none"><li>7 am to 6 pm Monday to Friday</li><li>7 am to 5pm Saturday</li><li>At no time on Sundays or public holidays</li></ul>	Product loading and dispatch	<ul style="list-style-type: none"><li>6 am to 6 pm Monday to Friday</li><li>6 pm to 10 pm Monday to Friday on 20 days per calendar year</li><li>6 am to 6 pm Saturday</li><li>At no time on Sundays or public holidays</li></ul>	Quarrying operations (excluding secondary and tertiary processing)	<ul style="list-style-type: none"><li>6 am to 6 pm Monday to Saturday</li><li>At no time on Sundays or public holidays</li></ul>	Secondary and tertiary processing	<ul style="list-style-type: none"><li>6 am to 8 pm Monday to Friday</li><li>6 am to 6 pm Saturday</li><li>At no time on Sundays or public holidays</li></ul>	Blasting	<ul style="list-style-type: none"><li>9 am to 5 pm Monday to Friday (except public holidays)</li></ul>	Maintenance, security, office work, cleaning, etc	<ul style="list-style-type: none"><li>May be conducted at any time, provided that these activities are not audible at any residence on privately-owned land</li></ul>	3.2.2 and <i>Driver's Code of Conduct</i>
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Blasting	<ul style="list-style-type: none"><li>9 am to 5 pm Monday to Friday (except public holidays)</li></ul>															
Maintenance, security, office work, cleaning, etc	<ul style="list-style-type: none"><li>May be conducted at any time, provided that these activities are not audible at any residence on privately-owned land</li></ul>															
A19	<p>a) Under section 7.11 of the EP&amp;A Act, monetary contributions must be paid to Council towards the maintenance of local roads used for haulage of quarry products.</p> <p>(b) Under section 7.11 of the EP&amp;A Act, monetary contributions must be paid to Maitland City Council towards the maintenance of local roads used for haulage of quarry products.</p> <p>(c) Under sections 7.11 and 7.13 of the EP&amp;A Act, the monetary contributions referred to in paragraphs (a) and (b) above are to be determined:</p> <p>(i) At the rate of \$0.084/tonne/kilometre increased annually on 1 July each year in accordance with CPI; or</p> <p>(ii) At a lesser rate as otherwise agreed with the relevant council.</p>	2.6.3														

**Table 3 Development Consent Conditions (SSD 5899) – Transport (Cont'd)**

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Condition No.	Condition	Section
<b>Evidence of Consultation</b>		
A22	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.	1.5
<b>Monitoring of Product Transport</b>		
B40	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 records on its website every 6 months.	3.9
<b>Transport Operating Conditions</b>		
B41	The Applicant must:	
	(a) ensure that all laden trucks entering or exiting the site have their loads covered;	3.2.7 and <i>Driver's Code of Conduct</i>
	(b) ensure that no heavy vehicles arrive at the site prior to 6:00 am;	3.2.2, 3.8.1
	(c) take all reasonable steps to minimise traffic safety issues and disruption to local road users; and	3
	(d) 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.	3.7
<b>Traffic Management Plan</b>		
B42	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 a suitably qualified and experienced person/s;	1.1
	(b) be prepared in consultation with TfNSW, Council and Maitland City Council;	1.5
	(c) include details of:	
	(i) all haulage routes and traffic types to be used for development-related traffic, including identification of bridge load restrictions;	2.5 and <i>Driver's Code of Conduct</i>
	(ii) the processes in place for the control of truck movements entering and exiting the site;	3.2.2 and <i>Driver's Code of Conduct</i>
	(iii) the measures to be implemented to:	
	• ensure compliance with the traffic operating conditions and traffic related conditions of this consent;	3
	• minimise traffic safety issues and disruption to local road users, including minimising potential for conflict with school buses;	2.2.4, 3.2



**Table 3 Development Consent Conditions (SSD 5899) – Transport (Cont'd)**

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Condition No.	Condition	Section
<b>Traffic Management Plan (Cont'd)</b>		
B42 (Cont'd)	<ul style="list-style-type: none"> <li>minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site;</li> </ul>	3.2.4
	<ul style="list-style-type: none"> <li>trial and evaluate a self-imposed speed limit of 60 km/hour for trucks travelling on Brandy Hill Drive;</li> </ul>	3.5
	<ul style="list-style-type: none"> <li>notify the community of product haulage scheduled for the evening period;</li> </ul>	3.4
	<ul style="list-style-type: none"> <li>avoid trucks travelling on the haulage routes prior to 6:00 am; and</li> </ul>	3.2.2
	<ul style="list-style-type: none"> <li>participate in transport management investigations initiated by Council or Maitland City Council;</li> </ul>	3.3.2.5
	(d) include a Driver's Code of Conduct that includes procedures to ensure that drivers:	
	(i) adhere to posted speed limits or other required travelling speeds;	3.2.1 and <i>Driver's Code of Conduct</i>
	(ii) adhere to designated transport routes and travel times; and	3.2.1 and <i>Driver's Code of Conduct</i>
	(iii) implement safe and quiet driving practices;	3.2.1 and <i>Driver's Code of Conduct</i>
	(e) describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct.	3.3
B43	The Applicant must not commence Stage 1 of the development until the Traffic Management Plan is approved by the Planning Secretary.	Noted
B44	The Applicant must implement the approved Traffic Management Plan.	Noted
<b>Environmental Management Reporting and Auditing</b>		
D4	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	
	(a) a summary of relevant background or baseline data;	2.2
	(b) details of:	
	(i) the relevant statutory requirements (including any relevant approval, licence or lease conditions);	Table 3
	(ii) any relevant limits or performance measures and criteria; and	2.5
	(iii) 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;	3.8
	(c) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	
	(d) a program to monitor and report on the:	
	(i) impacts and environmental performance of the development; and	3.8

**Table 3 Development Consent Conditions (SSD 5899) – Transport (Cont'd)**

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Condition No.	Condition	Section
<b>Environmental Management Reporting and Auditing (Cont'd)</b>		
D4 (Cont'd)	(ii) effectiveness of the management measures set out pursuant to condition D4;	3.8
	(e) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	3.3
	(f) a program to investigate and implement ways to improve the environmental performance of the development over time;	4.3
	(g) a protocol for managing and reporting any:	
	(i) incident, non-compliance or exceedance of the impact assessment criteria or performance criteria;	4.1
	(ii) complaint; or	3.3
	(iii) failure to comply with statutory requirements; and	3.3
	(iv) a protocol for periodic review of the plan.	4.4
	<i>Note: The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.</i>	
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.	4.4
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>	4.4
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.	3.3.2, 4.1

**Table 3 Development Consent Conditions (SSD 5899) – Transport (Cont'd)**

Page 5 of 5

Condition No.	Condition	Section
<b>Environmental Management Reporting and Auditing (Cont'd)</b>		
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.	3.3.2, 4.1
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.	4.4
D10	Copies of the Annual Review must be submitted to Council and made available to the CCC and any interested person upon request.	4.4
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.	4.5
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.	4.5
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.	3.8
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: ...  (iii) all approved strategies, plans and programs required under the conditions of this consent;...  (vii) 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;	3.9

## 2.6.2 Statement of Commitments

The Statement of Commitments for the Quarry operation are presented in the Amended RTS (RWC, 2019). Traffic-related commitments include the following.

- Optimise Quarry design to minimise travel distances for equipment and the need for rehandling of overburden and aggregate materials.
- Reduce truck queuing, unnecessary idling of trucks and unnecessary trips through logistical planning, where possible.
- Compliance with the maximum number of truck movements per day nominated in consent conditions.
- Regularly service mobile equipment including optimising fuel economy for vehicles and maximum energy efficiency for other site equipment.
- Implement driver training to ensure all vehicles and machinery are operated at maximum efficiency.
- Ensure all drivers review and sign a Driver's Code of Conduct that directs driver behaviour during transportation activities. Issues addressed in the code of conduct would include:
  - advice for quiet driving practices and measures to reduce vehicle noise;
  - limiting the use of compression braking unless required for safety reasons;
  - advice for management of driver fatigue;
  - load covering for all laden vehicles;
  - timing for departure and arrival to remain within approved limits and avoid convoying;
  - management of breakdowns and incidents;
  - awareness of school buses, school zones, pedestrians and cyclists on roads;
  - use of preferred transportation routes; and
  - limiting the use of local roads unless directed by emergency services.
- Breach of the Driver's Code of Conduct would result in, after two warnings, dismissal or cancellation of contract.
- Ensure the Driver's Code of Conduct is accessible on the Hanson website and the CCC is informed of compliance issues.
- Ensure heavy vehicle drivers use the transport routes presented in the EIS and the Driver's Code of Conduct with a requirement to avoid short cuts and unnecessary alternative routes while maintaining flexibility to use local roads for local deliveries only.
- Review the Driver's Code of Conduct from time to time in conjunction with the CCC to ensure alignment with community expectations.
- Prepare and implement a site Transport Management Plan and/or monitoring program for the life of the Project. Regularly review and update the plan in accordance with the requirements of the Project Approval.

These commitments have generally been incorporated into conditions of consent and have been incorporated into this Plan.

## 2.6.3 Public Infrastructure and Road Maintenance Contributions

Under the terms of a Planning Agreement for the ongoing operation of the Quarry, Hanson would contribute funding towards the construction of a shared pathway and bus bays on Brandy Hill Drive. The funding would also be used to construct bus bays along Seaham Road. The design and location of the shared pathway and bus bays would be determined by PSSC and construction would be the responsibility of PSSC.

In accordance with Condition A19 of SSD 5899, Hanson will pay road maintenance contributions to Port Stephens Council and Maitland City Council:

- at the rate of \$0.084/tonne/kilometre increased annually on 1 July each year in accordance with CPI; or
- at a lesser rate as otherwise agreed with the relevant Council.

# 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 1.3. 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;
- school bus and pedestrian constraints;
- compliance measures and monitoring; and
- 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 to the Quarry or where transportation utilising heavy vehicles is required for the carrying out of the contract works.

### 3.2.2 Operating Hours

All loading and despatch operations will be undertaken in accordance with the approved hours of operation issued under SSD 5899 (as described in Section 2.5.3).

No heavy vehicles will be permitted to arrive at the Quarry prior to 6:00am.

### 3.2.3 Internal Speed Limits

All heavy vehicles on internal roads will be limited to a speed no greater than 30km/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.

A speed limit of 60km/hr will be maintained on the sealed road between the weighbridge and Quarry entrance.

### 3.2.4 Unintentional Tracking of Accumulated Material Off-Site

The Quarry Access Road is an approximately 1.1km private road for use by authorised vehicles only. It is considered likely that any material (mud or similar) that may have accumulated on Quarry vehicles will be deposited on the Quarry Access Road prior to that vehicle entering onto a public road. The operators of the transport vehicles will ensure all laden vehicles have been cleaned of any quarry material or other materials that may fall on the road before leaving the site.

### 3.2.5 Logistical Transport Planning

Where it is feasible to do so, logistical planning of transport activities would be used to reduce truck queuing (convoying), unnecessary idling of trucks and unnecessary trips.

An objective of transport planning will be to allow a two minute gap between departing vehicles in accordance with the *Driver's Code of Conduct*.

### 3.2.6 Operational Management

All personnel would be subject to a program of internal training and education in order to improve the efficiency of equipment operation and to train equipment users of safe and environmental responsible practices. These include operating to limit noise or dust generation for transport activities. Training would be reinforced through regular tool box meetings.

All equipment would be subject to regular maintenance in accordance with the manufacturer's specifications.

Dust management for the Quarry is described in detail in the Air Quality Management Plan. However, measures for operational dust mitigation that involve transport management include the following.

- Visual monitoring of dust generation and an adaptive management approach to prevailing conditions.
- Vehicle speed on internal roads would be limited to 30km/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 60km/hr
- All loads are to be covered upon exiting the Quarry and hardstand areas are to be swept/cleaned as needed.
- Vehicles are to be maintained and serviced according to manufacturer's specifications and all engines of on-site vehicles and plan are to be switched off when not in use.

### 3.2.7 Laden Truck Covers

*Condition B41(a)* requires that all trucks entering and leaving the site will have their loads covered. This requirement has been included in the *Driver's Code of Conduct* and will be visually monitored on a regular basis by the Quarry Supervisor. Further to the above, all trucks operated by Hanson 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.

## 3.3 Reactive Management

### 3.3.1 Triggers

Reactive management will be applied. 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 the response and corrective action measures described in Section 3.3.2.1.
2. **Failure of SAP System and Exceedance of Approved Traffic Levels** – Any monitoring record of traffic exceeding the approved traffic levels will trigger the response and corrective action measures described in Section 3.3.2.2.
3. **Failure Against Driver's Code of Conduct** - Failure to meet the requirements detailed in the Driver's Code of Conduct.
4. **Traffic Incident or Breakdown** – Any breakdown or incident that occurs that is reported to Hanson will trigger the implementation of the response and corrective action measures described in Section 3.3.2.4.

### 3.3.2 Corrective and Preventative Actions

#### 3.3.2.1 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 Hanson'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 Hanson's website.
- Directly via the customer feedback / complaint / incident portal on the Hanson website.
- Indirectly via a government agency.

Following receipt of any traffic related complaint, it would be recorded in the complaints register and Hanson 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; and
  - 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 in relation to the requirements of the *Driver's Code of Conduct*;
  - issuing of a formal warning to the driver;
  - exclusion of the driver from the Site; or
  - exclusion of the transport contractor from the Site.

Following completion of the investigation, Hanson will:

1. Implement the corrective and preventative actions identified in the investigation report, if any.
2. 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, with demonstrated 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 Hanson website on a quarterly basis.

### 3.3.2.2 Traffic Level Exceedance

The SAP system at the weighbridge is set 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 5899, the following actions would occur:

1. The Quarry Production Manager will be notified of the potential non-compliance.
2. Hanson 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; and
  - corrective and preventative measures that may be implemented to prevent a recurrence of the non-compliance.
5. Within 7 days of the date of identifying the non-compliance Hanson will provide a detailed report to DPIE.

The report shall (at a minimum):

- a. be made in writing through the Major Projects Portal;
  - b. identify the development (including the development application number and name);
  - c. set out the condition of consent that the development is non-compliant with
  - d. why it does not comply and the reasons for the non-compliance (if known); and
6. 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, Hanson will:

1. Provide a copy of the completed investigation report to DPIE.
2. Implement any further corrective and preventative actions identified in the investigation report.
3. 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.

### 3.3.2.3 Driver's Code of Conduct

Failure to meet the requirements of the Driver's Code of Conduct will trigger disciplinary action by Hanson 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.

### 3.3.2.4 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 Hanson, 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; and
- Put out warning triangles where it is safe to do so.

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

- what occurred at the time of the incident;
- the root cause of the incident;
- any contributing factors which led to the incident; and
- whether appropriate controls were implemented to prevent the incident.

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

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

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

- Immediately warn persons in the area who may be at risk;
- Inform their shift supervisor/owner. If the vehicle is owned or contracted by Hanson, the Brandy Hill 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; and
- 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.

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.

### 3.3.2.5 Regional Traffic Investigations

Where it does not impact safety on the local road network, Hanson will consider participating in traffic-related investigations initiated by Port Stephens Shire Council or Maitland Regional 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 Hanson's involvement will be determined in consultation with the relevant Council and is not a compliance matter under SSD 5899. Hanson may report on its involvement in investigations in the Annual Review.

### 3.4 Evening Product Haulage Community Notification Process

Hanson is permitted to undertake heavy vehicle loading and despatch from the Site from 6:00pm to 10:00pm Monday to Friday on up to 20 days per calendar year. Prior to undertaking heavy vehicle loading and despatch during this time, Hanson will, notify those stakeholders who have registered with Hanson, of the following information:

- the date/s that evening product haulage will be undertaken;
- the duration; and
- contact details to make a complaint or seek further information.

### 3.5 Speed Limit Trial

Condition B42 requires that Hanson trial and evaluate a self-imposed speed limit of 60km/hr for trucks travelling on Brandy Hill Drive. This measure was first presented by Hanson to the Community Consultative Committee as a measure that may reduce traffic safety risk and noise on Brandy Hill Drive. A trial was undertaken initially under the previous development consent with the following outcomes identified during the program.

- Community members reported that they had noticed the change in speed when observing trucks.
- Drivers reported that the slower speed of trucks was frustrating other motorists on the road who were not aware that Hanson had a self-imposed speed limit.
- Drivers reported being anxious that the slower speed may cause other motorists to undertake unsafe practices such as passing (not permitted on Brandy Hill Drive) or generally aggressive driving practices.
- The reduced traffic noise was not considered to be a significant change, given that the predominant impact was a single passing vehicle.

As a result of the above feedback, the speed limit trial was ceased.

Regardless of the above, a formal trial would be undertaken upon commencement of the operation under SSD 5899. The trial will be undertaken in the following manner.

- The trial would occur within the first six months of operations under SSD 5899 and be over a six-week period.
- Heavy vehicles arriving and departing from the Quarry would limit vehicle speed to 60km/hr when on Brandy Hill Drive.
- Only vehicles involved in product despatch activities would be required to limit their speed as these vehicles are the main source of safety risks and road noise. All drivers of heavy vehicles are subject to driver induction and the Driver Code of Conduct procedures.
- Evaluation of the trial would involve interviews and records of feedback from drivers and community members.
- The trial period would be timed to coincide with Hanson's regular noise monitoring campaigns such that a campaign of unattended noise monitoring is undertaken during the trial period. The methodology for noise monitoring is described in Section 3.4.2 of the Noise Management Plan.

A report on the trial would be prepared and presented to the local community through the CCC and Have-A-Chat meetings. The results of the trial would be published in the Annual Review for the Quarry.

The outcomes of the trial would determine the future implementation of self-imposed speed limits on Brandy Hill Drive.

### 3.6 Chain of Responsibility Regulation

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

- fatigue management (*Driver's Code of Conduct* and Hanson's *Fatigue Management Policy*)
- speeding compliance (*Drivers Code and Conduct* and Section 3.2.2.2); and

- mass, dimension and loading for heavy vehicles (Section 3.2.2.3).

Hanson takes seriously its obligations to the community, its employees and other road users to operate in a safe and compliant manner. As a result, any non-compliance with the Chain of Responsibility requirements will be dealt with promptly.

## 3.7 Truck Signage

All Hanson-operated trucks are easily identifiable by their colour, Hanson Logo on the cab door and truck body (**Figure 3**).



**Figure 3** Hanson Truck showing Hanson's colours and logo

## 3.8 Monitoring

### 3.8.1 Vehicle Arrivals and Departures

*Condition B41(a)* requires that Hanson must keep an accurate record of all laden truck movements to and from the Quarry Site. This is to ensure that all heavy vehicles comply with the operating hours for the loading and despatch of product from the Quarry (described in Section 3.2.2).

Trucks will not be allowed to enter the Quarry prior to 6:00am.

Hanson will be able to maintain and track compliance with transportation limits and the product despatch operating hours using the following methods.

- A limit on the weighbridge hours so vehicles leaving the Quarry cannot receive despatch documents outside of operating hours.
- A limit on the hourly volume of trucks departing the Quarry set at the weighbridge hours so vehicles leaving the Quarry cannot receive despatch documents if approved hourly limits have been reached.
- Review of Quarry despatch records held at the weighbridge. A summary of despatch records will be made publicly available every six months (Section 3.8.4). This data will include records of hourly truck movements.
- Reviewing in-vehicle monitoring data (Section 3.8.2).
- Review of any complaints received.

Hanson is aware of the penalties described in Section 9.4 of the EP&A Act relating to the provision of false or misleading information when reporting monitoring data relating to transportation limits, withholding information required to be reported or for failing to maintain records for at least five years.

### 3.8.2 In-Vehicle Monitoring

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

- location;

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

Hanson 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 5899, specifically:

- operating hours;
- speed limits; and
- primary transport routes.

### 3.8.3 Load Monitoring

All heavy vehicles involved in product transport will be weighed when leaving the Quarry to ensure that the relevant load limits 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.

## 3.9 Publication of Information

Hanson will publish traffic-related information on Hanson's website. Specific publication requirements include the following:

- A copy of this Plan and any assessment document relating to traffic and transport.
- A summary of laden truck movements shall be published on Hanson's website every six (6) months. The laden truck summary will be provided as follows:
  - By 28 January of each year for the period 1 July to 31 December; and
  - By 28 July of each year for the period 1 January to 30 June.
- The *Annual Review* for the period 1 January to 31 December of each year, will be published within fourteen (14) days of acceptance by DPIE.
- Any traffic monitoring study will be published within fourteen (14) days following acceptance by the relevant regulatory authority of the study or report.
- Incident and exceedance investigation reports within fourteen (14) days of being provided to the relevant regulator.

All information published to the website will be kept up to date.

Finally, Hanson will also provide the Community Consultative Committee with a copy of the above documentation.

The Environment, Planning and Compliance Coordinator will be responsible for publication of all relevant monitoring information.

# 4. Management of Compliance

## 4.1 Incident Management

### 4.1.1 Incident Identification

Condition D7 of SSD 5899 requires Hanson 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.

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 as a 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.

### 4.1.2 Non-compliance Incident Management

On identification of a non-compliance against transport-related conditions of SSD 5899, which may follow receipt of a complaint, the Quarry Manager will be notified. Following notification, an investigation into the source of the non-compliance or complaint commenced in accordance with the response and corrective actions described in Section 3.3.2.

### 4.1.3 Incident Notification and Reporting

In the event that an initial investigation concludes that an exceedance of an environmental criterion is directly attributed to activities associated with the Quarry, as described in Section 3.3.2, the event will be reported to DPIE immediately.

Within 7 days of identifying the exceedance, Hanson will submit a written report with regular updates on the status of the additional mitigation actions to DPIE, the EPA and the affected resident or complainant, in accordance with the procedures identified in Section 3.3.2. In addition, a copy of all reports will be provided to the Community Consultative Committee, made publicly available on the Quarry website and will be included in the *Annual Review*.

The Environment, Planning and Compliance Coordinator will be responsible for incident reporting.

## 4.2 Evaluation of Compliance

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

- A summary of any traffic-related complaints would be published quarterly, and 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.

### 4.3 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 (Section 4.4) and the outcomes of any Independent Environmental Audit of the operation (Section 4.5). Incidents (as defined in Section 4.1) would be triggers for review of the traffic management system and update to management, where necessary.

### 4.4 Annual Review

In accordance with Condition D9 and D10 of SSD 5899, 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 5.9 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 monitoring described in Section 3.8.
- 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 Hanson website. Each year a copy of the Annual Review will be submitted via the Major Projects Portal and electronically submitted to Council. Copies will be made available to the CCC and any interested person upon request.

### 4.5 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, Hanson will commission an Independent Environmental Audit of the development.

The audit process is described in detail in Section 5.10 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, Hanson 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 Hanson consistent with the timetable approved by the Planning Secretary.



## 4.6 Review

In accordance with *Condition D5*, this Plan will be reviewed 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 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 Environment, Planning and Compliance Coordinator will be responsible for the review of this Plan.

## 5. References

**Hanson Construction Materials (2017).** *Environmental Impact Statement Report Brandy Hill Expansion Project*, dated February 2017.

**Intersect Traffic (2016).** *Traffic Impact Assessment – Quarry Expansion*, dated June 2016 (Intersect, 2016).

**Transport for NSW – Roads and Maritime (2020).** *Chain of Responsibility* ( ). Accessed from <https://www.rms.nsw.gov.au/business-industry/heavy-vehicles/safety-compliance/chain-of-responsibility/index.html>, accessed 12 October 2020.

**R. W. Corkery & Co Pty Limited, (2019)** *Amended Response to Submissions*, dated September 2019 (RWC, 2019).

# Appendices

(Total No. of pages including blank pages = 24)

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Appendix 2	Government Agency Consultation Correspondence (16 pages)

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# Appendix 1

## Driver's Code of Conduct

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# Hanson Quarries

## Brandy Hill Quarry

# Drivers Code of Conduct

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## Document Control

Issue	Date	Description	By
A	07/09/18	Draft	BP (Hanson)
B	10/09/19	Edit	BP (Hanson)
C	26/09/19	Figure update	BP (Hanson)
D	07/09/21	Updated for TMP submission.	BP (Hanson)

## 1. General Requirements

Heavy vehicle drivers hauling from Brandy Hill 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 in regard to 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:

1. Where a heavy vehicle travels faster than the posted speed limit; and
2. 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.

The speed limit along the Haul Road is 30km/hr, which includes all unsealed internal roads. The speed limit along the Quarry Driveway is 60km/hr, which includes the sealed road from the weighbridge to the front gate. When exiting at the property at the Clarence Town Road intersection, all trucks must come to a complete stop. 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** (Section 11).

***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 Driver Fatigue

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:

- i. Standard Hours of Operation
- ii. Basic Fatigue Management (BFM)
- iii. 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** (Section 11).

***All heavy vehicle drivers operating out of the Brandy Hill 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 Brandy Hill 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

Brandy Hill Quarry product loading and dispatch permissible hours are

- 6:00am to 6:00pm Monday to Friday,
- 6:00pm to 10:00pm Monday to Friday 20 days per calendar year and
- 6:00am to 6:00pm Saturday with
- no dispatch on Sundays or public holidays.

Hanson trucks may enter and leave outside of the stated hours only for purposes of truck maintenance, driver training and truck type selection.

Drivers will be advised of days during the year when extended hours are permissible.

## 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 loose material on the road and an increase in dust impacts on neighbouring residents along haul routes. To prevent these issues all heavy vehicles should be covered, whether loaded with material or not.

***All trucks arriving at or departing from Brandy Hill 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 minimum 2-minute interval.

Vehicle departure is controlled by the weighbridge operator who, through use of the SAP system as well as manual counting, monitors the number of heavy vehicles that leave the site. Alarms in place within the SAP system will notify the Weighbridge Operator when heavy vehicle movements have reached 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.

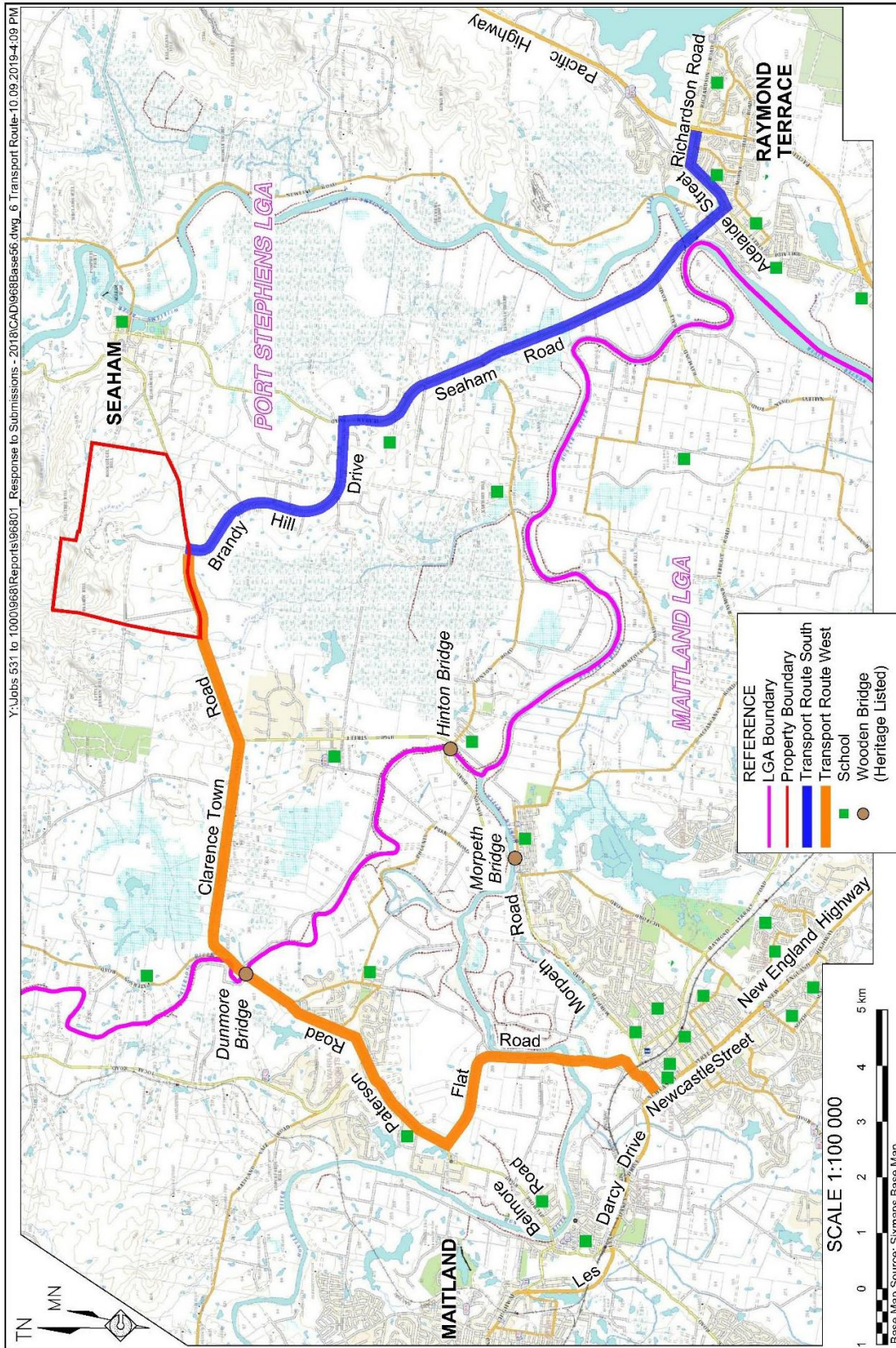
***To alleviate public concern and increase road safety, heavy vehicles leaving the Brandy Hill Quarry should be separated by, at minimum, 2-minute interval.***

## 8. Safety Initiatives for Residential Areas and School Zones

All drivers are to show respect for our neighbours in the Seaham and Brandy Hill areas. Care is to be taken around school bus stops in the morning (6:45am to 8:30am) and afternoon (2:45pm to 4:30pm) periods (see **Figure 1**). Drivers are to be mindful of children being dropped off and/or picked up in and around Seaham and Brandy Hill areas during these hours. Drivers are to comply with 40km/h speed limit for traffic passing a school bus as well as within school zones.

Brandy Hill Drive is an 80km speed zone. Please give pedestrians using Brandy Hill Drive a wide berth and be aware of the 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. In regard to cyclists, all drivers must abide by the Minimum Passing Distance Rule, whereby a minimum separation distance of 1 metre is required when the speed limit is 60 km/h or less, and a minimum separation distance of 1.5 metres is required when the speed limit is more than 60 km/h.



**Figure 1:** Transport routes and locations of bus stops along Clarence Town Road and Brandy Hill Drive



## 9. Primary Haulage Routes

The primary haulage routes are shown on **Figure 1**, with critical locations highlighted.

Quarry Management and heavy vehicle drivers are to be mindful of restrictions allocated to local bridges, specifically Hinton, Woodville and Morpeth bridges. Heavy Vehicles loaded to PBS weights are required by law to use PBS routes and have the correct permits to transport PBS loads. Heavy vehicle drivers using the Hinton, Woodville and Morpeth bridges must obey the give way traffic rules and be mindful of height and weight restrictions.

***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 weight restrictions and requirements when using roads and bridges.***

## 10. 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 en route to and from the Quarry, the driver must:

1. Immediately warn persons in the area who may be at risk.
2. Inform their Transport Manager/Supervisor. If the vehicle is owned or contracted by Hanson Construction Materials Pty Ltd, the Transport Manager/Supervisor must be immediately informed so that emergency services can be contacted and a cleanup initiated;
3. All spills must be adequately cleaned up and waste disposed of in an acceptable and environmental manner.
4. Put out warning triangles where it is safe to do so.
5. 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.



## 11. Compliance Measures and Monitoring

The document is to be signed by individual drivers and a Hanson Construction Materials 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 in regard to heavy vehicle driver conduct external to the Quarry site.

The incident register is to include (where possible):

1. Date of the complaint.
2. Time of the complaint.
3. Name of the complainant (if available).
4. How the complaint was received.
5. Detailed description of the complaint (including location, driver/heavy vehicle details).
6. What / when actions were taken to resolve the issue; and
7. 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:

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

**2<sup>nd</sup> 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.

**3<sup>rd</sup> Warning** – The driver will be banned and the company of the driver will be notified of the ban period imposed on the driver.

## 12. Emergency Contact Numbers

- RMS Transport Management Centre – 131 700
- Port Stephens Council – (02) 4988 0255
- Quarry Management – (02) 4988 6166
- Complaints Line – 1800 882 478
- NSW Police Service (Northern Region) – (02) 4934 0200
- Transport Shift Manager – (02) 9660 0441

## 13. Code of Conduct Induction

### To all Truck Drivers Entering Brandy Hill Quarry

- ❑ Weighbridge operating hours for transport is 6.00am to 6.00pm Monday to Saturday, 6.00am to 10:00pm Monday to Friday on 20 days per calendar year, unless otherwise notified by Management. No product loading and dispatch to occur on Sundays and public holidays.
- ❑ All heavy vehicle drivers operating out of the Brandy Hill 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 30km/hr. The speed limit along the Quarry Driveway is 60km/hr. When exiting Clarence Town Road intersection, all trucks must come to a complete stop.
- ❑ On entering the Quarry, trucks must communicate via UHF 10 to the Weighbridge Operator or Sales Loader, what products they want. Conversations MUST be kept to a minimum. Change to UHF9 at stop sign when entering Floors 1 & 2. Call up on UHF to let Pit Operators know your movements. 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 give way to loaders and dump trucks at all times.
- ❑ 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 Hanson Directive.
- ❑ Whilst waiting to be loaded, 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 Hanson 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 Brandy Hill Quarry should be separated by a minimum, 2-minute interval.

- ❑ All trucks arriving at or departing from the Brandy Hill 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 work platforms 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 the Seaham and Brandy Hill areas. Take care around bus stops in the mornings and afternoons. Brandy Hill Drive is an 80km speed zone. Drivers are to give pedestrians using Brandy Hill Drive a wide berth, be aware of their safety and other road users.
- ❑ All heavy vehicle drivers operating out of the Brandy Hill 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, specifically in relation to local bridge access in Hinton, Woodville and Morpeth.
- ❑ Be conscious of Hanson's seven lifesaving rules:
  1. You must be inducted and competent to operate on our sites.
  2. When working at heights, protect yourself and others below you.
  3. Always use positive isolation, lockout and tag before working on plant and equipment.
  4. Guarding must be in place at all times and replaced immediately following any work on plant and equipment.
  5. Wear your seat belt.
  6. Never text or use a handheld phone whilst driving.
  7. Report all injuries, incidents and hazards to your supervisor/ manager.
- ❑ All heavy vehicle drivers operating out of the Brandy Hill 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.

## 14. Declaration

I, the undersigned, hereby agree to abide by Hanson Construction Materials Pty Ltd Driver Code of Conduct for the transportation of Quarry products from the Brandy Hill Quarry, Clarence Town Rd, Seaham 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: \_\_\_\_\_

### HANSON CONSTRUCTION MATERIALS PTY LTD

Company Witness: \_\_\_\_\_

Date: \_\_\_\_\_



### **Brandy Hill Quarry Complaints Register**

DATE to DATE

[illegible]

**Last Updated by PS -16/04/2018**

## 16. References

- Kloeden, C., Ponte, G., & McLean, A. (2001). *Travelling Speed and the Risk of Crash Involvement on Rural Roads*. Adelaide: Department of Transport and Regional Services.
- NHVR. (2017). *About fatigue management*. Retrieved November 24, 2017, from National Heavy Vehicle Regulator: <https://www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management/about-fatigue-management>
- NHVR. (2017). *Penalties and infringements*. Retrieved November 23, 2017, from National Heavy Vehicle Regulator: <https://www.nhvr.gov.au/law-policies/penalties-and-infringements>

# Appendix 2

## Government Agency Consultation Correspondence

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**Table A2**  
**Response to Government Agency Comments on TMP**

Agency Comment	Response	Section in TMP
<b>Transport for NSW</b>		
TfNSW has reviewed the Traffic Management Plan (TMP) prepared by RW Corkery & Co. Pty Ltd, dated 5 March 2021, for the Brandy Hill Quarry Extension Project.  Please be advised that TfNSW has no comments or required amendments to this TMP.	Noted	No change required
<b>Port Stephens Council</b>		
There appears to be some inconsistencies between parts of the Drivers Code of Conduct, Code of Conduct induction and the Traffic Management Plan. Consideration of amending them to reflect a consistent approach to the quarry speed limit and truck dispatch intervals, and demonstrate they are satisfactory.	The TMP and Drivers Code of Conduct have been updated to ensure that discussion of management measures is consistent across both documents.	See Section 4 of the TMP
<b>Maitland City Council</b>		
The annual road maintenance contribution applicable to extractive industries that Council charges is detailed in the Maitland Citywide Section 94 Contributions Plan 2016 Version 3 adopted 28 February 2017 and is available on Council's website (this contributions plan is subject to future review). However, Council understands that monetary contributions are capped by the rate set in the Development Consent Conditions, SSD5899, which are noted in the traffic management plan.	Road maintenance contributions will be made in accordance with the conditional requirements of SSD 5899.  It is understood that the road maintenance contribution rate within Condition A19 of SSD 5899 is substantially higher than that required under the Maitland Citywide Section 94 Contributions Plan 2016 Version 3.	No change required
The Traffic Management Plan does not list Condition A21 of the Development Consent Conditions, SSD5899, regarding the Community Consultative Committee. The condition notes that the committee should include representation from Maitland City Council. It is requested that the plan lists this condition and the Community Consultative Committee for Council to raise matters associated with the quarry including traffic.	The Community Consultative Committee (CCC) is not a matter generally considered relevant to Transport Management specifically. The formation and operation of the CCC is discussed with the Stakeholder Engagement Plan presented in Section 6.4 of the draft Environmental Management Strategy. Inclusion of the CCC in the EMS is an acknowledgement that the CCC functions as a consultation mechanism for the entire operation and not solely traffic (or other matters).  A copy of the EMS will be provided to Maitland City Council in order to resolve this matter.	No change required

## Pignone, Belinda (Parramatta) AUS

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**From:** no-reply@majorprojects.planning.nsw.gov.au  
**Sent:** Monday, 12 April 2021 3:25 PM  
**To:** Pignone, Belinda (Parramatta) AUS  
**Subject:** Brandy Hill Expansion Project Brandy Hill Quarry Traffic Management Plan - Response from TRANSPORT FOR NSW

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

TRANSPORT FOR NSW has responded to your request for advice in relation to the Brandy Hill Expansion Project Brandy Hill Quarry Traffic Management Plan . The response is below and/or 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.

### Public Authority Response

TfNSW has reviewed the Traffic Management Plan (TMP) prepared by RW Corkery & Co. Pty Ltd, dated 5 March 2021, for the Brandy Hill Quarry Extension Project.

Please be advised that TfNSW has no comments or required amendments to this TMP.

TfNSW also advise that, should further expansion of the quarry occur beyond the scope of the current application, it will be necessary to consider the upgrading of the entry to the property on Clarence Town Road. This may include the consideration of the need for deceleration lanes and increasing shoulder widths, to ensure the safety of heavy vehicles and other road users.

Any enquiries relating to the above advice can be directed to the Development Services Team (Hunter Precinct) on 4908 7688 or by emailing [development.hunter@rms.nsw.gov.au](mailto:development.hunter@rms.nsw.gov.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, Industry and Environment



**Planning,  
Industry &  
Environment**

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31 March 2021

Department of Planning & Environment  
GPO Box 39  
Sydney NSW 2001

**APPLICATION NO:** Our Ref. 25-2017-2-1

**PROPOSAL:** Brandy Hill Quarry Expansion SSD 5899

**PROPERTY:** Clarence Town Road SEAHAM NSW 2324

Dear Belinda,

Thank you for the opportunity to provide comment on the Traffic Management Plan for the Brandy Hill Quarry Expansion. Council has completed a review and makes the following comments.

There appears to be some inconsistencies between parts of the Drivers Code of Conduct, Code of Conduct induction and the Traffic Management Plan. Consideration of amending them to reflect a consistent approach to the quarry speed limit and truck dispatch intervals, and demonstrate they are satisfactory.

Thank you for the opportunity to comment on the proposed development. If you wish to discuss the matters raised above or have any questions, please contact me on the number below and I will be happy to help.

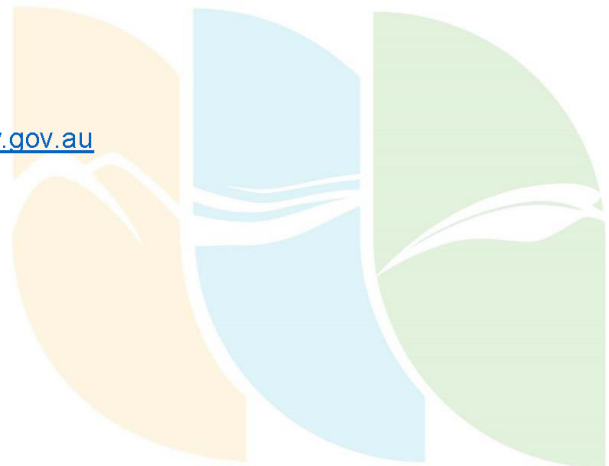
Yours Sincerely,



**SOPHIE EFKARPIDIS**  
Development Planner

Phone: 4988 0316

Email: [sophie.efkarpidis@portstephens.nsw.gov.au](mailto:sophie.efkarpidis@portstephens.nsw.gov.au)



**PORT STEPHENS COUNCIL**

116 Adelaide Street  
Raymond Terrace NSW 2324

PO Box 42  
Raymond Terrace NSW 2324

Phone: 02 4980 0255  
Email: [council@portstephens.nsw.gov.au](mailto:council@portstephens.nsw.gov.au)

[www.portstephens.nsw.gov.au](http://www.portstephens.nsw.gov.au)





Our Ref: (2021/281145)

Phone Enquiries: 4934 9700  
Scott Henderson

30/07/2021

Hanson  
L 10 35 Clarence Street  
SYDNEY NSW 2000  
Delivered electronically to: [belinda.pignone@hanson.com.au](mailto:belinda.pignone@hanson.com.au)

Dear Belinda,

**Re: Traffic Management Plan for the Brandy Hill Quarry Expansion**

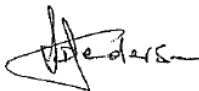
I refer to the Traffic Management Plan for the Brandy Hill Quarry Expansion prepared by R. W. Corkery & Co. Pty. Limited received in March this year and provide the following comment.

Council acknowledges the traffic management plan prepared to address safety and environmental impacts. Points which Council wishes to raise with regards to the plan include:

- The annual road maintenance contribution applicable to extractive industries that Council charges is detailed in the Maitland Citywide Section 94 Contributions Plan 2016 Version 3 adopted 28 February 2017 and is available on Council's website (this contributions plan is subject to future review). However, Council understands that monetary contributions are capped by the rate set in the Development Consent Conditions, SSD5899, which are noted in the traffic management plan.
- The Traffic Management Plan does not list Condition A21 of the Development Consent Conditions, SSD5899, regarding the Community Consultative Committee. The condition notes that the committee should include representation from Maitland City Council. It is requested that the plan lists this condition and the Community Consultative Committee for Council to raise matters associated with the quarry including traffic.

I will be Council's point of contact on traffic matters regarding the Brandy Hill Quarry. Any communications relating to the Community Consultative Committee should be directed to Andrew Neil, Manager Strategic Planning, Maitland City Council.

Yours sincerely,



Scott Henderson  
**Coordinator Infrastructure Planning Engineer**

**“Brandy Hill Quarry Expansion project”  
Post Approval Review**



Document: “Traffic Management Plan”

Condition B42 Schedule 2

Revision: Revision V2 Dated 8 October 2021”

Reviewed: “Charissa Pillay in October 2021”

<b>Traffic, Condition B40, Schedule 2</b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
<p><b>A11.</b> The Applicant must not transport more than 700 000 tonnes of quarry products from the site in any calendar year until the bus bays and shared pathway along Brandy Hill Drive are constructed.</p> <p>Following the construction of the bus bays and shared pathway, the Applicant must not transport more than 1.5 million tonnes of quarry products and 15 000 m<sup>3</sup> of pre-mixed concrete from the site in any calendar year</p>	No	TMP does not include the condition	Include the requirement of condition A11 not to transport more than 700 000 tonnes of quarry products from the site in any calendar year until the bus bays and shared pathway along Brandy Hill Drive are constructed.	See additional text in Section 2.1 and 2.5.4
<p><b>A12.</b> Truck movements at the site (ie either arrival or dispatch) must not exceed:</p> <ul style="list-style-type: none"> <li>(i) 24 movements between 6:00 am and 7:00 am;</li> <li><b>(ii)</b> (ii) 60 movements per hour between 7:00 am and 6:00 pm;</li> <li><b>(iii)</b> (iii) 10 movements per hour between 6:00 pm and 10:00 pm, on up to 20 evenings per calendar year; and</li> <li><b>(iv)</b> (iv) 600 movements per calendar day;</li> </ul> <p>Truck movements to and from the site are also controlled by the operating hours specified in condition A13 and provisions in condition B41.</p>	Yes	Section 2.5.4 addresses the requirement	-	
<b>A13.</b>	Yes	Section 3.2.2 and Driver's Code of Conduct	-	

**“Brandy Hill Quarry Expansion project”  
Post Approval Review**



Document: “Traffic Management Plan”

Condition B42 Schedule 2

Revision: Revision V2 Dated 8 October 2021”

Reviewed: “Charissa Pillay in October 2021”

<b>Traffic, Condition B40, Schedule 2 (Cont’d)</b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
<b>A19.</b> a) Under section 7.11 of the EP&A Act, monetary contributions must be paid to Council towards the maintenance of local roads used for haulage of quarry products. (b) Under section 7.11 of the EP&A Act, monetary contributions must be paid to Maitland City Council towards the maintenance of local roads used for haulage of quarry products. (c) Under sections 7.11 and 7.13 of the EP&A Act, the monetary contributions referred to in paragraphs (a) and (b) above are to be determined: (i) At the rate of \$0.084/tonne/kilometre increased annually on 1 July each year in accordance with CPI; or (ii) At a lesser rate as otherwise agreed with the relevant council.	Yes	Section 2.6.3 addresses the requirement.	-	
<b>Monitoring of Product Transport</b>				
B40 The Applicant must keep accurate records of all laden truck movement to and from the site (including hourly truck movements) and publish a summary of records on its website every 6 months.	Partial	Section 3.9 does not include to record hourly truck movements.	Include the requirement to record hourly truck movements.	Update to Section 3.8.1
<b>Transport Operating Conditions</b>				
B41 The Applicant must:				
a) Ensure that all laden trucks entering or exiting the site have their loads covered;	Yes	Section 3.2.7 and Driver’s Code of Conduct includes the requirement.	-	

**“Brandy Hill Quarry Expansion project”  
Post Approval Review**



Document: “Traffic Management Plan”

Condition B42 Schedule 2

Revision: Revision V2 Dated 8 October 2021”

Reviewed: “Charissa Pillay in October 2021”

<b>Traffic, Condition B40, Schedule 2 (Cont’d)</b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
b) Ensure that no heavy vehicles arrive at the site prior to 6:00am;	No	Section 3.2.2 and section 3.8.1 discuss the heavy vehicles leaving the quarry and no details to ensure that no heavy vehicles arrive at the site prior to 6:00am;	Include a commitment to ensure that no heavy vehicles arrive at the site prior to 6:00am;	See update to Section 2.5.3, 3.2.2 and 3.8.1
c) Take all reasonable steps to minimise traffic safety issues and disruption to local road users; and	Yes	Section 3 addresses the requirement	-	
d) 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	Yes	Section 3.7 addresses the requirement.	-	-
<b>Traffic, Condition B42, Schedule 2</b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
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	No	Section 1.1 includes details of a Geotechnical and Environmental Consulting Company. It is unknown who the person is and if the person is suitably qualified and experienced.	Include details of a suitably qualified and experienced person required to prepare the traffic management plan.	See Section 1.6 Appendix 3 has CV of main author.
b) be prepared in consultation with TfNSW, Council and Maitland Council;	Yes	Section 1.5 and Appendix 2 address the requirement.	-	

**“Brandy Hill Quarry Expansion project”  
Post Approval Review**



Document: “Traffic Management Plan”

Condition B42 Schedule 2

Revision: Revision V2 Dated 8 October 2021”

Reviewed: “Charissa Pillay in October 2021”

<b>Traffic, Condition B42, Schedule 2 (Cont’d)</b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
c) include details of;				
i) all haulage routes and traffic types to be used for development-related traffic, including identification of bridge load restrictions;	Partial	<p>Section 2.5.2 contains the words “may be” and “would”, non-committal language.</p> <p>Section 2.5.2 states none of the routes are currently approved for higher mass vehicles and there is no commitment if and what are the approvals to be sought</p> <p>What other traffic types will be used in development, the TMP only mentions truck types. What traffic routes will workers use? Any employee parking?</p> <p>There is no bridge load restriction included in Appendix 1.</p> <p>Section 2.5.4 includes the use of word “would occur”, non-committal language. and Driver’s Code of Conduct</p>	<p>Include committed wording to comply with the requirements of the condition.</p> <p>Include all traffic types to be used in the development</p> <p>Include approvals to be sought for higher mass vehicles if used.</p> <p>Include the requirement to identify bridge load restrictions in the Drivers Code of Conduct. There was no information in Appendix 1 on Heritage Bridge Load Restrictions.</p>	<p>Section 2.5 has been updated to refer to light vehicles and parking</p> <p>See updated Section 2.5.2 regarding HMV permits.</p> <p>Section 2.3.3 refers to the load restrictions in the code of conduct</p> <p>Load restrictions on wooden bridges are discussed in Appendix 1</p> <p>Section 2.5.4 updated to make firm commitments.</p>
ii) the processes in place for the control of truck movements entering and exiting the site;	Yes	Section 3.2.2 and Driver’s Code of Conduct addresses the requirement.	-	

**“Brandy Hill Quarry Expansion project”  
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Document: “Traffic Management Plan”

Condition B42 Schedule 2

Revision: Revision V2 Dated 8 October 2021”

Reviewed: “Charissa Pillay in October 2021”

<b>Traffic, Condition B42, Schedule 2 (Cont’d)</b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
iii) the measures to be implemented to: <ul style="list-style-type: none"> <li>ensure compliance with the traffic operating conditions and traffic related conditions of this consent;</li> </ul>	Partial	Section 3.2.2 include details that no heavy vehicles are permitted to leave the Quarry prior 6:00am. But there is no information to prevent vehicles from entering the Quarry before 6am. Section 3.3.1 describes corrective actions to be implemented if a trigger results traffic exceeding the traffic-related criteria. But this will result in a non-compliance. Triggers are in place to prevent non-compliances.	Include triggers to prevent non-compliances. Include details consistent with condition B41(b).	Section 3.2.2 updated  Section 3.3.1 and 3.3.2.2 updated to reflect failure of SAP system as trigger for management.
<ul style="list-style-type: none"> <li>minimise traffic safety issues and disruption to local road users, including minimising potential of conflict with school buses;</li> </ul>	Yes	Section 2.2.4, 3.2.1 address the requirement.	-	
<ul style="list-style-type: none"> <li>minimise the transmission of dust and tracking of material onto the surface of public roads from vehicle exiting site</li> </ul>	Partial	Section 3.2.6 discusses operation management to limit dust generation, but it is unknown what management measure will be used.	Include details of the dust management onsite.	See update to Section 3.2.6
<ul style="list-style-type: none"> <li>trial and evaluate a self-imposed speed limit of 60 km/hour for trucks travelling on Brandy Hill Drive</li> </ul>	Yes	Section 3.5 addresses the requirement.	-	
<ul style="list-style-type: none"> <li>notify the community of product haulage scheduled for the evening period</li> </ul>	Yes	Section 3.4 addresses the requirement.	-	
<ul style="list-style-type: none"> <li>avoid trucks travelling on the haulage routes prior to 6:00am; and</li> </ul>	Partial	See above	See condition B14(b)	See update to Section 2.5.3, 3.2.2 and 3.8.1

**“Brandy Hill Quarry Expansion project”  
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<b>Traffic, Condition B42, Schedule 2 (Cont’d)</b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
<ul style="list-style-type: none"> <li>participate in transport management investigations initiated by Council or Maitland City Council;</li> </ul>	Partial	Section 3.3.2.5 includes wording such as “would” be determined in consultation.	Include committed actions to address the condition.	Section 3.3.2.5 has been updated. It is noted that Maitland Regional Council did not raise the wording of this section as a concern and that it was Council that requested the condition be included.
d) include a Driver’s Code of Conduct that includes procedures to ensure that drivers:				
i) adhere to posted speed limits or other required travelling speeds;	Yes	3.2.1 and Driver’s Code of Conduct	-	
ii) adhere to designated transport to routes and travel times; and	Yes	3.2.1 and Driver’s Code of Conduct	-	
iii) implement safe and quiet driving practices;	Yes	3.2.1 and Driver’s Code of Conduct	-	
e) describe the measures to be put in place to ensure compliance with the Driver’s Code of Conduct	Yes	Section 3.3.2.3 addresses the requirement.	-	
B43. The Applicant must not commence Stage 1 of the development until the Traffic Management Plan is approved by the Planning Secretary	No	TMP does not include the requirement	Include a commitment not to commence Stage 1 of the development until the Traffic Management Plan is approved by the Planning Secretary	See Section 1.1



**“Brandy Hill Quarry Expansion project”  
Post Approval Review**



Document: “Traffic Management Plan”

Condition B42 Schedule 2

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Reviewed: “Charissa Pillay in October 2021”

<b><i>Traffic, Condition B42, Schedule 2 (Cont’d)</i></b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
B44. The Applicant must implement the approved Traffic Management Plan.	No	TMP does not include the requirement	Include a commitment to implement the approved Traffic Management Plan	See Section 1.1
<b><i>Revision of Strategies, Plans and Programs, Condition D5, Schedule 2</i></b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
	Yes	TMP includes the condition.	-	
<b><i>Incident Notification, Condition D7, Schedule 2</i></b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
	Yes	TMP includes the condition.	-	
<b><i>Non-Compliance Notification, Condition D8, Schedule 2</i></b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
	Yes			
<b><i>INDEPENDENT ENVIRONMENTAL AUDIT, Condition D11, Schedule 2</i></b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action -Required</b>	<b>Company Response</b>
	Yes	TMP includes the requirement.	-	
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	Yes	TMP includes the requirement.	-	

**“Brandy Hill Quarry Expansion project”  
Post Approval Review**



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<b>ACCESS TO INFORMATION, Condition D15, Schedule 2</b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
	Yes	TMP includes the requirement.	-	
<b>General Comments</b>			<b>Action Required</b>	<b>Company Response</b>
Throughout the document there is the use of words such as “would” and “may” which is non-committal language.			Ensure where relevant committed actions are implemented.	
Triggers used in the document lead to a non-compliance. Triggers are there to prevent non-compliance.			Trigger values to be revisited to prevent non-compliance.	
<b>Port Stephens Council</b>			<b>Action Required</b>	<b>Company Response</b>
There appears to be some inconsistencies between parts of the Drivers Code of Conduct, Code of Conduct induction and the Traffic Management Plan. Consideration of amending them to reflect a consistent approach to the quarry speed limit and truck dispatch intervals, and demonstrate they are satisfactory.			Section 4	Closed
<b>Transport for New South Wales</b>				
TfNSW has reviewed the Traffic Management Plan (TMP) prepared by RW Corkery & Co. Pty Ltd, dated 5 March 2021, for the Brandy Hill Quarry Extension Project. Please be advised that TfNSW has no comments or required amendments to this TMP. TfNSW also advise that, should further expansion of the quarry occur beyond the scope of the current application, it will be necessary to consider the upgrading of the entry to the property on Clarence Town Road. This may include the consideration of the need for deceleration lanes and increasing shoulder widths, to ensure the safety of heavy vehicles and other road users. Any enquiries relating to the above advice can be directed to the Development Services Team (Hunter Precinct) on 4908 7688 or by emailing development.hunter@rms.nsw.gov.au.				
TfNSW has reviewed the Traffic Management Plan (TMP) prepared by RW Corkery & Co. Pty Ltd, dated 5 March 2021, for the Brandy Hill Quarry Extension Project. Please be advised that TfNSW has no comments or required amendments to this TMP. TfNSW also advise that, should further expansion of the quarry occur beyond the scope of the current application, it will be necessary to consider the upgrading of the entry to the property on Clarence Town Road. This may include the consideration of the need for deceleration lanes and increasing shoulder widths, to ensure the safety of heavy vehicles and other road users. Any enquiries relating to the above advice can be directed to the Development Services Team (Hunter Precinct) on 4908 7688 or by emailing development.hunter@rms.nsw.gov.au.			Closed	Closed

**“Brandy Hill Quarry Expansion project”  
Post Approval Review**



**Planning,  
Industry &  
Environment**

Document: “Traffic Management Plan”

Condition B42 Schedule 2

Revision: Revision V2 Dated 8 October 2021”

Reviewed: “Charissa Pillay in October 2021”

<b>Port Stephens Council</b>	<b>Action Required</b>	<b>Company Response</b>
<b>Maitland City Council</b>		
The annual road maintenance contribution applicable to extractive industries that Council charges is detailed in the Maitland Citywide Section 94 Contributions Plan 2016 Version 3 adopted 28 February 2017 and is available on Council's website (this contributions plan is subject to future review). However, Council understands that monetary contributions are capped by the rate set in the Development Consent Conditions, SSD5899, which are noted in the traffic management plan.	Noted	
The Traffic Management Plan does not list Condition A21 of the Development Consent Conditions, SSD5899, regarding the Community Consultative Committee. The condition notes that the committee should include representation from Maitland City Council. It is requested that the plan lists this condition and the Community Consultative Committee for Council to raise matters associated with the quarry including traffic.	Noted	

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# Appendix 3

## Resume

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# Nicholas Warren

Principal Environmental Consultant



**R.W. CORKERY & CO.**

PTY. LIMITED ABN 31 002 033 712

GEOLOGICAL & ENVIRONMENTAL CONSULTANTS

## ACADEMIC RECORD

Bachelor of Science (B.Sc.) University of Queensland (St Lucia).

(Graduated November 2000)

Masters in Business Marketing (Strategic Advertising). Queensland University of Technology

(Graduated November 2005)

Masters in Environmental Management (Sustainable Development). University of Queensland (St Lucia).

(Graduated November 2011)

Dean's Commendation for High Achievement 2010 and 2011

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## INDUSTRY AFFILIATIONS

Member of the Institute of Quarrying Australia 2013 to present

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## EMPLOYMENT HISTORY AND EXPERIENCE

**February 2013 to Present** *Principal Environmental Consultant, R.W. Corkery & Co. Pty Limited, Geological and Environmental Consultants, Sydney, NSW*

Project management and preparation of a variety of environmental documentation for coal mining, metalliferous mining, quarrying and local government projects including:

- Environmental Impact Statements;
- Environmental Assessments;
- Statement of Environmental Effects<sup>1</sup>;
- Social Impact Assessments;
- Mining Operations Plans;
- Environmental Management Plans;
- Biodiversity Offsetting Strategies and Management Plans
- Environmental Audits;
- Rehabilitation planning and strategies;
- Rehabilitation bond estimates using approved provision tools; and
- Historical studies of mining areas for contamination and subsidence planning;

Provision of advice on environmental management, planning and legislation within the mining, and extractive resource industries.

Government agency liaison and community consultation involving hosting of community meetings, interviews and presentations. Preparation and implementation of consultation strategies

Preparation of social impact assessments for State significant and local development.

Management of specialist consultant assessments including briefing, scheduling and budgeting in the fields of surface water, groundwater, noise, air quality, soils and land capability, Aboriginal and historic heritage, visual amenity, transport and terrestrial and aquatic biodiversity. Comprehensive review of assessment outcomes against relevant guidelines and best practice.

---

**January 2009 to February 2013** *Senior Account Executive, Mediacom Australia, Media Advertising Planning and Buying, Brisbane, QLD*

Prepare media advertising communication strategies and documentation including:

- Brand launch strategies;
- Target audience and competitive analysis;
- Opportunity and market analysis; and
- Negotiation and planning to meet communication objectives within campaign constraints.

Advertising campaign implementation across all media types and tracking performance against expectations to inform future recommendations.

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