

Transport Management Plan

Bass Point Quarry

October 2023

Revision No. 1.3



Document Control

Revision No.	Date	Description	Reviewer(s)	Date lodged to DPE	Date and DPE response
A	24/04/2014	Draft	DD (IT)	-	-
B	27/04/2014	Edit	JG (IT)	-	
C	28/04/2014	Final Proof	TB / JG (IT)	-	-
D	05/05/2014	Client amendments	JG (IT)	-	-
E / F	13/05/2014	Agency consultation (E)	JG (IT)	31/05/2021 (F)	-
G	05/08/2016	Amended	JG (IT)	8/09/2016	No further changes required
H	23/09/2016	Include drug and alcohol reference (compliance request following audit)	JG (IT)	10/10/2016	-
I	28/06/2019	Transport Modification (MOD 2) update	Chelsea Flood Belinda Pignone	28/06/2019	11/07/2019 Approved
1.0	15/10/2021	Modification 4 (MOD 4) draft update submitted with modification report	Chelsea Flood Belinda Pignone	15/10/2021	-
1.1	10/11/2021	Minor update following approval of MOD 4.	Chelsea Flood Belinda Pignone	-	-
1.2	29/11/2022	Incorporation of SCC and TfNSW comments on revision no. 1.1.	Chelsea Flood Belinda Pignone	29/11/2022	28/09/2023 Changes requested
1.3	13/10/2023	Incorporation of DPE comments on revision no. 1.2.	Chelsea Flood Belinda Pignone	13/10/2023	23/10/2023 Approved

This management plan was initially prepared by Intersect Traffic Pty Ltd (IT) on behalf of, and in consultation with, Hanson.

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1. Introduction

1.1 Overview

Hanson Construction Materials Pty Ltd (Hanson) own and operate the Bass Point Quarry located within the City of Shellharbour Local Government Area, 100 km south of Sydney, NSW. The project involves the extraction of up to four million tonnes per annum of construction aggregates over a project life of 30 years. Aggregates extracted from the site are processed at the site and then transported by road to local customers in the City of Shellharbour Local Government Area, as well as transported regionally and inter-regionally, predominantly to Wollongong and Sydney.

On January 28, 2014 the Department of Planning, Industry and Environment (DPIE) granted Project Approval (MP 08_0143) for the Bass Point Quarry Project under Section 75J of the *Environmental Planning and Assessment Act 1979* (now repealed), subject to a number of conditions. Under *Schedule 3, Condition 33* of the Project Approval, Hanson Construction Materials Pty Ltd (Hanson) must prepare and implement a Transport Management Plan, including a Driver's Code of Conduct, as approved by the Secretary.

1.2 Site location

The Quarry is situated between the coastal towns of Shellharbour and Kiama, approximately 20 kilometres (km) south of the central business district of Wollongong on the NSW South Coast. The Quarry site is bordered by the Bass Point Reserve, Killalea State Park, and a growing residential land lease in Shell Cove. There are two points of access to the Quarry site; at the eastern boundary via a right of carriageway (Bass Point Quarry Road), and at the northern boundary via Bass Point Tourist Road (**Figure 1**).



Figure 1: Aerial map of Bass Point Quarry and surrounds (Nearmap, 2021), with the Bass Point Quarry Road site access marked in blue, and the Bass Point Tourist Road site access marked in yellow.

1.3 Agency consultation

Agency consultation undertaken during preparation of the Transport Management Plan is summarised in **Table 1**. The most recent correspondence is provided as **Appendix C**.

Table 1: Agency consultation completed to date.

Revision no.	Description
E	Submitted to both Shellharbour City Council (SCC) and NSW Roads and Maritime Services (RMS) on 13/05/2014. Both agencies responded on 16/05/2014 and did not request changes to the document. Correspondence was incorporated into the document and it was lodged to DPIE as revision no. F.
G / H	Provided evidence of consultation with RMS and Council (occurred 2014), attached as an Appendix. Specification of dispatch amounts. Added reference to drug and alcohol legislation.
I	Submitted to both SCC and RMS on 01/05/2019. SCC responded on 02/05/2019 and did not request changes to the document. RMS responded on 02/05/2019 to advise that they had noted the content and no further comments.
1.1	Submitted to both SCC and RMS (TfNSW) on 10/11/2021. SCC responded on 02/12/2021 and did not request changes to the document. TfNSW responded via email on 04/08/2022 and requested a number of changes to the document. These changes were incorporated into revision no. 1.2, with the exception of TfNSW comments about section 2.6 as these recommendations were already in place.
1.2	Submitted to DPE on 29/11/2022. DPE responded on 28/09/2023 to request changes to the document (Request for information RFI-62820206). The implemented changes are reflected in revision no. 1.3.

2. Statutory requirements

2.1 Transport Management Plan

This Transport Management Plan has been prepared in fulfilment of the requirements of *Schedule 3, Condition 33* of the Project Approval and shall be implemented as approved by the Secretary of the DPIE. **Table 2** identifies the requirements of *Schedule 3, Condition 33* of the Project Approval and where these requirements are addressed in this Transport Management Plan.

Table 2: Transport Management Plan requirements under Schedule 3, Condition 33 of the Project Approval.

Condition of consent	Document reference
Transport Management Plan	
33. The Proponent must prepare a Transport Management Plan for the project to the satisfaction of the Secretary. This plan must:	
(a) be prepared by suitably qualified experienced person(s), whose appointment has been approved by the Secretary;	Document control
(b) be prepared in consultation with Council and RMS, and be submitted to the Secretary within three months of the determination of Modification 2, or as otherwise agreed by the Secretary;	Section 1.3, Appendix C
(c) include details of all transport routes and traffic types to be used for project-related traffic;	Section 2.3, Section 2.5
(d) describe the processes in place for the control of truck movements entering and exiting the site;	Section 3.6
(e) include details of the measures to be implemented to minimise traffic	Section 3.5,

safety issues and disruption to local road users, including minimising potential for conflict with school buses;	Section 3.6, Section 3.7, Section 4.1
(f) 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; (ii) adhere to designated transport routes; (iii) implement safe and quiet driving practices; (iv) are aware of potential safety issues along the haulage route, particularly near schools and intersections;	Appendix B
(g) describe the measures to be put in place to ensure compliance with the Driver's Code of Conduct; and	Section 3.2, Section 4.3
(h) propose measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site.	Section 3.5
The Proponent must implement the Transport Management Plan as approved by the Secretary.	Section 1.1, Section 2.1

2.2 Laden truck dispatch

Schedule 2, Condition 7 of the Project Approval requires Hanson to limit quarry product transport from site as follows:

Extractive Material Transport

7. *The Proponent must not permit to be transported from the site:*
- (a) *More than 4 million tonnes of quarry products in any calendar year; or*
 - (b) *More than 3 million tonnes of quarry products by road in any calendar year.*

In addition, under *Schedule 2, Condition 8* of the Project Approval Hanson must limit the dispatch of trucks carrying quarry products or concrete from the site to the levels shown in **Table 3**.

Table 3: *Laden truck dispatch hours as per Schedule 2, Condition 8 of the Project Approval.*

Period	Maximum Laden Truck Dispatch
7 am – 10 pm	40 in any hour
10 pm – 7 am	23 in any hour
5 am – 6 am (Monday to Friday only and excluding Public Holidays)	27
6 am – 7 am (Monday to Friday only and excluding Public Holidays)	38
24 hour period on any day	500

Further, Hanson are obligated to prioritise the transport of quarry products by ship – so far as reasonable and feasible – under *Schedule 3, Condition 28* of the Project Approval.

28. *The Proponent must, so far as reasonable and feasible, prioritise the transport of quarry products by ship.*

Note that the existing ship loading infrastructure has been decommissioned, and planning is underway for an upgrade project.

2.3 Transportation route and destinations

Under *Schedule 3, Condition 27* of the Project Approval, Hanson must ensure that quarry products are only transported via Bass Point Quarry Road to Dunmore Road i.e. the approved transport route identified in Appendix 4 of the Project Approval (**Figure 2**) unless at the request of Council to supply material for the upgrade or maintenance of Bass Point Tourist Road.

27. The Proponent must ensure that quarry products transported by road are only transported from the site on Bass Point Quarry Road to Dunmore Road (see Appendix 4), unless at the request of Council to supply material for the purpose of upgrading or maintaining the Bass Point Tourist Road.

Bass Point Quarry Road intersects with Southern Cross Boulevard, Golf Drive and Buckleys Road at the entrance to the Shell Cove estate. Southern Cross Boulevard provides access to the Shell Cove residential area and Golf Drive is the access road for The Links Shell Cove golf course. Trucks continue straight onto Buckleys Road which rises to intersect with Dunmore Road. The approved transport route continues with a right turn onto Dunmore Road as far as the intersection (roundabout) at Shellharbour Road.

To continue on from the approved transport route the majority of trucks turn left at the Shellharbour Road roundabout to continue on the Princes Highway towards Wollongong or Sydney. Trucks delivering products to local destinations may instead turn right at this intersection to access locations in Shellharbour. Approximately 90% of material is delivered to the Sydney construction market to supply Hanson operated concrete batching plants and to supply independent customers. The direction of these movements will be determined by the location of the delivery address.

2.3.1. Bass Point Tourist Road site access

The Bass Point Tourist Road site access is ordinarily only used by light vehicles and emergency vehicles.

Modification 4 (MOD 4) of the Project Approval was approved by DPIE on 09 November 2021. MOD 4 enables use of the Bass Point Tourist Road site access to supply quarry products for the Bass Point Tourist Road Upgrade Project. Trucks associated with the Bass Point Tourist Road Upgrade Project may leave (i.e. laden) and return (i.e. unladen) Bass Point Quarry via the Bass Point Tourist Road site access (**Appendix D**), rather than via the approved transport route. This conveys beneficial outcomes including reduced traffic on the public road network in Shell Cove, and reduced diesel consumption and greenhouse gas emissions due to the reduced transport distance.

2.4 Road maintenance

Adequate pavement condition for truck routes used to transport quarry products will help to minimise nuisance dust and noise impacts on the local community. Hanson are responsible for maintaining the condition of Bass Point Quarry Road, under *Schedule 3, Condition 30* of the Project Approval.

Maintenance

30. The Proponent must maintain the pavement of Bass Point Quarry Road to minimise noise generation and potholes, to the satisfaction of the Secretary.

Hanson pay a regular financial contribution to Council for maintenance of the sections of Buckleys Road and Dunmore Road that are along the approved transport route, as per *Schedule 2, Condition 13* and *Schedule 2, Condition 14* of the Project Approval.

ROAD MAINTENANCE

13. *During the life of the project, for each calendar year, the Proponent must pay Council a monetary contribution for each tonne of quarry product transported from the site on roads for which Council is liable for road maintenance funding.*

Each payment must be:

- (a) based on the approved rate as calculated under condition 14 below;*
- (b) based on weighbridge records of the quantity of quarry products transported from the site;*
- (c) paid by the date required by the invoice issued by Council; and*
- (d) increased over the life of the project in accordance with the CPI.*

14. *By 31 May 2014, the Proponent shall submit in writing to Council a proposed road maintenance contributions rate for the project, based on the:*

- (a) sections of Buckleys Road and Dunmore Road and associated intersections to be used by trucks transporting quarry products from the site;*
- (b) proportion of project-related trucks in the total trucks using these roads and intersections;*
- (c) projected maintenance requirements for these roads and intersections for the life of the project; and*
- (d) value of other works-in-kind proposed to be undertaken by the Proponent, such as the donation of road base material to be used in maintenance of these roads and intersections.*

Within 28 days of receiving Council's submission on the proposed contributions rate, the Proponent must submit to the Secretary for consideration its proposed contributions rate, which includes justification for the proposed rate taking into consideration Council's submission.

Following receipt of the Proponent's proposed contributions rate, the Secretary shall, in consultation with the Proponent and Council, determine the contributions rate to be applied for the project.

2.5 Traffic types

Traffic types associated with project-related traffic includes both heavy and light vehicles.

Heavy vehicles used for product transportation may be Hanson owned or owned by third parties ('ex-bin'). The types of heavy vehicles typically used for product transportation include:

- Semi-trailers
- Truck and dog combination
- Tri-axle combination
- Quad axle combination
- Quinn dog combination
- Rigid truck (concrete agitator)

Light vehicles are generally used for transportation of workers, customers and visitors to and from the site.

2.6 Monitoring of quarry product transport

To monitor compliance with truck dispatch limits stipulated in the Project Approval (see **Section 2.2**) as well as the regional destination of these quarry products, Hanson keep

accurate records of quarry product transport. These records are published on the **website** on a quarterly basis, in accordance with the requirements of *Schedule 3, Condition 31* of the Project Approval.

Monitoring of Product Transport

- (a) *keep accurate records of:*
- *the amount of quarry products transported from the site monthly and annually);*
 - *the regional destination of quarry products transported from the site; and*
 - *all laden truck movements (i.e. dispatch of trucks carrying quarry products or concrete) from the site (hourly, daily, weekly, monthly and annually); and*
- (b) *publish these records on its website on a quarterly basis.*

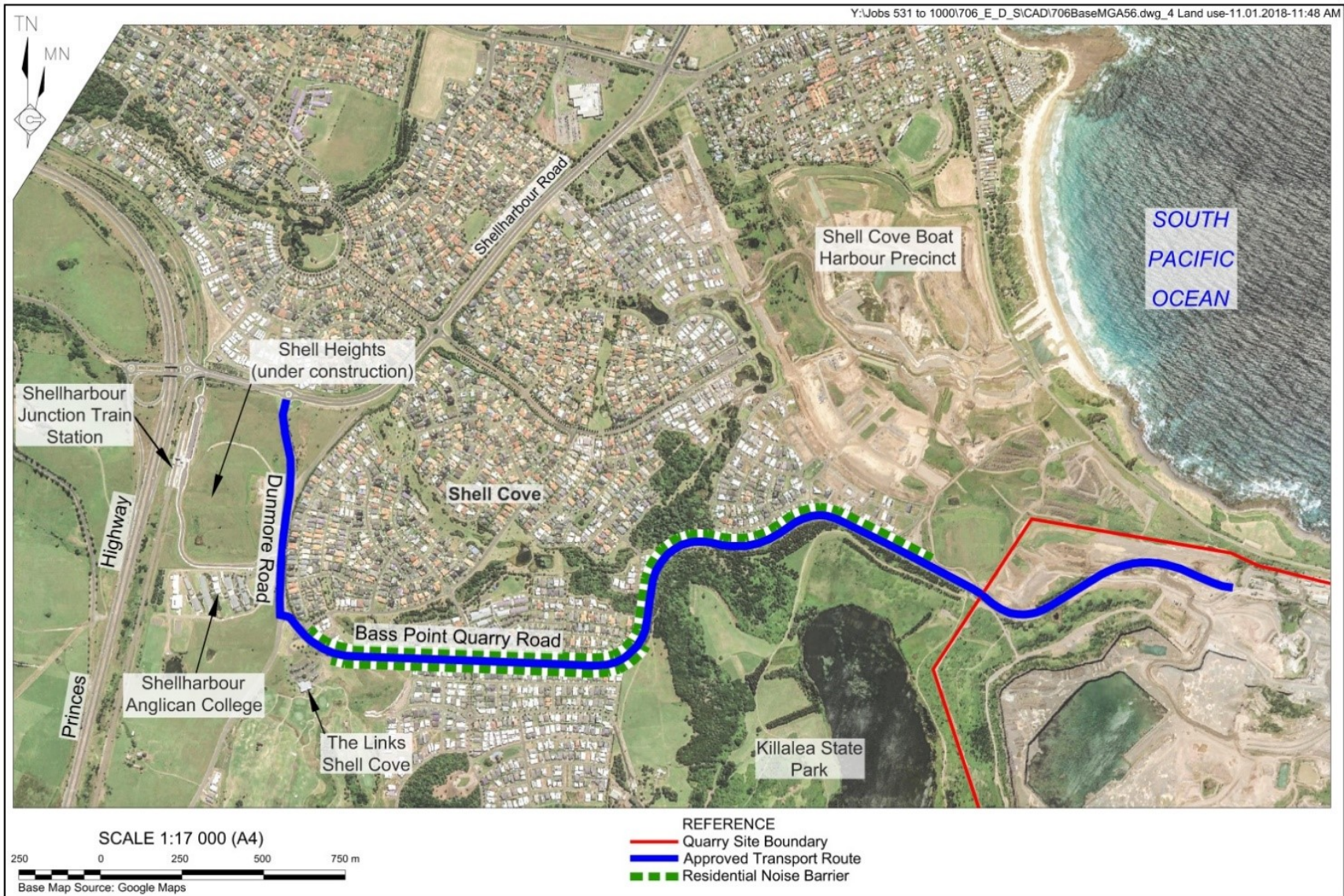


Figure 2: Approved Transport Route (“Appendix 4 – Statement of Commitments – Transport Route”).

3. Pre-emptive transport management measures

3.1 Heavy vehicle driver requirements

3.1.1 General requirements

Heavy vehicle drivers hauling quarry products from Bass Point Quarry must:

- Hold a valid driver's licence for the class of vehicle that they operate;
- 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 NSW Road Rules external to the site.

3.1.2. Site orientation (Hanson drivers)

All Hanson heavy vehicle drivers are subject to a standard Hanson onboarding process, as well as a site orientation specifically for the Bass Point Quarry. Ride-alongs and initial supervision may also be provided, depending on the level of experience and competency of the driver. Hanson drivers are subject to a suite of prevailing (internal) policies and processes. Toolbox meetings are held monthly, and on an as-needs basis in the interim, to allow up-to-date information to be passed between drivers and management at Hanson. Hanson drivers are therefore not required to complete the site induction and Driver's Code of Conduct that ex-bin drivers complete, because they receive the relevant information via other means.

3.1.3. Site induction and Driver's Code of Conduct (ex-bin drivers)

All ex-bin drivers hauling quarry products from Bass Point 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 quarry management. The site induction is to be completed on first visit to Bass Point Quarry.
- Sign the Driver's Code of Conduct Declaration (**Appendix B**) on first visit to Bass Point Quarry. Typically this is completed at the weighbridge, but may be completed at Bass Point Concrete Plant depending on the type of heavy vehicle.

3.2 Heavy Vehicle Speed

Vehicle speed on public roads is enforced by the NSW Police Force. 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 and along Bass Point Quarry Road. Speed limits on-site are as follows:

- Bass Point Quarry Road (between the Links Shell Cove roundabout and the site boundary landscape mounds) – 50km/h
- Entry road (between the site boundary landscape mounds and the weighbridge) – 40km/h
- On-site roads – maximum 20km/h
- On-site parking areas – 10km/h

Adherence to site speed limits will provide the following benefits:

- Reduced risk of collisions with other vehicles, pedestrians, structures or native fauna
- Reduced noise emissions
- Reduced dust lift-off from road surfaces

Quarry management undertake regular formal and informal monitoring and inspections to evaluate heavy vehicle compliance with prevailing speed limits on site and initiate disciplinary action as required.

3.3 Chain of Responsibility

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 (Driver's Code of Conduct, **Section 3.2** and **Section 4.3** of this Transport Management Plan)
- Mass, dimension and loading for heavy vehicles compliance
- Internal Hanson training on Chain of Responsibility (COR) requirements for all employees

3.4 Heavy Vehicle Noise

The capacity for Bass Point Quarry to dispatch laden trucks 24 hours a day (see **Section 2.2**) means that noise from passing heavy vehicles could impact on nearby residents during the sensitive night period, when noise travels further than during the day.

Access to the site is consistently available during operational periods, whereby trucks should not need to wait for the gates to open. However, there may be instances where access to the weighbridge is not available due to unforeseen circumstances. If this occurs, heavy vehicles are to wait in the onsite Transport Yard with the engine switched off until they can be processed through the weighbridge. All heavy vehicle operators are aware that they should not queue outside the quarry.

3.4.1 Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community, 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.

Due to the relative proximity to residential homes in Shell Cove along the approved haul route, drivers are requested to limit the noise created in this area as much as possible. Compression braking within or adjacent to Shell Cove, Shellharbour and other residential areas should only be used if required for safety reasons.

3.5 Unintentional release of materials

Loose material on the road surface has the potential to cause collisions and vehicle damage. Uncovered loads represent the greatest risk to lose material on the road, as some products may yield considerable dust lift-off, potentially increasing dust impacts on the community. Unintentional release of materials may also occur due to relief of material from the vehicle body and/or wheels, or due to an improperly locked or faulty tailgate.

Measures that have been implemented to address the potential unintentional release of materials includes:

- Vehicles that have been loaded with quarry materials are required to have an effective cover over their load.

- Drivers must ensure the tailgate is locked when traveling to and from site.
- A spraybar is available before the weighbridge, so that vehicles may wet down their load and/or relieve debris from the vehicle body and wheels.
- Bass Point Quarry Road and Dunmore Road are serviced by a street sweeper at least once per week.
- Passive surveillance of Bass Point Quarry Road and Dunmore Road is undertaken by quarry management, to monitor loose material on the road surface and take appropriate rectifying action as required.

3.6 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 shall be separated by adequate intervals.

Laden heavy vehicles are dispatched via the weighbridge (**Figure 3**), as 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 the limits identified in the Project Approval (**Section 2.2**), and the Weighbridge Operator will then be effectively “locked out” of the SAP system. If an hourly vehicle movement limit has been reached the Weighbridge Operator will be unable to dispatch additional vehicles until the next hourly window commences.

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, they are to ensure that there is a suitable gap between vehicles when on the public road network section of the haul road, i.e. to avoid ‘convoying’.

3.7 Local traffic safety concerns

Interaction with pedestrians and cyclists should be anticipated on Buckleys Road, Dunmore Road (especially in proximity to Shellharbour Anglican College) and Shellharbour Road. Drivers are to ensure that a safe separation distance exists when passing pedestrians or 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 3: Bass Point Quarry weighbridge (C. Flood, April 2019).

4. Reactive transport management measures

4.1 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 Transport Supervisor 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 their Transport Supervisor, 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. If the vehicle is owned or contracted by Hanson, the Transport Supervisor 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 Force, as appropriate.

4.2 Transport complaint

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

The complaints register is to include (where possible):

- i) Date of the complaint;
- ii) Time of the complaint;
- iii) Name of the complainant (if disclosed);
- 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 completed as soon as practicable – ideally within 24 hours of receiving the complaint. It is important to note that in some situations the nature of the complaint could require lengthy 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, 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.

4.3 Breach of Driver's Code of Conduct

Driving Behaviours is one of Hanson's Life Saving Rules and any breaches of this Life Saving Rule, or by extension, the Driver's Code of Conduct, will be treated seriously. A breach will result in the offending driver being disciplined fairly and proportionately to the breach. For Hanson workers, this will be in line with prevailing (internal) Human Resources policy. Any acts of gross misconduct will result in an immediate ban from site.

Monitoring of driver compliance with the Code of Conduct will predominantly be in the form of passive surveillance by Hanson management and other Hanson workers. Formal vehicle speed compliance monitoring will be conducted on a quarterly basis *at a minimum*. The day of the week, time of day, and compliance monitoring location will be varied to promote compliance with the Code of Conduct across the whole of site. Disciplinary action will be initiated as required and in accordance with the prevailing Hanson policies.

4.4 Transport exceedance

Following identification of a non-compliance with any statutory requirements of the Project Approval, the following actions would occur:

1. The Quarry Manager would be notified of the potential non-compliance.
2. Hanson would 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 (at the first practical opportunity) of the non-compliance via the Major Projects Portal.
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 activities 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):
 - be made in writing through the Major Projects Portal;
 - identify the development (including the development application number and name);
 - set out the condition of consent that the development is non-compliant with;
 - why the development 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.
6. 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 via the Major Projects Portal.
2. Implement any further corrective and preventative actions identified in the investigation report.
3. Present the findings to the CCC.

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

5. Compliance management

5.1 Non-compliance incident management

An incident which is a result of an exceedance of transport-related criterion is referred to as a non-compliance incident.

On identification of a non-compliance against transport-related conditions of the Project Approval, the Quarry Manager will be notified. Following notification, an investigation into the source of the non-compliance will commence in accordance with the response and corrective actions described in **Section 4.4**.

Substantiated complaints received by the Quarry will not be considered incidents but may assist quarry management to identify non-compliance incidents, including breaches of the Driver's Code of Conduct. Substantiated complaints will trigger an investigation and subsequent feedback to the complainant as per **Section 4.2**.

5.2 Evaluation

Evaluation of compliance with the conditions of the Project Approval (**Section 2**) will be undertaken as follows:

- The complaint register will be reviewed by quarry management and published on the company **website** on a quarterly basis.
- A summary of laden truck movements, including regional destination information, will be reviewed by quarry management and published on the company **website** on a quarterly basis (**Section 2, Section 2.6**).
- As part of the Annual Review.
- As part of the Independent Environmental Audit.

5.3 Review

Review of this Transport Management Plan is to occur within three months of:

- Submission of Annual Review (*Schedule 5, Condition 4*)
- Submission of an incident report (*Schedule 5, Condition 7*)
- Submission of Independent Environmental Audit (*Schedule 5, Condition 9*)
- Any modification to the Project Approval (*Schedule 5, Condition 5*)

Hanson must notify the Department in writing of any review being undertaken, and the revised document must be lodged to the Department within six weeks of review.

6. Appendices

Appendix A: 2014 route assessment, dust generation, maintenance and actions

2014 Route Assessment

In 2014 a route assessment was undertaken for Bass Point Quarry Road from the commencement at Golf Drive to the Bass Point Quarry gates to investigate improvements to assist both truck drivers and local residents. **Table 4** lists the issues identified from the 2014 inspection with actions undertaken by Hanson.

Table 4: 2014 Route Assessment Findings and Actions Taken

2014 Route Assessment Findings	Actions Taken
Re-mark the centreline (double barrier line) and edgelines over the length of Bass Point Quarry Road.	Completed. Bass Point Quarry Road has had the centerline and edgelines remarked over the length of the road.
Reduce the speed limit on Bass Point Quarry Road from 60 kph to 50 kph during night time hours (8 pm to 7 am).	This is no longer valid as the consent states a maximum limit of 50 km/h at all times along Bass Point Quarry Road which all drivers must adhere to (Section 2.2).
Clearly delineate the speed limit at the start and end of Bass Point Quarry Road with intermediate signs at 500 metre intervals.	Completed. Bass Point Quarry Road speed limit is clearly signposted as required.
Remove the existing non-conforming speed humps over the length of Bass Point Quarry Road.	Completed. This has provided a notable reduction in vehicle noise for community members along Bass Point Quarry Road.
Install guide posting to Australian Standards through the length of Bass Point Quarry Road.	Completed in 2019.
Sweep the road pavement and road shoulder of Bass Point Quarry Road for dust at one (1) monthly intervals.	Ongoing commitment which is performed at one weekly intervals.
If a pull-over location is necessary within the length of Bass Point Quarry Road, relocate its position to a straight section of road and provide a suitable pavement and pavement surface to control erosion and dust.	There is no longer a pull-over location along the length of the haul road. All Hanson drivers are aware they should not queue outside of the quarry. Truck parking and queuing occurs in the truck parking area within the Quarry site.
Repair existing areas of pavement deformation through the length of Bass Point Quarry Road.	Road resurface to be completed by 2021 with the noted deformation to be addressed immediately.
Undertake an approved method of surface treatment for the pavement cracking over the length of Bass Point Quarry Road.	Road resurface to be completed by 2021 with the noted deformation to be addressed immediately.
Enter into a road maintenance agreement with Shellharbour City Council for the maintenance of the Local Council managed road section of the haul route to Shellharbour Road.	Completed and payments ongoing.

Dust Generation – Bass Point Quarry Road

The 2014 inspection of Bass Point Quarry Road did not indicate large amounts of dust on the road surface or shoulder however there is a location where heavy vehicles were pulling over onto the road verge on regular occasions. It was determined that this will over time erode the shoulder and verge creating a localised dust and maintenance issue.

To prevent the noted issues, there is no longer a pull-over location along the length of the haul road. Truck queuing and parking is to occur within the quarry site – queuing only occurs for trucks leaving the quarry (weighbridge will indicate to truck drivers that the hourly limit in movements has been reached with the truck allowed to park in the truck parking area until

the next window opens to re-ticket).

Sweeping of the pavement and road shoulder of Bass Point Quarry Road is undertaken at minimum one (1) weekly intervals.

Road Maintenance - Bass Point Quarry Road

When inspected in 2014, Bass Point Quarry Road pavement was in good condition with only isolated sections of pavement damage and cracking but with adequate width to cater for the two-way movement of heavy vehicles.

Regular inspection and remedial action in regard to pavement deformation and longitudinal cracking is undertaken due to the nearly exclusive use by trucks and will assist in reducing noise levels.

It is noted that The Proponent will pay developer contributions to Shellharbour City Council for road maintenance of the local road section of the haul route as a result of this development. Bass Point Quarry Road is to be maintained by The Proponent. It is Shellharbour City Council's responsibility, after acceptance of the maintenance agreement, to ensure that the local road section of the haul route is suitably maintained. The road maintenance agreement between The Proponent and Shellharbour City Council is the subject of a separate document.

Appendix B: Driver's Code of Conduct and Declaration

Driver's Code of Conduct

To all Truck Drivers Entering Bass Point Quarry

- ❑ All heavy vehicle drivers operating out of the Bass Point Quarry are to observe the posted speed limits both on site and on public roads, with speed adjusted appropriately to suit the road environment and prevailing weather conditions. Vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.
- ❑ Driving conduct should always be in accordance with the NSW Road Rules & Heavy Vehicle National Law.
- ❑ No children are permitted on site without prior permission from the Operations Manager per Hanson Directive.
- ❑ Drivers must be wearing adequate PPE when on site, such as high visibility clothing, long sleeve shirt, long pants, and safety boots.
- ❑ To alleviate public concern and traffic congestion, and increase road safety, heavy vehicles entering and leaving the Bass Point Quarry must avoid conveying where possible. Access must be via the approved transport route i.e. Dunmore Road, Buckleys Road, and Bass Point Quarry Road (*exception: Bass Point Tourist Road Upgrade Project vehicles*)
- ❑ All loaded trucks 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 the designated area, NOT on 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 following tipping 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 local area. Take care around high pedestrian and traffic areas, including local schools and intersections. Please give pedestrians a wide berth, be aware of their safety and other road users.
- ❑ All heavy vehicle drivers operating out of the Bass Point 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 by undertaking the approved transport route and so that State and regional roads are given priority for route selection.
- ❑ All heavy vehicle drivers operating out of the Bass Point 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.
- ❑ All drivers should be familiar with their Chain of Responsibility.
- ❑ Failure to comply with the above will result in immediate removal from site.

DECLARATION

I, the undersigned, hereby agree to abide by **Hanson Construction Materials Pty Ltd Truck Driver's Code of Conduct** – and more broadly, the *Driver Orientation Package* – for the transportation of quarry products from Bass Point Quarry, Shell Cove to their final destination/s in a safe manner.

I have read and understood 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: _____

Appendix C: Correspondence

Revision 1.1

Proponent Request

Public Authority Name	Reason for Consultation / Expected Results	Due Date
Shellharbour City Council	Post Approval	24/11/2021

Engagement Notes

To the relevant public officer,

Hanson Construction Materials Pty Ltd (Hanson) have prepared a draft revision of the existing Transport Management Plan for the Bass Point Quarry. The revision was triggered by determination of a modification application (modification 4; MOD 4) for the Bass Point Quarry Project Approval MP08_0143. Approval of MOD 4 enables supply of quarry products via an alternate site access to service a specific road upgrade project.

Consultation with your regulatory authority / agency about the plan, and any revisions, is a requirement under *Schedule 3, Condition 33* of the Project Approval MP08_0143. Any comments on the draft revision (document version 1.1, dated 10/11/2021) would be much appreciated.

To assist with your review, please find attached:

- Draft Transport Management Plan v1.1 (pdf)
- Draft Transport Management Plan v1.1 (word doc with track changes)

Please do not hesitate to contact me if you have any questions.

Kind regards,
Chelsea Flood
Compliance Officer
0448 290 721

Attachments

 [Transport Management Plan_1.1](#)
PAE-31580208 | Request Advice on Post Approval - Proponent | Chelsea Flood

 [Transport Management Plan_1.1_tracked](#)
PAE-31580208 | Request Advice on Post Approval - Proponent | Chelsea Flood

Public Authority Response

Thursday, 2 December 2021 7:40:12 AM AEDT

Notes:

To whom it may concern,

Thank you for your notification regarding MP08_143-PA-0143 requesting comment on the Traffic Management Plan as required by condition 33.

Please be advised that council's Senior Traffic and Transport Engineering has reviewed the documents and made the following comment:

I have reviewed the TMP dated November 2021 Revision No. 1.1 and in particular the route assessment and I am satisfied with the recommended actions.

Should you have any specific enquires please contact Wayne Wilson, Senior Traffic and Transport Engineer on 0448 243 858.

Kind Regards,
Jasmina Micevski

From: Andrew Lissenden
Sent: Thursday, 4 August 2022 5:52 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: TfNSW Comments - Bass Point Quarry (MP08_0143 - Mod 4) - Review of Transport Management Plan v1.1 (TfNSW Ref: STH09/02207/09)

Hi Chelsea,

With reference to your email dated 13 July 2022 which requested comments from Transport for NSW (TfNSW) on the Bass Point Quarry Transport Management Plan (TMP) Revision 1.1 dated 10 November 2021 (PDF attached), TfNSW notes:

- The Mod 4 consolidated approval requires a TMP to be prepared in consultation with Council and Transport for NSW (TfNSW) as per the requirements of Schedule 3, Condition 33 (Transport Management Plan) and Schedule 5, Condition 5 (Revision of Strategies, Plans & Programs);
- The last consultation with TfNSW on the TMP was in May 2019 with TfNSW reviewing and providing comments via email in May 2019;
- Mod 3 is still being assessed by the Department of Planning and Environment. As such, further consultation with TfNSW if Mod 3 is approved will be required as per the requirements of Schedule 5, Condition 5; and
- The TMP, in part, provides details on the approved maximum laden trucks per hour in table 3 and the approved transportation routes in Figure 2.

Further to your request TfNSW provides the following comments/suggestions:

- In Section 1.3 (Agency Consultation), update Table 1 to reference this email from TfNSW in relation to TMP Version 1.1;
- In Section 2.6 (Monitoring of quarry product transport), TfNSW suggests including a link to the website/records that are published to comply with the requirements of Schedule 3 Condition 31 of the project approval (i.e. [Bass Point Quarry Project | Hanson Australia](#)). TfNSW was unable to locate any information on the Hanson Bass Point Quarry website to satisfy the requirements of the first dot point in Schedule 3, Condition 31 (a) in relation to the amount of quarry product transported from the site monthly;
- In Section 3.6 (Vehicle Departure and Arrival), TfNSW suggests replacing the word 'should' with 'shall' (i.e. To alleviate public concern and increase road safety, heavy vehicles leaving the quarry ~~should~~ shall be separated by adequate intervals.); and
- It was unclear to TfNSW how ongoing monitoring/compliance with the Drivers Code of Conduct requirements will be undertaken, how often, and how this will be reported on. Details should be included in the TMP.

As there is no link/availability to upload this email to Major Projects portal, TfNSW has Cc'd in the Department of Planning staff member who was responsible for assessing Mod 4 (Carl Dumpleton).

Regards

Andrew Lissenden
Development Services, South
Regional and Outer Metropolitan

Transport for NSW

P [REDACTED] E [REDACTED]
transport.nsw.gov.au
Level 4, 90 Crown Street
Wollongong NSW 2500



Transport
for NSW

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal work hours.

From: Flood, Chelsea (Bass Point Quarry) AUS [REDACTED]
Sent: Wednesday, 13 July 2022 11:31 AM
To: Development South [REDACTED]
Subject: Hanson Bass Point Quarry - review of Transport Management Plan v1.1

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

ATTN: Andrew Lissenden

Hi Mel,

I received a call yesterday from Andrew regarding the TfNSW review of the Transport Management Plan for the Bass Point Quarry. Andrew advised that the request for review had only just been received (deadline for response was 24/11/2021), and that they were having difficulty retrieving the attachments.

The Department recently contacted me to advise that there had been an issue with the consultation request, which is why it was not received by TfNSW until recently (email correspondence attached for your reference).

I am OK for correspondence about the management plan review to be via email, but have also raised a new consultation case in the Major Projects Portal which may be used instead, if that is preferable (reference: PAE-46265956). I have contacted the Department to request that the old case be closed, so that it does not unduly impact TfNSW statistics and reporting.

The documents are too large to send via email (it bounced back from your email address) so you will shortly receive an email with a link to download the files via files sharing service WeTransfer. I can investigate other files sharing methods if that is not suitable, just let me know.

Please do not hesitate to contact me if you have any questions.

Kind regards,



Chelsea Flood
Compliance Officer

M: [REDACTED] | [REDACTED]

T: [REDACTED] | hanson.com.au



OFFICIAL

OFFICIAL

Revision 1.2

Department of Planning and Environment



Our ref: MP08_0143-PA-37

Chelsea Flood
Compliance Officer
Hanson Construction Materials Pty Ltd
Bass Point Quarry Road
Shell Cove New South Wales 2529

28/09/2023

Subject: Bass Point Quarry - Transport Management Plan Nov 22

Dear Miss Flood

Reference is made to your post approval matter, MP08_0143-PA-37, Transport Management Plan, submitted as required by Schedule 3, Condition 33 of MP08_0143 as modified (the consent) to the NSW Department of Planning and Environment (NSW Planning).

NSW Planning has reviewed Transport Management Plan and considers more information is required to satisfy the condition of consent. As nominee of the Planning Secretary, I request that an amended Transport Management Plan be submitted as a response to this request for information (RFI-62820206) addressing the comments in **Attachment A** by 13 October 2023.

Should you wish to discuss the matter further, please contact Jarrod Blane, on [REDACTED] or email [REDACTED]

Yours sincerely



Jarrod Blane
A/Team Leader
Resource Assessments

As nominee of the Planning Secretary

Attachment A

Condition	Requirement	Consideration	Action Required
<i>Transport Management Plan</i>			
Schedule 3, Condition 33,	The Proponent must prepare a Transport Management Plan for the project to the satisfaction of the Secretary. This plan must: (a) be prepared by suitably qualified experienced person(s), whose appointment has been approved by the Secretary.	No evidence that the updated plan has been prepared by suitably qualified experienced person(s), whose appointment has been approved by the Secretary.	Please provide evidence in the plan that the updated plan has been prepared by suitably qualified experienced person(s), whose appointment has been approved by the Secretary.
	(g) describe the measures to be put in place to ensure compliance with the Driver's Code of Conduct; and	Section 4.3 states "Monitoring of driver compliance with the Code of Conduct will predominantly be in the form of passive surveillance by Hanson management and other Hanson workers." TNSW comments: "It was unclear to TNSW how ongoing monitoring/compliance with the Drivers Code of Conduct requirements will be undertaken, how often, and how this will be reported on. Details should be included in the TMP." The Department notes that previous revisions of	Please include regular formal monitoring and reporting on compliance with the Driver's Code of Conduct.

Department of Planning and Environment



	<p>this plan included more formal compliance monitoring measures, which appear to have been removed. The Department does not consider that "passive surveillance" is sufficient to satisfy the requirements of this condition or to adequately address TNSW comments.</p>	
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13 October 2023

Jarrold Blane
A/Team Leader
Resource Assessment
NSW Department of Planning and Environment

Hanson Construction Materials Pty Ltd
ABN 90 009 079 734
Bass Point Quarry
PO Box 4022
Shellharbour NSW 2529
Tel +612 4247 3900
www.hanson.com.au

Via Major Projects Portal

Response to Request for information RFI-62820206 – Bass Point Quarry (MP 08_0143, EPL-2193)

Dear Mr Blane,

Hanson Construction Materials (Hanson) have considered the Department's comments on revision 1.2 of the Transport Management Plan (dated November 2022), contained with request for information RFI-62820206.

The Transport Management Plan has been updated to revision 1.3 (dated October 2023) to incorporate the requested changes to the document. Please see **Table 1** on the following page for a summary of these changes.

Please do not hesitate to contact me should you wish to discuss this matter further.

Kind Regards,

HANSON CONSTRUCTION MATERIALS PTY LTD



CHELSEA FLOOD
Supervisor – Environment, Sustainability and Safety
Bass Point Quarry
Ph. [REDACTED]
E. [REDACTED]

Table 1: Attachment A from RFI-62820206, updated to include actions taken by Hanson.

Condition	Requirement	Consideration	Action required	Action taken by Hanson
Schedule 3, Condition 33	<p>The Proponent must prepare a Transport Management Plan for the project to the satisfaction of the Secretary. This plan must:</p> <p>(a) be prepared by suitably qualified experienced person(s), whose appointment has been approved by the Secretary.</p>	<p>No evidence that the updated plan has been prepared by suitably qualified experienced person(s), whose appointment has been approved by the Secretary.</p>	<p>Please provide evidence in the plan that the updated plan has been prepared by suitably qualified experienced person(s), whose appointment has been approved by the Secretary.</p>	<p>The Transport Management Plan (TMP) was initially prepared in accordance with this condition, as is reflected in the Document Control table. However, Hanson believe that it is a prohibitive interpretation to require all subsequent revisions of the TMP be prepared by suitably qualified experienced person(s) who have been approved by the Secretary.</p> <p>Changes to the look and feel of the updated TMP are substantive, but the control measures from previous iterations of the TMP remain in place (following reinstatement of formal compliance monitoring; see below discussion about Sch. 3, Cond. 33(g)).</p> <p>Changes were implemented to keep the TMP current, reflective of legislative changes and improvements to Hanson's policies, processes and procedures, and to make it more easily interpretable (and therefore more effectively implemented) at site level.</p>

Condition	Requirement	Consideration	Action required	Action taken by Hanson
				<p>The updated TMP has also been revised and reformatted so that it is consistent with other Hanson management plans, including those required under MP08_0143.</p> <p>A high-level summary of changes is provided for the Department's consideration:</p> <ul style="list-style-type: none"> • A restructured Document Control table, with information about lodgement to and outcomes from DPE. • General restructure for clarity and improved flow, based on review of a TMP prepared by suitably qualified person(s) for another Hanson site. • An overall reformat to conform with Hanson brand guidelines. • Updated aerial mapping to reflect the significant changes on site and in the nearby community since the initial TMP was prepared in 2014. • The 2014 route assessment and associated actions have been moved to Appendix A. • Removal of contact details section (previously section 2.10) as this information is subject to change



Condition	Requirement	Consideration	Action required	Action taken by Hanson
				<p>and is already maintained by Hanson elsewhere, in accordance with legislated WHS requirements for emergency management.</p> <ul style="list-style-type: none"> • Streamlining of the Driver's Code of Conduct (Appendix B) to focus on key compliance messages, due to substantial overlap with Hanson site orientation and induction content. • Addition of Chain of Responsibility requirements (section 3.3). • Addition of section 4.4 to outline the actions required following non-compliance with the statutory requirements of MP08_0143. <p>Further, Modification 4 (MOD 4) was a modification involving minimal environmental impact, pursuant to section 4.55(1A) of the Environmental Planning and Assessment Act 1979. The updated TMP was indeed prepared by the same persons who prepared the Modification Report for MOD 4.</p> <p>Hanson appreciate that the changes to the TMP go beyond those strictly necessitated by Modification 4, but ultimately these changes have</p>


Condition	Requirement	Consideration	Action required	Action taken by Hanson
	<p>(g) describe the measures to be put in place to ensure compliance with the Driver's Code of Conduct; and</p>	<p>Section 4.3 states "Monitoring of driver compliance with the Code of Conduct will predominantly be in the form of passive surveillance by Hanson management and other Hanson workers." TfNSW comments: "It was unclear to TfNSW how ongoing monitoring/compliance with the Drivers Code of Conduct requirements will be undertaken, how often, and how this will be reported on.</p>	<p>Please include regular formal monitoring and reporting on compliance with the Driver's Code of Conduct.</p>	<p>improved the TMP. The ability for Hanson to revise the TMP internally – without relaxing control measures, of course – facilitates better compliance outcomes through maintenance of a current and effective TMP. The expertise of suitably qualified and experienced person(s), approved by the Secretary, will be drawn upon on as necessary in the future.</p> <p>The requirement for formal compliance monitoring has been reinstated.</p> <p>The following has been added to section 4.3: <i>"Formal vehicle speed compliance monitoring will be conducted on a quarterly basis at a minimum. The day of the week, time of day, and compliance monitoring location will be varied to promote compliance with the Code of Conduct across the whole of site. Disciplinary action will be initiated as required and in accordance with the prevailing Hanson policies."</i></p> <p>Section 3.2 has also been updated to include both formal and informal monitoring and inspections to evaluate</p>

Condition	Requirement	Consideration	Action required	Action taken by Hanson
		<p>Details should be included in the TMP."</p> <p>The Department notes that previous revisions of this plan included more formal compliance monitoring measures, which appear to have been removed. The Department does not consider that "passive surveillance" is sufficient to satisfy the requirements of this condition or to adequately address TfNSW comments.</p>		<p>heavy vehicle compliance with prevailing speed limits on site.</p> <p>Hanson do not believe that external (publicly available) reporting of outcomes from the formal compliance monitoring program is necessary to ensure compliance with the Driver's Code of Conduct. Hanson note that reporting of this information was not previously a requirement of the Transport Management Plan. Records will be kept and available for inspection during Independent Environmental Audits or upon request by the Department or another regulatory authority.</p>

Appendix D: Alternate transport route (MOD 4)



 Alternative Route - Bass Point Tourist Road Project Access
 Bass Point Quarry MP 08_0143 Boundary

					
BASS POINT QUARRY Alternative Route - Bass Point Tourist Road Image source: Nearmaps (14/10/2021)					
Drawn	B. PIGNONE	Scale	Job No	Drawing Number	Rev.
DATE	14/10/2021	NTS		001	A
Approved					