



TRAFFIC MANAGEMENT PLAN AND DRIVER CODE OF CONDUCT

EAST GUYONG, NSW

PREPARED FOR: HANSON CONSTRUCTION MATERIALS PTY LTD

JANUARY 2020

REF: - 19/097

**TRAFFIC MANAGEMENT PLAN AND DRIVER CODE OF CONDUCT
EAST GUYONG QUARRY, NSW
HANSON CONSTRUCTION MATERIALS PTY LTD**

Intersect Traffic Pty Ltd (ABN: 43 112 606 952)

Address:

Shop 7, Metford Shopping Village
Cnr Chelmsford Drive & Tennyson Street
Metford NSW 2323
PO Box 268
East Maitland NSW 2323

Contact:

(Ph) 02 4936 6200
(Mob) 0423 324 188
Email: jeff@intersecttraffic.com.au

QUALITY ASSURANCE

This document has been prepared, checked and released in accordance with the

Quality Control Standards established by Intersect Traffic Pty Ltd.

Issue	Date	Description	By
A	09/07/19	Draft	JG
B	10/07/19	Edit	JG
C	13/07/19	Client Amendments	JG
D		Authority Submission	JG
E		Approved	JG
F	24/01/2020	DPIE Amendments	BP

Copyright © Intersect Traffic Pty Ltd

This document has been authorised by



Date July 2019

Disclaimer

This report has been prepared based on the information supplied by the client and investigation undertaken by Intersect Traffic Pty Ltd & other consultants. Recommendations are based on Intersect Traffic's professional judgment only and whilst every effort has been taken to provide accurate advice, Council and any other regulatory authorities may not concur with the recommendations expressed within this report. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that for which it was supplied by Intersect Traffic Pty Ltd. Intersect Traffic makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information.

Confidentiality Statement

All information, concepts, ideas, strategies, commercial data and all other information whatsoever contained within this document as well as any and all ideas and concepts described during the presentation are provided on a commercial in confidence basis and remain the intellectual property and Copyright of Intersect Traffic Pty Ltd and affiliated entities.

CONTENTS

CONTENTS	1
DECLARATION	1
1.0 TRAFFIC MANAGEMENT PLAN AND TRUCK DRIVER CODE OF PRACTICE	2
1.1 INTRODUCTION	2
1.2 SITE LOCATION	3
1.3 TRANSPORT LIMITATIONS	4
1.4 TRANSPORTATION ROUTE & DESTINATIONS	4
1.5 MONITORING OF TRANSPORT OF PRODUCTS	5
1.6 TRAFFIC AND ACCESS COMMITMENTS	6
1.7 OBJECTIVES	6
1.8 CONSULTATION	7
2.0 DRIVER CODE OF CONDUCT	8
2.1 GENERAL REQUIREMENTS	8
2.2 HEAVY VEHICLE SPEED	8
2.3 HEAVY VEHICLES DRIVER FATIGUE	9
2.4 HEAVY VEHICLE COMPRESSION BRAKING	10
2.5 HEAVY VEHICLE NOISE	10
2.6 LOAD COVERING	10
2.7 VEHICLE DEPARTURE AND ARRIVAL	10
2.8 BREAKDOWNS AND INCIDENTS	11
2.9 TRAFFIC SAFETY	12
2.10 LIGHT VEHICLES	14
2.11 CONTACT NUMBERS	14
3.0 COMPLIANCE MEASURES & MONITORING	15
3.1 COMMENCEMENT OF TRANSPORT MANAGEMENT PLAN & DRIVER CODE OF CONDUCT	15
3.2 COMPLIANCE MEASURES	15
3.3 MONITORING MEASURES	16
4. ROUTE ASSESSMENT, DUST GENERATION, MAINTENANCE & ACTIONS	17
4.1 ROUTE ASSESSMENT.	17
4.2 DUST GENERATION – PRIVATE HAUL ROAD.	20
4.3 ROAD MAINTENANCE - HAUL ROAD	20
4.4 ACTIONS	21
5. APPENDIX 1	22
6. APPENDIX 2	23

FIGURES

Figure 1 – Quarry Location Plan	3
Figure 2 – Haulage Route	5
Figure 3 – Millthorpe Bust Stop locations and times	13

PHOTOGRAPHS

Photograph 1 – Quarry Haul Road	18
Photograph 2 – Shaker Grid at Quarry entrance	19
Photograph 3 – Internal Car parking	19
Photograph 4 – Internal intersection delineation and priority control	20

TABLES

Table 1	Laden Truck Dispatch Hours	4
Table 2	Operating Hours	4

THIS PAGE LEFT BLANK INTENTIONALLY

DECLARATION

I, the undersigned, hereby agree to abide by Hanson Construction Materials Pty Ltd Truck Driver Code of Conduct under Section 2.0 of this Traffic Management Plan for the transportation of quarry products from East Guyong Quarry, 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 the signee has read and understood the entire document:

TRUCK DRIVER

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

HANSON CONSTRUCTION MATERIALS PTY LTD

Company Witness: _____

Date: _____



1.0 TRAFFIC MANAGEMENT PLAN AND TRUCK DRIVER CODE OF PRACTICE

1.1 Introduction

Schedule 3 Condition 38C of Project Approval 06_0193 under the Environmental Planning and Assessment Act 1979 for the East Guyong Quarry on Lots 3, 4 and 5 DP854608 and Lots 110 and 111 DP852503 – 3410 Mitchell Highway, East Guyong requires the operator Hanson Construction Materials Pty Ltd to complete and implement a Traffic Management Plan including a Driver Code of Conduct.

“The Proponent must prepare a Traffic Management Plan for the project to the satisfaction of the Secretary. This plan must:

- (a) be prepared by suitably qualified and experienced person/s;*
- (b) be submitted to the Secretary for approval within 3 months of approval of Modification 2;*
- (b) be prepared in consultation with RMS and Council;*
- (c) include details of all transport routes and traffic types to be used for project-related traffic;*
- (d) describe the processes in place for the control of truck movements entering and exiting the site;*
- (e) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users, including minimising potential for conflict with school buses and stock movements;*
- (f) include a Drivers’ Code of Conduct that includes procedures to ensure that drivers:*
 - (i) adhere to posted speed limits or other required travelling speeds;*
 - (ii) adhere to designated transport routes;*
 - (iii) implement safe and quiet driving practices; and*
 - (iv) describe the measures to be put in place to ensure compliance with the Drivers’ Code of Conduct;*
- and*
- (g) propose measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site.*

The Proponent must implement the Traffic Management Plan as approved by the Secretary.”

This Traffic Management Plan and Truck Driver Code of Conduct (TMP) has been prepared by Intersect Traffic with input from Hanson Construction Materials (the Proponent). The purpose of this document is to minimise the impacts of the heavy vehicle traffic associated with the East Guyong Quarry on the community as well as to manage the movement of heavy vehicles on the local and state road network using best industry practice.

The final document is to be to the satisfaction of the Secretary of the NSW Department of Planning, Industry and Environment (DPIE).

1.2 Site Location

The site is located approximately 20 km south-east of the Orange town centre and 30 km west of the Bathurst town centre see **Figure 1** below. Access to the site is directly off the Mitchell Highway via a 7-metre-wide sealed quarry haul road which provides entry to the quarry site.

The Mitchell Highway provides regional access to the site with the product demand split evenly to the north-west towards Orange and the east towards Bathurst.

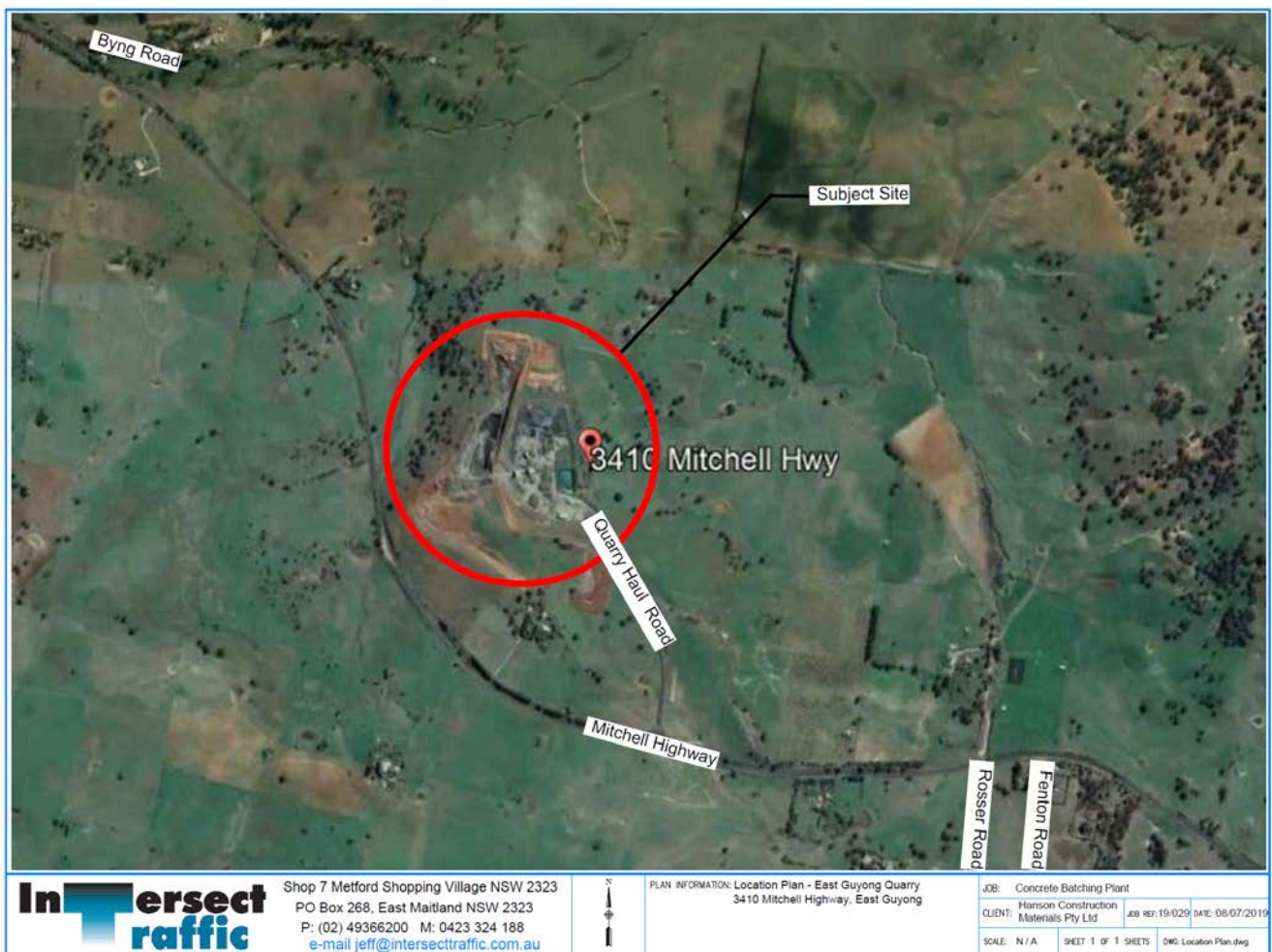


Figure 1 – Quarry Location Plan

1.3 Transport Limitations

The Quarry provides the construction materials (aggregates) to the local and regional markets at a competitive price while preventing environmental damage and minimising impacts from transport of the materials. Transportation of materials is limited to 600,000 tonnes per annum (Schedule 3, Condition 6) and controlled via the SAP system at the weighbridge.

Hanson Construction Materials Pty Ltd must limit the dispatch of trucks carrying quarry products or concrete from the site to the levels shown in **Table 1** (Schedule 2, Condition 6a).

Table 1: Laden Truck Dispatch Hours

Period	Maximum Laden Truck Dispatch
On any operating day	30 in any hour
Monday – Friday	160 per day
Saturday	60 per day

The Quarry must comply with the operating hours in **Table 2** (Schedule 3, Condition 6).

Table 2: Operating Hours

Activity	Day	Time
All quarrying operations, Transportation off-site	Monday – Friday during AEST (except Public Holidays)	6.00 am to 6.00 pm
	Monday – Friday during AEDT (except Public Holidays)	6.00 am to 8.00 pm
	Saturdays	7.00 am to 1.00 pm
	Sundays and Public Holidays	No activities
Schedule 3, Condition 6(a) allows an extension of transportation activities on and off-site up to between 5.00 am and 10.00 pm which was negotiated with surrounding land owners (as required within the consent) and the Department notified in writing in 2018.		

1.4 Transportation Route & Destinations

The transportation route for quarry and concrete products has been identified as the quarry haul road from the quarry to the Mitchell Highway gates (900 metres) and then either via the Mitchell Highway towards Orange (north-west) or towards Bathurst (east) (**Figure 2**).

Hanson Construction Materials Pty Ltd as the Proponent is responsible for maintenance of the quarry haul road.

Cabonne Shire Council (Council) and NSW Roads and Maritime Services (NSW RMS) will be responsible for maintenance of the haulage route along the Mitchell Highway as the Mitchell Highway is an arterial road and part of the classified state highway network.

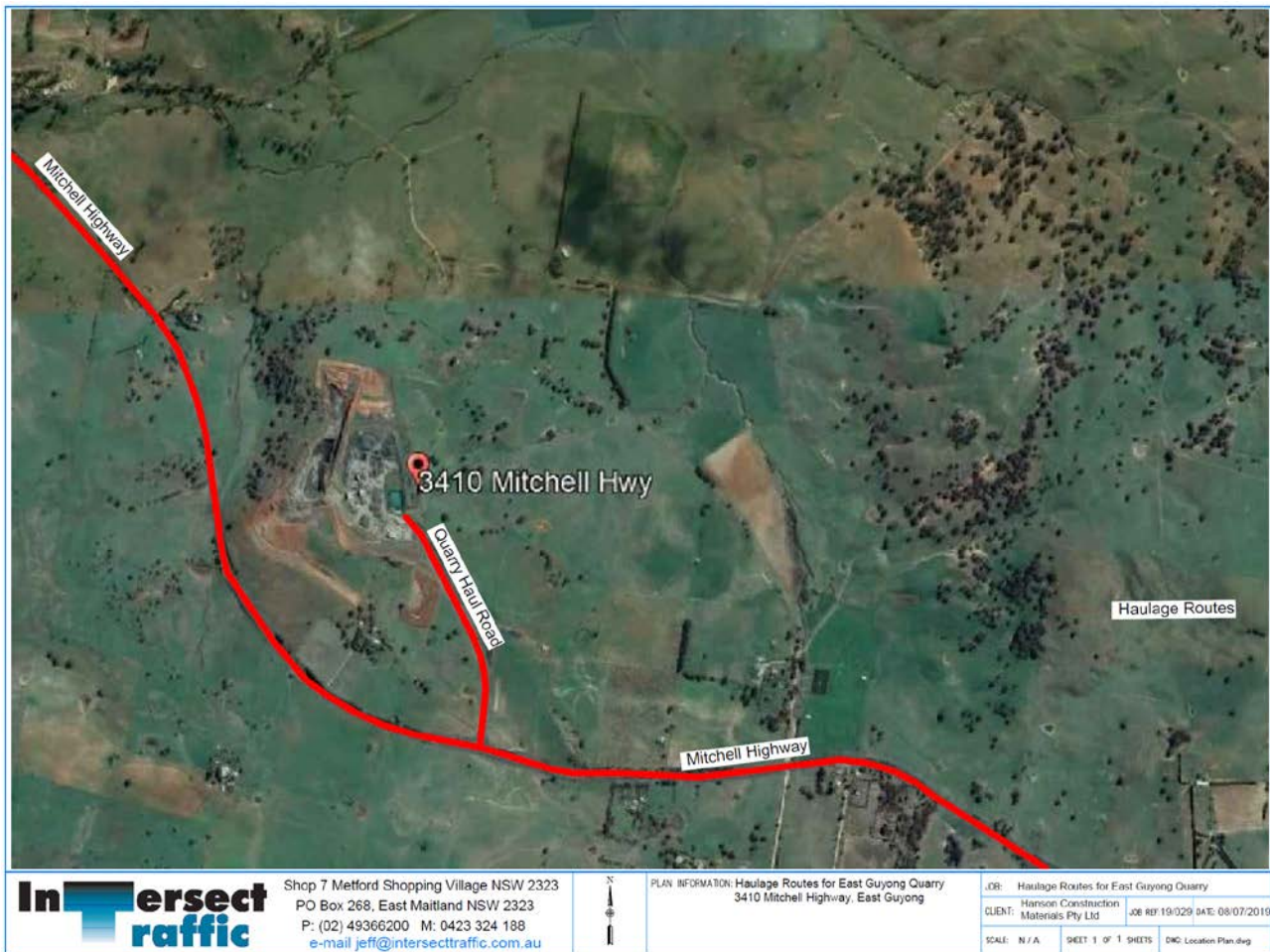


Figure 2 – Haulage Route

1.5 Monitoring of Transport of Products

In compliance with Schedule 3, Condition 47 the Proponent must:

- a) provide annual quarry production data to DRG using the standard form for that purpose;
- b) report this data in the Annual Review.

The Quarry Manager is to provide DRG with the annual volumes via the standard form with annual data reproduced within each Annual Review. Monitoring of product transport is through the use of the SAP system on the weighbridge that records the time and date of dispatch as well as truck, product type and weight.

Undertaking tracking of product transport through SAP allows the monitoring of tonnes transported annually, in accordance with Schedule 2, Condition 6:

The Proponent must not transport more than 600,000 tonnes of product from the site per calendar year.

1.6 Traffic and Access Commitments

Hanson Construction Materials Pty Ltd will;

- a) Construct the quarry access intersection off the Mitchell Highway to the standard required in the consent and maintain the driveway connection to the quarry haul road;
- b) Construct and maintain the internal quarry haul road and access driveway to the standard required by the consent;
- c) Provide on-site parking as required by the consent i.e. 20 light vehicle spaces, 8 heavy vehicle spaces and 2 B-Double vehicle spaces;
- d) Provide, clean and maintain shaker grids as required by the consent.

("Appendix 2 – Statement of Commitments – Traffic and Access")

1.7 Objectives

Objectives	Key Performance Outcomes
Ensure compliance with all relevant project approval conditions, statements of commitment and reasonable community expectations.	Compliance with all relevant criteria and reasonable community expectations, as determined in consultation with the relevant government agencies
Encourage and enforce compliance and acceptance of the Truck Driver Code of Practice by all heavy vehicle drivers using the quarry;	All heavy vehicle drivers using the quarry have accepted and signed the Truck Driver Code of Conduct with quarry personnel continuously encouraging and enforcing compliance.
Protect and enhance public safety through compliance with relevant road rules;	All vehicles drivers using the quarry must comply with relevant road rules. If a driver is found to have not complied with relevant road rules while working will be reprimanded as required within the Driver's Code of Conduct.
Increase occupational health and safety (OH&S) understanding in relation to fatigue, vehicle operation in public areas and obligation to the general public;	All heavy vehicle drivers to be aware and comply with fatigue management requirements, vehicle operation in public areas and obligation to the general public as outlined within the Driver's Code of Conduct and as required by law.
Minimise transmission of dust and tracking of material onto public roads;	Provide reasonable and feasible mitigation measures to prevent transmission of dust and tracking of material onto public roads.
Reduce noise impacts associated with road traffic	Provide reasonable and feasible mitigation measures to reduce and prevent noise impacts associated with road traffic to community members.

1.8 Consultation

The draft management plan was provided to RMS and Cabonne Shire Council (Appendix 1). RMS response (8 August 2019) noted the following points:

- Interaction with local school bus pick up and drop off locations is to be avoided during haulage campaigns (addressed in **Section 2.9, Figure 3**).
- Inclusion of light vehicle / staff to be included in Hanson's Driver Code of Conduct, particular consideration of driving during adverse weather conditions (as the location is subject to icy roads and heavy fog), impacts of driver fatigue and safe driving habits (which could form part of toolbox meetings) (Addressed in **Section 2.1**).

RMS noted that no further comment is required once both points have been addressed within the document. Council concurred with comments provided by RMS and provided no further comment.

2.0 DRIVER CODE OF CONDUCT

2.1 General Requirements

Heavy vehicle drivers hauling from the Quarry 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 and to be completed on first visit to the site;
- ii) Hold a valid driver's licence for the class of vehicle that they 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;
- v) Comply with the Road Transport Act 2013 and its associated regulations in regard to drug use and alcohol consumption; and
- vi) Comply with the Australian Road Rules external to the site.
- vii) Sign the Drivers Code of Conduct on first visit to 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. (*NSW Roads and Maritime Services (RMS)*).

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. (*RMS*).

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

Vehicle speed on public roads is enforced by the NSW Police Service. The speed limits – which are accordingly signposted – are to be strictly maintained. The quarry site speed limit is 20 km/h and 60 km/h on haul roads only, 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. 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. 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 (current version 1 October 2018) 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 the adopted fatigue management scheme is not operated as required drivers will receive a strike in accordance with the Driver's Code of Conduct Disciplinary Action Register (**Section 3.2**).

All heavy vehicle drivers operating out of the East Guyong Quarry are to be aware of their adopted fatigue management scheme and operate within its requirements. By law drivers have a duty to not drive a fatigue-regulated heavy vehicle on a road while impaired by fatigue.

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 a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

Drivers are requested to limit the noise created in the vicinity of the quarry as much as possible. Vehicle drivers who do not adhere (community complaint investigated) will receive a strike against their name, following the **Driver's Code of Conduct Disciplinary Action Register (Section 3.2)**.

Brakes must be applied 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.

2.5 Heavy Vehicle Noise

Noise from passing heavy vehicles will impact on residents during the sensitive night period when noise travels further than during the day. In this respect the hours of concern will be 5 am to 7 am and 5 pm to 10 pm. Drivers should be particularly aware of noise from their trucks during these periods. Further, any trucks standing waiting for the quarry gates to open in the morning are to wait for access to the quarry with their engines switched off. Vehicle drivers who do not adhere (community complaint investigated) will receive a strike against their name, following the **Driver's Code of Conduct Disciplinary Action Register (Section 3.2)**.

2.6 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. Vehicle drivers who do not adhere will receive a strike against their name, following the **Driver's Code of Conduct Disciplinary Action Register (Section 3.2)**.

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 when travelling to and from the quarry that the tailgate is locked.

2.7 Vehicle Departure and Arrival

Heavy vehicles travelling in close proximity on public roads can be hazardous to light vehicle drivers, especially at roundabouts and when travelling in tandem, as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the quarry should be separated by a minimum of two minute intervals (30 dispatches per hour limit).

Vehicle departure is controlled by the weighbridge operator who, through use of the SAP system, monitors the amount 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. 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 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 when on the public road network.

All vehicles are to exit the quarry via the entry/exit drive-way to ensure use of shaker grids to prevent tracking of dust onto the surface of public roads.

To alleviate public concern and increase road safety heavy vehicles leaving the quarry should be separated by a by a minimum two 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 Transport Manager/Supervisor and the East Guyong 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 Transport Manager/Supervisor. If this occurs on the private haul road or 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;
- iii) All spills must be adequately cleaned up and waste disposed of in an acceptable and environmentally suitable manner;
- iv) Put out warning triangles where it is safe to do so.

2.9 Traffic Safety

From the end of the quarry haul road interaction with pedestrians / cyclists / stock movements should be anticipated particularly in residential and commercial areas in Orange and Bathurst. Drivers are to ensure that when passing pedestrians / cyclists / stock a safe separation distance exists between trucks and pedestrian / cyclists / stock as well as a reduction in speed if appropriate. In regard to cyclists a minimum separation of 1 metre is required.

Vehicle users are to be aware of local school bus pick up and drop off locations with haulage routes avoiding these locations during pickup and drop off times (as noted in **Figure 3**) unless unavoidable.

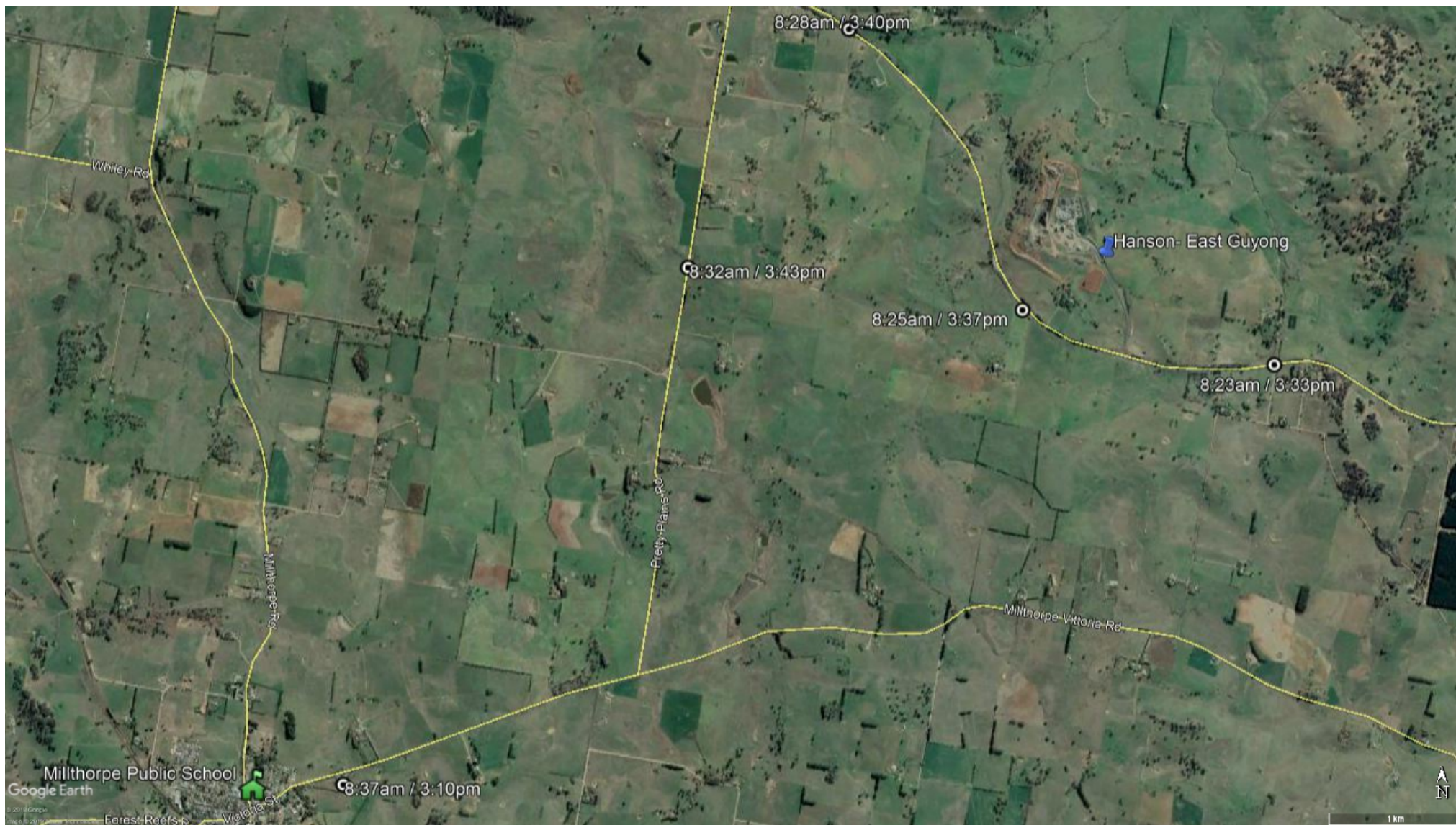


Figure 3 – Millthorpe Bus Stop Locations and times

2.10 Light Vehicles

Hanson staff that use light vehicles are to be included within the Driver's Code of Conduct – applicable sections include general requirements, driver fatigue and pedestrians, cyclists & school bus stops. Light vehicle drivers should take particular consideration on driving during adverse weather conditions when entering and exiting the site (i.e. icy roads and heavy fogs).

2.11 Contact Numbers

- | | | |
|------|---------------------------------------|----------------|
| i) | RMS Transport Management Centre | 131700 |
| ii) | Cabonne Shire Council | (02) 6392 3200 |
| iii) | 24 Hour Emergency | 1800 882 478 |
| iv) | East Guyong Quarry Management | (02) 6369 6168 |
| v) | NSW Police Service (Central West LAC) | (02) 6363 6399 |
| vi) | Hanson Transport Manager | (02) TBA |

(to be supplied by driver if separate company)

3.0 COMPLIANCE MEASURES & MONITORING

(Condition of Consent: Schedule 3_Part 38C _ Traffic Management Plan)

3.1 Commencement of Transport Management Plan & Driver Code of Conduct

It is proposed that this Transport Management Plan and Driver Code of Conduct will be initiated immediately on approval from Department of Planning, Industry and Environment Review of this Transport Management Plan and Drivers Code of Conduct is to occur within three months of:

- The submission of an annual review
- The submission of an incident report
- The submission of an independent environmental audit
- The approval of any modification of the conditions of approval 06_0193

The document is to be signed by individual drivers and a Hanson Construction Materials Pty Ltd authorised representative the first time they enter East Guyong Quarry at the time when heavy vehicle haulage drivers attend their site induction or shortly thereafter.

All Hanson drivers complete the online induction when commencing work with the company. Hanson drivers are then given a site-specific orientation, including ride-alongs and supervision, depending on the level of experience and competency of the driver.

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 (where possible):

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

An investigation of the location and causes of the complaint will be undertaken and be completed within 7 days of receiving the complaint. It is important to note that in some situations the nature of the complaint could require more than 7 days of investigation, if this occurs the Quarry Manager or Transport Manager will notify the complainant with an update on the progress within 7 days of receiving the complaint.

Immediately following the completion of the investigation of the issue, the Quarry Manager or Transport Manager will provide feedback to the complainant that details the investigations

undertaken, the result of the investigation and measures implemented to ensure that operations remain compliant. A description of any follow-up investigations and the response provided to the complainant will also be recorded in the Complaints Register upon closure of the issue.

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

There are 3 stages to the process:

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

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

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

However, any acts of gross misconduct will result in an immediate ban from site.

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 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. Observation tracking sheet is provided in Appendix 2.



4. ROUTE ASSESSMENT, DUST GENERATION, MAINTENANCE & ACTIONS

4.1 *Route Assessment.*

A route assessment was undertaken for the quarry haul road from the entrance at the Mitchell Highway to the quarry to investigate improvements to assist both truck drivers and visitors. The review identified the following:

1. The quarry haul route had been constructed to a high standard with an 8 metre sealed carriageway with 0.5 metre sealed shoulders. The pavement was in excellent condition on inspection and considered suitable for use by heavy vehicles. The quarry haul road was centreline and edge line marked, and the speed limit was suitably signposted though the line marking needed remarking at the time of inspection see **Photograph 1** below;
2. A suitable shaker grid had been installed at the entrance gate and on inspection it appears to have been well maintained and cleaned regularly therefore still effective in reducing sediment transfer to the Highway see **Photograph 2** below;
3. Areas along the quarry haul road had been provided for heavy vehicles to pull over allowing drivers to check tailgates and load covers before entering the Highway as well as pullover and stand safely before entering the quarry;



Photograph 1 – Quarry Haul Road



Photograph 2 – Shaker Grid at Quarry entrance

4. Internal signposting and delineation of car parking areas within the site was inspected and considered satisfactory clearly delineating car parking for staff and visitors while internal intersections were well delineated with way finding signage and priority control signposting. See **Photographs 3** and **4** below.



Photograph 3 – Internal Car parking

4.2 Dust Generation – Private Haul Road.

Inspection of the quarry haul road did not show any evidence of dust build up and being fully sealed would not generate any dust nuisance. Dust generated by the site would only be from the quarrying operation, dirty vehicles or uncovered loads. With this document requiring the use of relatively clean equipment and the covering of all loads there would be little if any dust generation from the transporting of material from the site.

Dust generation from the quarrying operation is beyond the scope of this management plan and is dealt with in the environmental management plan /strategy for the site.

4.3 Road Maintenance - Haul Road

When inspected the quarry haul road pavement was in good condition with no sections of significant pavement damage and cracking observed and adequate width to cater for the two-way movement of heavy vehicles.

Regular inspection (monthly) and remedial action regarding pavement deformation and longitudinal cracking will be required due to the nearly exclusive use by trucks and will assist in reducing noise levels.

The quarry haul road as a private road is to be maintained by Hanson Construction Materials Pty Ltd.



Photograph 4 – Internal intersection delineation and priority control

4.4 Actions

Approval of this document by the Secretary will result in the following actions being implemented by Hanson's Construction Materials Pty Ltd in relation to the issues raised above:

1. Re-mark the centreline (double barrier line) and edgelines over the length of the quarry haul road at regular intervals, when required;
2. Undertake regular inspection (monthly) of the quarry haul road and repair any areas of pavement deformation or pavement cracking over the length of the private haul road as required;
3. Maintain and clean / re-establish existing internal road markings and sign posting within the quarry as required;
4. Regularly inspect (monthly), maintain and clean (when required) the shaker grid at the quarry access.
5. Implement, monitor and enforce the proposed Driver Code of Conduct.



5. APPENDIX 1

Correspondence / Consultation

Pignone, Belinda (Parramatta) AUS

From: jeff@intersecttraffic.com.au
Sent: Thursday, 22 August 2019 9:49 AM
To: Pignone, Belinda (Parramatta) AUS
Subject: FW: East Guyong Quarry TMP
Attachments: image003.png; image001.png

FYI

Jeff Garry
Director

PO Box 268, East Maitland NSW 2323
Shop 7 Metford Shopping Village
Cnr Chelmsford Drive and Tennyson Street Metford NSW 2323
P: 02 49366200
M: 0423 324 188
E: jeff@intersecttraffic.com.au

If you have received this e-mail in error please immediately notify the sender by return e-mail and delete the message and any attachments. Before opening or using attachments, please check them for viruses or file corruption. The content and views expressed in this e-mail may be those of the sender. As such they are not necessarily endorsed by Intersect Traffic Pty Ltd.

-----Original Message-----

From: Heather Nicholls <Heather.Nicholls@cabonne.nsw.gov.au>
Sent: Wednesday, 21 August 2019 5:44 PM
To: jeff@intersecttraffic.com.au
Subject: Re: East Guyong Quarry TMP

Hi Jeff

Council's Director Engineering & Technical Services and Director Environmental Services have reviewed the draft document and noted the RMS comments on same. Council concurs with the comments provided to you by RMS, and has no further requirements for inclusion in the TMP.

Regards

Heather Nicholls
Director of Environmental Services

On 20 Aug 2019, at 3:41 pm, "jeff@intersecttraffic.com.au<mailto:jeff@intersecttraffic.com.au>" <jeff@intersecttraffic.com.au<mailto:jeff@intersecttraffic.com.au>> wrote:

Heather,

As discussed today this is the NSW RMS response to the TMP which Hanson's are happy to include within the code. It would be appreciated if you could co-ordinate Council's response within the next week.

Thanks

Jeff Garry
Director

<image003.png>

PO Box 268, East Maitland NSW 2323
Shop 7 Metford Shopping Village
Cnr Chelmsford Drive and Tennyson Street Metford NSW 2323
P: 02 49366200
M: 0423 324 188
E: jeff@intersecttraffic.com.au<mailto:tracy@insiteplan.com.au>

If you have received this e-mail in error please immediately notify the sender by return e-mail and delete the message and any attachments. Before opening or using attachments, please check them for viruses or file corruption. The content and views expressed in this e-mail may be those of the sender. As such they are not necessarily endorsed by Intersect Traffic Pty Ltd.

From: Ainsley Bruem <ainsley.bruem@rms.nsw.gov.au<mailto:ainsley.bruem@rms.nsw.gov.au>>
Sent: Thursday, 8 August 2019 11:15 AM
To: jeff@intersecttraffic.com.au<mailto:jeff@intersecttraffic.com.au>
Cc: 'Pignone, Belinda (Parramatta) AUS'
<belinda.pignone@hanson.com.au<mailto:belinda.pignone@hanson.com.au>>; Development Western
<development.western@rms.nsw.gov.au<mailto:development.western@rms.nsw.gov.au>>
Subject: RE: East Guyong Quarry TMP

Dear Jeff,

Apologies for the delay in providing comments to the submitted TMP.

I have reviewed the submitted TMP and make the following comments:

- * Interaction with local school bus pick up and drop off locations is to be avoided during haulage campaigns.
- * Inclusion of light vehicle/staff to be included in Hanson's driver code of conduct, particular consideration of driving during adverse weather conditions (as the location is subject to icy roads and heavy fog), impacts of driver fatigue and safe driving habits (which could form part of toolbox meetings).

It is further noted Roads and Maritime are working on a request from Hanson for the possible installation of fog warning sensor lights to be installed along this section of road. This will be further addressed once the scope and detail of the proposed road safety improvement works along this section of road are known.

Pending inclusion of the above points within the TMP we have no further comments.

Regards,
Ainsley

Ainsley Bruem
A/Manager Land Use Assessment - Western
Regional & Outer Metropolitan Division | Roads & Maritime Services T 02 6861 1449 M 0408 571 088 [2](http://secure-web.cisco.com/1J28tflMqq_wnYzpa3pn3sa2T58K20NtWQfRx7SvqacaF_D6mh0bq7lZq94hHmwqMwutPJ7gJXOaijpsQUuvMSEnNuDAiRtR6uV8RFUFnvpzY5DO8966ffZM0QNIpfind0SMiYoAqg53gXgQW1dfIqCpqqk7NdSVjNlon0HHWXx35q2idbF3j8E2YZ98j2JuqqhLoM7203xensNPFUHyJcPDPJaP6SWLaxMgPtYW3dvvahKEGYW3XJ4pSc0MEZwMxnSMWUThUI6jKEJKWYCzvJZdOLGKuBLcDYbj2KUI-iWhg3oYuzUL1unOWYAYgVMAVX-jkZzxJ5TjxvZv1x_lw/http%3A%2F%2Fwww.rms.nsw.gov.au<http://secure-</p></div><div data-bbox=)

web.cisco.com/1bBQ_pba6m0fjFhRwPMk_1COKZnT7AK2HRAOesir7mrlcpB6XWKOQrdyIjghx3wvhceCtlyNXsLuztUYr
yYRJFPaNCbp1mgsobH6xd1XCrMsxkVDqzQ5FESWhu7f77HhHn5YlexyN5-
WXVdQK6hyniVExg_V6812OTNqbDRGQC5pPejYb578s6qhnBS8PJCe0ty_zlXJgww2uaH6tK4pZLQACg0U757hPypoww8
JXm8y4XZJXcRrkehihGfgleU4AOMM6p_0yDexlOYJ6_GTFQWmIP2m2d9HPqXYIjvluDNb1n6v4tCPSC9Av97ilwkHgG6h
Xx6NWMQ1zSrhJMZlnPQ/http%3A%2F%2Fwww.rms.nsw.gov.au%2F>

Every journey matters

Roads and Maritime Services

Level 1 51-55 Currajong Street Parkes NSW 2870 <image001.png>

From: jeff@intersecttraffic.com.au<mailto:jeff@intersecttraffic.com.au> [mailto:jeff@intersecttraffic.com.au]
Sent: Monday, 15 July 2019 10:38 AM
To: Development Western
Cc: 'Pignone, Belinda (Parramatta) AUS'
Subject: East Guyong Quarry

Attention: - Ainsley Bruem

Ainsley,

Nice to talk to you this morning. Please find attached a draft Traffic Management Plan incorporating Driver Code of Conduct for the East Guyong Quarry required by Schedule 3 Condition 38C of Project Approval 06_0193 for the expansion of the Quarry.

As required by the consent Hanson must consult with NSW RMS on this document therefore the draft document is provided for your review and comments. If you require any clarification please contact me on my mobile. As there is now a tight timeframe for submission of this document your earliest attention to this matter would be appreciated.

Regards

Jeff Garry
Director

<image003.png>

PO Box 268, East Maitland NSW 2323
Shop 7 Metford Shopping Village
Cnr Chelmsford Drive and Tennyson Street Metford NSW 2323
P: 02 49366200
M: 0423 324 188
E: jeff@intersecttraffic.com.au<mailto:tracy@insiteplan.com.au>

If you have received this e-mail in error please immediately notify the sender by return e-mail and delete the message and any attachments. Before opening or using attachments, please check them for viruses or file corruption. The content and views expressed in this e-mail may be those of the sender. As such they are not necessarily endorsed by Intersect Traffic Pty Ltd.

[https://static2.avg.com/2000491/web/i/ipm/icon-envelope-tick-green-avg-v1.png]<http://www.avg.com/email-signature?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=emailclient&utm_term=oa-4885-b>

Virus-free. www.avg.com<http://www.avg.com/email-signature?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=emailclient&utm_term=oa-4885-b>

[Logo]

Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit http://secure-web.cisco.com/1CRzUfQ8pOABizi0Au8SDKh9rEzONO_xmj_-Uq5PeIbXaUo3LxYZN0E3GMoeuncoU6I4HDREMD0b0k74BcAjxFuH5uFojCkrLZy-SqKlubfn4trvu9IMj9dSd9vc8G-5439mV3915eWukR3luoQAwWneQydQhEICbr_nXXUqbVEgsiWsB6_7wHg9GfABm-D-Xq0h40Cfhi7euBWBGYFwyr4d6cJ4MDvoyULpLxz-2G_9gJ7MENXLuzYAF-N_wjgyX6zOQtU74v4ibeKFEKjqI2OJxhshji_07NufxrsnlUL7MwaWICA-oOBbK_JyCb5dlfmtCeAG3_vQYAjqrR5H99w/http%3A%2F%2Fwww.symanteccloud.com

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit http://secure-web.cisco.com/1CRzUfQ8pOABizi0Au8SDKh9rEzONO_xmj_-Uq5PeIbXaUo3LxYZN0E3GMoeuncoU6I4HDREMD0b0k74BcAjxFuH5uFojCkrLZy-SqKlubfn4trvu9IMj9dSd9vc8G-5439mV3915eWukR3luoQAwWneQydQhEICbr_nXXUqbVEgsiWsB6_7wHg9GfABm-D-Xq0h40Cfhi7euBWBGYFwyr4d6cJ4MDvoyULpLxz-2G_9gJ7MENXLuzYAF-N_wjgyX6zOQtU74v4ibeKFEKjqI2OJxhshji_07NufxrsnlUL7MwaWICA-oOBbK_JyCb5dlfmtCeAG3_vQYAjqrR5H99w/http%3A%2F%2Fwww.symanteccloud.com

This email has been checked for viruses by AVG.
<https://www.avg.com>

Pignone, Belinda (Parramatta) AUS

Subject: FW: East Guyong Quarry TMP
Attachments: East Guyong Quarry TMP 130719_v2.docx

From: Ainsley Bruem [<mailto:ainsley.bruem@rms.nsw.gov.au>]
Sent: Thursday, 8 August 2019 11:15 AM
To: jeff@intersecttraffic.com.au
Cc: Pignone, Belinda (Parramatta) AUS <belinda.pignone@hanson.com.au>; Development Western <development.western@rms.nsw.gov.au>
Subject: RE: East Guyong Quarry TMP

Dear Jeff,

Apologies for the delay in providing comments to the submitted TMP.

I have reviewed the submitted TMP and make the following comments:

- Interaction with local school bus pick up and drop off locations is to be avoided during haulage campaigns.
- Inclusion of light vehicle/staff to be included in Hanson's driver code of conduct, particular consideration of driving during adverse weather conditions (as the location is subject to icy roads and heavy fog), impacts of driver fatigue and safe driving habits (which could form part of toolbox meetings).

It is further noted Roads and Maritime are working on a request from Hanson for the possible installation of fog warning sensor lights to be installed along this section of road. This will be further addressed once the scope and detail of the proposed road safety improvement works along this section of road are known.

Pending inclusion of the above points within the TMP we have no further comments.

Regards,
Ainsley

Ainsley Bruem

A/Manager Land Use Assessment - Western
Regional & Outer Metropolitan Division | Roads & Maritime Services
T 02 6861 1449 M 0408 571 088

http://secure-web.cisco.com/1U7L6mIN1vT6U-WkkpdDwVsyC0La166R5I9xEBD7_sWm11xBkKAMFB0CztEszZ75-3dI40dF1_0qwt9wls0W0oGG9uiqx2cTWtdGbHliMINo3aTVLpdtmSbq8tCNPYL117FbU7exxxRxWZbTJVLr-MNa3MppdWAJrTkWTT9uVFtmzxwgUeJ3leJAzurvu9x6T1V_gtcB_vdkia-AM08Z2o-ygNqZrRwfzNiMktWczWADKlaJPjORUKKRNI0_mkQ71FPCwSPYjcYt-XIN1ysXjEud1VhYm8LmkeDDIPmhXhAXby57NcrMxEGO4y2cCe_824TSpXP7h8PjVK0yEb1u0KQ/http%3A%2F%2Fwww.rms.nsw.gov.au

Every journey matters

Roads and Maritime Services

Level 1 51-55 Currajong Street Parkes NSW 2870



Transport
Roads & Maritime
Services

From: jeff@intersecttraffic.com.au [<mailto:jeff@intersecttraffic.com.au>]
Sent: Monday, 15 July 2019 10:38 AM
To: Development Western
Cc: 'Pignone, Belinda (Parramatta) AUS'
Subject: East Guyong Quarry

Attention: - Ainsley Bruem

Ainsley,

Nice to talk to you this morning. Please find attached a draft Traffic Management Plan incorporating Driver Code of Conduct for the East Guyong Quarry required by Schedule 3 Condition 38C of Project Approval 06_0193 for the expansion of the Quarry.

As required by the consent Hanson must consult with NSW RMS on this document therefore the draft document is provided for your review and comments. If you require any clarification please contact me on my mobile. As there is now a tight timeframe for submission of this document your earliest attention to this matter would be appreciated.

Regards

Jeff Garry
Director



PO Box 268, East Maitland NSW 2323
Shop 7 Metford Shopping Village
Cnr Chelmsford Drive and Tennyson Street
Metford NSW 2323
P: 02 49366200
M: 0423 324 188
E: jeff@intersecttraffic.com.au

If you have received this e-mail in error please immediately notify the sender by return e-mail and delete the message and any attachments. Before opening or using attachments, please check them for viruses or file corruption. The content and views expressed in this e-mail may be those of the sender. As such they are not necessarily endorsed by Intersect Traffic Pty Ltd.



Virus-free. www.avg.com



Transport
Roads & Maritime
Services

Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

6. APPENDIX 2

Quarterly Observation Tracking Sheet

