



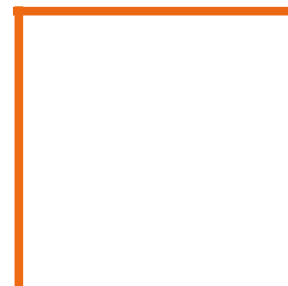
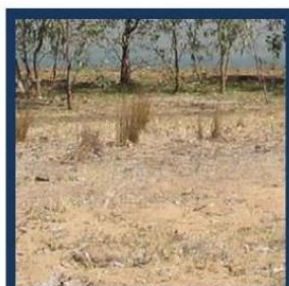
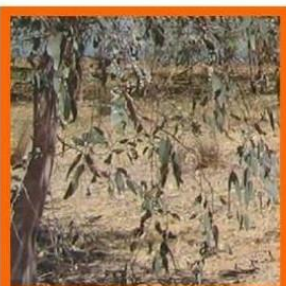
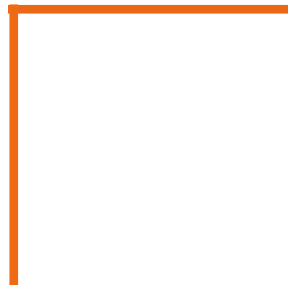
# Hanson

N: 90 009 679 734

## Wagga Wagga Quarry

### TRAFFIC MANAGEMENT PLAN AND DRIVER CODE OF PRACTICE

---



Prepared by





# Hanson

ABN: 90 009 679 734AB

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Date 11th November 2016

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# DECLARATION

I, the undersigned, hereby agree to abide by Hanson Construction Materials Pty Ltd Truck Driver Code of Practice for the transportation of Quarry products from Wagga Wagga Quarry, Roach Road, Wagga Wagga 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: \_\_\_\_\_



# 1. TRAFFIC MANAGEMENT PLAN AND TRUCK DRIVER CODE OF PRACTICE

## 1.1 Introduction

Schedule 3 Part 19 of Section 75J Project Approval under the Environmental Planning and Assessment Act 1979 for the extension of the existing Wagga Wagga Quarry to Lot 2 DP 610795 and Part Lot B DP 381991 (north of Roach Road), City of Wagga Wagga, Parish of South Wagga Wagga, County of Wynyard requires the operator Hanson Construction Materials Pty Ltd to complete and implement a Traffic Management Plan prior to operations commencing at the new Quarry extension:

### *“Traffic Management Plan*

*The Proponent shall prepare and implement a Traffic Management Plan to the satisfaction of the Director-General. The Plan must be developed in consultation with the RTA and Council, and must be submitted for the approval of the Director-General within 6 months of the date of this approval.*

*The plan must address:*

- (a) adoption, implementation and enforcement of a Truck Driver Code of Practice to ensure that project-related traffic uses Roach Road and McNickle Road in a safe manner;*
- (b) traffic management along these roads to minimise potential conflicts between project-related traffic and other road users and pedestrians, including truck driver awareness of the Wiradjuri Walking Track;*
- (c) management of dust generation by project-related traffic on these roads; and*
- (d) review of the standard of maintenance of these roads and their intersections”*

The purpose of this document is to minimise the impacts of the heavy vehicle traffic associated with the Wagga Wagga Quarry on the community and to manage the movement of heavy vehicles using best industry practice. Hanson Construction Materials Pty Ltd also proposes the following statement of commitment to improve road safety on Roach Road.



**Statement of Commitment:** The Proponent will work with the Riverview Estate Community, Department of Planning and Environment, and Wagga Wagga City Council to reduce the speed zone along Roach Road from 80km/hr to 50km/hr or as otherwise agreed on by the parties

Hanson propose to investigate this through the Community Consultative Committee (CCC) and progress further in consultation with Department of Planning and Environment and Wagga Wagga City Council if agreed by the CCC.

It is noted that Roads and Maritime Services (RMS) do not support a reduction in speed limit at this location due to expected issues with enforcement (as described in email correspondence dated 17 March 2017 – see **Appendix 1**). In light of this, RMS has requested that Hanson ensure the road is constructed and maintained to safely accommodate quarry traffic and suggested that Hanson ensure that transport personnel drive to conditions and with the speed limit. The Drivers Code of Conduct is described in Section 2, with all transport personnel required to sign and abide by this document. It is noted that road construction and maintenance is the responsibility of Wagga Wagga City Council, with Hanson paying a road contributions directly to Council. These funds are to be allocated towards any Council managed upgrade or maintenance on the road network between the Quarry and the Sturt Highway.

## 1.2 Site Location

The site is located approximately 3 km north-west of the Wagga Wagga residential area. Access to the site is via McNickle Road from the Sturt Highway which then joins Roach Road (local road).

The Sturt Highway at the approaches to McNickle Road provides one (1) lane of travel in both directions with a speed limit of 80 km/h. McNickle Road and Roach Road are two (2) lane rural roads with a single lane of travel in each direction and a speed limit of 80 km/h. **Figure 1** below shows the quarry location.

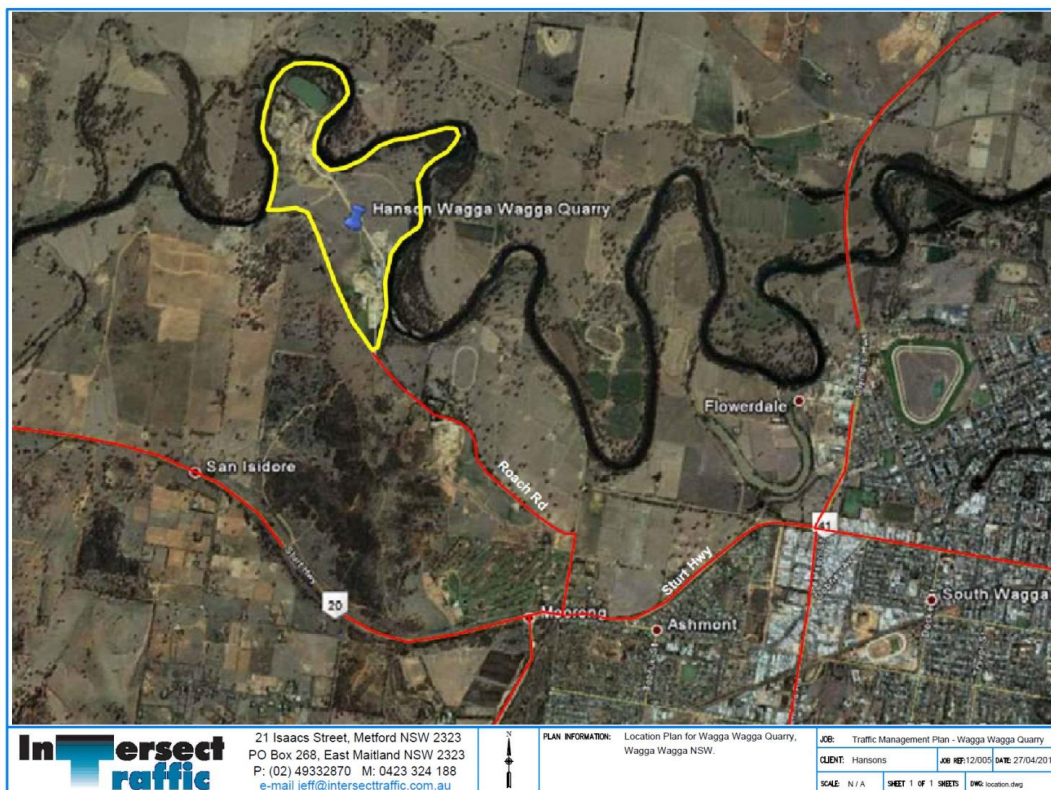


Figure 1 – Quarry Location Plan

### 1.3 Project Description

The purpose of the proposed development is to maintain the supply of construction materials to the local and regional markets at a competitive price while preventing environmental damage and minimising impact from transport of the materials.

The project will allow for extension of the quarry extraction area to the east of the existing operation with up to 150,000 tonnes of material per annum transported by road.

( Conditions of Consent: Schedule2\_ Part 5\_ "Limits On Approval")

Trucks will typically be truck and dog combinations carrying approximately 33 tonne payloads and, possibly in the future, B-double payloads of 40 tonne, subject to receipt of the relevant approvals.

There will be no more than six (6) heavy vehicle movements per hour (total of all quarry haulage truck movements into and out of the site) between 3:00 pm and 6:00 pm on any weekday, unless in the case of emergency or under the direction of police or other relevant authority.

( Conditions of Consent: Schedule2\_ Part 6\_ "Limits On Approval")

### 1.4 Haulage Destinations

On entering the Sturt Highway from McNickle Road the bulk of movements will be to the east towards Wagga Wagga to service Hanson's concrete batching plant in Railway Street, Wagga Wagga and surrounding industries and developments.

### 1.5 Records

(Condition of Consent: Schedule 3\_ Part 17 \_ "Traffic and Transport")

In compliance with the conditions of consent Hanson Construction Materials Pty Ltd shall:

- (a) keep accurate records of the amount of product materials transported from the site, including the date, time and tare weight of each product haulage vehicle dispatched from the site; and
- (b) make these records available on its website on a quarterly basis and include them in the Annual Review.

### 1.6 Objectives

The objectives of this Driver Traffic and Transport Management Plan are to:

- a) ensure compliance with the conditions included under Schedule 3 Part 19 of the Department of Planning and Environment's consent conditions;
- b) encourage compliance and acceptance of the Truck Driver Code of Practice by all heavy vehicle drivers using the quarry;
- c) minimise impacts on the community;
- d) foster an understanding and awareness within the company of community expectations and legislative requirements;
- e) protect and enhance public safety through compliance with relevant road rules;
- f) increase OH&S understanding in relation to fatigue, vehicle operation in public areas and obligation to the general public.

## 1.7 Document Review

In accordance with Condition 4 of Schedule 4 of Project Approval 07\_0069, the Transport Management Plan will be internally reviewed within 3 months of submission of an Annual Review, submission of an incident report, each independent environmental audit and any modification to Project Approval 07\_0069 to address feedback from these processes. Should changes to the Transport Management Plan be required, approval for the modified plan will be sought from the Department of Planning and Environment.



## 2.0 DRIVER CODE OF PRACTICE

(Schedule 3: Part 19 (a) of Section 75J Project Approval\_ adoption, implementation and enforcement of a Truck Driver Code of Practice to ensure that project- related traffic uses Roach Road and McNickle Road in a safe manner)

### 2.1 General Requirements

This Driver Code of Practice provides the conditions that must be met by all heavy vehicle drivers hauling from Wagga Wagga Quarry with respect to the following matters.

- i) Vehicle Speed
- ii) Driver Fatigue
- iii) Use of Compression Braking
- iv) Vehicle Noise
- v) Covering loads
- vi) Management of vehicle departure and arrival
- vii) Breakdowns and Incidents
- viii) The Wiradjuri Walking Track

In addition to these requirements all drivers must:

- i) 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;
- ii) Hold a valid driver's licence for the class of vehicle that you operate;
- iii) Operate the vehicle in a safe manner within and external to the Quarry site;
- iv) Comply with the direction of authorised site personnel when within the site;

### 2.2 Heavy Vehicle Speed

Increased speed means not only an increased risk of crashing but also increased severity if a crash 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 crash. (source Roads and Maritime Services (RMS) previously known as Roads and Traffic Authority (RTA)).

There are two types of speeding:

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

Drivers and truck operators are to be aware of the "Three Strikes Scheme" introduced by the Roads and Maritime Services 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 Roads and Maritime Services will record a strike against that vehicle. If three strikes are recorded within a three year period, the Roads and Maritime Services will act to suspend the registration of that vehicle (up to three months).

More information is available from the Roads and Maritime Services website.

Vehicle speed on public roads is enforced by the NSW Police Service.

The speed limit within the quarry site is 20 km/h which is to be strictly maintained.

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

## 2.3 Heavy Vehicles Driver Fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Reform was therefore developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007.

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

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)

**All heavy vehicle drivers operating out of the Wagga Wagga Quarry are to be aware of their adopted fatigue management scheme and operate within its requirements.**

## 2.4 Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at night when many residents are especially sensitive to noise.

In some instances compression braking is required for safety reasons however when passing through or adjacent to residential areas or isolated farmsteads a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

Due to the relative proximity to residential homes in Riverview Estate and along McNickle Road drivers are requested to limit the noise created in this area as much as possible.

**Brakes must be applied so as not to create excessive noise that could disturb local residents where possible. Compression braking within or adjacent to Riverview Estate or other residential areas or isolated residences should only be used if required for safety reasons.**

## 2.5 Heavy Vehicle Noise

The operating hours for transportation of materials off-site are:

|  |                          |
|--|--------------------------|
| Monday – Friday (except Public Holidays)         | 6:00 am to 6:00 pm       |
| Saturdays  | 8:00 am to 1:00 pm       |
| Sundays and Public Holidays                      | No activities (Condition |
| of Consent: Schedule 3_Part 2_"Operating Hours") |                          |

At commencement of the working day it is not unusual for drivers to arrive early and wait for opening. If this occurs drivers are to wait with engines off.

**To reduce the impact of vehicle noise at commencement of the working day heavy vehicles waiting for the quarry to open are to wait with engines off.**

## 2.6 Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicle damage.

**All trucks arriving at or departing from the site 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 is 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.**

## 2.7 Vehicle Departure and Arrival

Heavy Vehicles travelling in close proximity on single 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 should be separated by a minimum five minute interval.

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 Quarry should be separated by a minimum five minute interval.**

## 2.8 Breakdowns 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 131700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.

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 must contact the RMS TMC on 131700, their shift manager and Wagga Wagga Quarry Manager as soon as the stranded vehicle and load is safely secured.

If there is a product spill while loading/unloading or en route the driver must:

- i) Immediately warn persons in the area who may be at risk;
- ii) Inform their shift supervisor/owner. If this occurs on McNickle Road or Roach Road or the vehicle is owned or contracted by Hanson Construction Materials Pty Ltd the Wagga Wagga Quarry Manager must be immediately informed so that emergency services can be contacted and a cleanup initiated;
- iii) All spills must be adequately cleaned up and waste disposed of in an acceptable and environmental manner;
- iv) Put out warning triangles where it is safe to do so.

## 2.9 Wiradjuri Walking Track & Pedestrians/Cyclists

(Condition of Consent: Schedule 3\_Part 19 (b) \_"Traffic Management Plan")

Drivers are to be aware of the Wiradjuri Walking Track which has a road crossing point for pedestrians/cyclists in McNickle Road at the Bagley Road intersection and continues north down McNickle Road on the east side past the Roach Road intersection. **Figure 2** below shows the location of the Wiradjuri Walking Track.





Figure 2 - Wiradjuri Walking Track near Quarry Haul Route.

Through this location pedestrians/cyclists should be anticipated and will cross McNickle Road and travel in close proximity to the road pavement on the grass verge between Bagley Drive and Roach Road.

Drivers are to ensure that when passing pedestrians/cyclists a safe separation distance exists between trucks and pedestrians. Under the Australian Road Rules a separation distance of a minimum 1 metre is required for speeds at and below 60 km/h and 1.5 metres for speeds above 60 km/h.

## 2.10 Contact Numbers

|      |  |                               |
|------|--|-------------------------------|
| i)   | RMS Transport Management Centre                | 131700                        |
| ii)  | Wagga Wagga Council                            | 1300 292 442 (Administration) |
| iii) | Quarry Management                              | 0407 0601 69                  |
| iv)  | NSW Police Service                             | 02 6922 2599                  |
| v)   | Driver employee shift supervisor               |                               |
|      | (to be supplied by driver if separate company) |                               |







## 3.0 COMPLIANCE MEASURES& MONITORING

(Condition of Consent: Schedule 3\_Part 19 (a) \_"Traffic Management Plan")

### 3.1 Commencement of Traffic Management Plan & Driver Code of Practice

It is proposed that this Traffic Management Plan and Driver Code of Practice will be initiated when the project becomes operational and reviewed after 12 months of operation.

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.

### 3.2 Compliance Measures

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:

- i) Date;
- ii) Location/s;
- iii) The driver/heavy vehicle details;
- iv) Contact details of the person lodging the complaint;
- v) What/when actions were taken to resolve the issue; and
- vi) The reply to the person/organisation that made the complaint.

**The incident register is to be audited at three monthly intervals, by Quarry management, and made available, upon request, to an authorised Council officer.**



### 3.3 Monitoring Measures

In addition to the register Quarry management will undertake formal observations of compliance at three monthly intervals and will document and undertake any remedial actions with employees, heavy vehicle drivers or haulage companies that may be necessary as a result of these observations.

Monitoring will include a review of the Driver code register, the incident register, consultation with Council to determine if Council had received any complaints, a one day audit of driver behavior (observation) and a road condition inspection of McNickle Road and Roach Road.

Should monitoring investigations indicate inappropriate safety risks regarding heavy truck operations between the Quarry and the Sturt Highway, a safety audit will be commissioned in consultation with RMS.



## 4. ROUTE ASSESSMENT, DUST GENERATION, MAINTENANCE & ACTIONS

(Condition of Consent: Schedule 3\_Part 18 & 19 (b), (c) & (d) – "Traffic & Transport")

### 4.1 Route Assessment.

A route assessment was undertaken for McNickle Road and Roach Road at the time of the site inspection to investigate improvements to assist both truck drivers and local residents. The following are issues identified from that inspection:

1. The lack of centreline and possibly edgeline markings on McNickle Road and Roach Road - a centreline would assist in providing separation between opposing vehicles especially at the curves in Roach Road. Edgelines in McNickle Road would assist pedestrians/cyclists using the Wiradjuri Walking Trail;
2. Street lighting at the McNickle Road/Sturt Highway and McNickle Road/Roach Road could be enhanced;
3. The signage for the Wiradjuri Walking Trail is not prominent and could be enhanced to both promote the trail and make it easier to remind motorists that pedestrians/cyclists use the road;
4. The 20km/h speed limit sign within the quarry site could be larger and repeated at other locations especially the entry;
5. A sign displaying opening times as well as regulations erected at the entrance may assist in informing drivers of the speed limit and regulations;
6. The 80 km/h speed limit in McNickle Road and Roach Road could be reduced to 60 or 70 km/h to assist local residents;

### 4.2 Dust Generation McNickle Road and Roach Road.

Inspection of McNickle Road and Roach Road did not indicate large amounts of dust on the road surface however there were two locations where scouring by water from lot accesses encroached on the road travelling pavement. McNickle Road and Roach Road as sealed roads do not generate dust from vehicular traffic movements.

Dust from vehicle loads could be generated and would over time build up on the road shoulders and this should be monitored to ensure that it is not a hazard to motorists and pedestrians/cyclists. Monitoring will include daily observation, the three monthly road condition inspection and enforcement of Section 2.6 for all loads entering and exiting the site.

### 4.3 Road Maintenance

When inspected the pavement in both McNickle Road and Roach Road was generally in good condition with adequate width to cater for the two-way movement of traffic.

Potholes existed in Roach Road at one location and the road pavement in McNickle Road between the Sturt Highway and Bagley Drive could be improved as the surface is cracked and pavement deformation starting to occur.

It is noted that Hanson Construction Materials Pty Ltd will pay S94 contributions for road maintenance as a result of this development. It will be Wagga Wagga Council's responsibility to ensure McNickle Road and Roach Road are suitably maintained in the future.

#### 4.4 Actions

Approval of this document will result in the following actions being implemented in relation to the issues raised above:

1. The installation of a centreline in McNickle Road and Roach Road as well as edgelines where appropriate will be raised with Wagga Wagga Council. Should Council approve such works the work will be either undertaken by Council or with Council permission by Hanson Construction Materials Pty Limited;
2. Hanson Construction Materials Pty Limited will maintain the existing access to the quarry site from Roach Road and ensure the removal of loose material from trucks before entry to Roach Road by regularly maintaining the existing "shaker grid";
3. Hanson Construction Materials Pty Limited will install a sign at the quarry entry displaying the operational times of the quarry, the regulations within the quarry and a speed limit for travel within the quarry;
4. Hanson Construction Materials Pty Limited will install additional speed limit signage within the quarry precinct;
5. The upgrading of the signage for the Wiradjuri Walking Trail will be raised with Wagga Wagga Council to provide a clearer definition of the trail and promote awareness of its location. Should Council agree to the additional signage in the road reserve then Hanson Construction Materials will with Council permission organise and install the signage;
6. A reduction in the speed limit on McNickle Road and Roach Road will continue to be investigated with Wagga Wagga Council (liaison by Wagga Wagga Council with the RMS will be necessary as the RMS is the approval body for speed zoning).
7. McNickle Road and Roach Road will continue to be inspected by Quarry management at 3 monthly intervals for road maintenance requirements and dust build-up on the road pavement and road shoulders in McNickle Road and Roach Road. This inspection will be documented, kept as a record of inspection and provided to Council on request. When required Wagga Wagga Council will be contacted to undertake remedial action or with Council permission Hanson Construction Materials Pty Limited will undertake remedial action.



# Appendix 1

Consultation

**From:** MORGAN Maurice W <Maurice.MORGAN@rms.nsw.gov.au>  
**Sent:** Friday, 17 March, 2017 4:11 PM  
**To:** Nicholas Warren  
**Subject:** RE: 766 - Wagga Quarry - Transport Management Plan

Nick

Sorry for the delay in this response however I had previously left a message with Pip Cox from Hanson to discuss this issue some time ago.

Further to comments provided in December 2012 Roads and Maritime has the following comments to make

- The statement of Commitment to reduce the speed is not agreed to as the road event does not promote the 50km/h speed limit as suggested. Enforcement is likely to be an issue. The road should be constructed and maintained to safely accommodate the traffic generated by the quarry development. The quarry operator could put further limitations on the drivers to drive to the conditions and within the speed limit.
- Further the above the proponent could consider the preparation of a road safety audit for the haulage route, including intersections, from the Sturt Highway to the quarry site with any measures required to be implemented into a staged works program
- Section 1.3 refers to a maximum of 6 truck movements per hour unless in the case of an emergency or as directed by police or relevant road authority. What is the definition/interpretation on an emergency in the context of this statement?
- Reference to B-Doubles in Section 1.3 is subject to further approvals and probably should be removed at this stage. On this note how often is the TMP to be reviewed/revised?
- Section 2.1 General Requirements makes a clear statement that heavy vehicle drivers must comply with items i to iv. The following sections such as Section 2.2 refers to drive to conditions whereas section 2.1 does not reinforce this to the drivers. Drivers may be confused or miss read that only section 2.1 applies. All items should be listed in a clear and concise listing that is acknowledged by the drivers.

The document needs to acknowledge that the document is to be reviewed on a regular basis.

Regards

**Maurice Morgan**  
Manager Land Use  
Network NSW | Journey Management  
T 02 6923 6611 M 0428 471 824  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)  
*Every journey matters*

**Roads and Maritime Services**  
193-195 Morgan Street, Wagga Wagga NSW 2650

---

**From:** Nicholas Warren [mailto:nick@rwcorkery.com]  
**Sent:** Monday, 13 March 2017 4:02 PM  
**To:** MORGAN Maurice W  
**Cc:** lauren.evans@planning.nsw.gov.au; Driver, Andrew (Parramatta) AUS (Andrew.Driver@hanson.com.au)  
**Subject:** 766 - Wagga Quarry - Transport Management Plan

## Cox, Pip (Parramatta) AUS

---

From: Driver, Andrew (Parramatta) AUS  
Sent: Thursday, 10 November 2016 4:28 PM  
To: Cox, Pip (Parramatta) AUS  
Subject: FW: Wagga Quarry CCC Meeting 3  
Attachments: Final\_Traffic Management Plan Drive Code of Conduct 210213 dtp rev2.pdf;  
RTA\_Wagga Council consultation.pdf

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From: Driver, Andrew (Parramatta) AU  
Sent: Wednesday, 27 February 2013 2:20 PM  
To: Kane Winwood <Kane.Winwood@planning.nsw.gov.au> (Kane.Winwood@planning.nsw.gov.au); Howard Reed (Howard.Reed@planning.nsw.gov.au)  
Cc: Giannasca, Anthony (Fyshwick) AU; Collyer, Noel (Parramatta) AU; jeff@intersecttraffic.com.au  
Subject: FW: Wagga Quarry CCC Meeting 3

Hi Kane & Howard,

We tabled the Wagga Wagga quarry Traffic Mgt Plan at the CCC meeting last Tuesday. Overall, reading the comments below I think the community are satisfied with the plan, which I have attached with the consultation notes between Insite and RMS & Council.

Regards,

### Andrew Driver

Development Manager- Eastern Region



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From: Giannasca, Anthony (Fyshwick) AU  
Sent: Wednesday, 27 February 2013 1:52 PM  
To: Driver, Andrew (Parramatta) AU  
Cc: Catanzariti, Glen (Canberra) AUS; Collyer, Noel (Parramatta) AU  
Subject: FW: Wagga Quarry CCC Meeting 3

Andrew,

Another very positive CCC meeting at Wagga last night. Please refer to the de Bruyn's appraisal below.

Cheers,

**Anthony Giannasca**

Area Manager – Eastern Region NSW Country South



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From: Greg de Bruyn [<mailto:greg@profinance.com.au>]

Sent: Wednesday, 27 February 2013 9:00 AM

To: Giannasca, Anthony (Fyshwick) AU

Subject: Wagga Quarry CCC Meeting 3

Hi Anthony,

Linda and myself have reviewed the modified traffic management plan and truck driver code of practice. We are happy with the modifications.

Please also note that we would also be available for any additional meetings that may be required with council to resolve some of the issues that require their direct input.

Regards,

**Greg de Bruyn**

Profinance Group

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Office Address: 121 Hammond Avenue, Wagga Wagga 2650

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From: Giannasca, Anthony (Fyshwick) AU [<mailto:Anthony.Giannasca@hanson.com.au>]

Sent: Friday, 15 February 2013 10:00 AM

To: [studds.j@gmail.com](mailto:studds.j@gmail.com); [peterdelaney1947@gmail.com](mailto:peterdelaney1947@gmail.com); Greg de Bruyn ([greg@profinance.com.au](mailto:greg@profinance.com.au)); [gdebruyn@internode.on.net](mailto:gdebruyn@internode.on.net); [kymh@email.com](mailto:kymh@email.com); [collins.cameron@wagga.nsw.gov.au](mailto:collins.cameron@wagga.nsw.gov.au); [council@wagga.nsw.gov.au](mailto:council@wagga.nsw.gov.au); Thompson, Rodney (Wagga Wagga) AU; Engstrom, Tim (Wagga Wagga) AUS; Catanzariti, Glen (Canberra) AUS

Subject: FW: Wagga Quarry CCC Meeting 3

Importance: High

Hello All,

Please find a basic agenda structure for our upcoming meeting. Please feel free to come to the table with any questions or queries you may have. I look forward to seeing you all on the 26<sup>th</sup>.

Regards,

**Anthony Giannasca**

Area Manager – Eastern Region NSW Country South



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From: Giannasca, Anthony (Fyshwick) AU  
Sent: Wednesday, 13 February 2013 1:37 PM  
To: [studds.j@gmail.com](mailto:studds.j@gmail.com); [peterdelaney1947@gmail.com](mailto:peterdelaney1947@gmail.com); Greg de Bruyn ([greg@profinance.com.au](mailto:greg@profinance.com.au)); [gdebruyn@internode.on.net](mailto:gdebruyn@internode.on.net); [kymh@email.com](mailto:kymh@email.com); [collins.cameron@wagga.nsw.gov.au](mailto:collins.cameron@wagga.nsw.gov.au); [council@wagga.nsw.gov.au](mailto:council@wagga.nsw.gov.au); Thompson, Rodney (Wagga Wagga) AU; Engstrom, Tim (Wagga Wagga) AUS; Catanzariti, Glen (Canberra) AUS  
Subject: FW: Wagga Quarry CCC Meeting 3  
Importance: High

Good afternoon all,

As per e-mail below, would you please confirm we will be proceeding with our 3<sup>rd</sup> meeting as proposed for the 26<sup>th</sup>. We indicated that we could incorporate this meeting with a site visit to the quarry and could happily conduct the meeting in our new site office.

On the assumption that 5:30pm suits all, please advise at your earliest opportunity.

Regards,

**Anthony Giannasca**

Area Manager – Eastern Region NSW Country South



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From: Giannasca, Anthony (Fyshwick) AU  
Sent: Monday, 10 December 2012 4:01 PM  
To: [studds.j@gmail.com](mailto:studds.j@gmail.com); [peterdelaney1947@gmail.com](mailto:peterdelaney1947@gmail.com); Greg de Bruyn ([greg@profinance.com.au](mailto:greg@profinance.com.au)); [gdebruyn@internode.on.net](mailto:gdebruyn@internode.on.net); [kymh@email.com](mailto:kymh@email.com); [collins.cameron@wagga.nsw.gov.au](mailto:collins.cameron@wagga.nsw.gov.au); [council@wagga.nsw.gov.au](mailto:council@wagga.nsw.gov.au); Thompson, Rodney (Wagga Wagga) AU  
Cc: Engstrom, Tim (Wagga Wagga) AUS; Catanzariti, Glen (Canberra) AUS  
Subject: Wagga Quarry CCC Meeting 2

Thank you to all who attended the other evening and apologies were noted.

Please find attached a copy of the meeting minutes for your reference. Should you wish to generate further ideas from these points, please return to the group so we may formalise as agenda items for our next meeting. Equally, should other interested parties wish to view this information or other relating to the quarry extension, please direct them to the Hanson website at [www.hanson.com.au](http://www.hanson.com.au).

We suggested a tentative next meeting date as Tuesday, February 26, 2013. Please indicate back to the group if this still suits and we will lock in.

Regards,

**Anthony Giannasca**

Area Manager – Eastern Region NSW Country South



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<http://www.mailguard.com.au/mg>

RTA comments received 6<sup>th</sup> December 2012

Jeff

As per our discussion on 3 December 2012 I have reviewed the Transport Management Plan prepared in relation to the development proposal and provide the following comments.

It is noted that the Traffic Management Plan includes a requirement for a truck driver code of practice to be acknowledged and signed by the truck drivers. This is to be clear and concise for ease of understanding of the requirements and remove ambiguity. To aid in the enforcement of driver requirements contact details for the quarry including person and phone details should be clearly displayed on all haulage vehicles. The proposal to monitor compliance is supported.

Comment: Whilst this may be possible for the Hanson owned vehicles using the quarry or contractors employed by Hanson's it would seem onerous to require it of the other customers of the quarry who may not be frequent visitors to the site. I also think it is unnecessary because the TMP is only required to cover the haulage route from the quarry to the arterial road network at the Sturt Highway. After that the trucks become a small percentage of the total heavy vehicles on the arterial road network and are covered by the Australian Road Rules anyway. It would be assumed truck drivers non-compliant on McNickle and Roach Roads would have an origin / destination from the Quarry anyway. No action required.

The site is generally accessed via, and therefore impacts on, Roach and McNickle Roads. It is noted that the TMP includes a requirement to monitor the standard of the road pavement and dust build up on a regular basis and address remedial action as needed.

I assume this comment is in support of the TMP.

In relation to dust from vehicles the TMP includes requirements to address dust generated by the operation and transportation of quarry material. It may be appropriate to apply the requirement to cover loads to minimise dust to both loaded and unloaded vehicles. Should dust from the road side prove to be an issue remedial measures such as water application or road widening should be undertaken

Noted and Section 2.6 amended with additional paragraph. Note road widening is not considered necessary as the roads are considered wide enough and no requirement for road widening is included in the conditions of consent.

Generally the operation of such a facility as a quarry and the resultant traffic volumes is dependent on the demand for quarried material and is therefore not easy to accurately predict, however the proposal to separate the departure of quarry vehicles is supported. It is noted that the TMP refers to an extraction of 150,000 tonnes per annum.

Document supported again.

The TMP does reference the hours of operation of the facility and includes a requirement to limit truck movements between 3 and 6 pm. Given that the majority of truck movements will be towards the concrete plant within Wagga Wagga the limitation of truck movements could

also apply to the morning peak between 8 and 9:30 am. The TMP does not appear to reference any school bus routes or movements.

The limitation on the pm truck movements was a condition of consent. Limiting the am movements was not required by the conditions of consent. No action required.

The actions outlined in section 4.4 are noted and supported but the responsibility for investigation, and implementation and funding (if deemed needed) should be clearly on the developer.

None of the works within Section 4.4 are conditions of consent therefore there is no obligation for costs to be borne by Hanson's except points 3 and 4 which are internal signage matters and accepted by Hanson's as their responsibility. Hanson's may have a funding agreement with Council in regard to some these works e.g. royalties or \$94 or choose to pay on an as needs basis by agreement with Council. In terms of points 1 and 2 these points are considered existing deficiencies in the road network and not as a result of the development.

RMS considers that such a document should be open to review by relevant authority such as the Council should issues relating to the transportation of quarry materials prove to be an issue particularly on Roach and McNickle Roads.

It is agreed that the document should be reviewed regularly once every 5 years as a minimum. Wagga Council have been afforded the opportunity to comment on the document and can participate in matters through the community consultative committee if they choose.

Notwithstanding the above the TMP does appear to address the issues relevant to the transportation of the goods to from the quarry and acknowledges the standard and capacity of the road network and intersections.

Subject to the above comments RMS advises that it considers that the TMP is appropriate to address relevant issues.

Support given to TMP.

Hope this addresses your request.

Regards

Maurice Morgan  
Land Use Manager  
RCS Sth West RSTM | South West Region  
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[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

Roads and Maritime Services  
1 Simmons Street Wagga Wagga NSW 2650 | PO Box 484 Wagga Wagga NSW 2650

Wagga Wagga Council comments received 18/01/2013

Jeff

Thank you for the opportunity to comment on the plan. I apologise for the delay in returning comments.

Council is generally satisfied with the content of the plan with the exception of the following comments:

- The plan should provide an overview of the haulage route with regard to the environment through which it passes, particularly between the quarry entry and the Sturt Highway. Whilst the plan reference the Wiradjuri Walking Track and its users, it does not reference the existence of residential properties within close proximity of the route and the potential impacts of quarry traffic on the amenity, health and safety of these residents.

I disagree with this comment. I believe the whole driver code of conduct is about the potential impacts of heavy vehicle traffic on the amenity, health and safety of the nearby residents. To me I don't think the Council understand the purpose of this document which is to satisfy a specific condition of consent which included a reference to the Wiradjuri Walking Track. However to satisfy Council I have added text into the driver declaration Section 1.1 and section 1.6 to ensure the health , safety and amenity of nearby residents and road users is referenced in the document.

- Consideration should be given to the establishment of road signage promoting awareness of residential land uses.

Though I think this is a good point made by Council it is not a condition of consent. As such I have included a commentary within section 4.1 and a requirement in the document within section 4.4 for Hanson to raise this signage with Wagga Council.

- The plan should also recognise the types of other users on the haulage roads with particular reference to specific conflict points (intersections, driveway locations, etc.) that drivers should familiarise themselves with.

I am not sure that this needs to be said as it is a requirement of the Australian Road Rules anyway but see no harm in reinforcing this in the Driver Code of Conduct so have amended text in Section 2.1.

- Driver education and awareness of other land uses and potential areas of conflict is critical to the objectives of the plan to minimise impacts on the community and to protect and enhance public safety.

I believe this is only reinforcing the two points above and that the changes made to the document satisfy the stated objective.

- The plan should discourage drivers from using the haulage route until operating hours rather than accepting the practice of early arrivals at the site. It is the impact of trucks travelling along the haulage route prior to 6am that will be of concern to nearby residents. There does not appear to be any valid reason why trucks need to arrive at the site early.

I agree that in general this should be the case however in the real world this may not be possible for logistical reasons therefore a contingency requirement in the document is still required. I have amended the text in Section 2.5 to comply with Council comment. It is noted that all Hanson's trucks are kept on site therefore the only trucks waiting for the quarry to open would be private customers for whom Hanson's would have no control over.

If you require any further information regarding this matter, please contact Councils Development Services division.

Regards

Cameron

Cameron Collins  
Development Assessment Coordinator

Values - Part of everything we do. [Trust](#) • [Respect](#) • [Innovation](#) • [Teamwork](#)

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