

**Gunlake Quarry**



***Traffic Management Plan***

***October 2022***



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# 1. Introduction

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## 1.1 Overview

This Traffic Management Plan has been prepared by Gunlake Quarries Pty Ltd (Gunlake) for Gunlake Quarry (the Quarry). The Quarry is located approximately 7 km northwest of Marulan, off the Brayton Road as shown on **Figure 1**.

Under Schedule 3, Condition 25 of the Development Consent for the Gunlake Extension Project, Gunlake is required to prepare and implement an updated Traffic Management Plan (TMP) in consultation with Transport for NSW – Roads and Maritime Services (RMS) and Goulburn-Mulwaree Council, to be submitted to the Secretary of the Department of Planning and Environment (DPE) for approval which was granted in May 2018. This updated version of the TMP represents a management review following approval of the SSD Development Consent Modification 2 which allows for an increase in truck movements and product transport from 2 Mtpa to 2.6 Mtpa.

The Development Consent Conditions require the TMP to include a monitoring program and a protocol for evaluating compliance with the relevant criteria in the approval and forms one component of the overall Project Environmental Management Strategy (EMS). The EMS includes a number of commitments and component management plans which together form the basis for the ongoing operation of the Gunlake Quarry.

## 1.2 Haulage Routes and Destinations

The majority of the product from the quarry is transported north towards Sydney. Gunlake constructed a purpose-built bypass road known as Ambrose Road, that connects Brayton Road to Red Hills Road and then directly onto the Hume Highway for the purposes of alleviating transport impacts on the local road network (Primary Transport Route). Trucks transporting product to the south use Brayton Road around the northern edge of Marulan to access the Hume Highway via the Brayton Road southbound ramp on the Marulan Interchange (Secondary Transport Route).

Trucks returning from the north cannot make a right-hand turn from the Highway at Red Hills Road. They travel further south to the South Marulan Interchange on the Highway and use the grade-separated roundabout intersection to U turn and access the northbound lane in the Hume Highway and return to make a left-hand turn into Red Hills Road, and then use Red Hills Road, Ambrose Road and Brayton Road back to the Quarry. Trucks returning from the southern customers travel north along the Hume Highway and utilise Red Hills Road, Ambrose Road and Brayton Road.

## 1.3 Aims and Objectives

This TMP provides a traffic management strategy for the operation of the Gunlake Quarry. The objectives are:

- minimise the potential for traffic conflict resulting from product transport;

- ❑ minimise the potential noise impacts associated with product transport;
- ❑ promotion of employee and community road safety awareness to ensure a road environment where all road users feel safe from traffic movements associated with the ongoing operations of the site;
- ❑ compliance with development consent conditions and undertakings;
- ❑ compliance with traffic management policies in accordance with requirements of Transport for NSW - Roads and Maritime Services and Goulburn Mulwaree Council;
- ❑ compliance with occupational health and safety standards in accordance with the Work Health & Safety Act 2011 (the WHS Act); and
- ❑ maintain and ensure compliance with the Truck Driver Code of Conduct.

The objectives of the Truck Driver Code of Conduct are to provide an effective mechanism to:

- ❑ ensure satisfactory driver behaviour and ensure community expectations are met;
- ❑ ensure that all drivers understand the Gunlake Quarry consent requirements in relation to transport;
- ❑ engage with Gunlake staff, transport contractors and subcontractors regarding the Work Health & Safety Act and mutual obligations;
- ❑ implementation of the appropriate Work Health & Safety controls, training and reporting systems.

The Truck Driver Code of Conduct is an integral component of the Gunlake Quarry Truck Driver Induction and is described in detail in Chapter 3.

## 1.4 Current Approval Requirements

### 1.4.1 Development Consent

This TMP has been prepared in accordance with Condition 25, Schedule 3 as outlined in Table 1.1.

**Table 1.1 – Development Consent Conditions: Traffic Management Plan**

| Condition         | Requirement  | Where Addressed   |            |
|-------------------|--|---|------------|
| Schedule 3:<br>25 | <b>ENVIRONMENTAL PERFORMANCE CONDITIONS</b>  |   |            |
|                   | <b>Traffic Management Plan</b><br>The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Secretary. This plan must: | This Plan   |            |
|                   | (a)  | Be prepared in consultation with Transport for NSW – RMS and Council;   | 1.5        |
|                   | (b)  | Be submitted to the Secretary for approval within six months of commencing development under this consent and prior to commencing quarrying operations under this consent | Noted      |
|                   | (c)  | Describe the measure that would be implemented to avoid dispatching and/or receiving large groups or convoys of laden trucks from the site onto public roads;             | 3.6        |
|                   | (d)  | Include a Drivers' Code of Conduct as required under Condition 28 of Schedule 3;  | Appendix B |

| Condition | Requirement |  | Where Addressed |
|-----------|-------------|--|-----------------|
|           | (d)         | Describe the measures that would be put in place to ensure compliance with the Drivers' Code of Conduct; and   | 3.10            |
|           | (e)         | Include measures to minimise the transmission of dust and tracking of material onto the surface of the public road from vehicles leaving the quarry. | 3.5             |

Conditions 23 to 29 of the Consent deal with traffic and transportation. Condition 26 deals with transport routes and required additional upgrading works. These are discussed in Section 2.1. Condition 28 deals with the Truck Driver Code of Conduct which is discussed in Chapter 3.

### 1.5 Consultation

Gunlake Quarries undertakes regular consultation with regulatory authorities. This included provision of draft versions of the 2018 TMP prior to finalisation. Comments received from government agencies were incorporated into the documentation as necessary. The 2018 TMP was provided to Council and Transport NSW for comment. Transport NSW was consulted with extensively as part of the environmental assessment process of the Gunlake Extension Project. Comments received from Council are included in Appendix C. Further consultation was undertaken as part of the Independent Environmental Audit and where relevant this plan has been updated to include the outcome of the consultation.

Version 10 of the TMP incorporates updates following approval the Gunlake Extension Project SSD Development Consent Modification 2. The updated TMP was provided to Council and Transport for NSW. Correspondence is contained in Appendix C.

## 2. Traffic Management

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This version of the TMP represents an update to the 2018 approved plan following the Gunlake Extension Project Development Consent Modification 2 approval in June 2021 which allows for an increase in product transport from 2 Mtpa to 2.6 Mtpa. The quarry transport arrangements, access and transport logistics remain unchanged.

### 2.1 Transport Options Review

Within 10 years of commencing development under the Extension Project Consent, and every 10 years thereafter, Gunlake will commission, commence and pay the full cost of a Transport Options Review for the development, as required by Condition 29, Schedule 3 of the Consent. This review will:

- be conducted by a suitably qualified, experienced and independent expert/s whose appointment has been endorsed by the Secretary;
- include detailed consultation with Transport for NSW, RMS and Council;
- review the economic, social and environmental costs and benefits of all reasonable and feasible options for the transport of quarry products from the site (including by rail and including trucks movements currently permitted by this consent);
- recommend any appropriate measures or actions to reduce the economic, social and environmental costs associated with transport of quarry products from the site, and
- be conducted and reported to the satisfaction of the Secretary.

Within 12 weeks of commencing this review or as otherwise agreed by the Secretary, Gunlake will submit a copy of the review report to the Secretary and any other NSW agency that requests it, together with its response to any recommendations contained in the review report.

### 2.2 Quarry Product Transport

As required by Condition 9, Schedule 2 of the Extension Project Development Consent Modification 2 Gunlake will limit truck movements to:

- An average of 220 inbound movements and 220 outbound movements, including no more than 25 outbound movements on the secondary transport route, per working day (averaged over the working days in each quarter); and
- a maximum of 295 inbound movements and 295 outbound movements including no more than 38 outbound truck movements on the secondary transport route, per working day.

### 2.3 Monitoring of Product Transport

Condition 23 of Schedule 3 of the Consent requires Gunlake to keep accurate records of all truck movements to and from the site (including time of arrival and dispatch) and publish



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a summary of records, which includes daily maximum and calendar month averages, on its website every 6 months.

## **2.4 Operating Conditions**

In accordance with Condition 24 of Schedule 3 of the Consent, Gunlake will:

- ensure that all laden trucks entering or exiting the site have their loads covered, with the exception of loads consisting solely of boulders greater than one tonne in weight;
- ensure that all laden trucks exiting the site are cleaned of material that may fall on the road, before leaving the site; and
- use its best endeavours to ensure that appropriate signage is displayed on all trucks used to transport quarry product from the development so they can be easily identified by road users.

## **2.5 Transport Management**

The primary transport management provisions at Gunlake are as follows:

- maintaining transport infrastructure and facilities;
- implementation of a Truck Driver Code of Conduct in order to avoid adverse impacts on other road users, improving safety and driver awareness;
- maintaining agreed transport hours of operation;
- keeping records of truck movements; and
- ongoing liaison with the Transport for NSW and Goulburn Mulwaree Council.

The current Truck Driver Code of Conduct is described in Chapter 3. This is a live document that has been incorporated into the online Gunlake Quarry Truck Driver Induction which is available on the Gunlake website and in Appendix B. The Code covers day to day transport operations, management controls and training. Gunlake management is committed to maintaining appropriate driver conduct as this reflects on community and customer attitudes towards its business.

All drivers are made aware of and trained in the requirements of the Truck Driver Code of Conduct. All Gunlake operational staff and transport operators are also made aware of the requirements of the Development Consent (and any modifications) and this Traffic Management Plan.

## 3. Driver Code of Conduct

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A Truck Driver Code of Conduct for Heavy Vehicles (the Code) has been prepared by Gunlake in accordance with Schedule 3, Condition 28 of the Development Consent to address travelling speeds, procedures to ensure that drivers adhere to the designated transport routes, and outline procedures to ensure that drivers implement safe driving practices, particularly when entering the Hume Highway from Red Hills Road. The Code applies to day to day operations between Gunlake Quarry and market destinations, and outlines Gunlake's expectations and standards for heavy vehicle drivers that haul product from the site.

All employees and contractors are inducted through the online Gunlake Quarry Truck Driver Code of Conduct and Induction (available at <https://www.gunlake.com.au/inductions/> and in Appendix B). All drivers are trained in the Code via the induction and made aware of the disciplinary action should they be found to be acting in a manner contrary to the Code which may include termination of employment, temporary or permanent ban of a contract driver, or temporary or permanent ban of a subcontractor company. Audits of compliance with the Code are conducted by quarry management as detailed in Section 3.11.

The Truck Driver Code of Conduct and the training formed part of the 2019 Independent Environmental Audit. The Code was considered adequate however the audit recommended that more regular training of drivers occur. All existing drivers now receive refresher training and induction at least every two years.

### 3.1 Purpose of the Truck Driver Code of Conduct

The purpose of the Truck Driver Code of Conduct is to:

- Ensure compliance with the Development Consent;
- Maximise public safety at all times; and
- Minimise impacts on other road users.

### 3.2 General Requirements

Heavy vehicle drivers hauling from Gunlake Quarry must:

- Have satisfactorily completed the online Gunlake Quarry Truck Driver Code of Conduct and Induction;
- Hold a valid driver's licence for the class of vehicle being operated;
- Operate the vehicle in a safe manner within and external to the Quarry site;
- Comply with the direction of authorised site personnel when within the site;

### 3.3 Heavy Vehicle Speed

The following speed restrictions apply in relation to the Gunlake Quarry:

- 
- 
- ❑ Obey internal access and haul road speed limits;
  - ❑ Speed limit of 40km/hr when proceeding past stationary school buses with flashing lights; and
  - ❑ All heavy vehicles travelling to or from the Quarry must not travel over 80 km/hr between the Quarry and the Hume Highway.

Drivers are to observe and not exceed the posted speed limits on all public roads, 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.

### **3.4 Driver Fatigue**

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers.

The National Heavy Vehicle Accreditation Scheme allows heavy vehicle operators the choice of operating under three fatigue management schemes: Standard Hours of Operation; Basic Fatigue Management (BFM); and Advanced Fatigue Management (AFM). All truck drivers are to be aware of their adopted fatigue management scheme and operate within its requirements.

Fatigue includes (but is not limited to) the following:

- ❑ Feeling sleepy
- ❑ Feeling physically or mentally tired, weary or drowsy
- ❑ Feeling exhausted or lacking energy
- ❑ Behaving in a way consistent with any of the above

### **3.5 Heavy Vehicle Control**

In order to minimise the impact of noise from truck transport, and to maintain safe and quiet truck operations, the following controls will apply at Gunlake Quarry as detailed in the Truck Driver Code of Conduct (contained in Appendix B):

- ❑ Exhaust brakes not to be used in the vicinity of Marulan village and on the primary and secondary transport routes unless in emergencies;
- ❑ Tailgates, chains and any loose cables must be locked and secured to avoid noise or spillage;
- ❑ Always observe the posted speed on site and the local road network;
- ❑ No tailgating is permitted – a 300m gap is to be maintained;
- ❑ Equipment to be used must be fit for purpose; and
- ❑ Drivers to obey the loading, dispatch and product transportation times outlined in Table 3.1

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### 3.5.1 Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicle damage. In accordance with Schedule 3, Condition 24 of the Development Consent, all loaded vehicles entering or leaving the site are effectively covered for the duration of the trip with the exception of loads consisting solely of boulders greater than one tonne in weight. 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 and again after unloading. Drivers must ensure that following tipping that the tailgate is locked before leaving the site. Quarry management is to monitor loose material on the side of the haulage route from quarry operations and take appropriate action (removal or suppression) regularly.

### 3.5.2 Cleanliness

All loaded vehicles are to be inspected prior to leaving the site for cleanliness. Any materials that could fall on the road will be removed prior to leaving the site to minimise dust, damage to other vehicles, and prevent tracking of material onto the surface of the public road from vehicles leaving the quarry.

### 3.6 Vehicle Departure and Arrival (avoiding convoys)

The potential for heavy vehicle convoys will be minimised by truck drivers maintaining a 300m gap between trucks whilst travelling between the quarry and the Hume Highway in both directions. Drivers are made aware of this requirement as part of the Truck Driver Induction. The intersection between the Quarry and Brayton Road is monitored to ensure that trucks maintain adequate spacing when leaving the site and random compliance checks of driver behaviour are conducted by Quarry management along the primary and secondary transport routes as detailed in Section 3.11.

### 3.7 Operating Hours

The approved operating hours in relation to transport provided in Table 3.1.

**Table 3.1 Schedule 3, Condition 4, Operating Hours**

| Activity                                      | Day                        | Time   |
|---|----------------------------|--|
| Loading and Dispatch                          | Monday to Saturday         | 24-hours except 6.00pm Saturday to 2.00am Monday |
|   | Sunday and Public Holidays | None   |
| Transportation on the primary transport route | Monday – Saturday          | 24-hours except 6.00pm Saturday to 2.00am Monday |
|   | Sunday and Public Holidays | None   |

| Activity  | Day                        | Time             |
|---|----------------------------|------------------|
| Transportation on the secondary transport route | Monday – Saturday          | 6.00am to 7.00pm |
|   | Sunday and Public Holidays | None             |

### 3.8 Safe Merging Practices

The intersection of Red Hills Road and the Hume Highway has been upgraded as part of the Extension Project and now includes a northbound acceleration lane. All trucks shall use the acceleration lane to enable safe merging into the left northbound travelling lane of the Hume Highway. In accordance with Transport for NSW road rules trucks merging on the Hume Highway will give way to vehicles already on the Hume Highway. Trucks using the acceleration lane must not merge unless safe to do so including adequate speed.

### 3.9 Truck Routes

All drivers are to be informed of the approved truck routes operating at Gunlake Quarry. Adherence to this is to be verified by the Quarry Manager or other designated employee through random observations. The designated truck routes are shown in **Figure 2**, Appendix A and on the Gunlake website at <https://www.gunlake.com.au/wp-content/uploads/2022/04/Gunlake-Quarry-Entry-and-Exit-Route-Map.pdf>.

#### 3.9.1 Vehicles Travelling to and from the North

Vehicles travelling north from the Quarry turn right onto Brayton Road and travel south to south east before turning left onto Ambrose Road, which connects to Red Hills Road. The north bound lane of the Hume Highway is accessed from Red Hills Road. Vehicles turning left at this intersection are required to give way to traffic on the Hume Highway, so must select a safe gap in the traffic flow before turning left onto the highway.

Vehicles travelling to the Quarry from the north, will continue south to the South Marulan Interchange on the Hume Highway, and use the deceleration lane to exit the Hume Highway at the South Marulan Interchange. Vehicles then turn right at the roundabout to cross over the Hume Highway, and then immediately right again to access the north bound lane of the Hume Highway. Vehicles then continue along the highway in a northerly direction before using the deceleration lane to turn left at the Red Hills Road Exit. Vehicles then continue along Ambrose Road, before turning right onto Brayton Road to access the Quarry. These trucks pass two RMS Heavy Vehicle Safety Station (HVSS) per trip, one being the southbound Marulan HVSS and the second being the northbound Marulan HVSS.

#### 3.9.2 Vehicles Travelling to and from the South

Vehicles travelling south from the Quarry turn right onto Brayton Road and travel south to south east before reaching the Brayton Road/ Stoney Creek Road intersection. Vehicles continue left along Brayton Road to the George Street intersection. Vehicles must give way to traffic on George Street. Once a safe gap is selected, vehicles continue along Brayton Road to cross beneath the Hume Highway to access the south bound lane via the acceleration lane on the Marulan Interchange.

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Vehicles travelling to the Quarry from the south will continue north past Marulan before turning left at the Red Hills Road Exit. Vehicles then continue along Ambrose Road, before turning right onto Brayton Road to access the Quarry. These trucks pass the RMS northbound Marulan HVSS.

### 3.9.3 Overtaking

There is to be no overtaking of moving vehicles by Gunlake trucks or transport contractors while on the Primary Transport Route and the Secondary Transport Route, unless in emergency situations.

### 3.9.4 Protocols for Interaction with School Buses

Brayton Road, Ambrose Road, and Red Hills Road are used by the local school bus service. The bus stop locations can vary, depending on the residential address of the children using the bus on any given day, and it is at the discretion of the bus driver to decide where it is safe and appropriate to stop. The hours of school bus operation are approximately between 7:30am and 9:00am and 3:30pm and 5:00pm. Truck drivers are instructed to be aware of possible school bus movements in these periods, and to decelerate if they see a school bus stopped beside the road with flashing lights, and proceed past the bus at 40 km/hr.

### 3.10 Contact Numbers

|   |                |
|---|----------------|
| Transport for NSW Transport Management Centre incident reporting line | 131 700        |
| Goulburn-Mulwaree Shire Council                                       | (02) 4823 4444 |
| Quarry Manager  | (02) 4841 1344 |
| NSW Police Service  | 000            |

### 3.11 Compliance Checks

The Gunlake Quarry manager will conduct random compliance checks of driver behaviour along the primary and secondary transport routes. Drivers are continually observed on dispatch from the weighbridge and return to the quarry. Weighbridge records are kept of axle weight compliance and load limits and travel times. Random compliance checks covering other matters in the Truck Driver Code of Conduct will be undertaken no less than once per quarter which will involve:

- Inspection of truck safety systems;
- Observations of trucks at intersections
- Observation of truck separation distances when travelling between the Quarry and the Hume Highway in both directions;
- Review of log books and travel times, and;
- Review of Transport for NSW complaint records, concerns raised at CCC meetings and Gunlake Complaints Register.

## **4. Communication and Reporting**

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Each Management Plan in operation at Gunlake Quarry includes ongoing consultation with government and community stakeholders.

### **4.1 Community Consultation**

Gunlake management is required keep the local community and relevant agencies informed about the construction, operation and environmental performance of the development. A Community Consultative Committee (CCC) has been formed and issues relating to traffic and transportation are discussed in CCC meetings.

### **4.2 Government Consultation**

Gunlake uses roads that are under the control of Goulburn Mulwaree Council and/or Transport for NSW. This Traffic Management Plan has been developed in consultation with both groups. Gunlake liaised closely with Transport NSW in relation to the intersection with the Hume Highway as well as the suitability of other intersections.

Gunlake and Council have undertaken extensive discussions since the commencement of quarrying operations. Gunlake will continue to liaise with both Council and Transport for NSW in relation to the ongoing quarry operation and any future life of quarry development.

### **4.3 Community Complaints**

Gunlake maintains a community complaints register on its website that identifies actions required to resolve community issues. The main phone line is listed in the white pages, the property sign at the main entrance, as well the company website. The complaints register records the following details:

- Complainant name and contact details
- Nature of the complaint (noise, dust, traffic etc)
- Time and date of the complaint
- Specifics of the complaint
- Actions taken to resolve the complaint
- Confirmation that the complaint has been resolved.

In the event that an issue is unresolved, the register will include details of the outstanding issues and any actions that are required. It is recognised that some issues may not have a simple resolution and have resulted in multiple complaints. These form part of the ongoing environmental improvement program for the operation

### **4.4 Public Access to Information**

Gunlake provide updated environmental monitoring data on the company's web page as required by Condition 13 of Schedule 5 of the development consent.

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## **4.5 Reporting**

Conditions 8, 9 and 10 of Schedule 5 detail the required reporting regime. These include incident reporting, regular reporting of environmental performance and annual reporting. Gunlake will continue to submit an Annual Review to the Department of Planning and Environment each year. The Annual Review is also submitted to the Community Consultative Committee and relevant agencies. The contents required for the Annual Review are detailed in Condition 10, Schedule 5 of the development consent.



## **5. Verification and Corrective Action**

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This TMP forms a component of the overall Environmental Management System for the Gunlake Quarry. An essential component of the EMS is verification and implementation of corrective actions as required to achieve compliance with the requirements of the development consent.

### **5.1 Performance and Monitoring**

Data about traffic movements associated with the normal operations of the site will be collected and reported to the Quarry Manager. The controls implemented to cover the employer obligations of Work Health and Safety requirements will be assessed regularly, to determine the effectiveness of the WH&S controls. Reports of driver behaviour contravening the Code of Conduct, or other reports/complaints from residents will be immediately referred to the Quarry Manager who will institute corrective and/or disciplinary action.

#### **5.1.1 Haulage Records**

In accordance with Schedule 3 Condition 23 of the Development Consent, Gunlake keeps a record of all truck movements to and from the site which are available for inspection at the request of the Secretary or Council. A summary of these records (which includes daily maximum and averages) is published on the website on a six-monthly basis

### **5.2 Non-Conformance, Corrective Action and Adaptive Management**

Responsibility for identifying non-conformances will rest with a number of personnel on site to ensure that any non-conformances are identified as soon as possible. Primary responsibility rests with the Quarry Manager. All non-conformances are reported to the Quarry Manager in the first instance who then directs other key personnel as required.

In the event of a breach of the Traffic Management Plan or Truck Driver Code of Conduct, the potential causes of the breach will be investigated, and appropriate corrective and preventative actions undertaken. Any preventative actions and changes to work instructions and procedures determined will be documented and included in the Traffic Management Plan and Truck Driver Code of Conduct.

### **5.3 Management Review**

This TMP will be reviewed on an annual basis or following an Incident Report, Independent Environmental Audit or modification to the consent. Outcomes of these reviews may result in an update to this plan. The purpose of management review is to identify any weaknesses or out of date procedures. The aim is to maintain the TMP in line with current industry standards.

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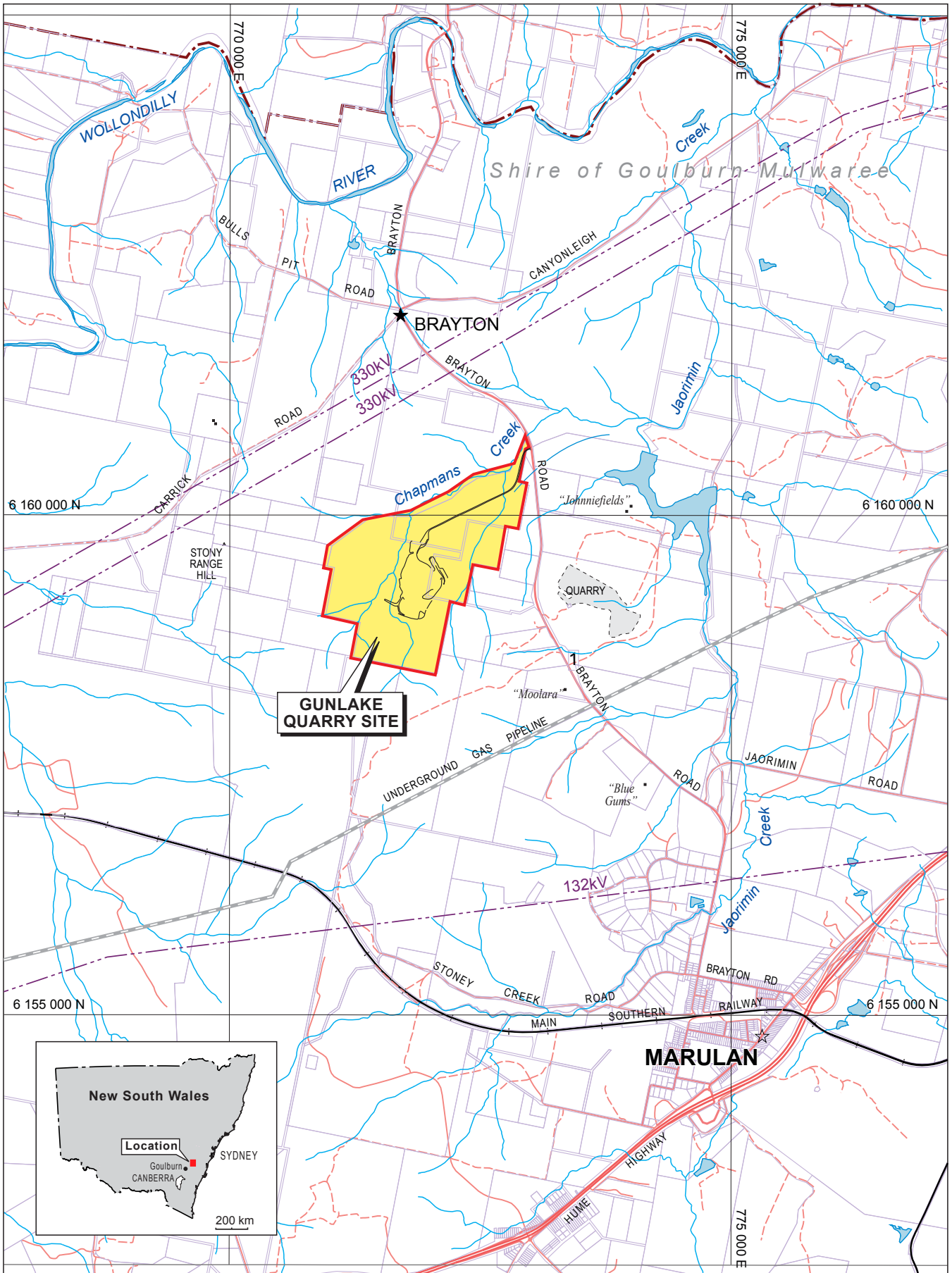
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#### **5.4 Continuous Improvements**

A key component of the environmental management of Gunlake Quarry is the commitment to continuous improvement. This will be measured by formal and informal criteria. Formal measures will include monitoring data, internal and external inspection and action plans. This information will be used to establish trends in non-compliance and environmental performance. The level of non-compliance with both statutory and company standards will then be summarised in the Annual Review.

## **Appendix A - Plans**

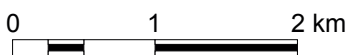
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Datum: GDA  
MGA Zone 55

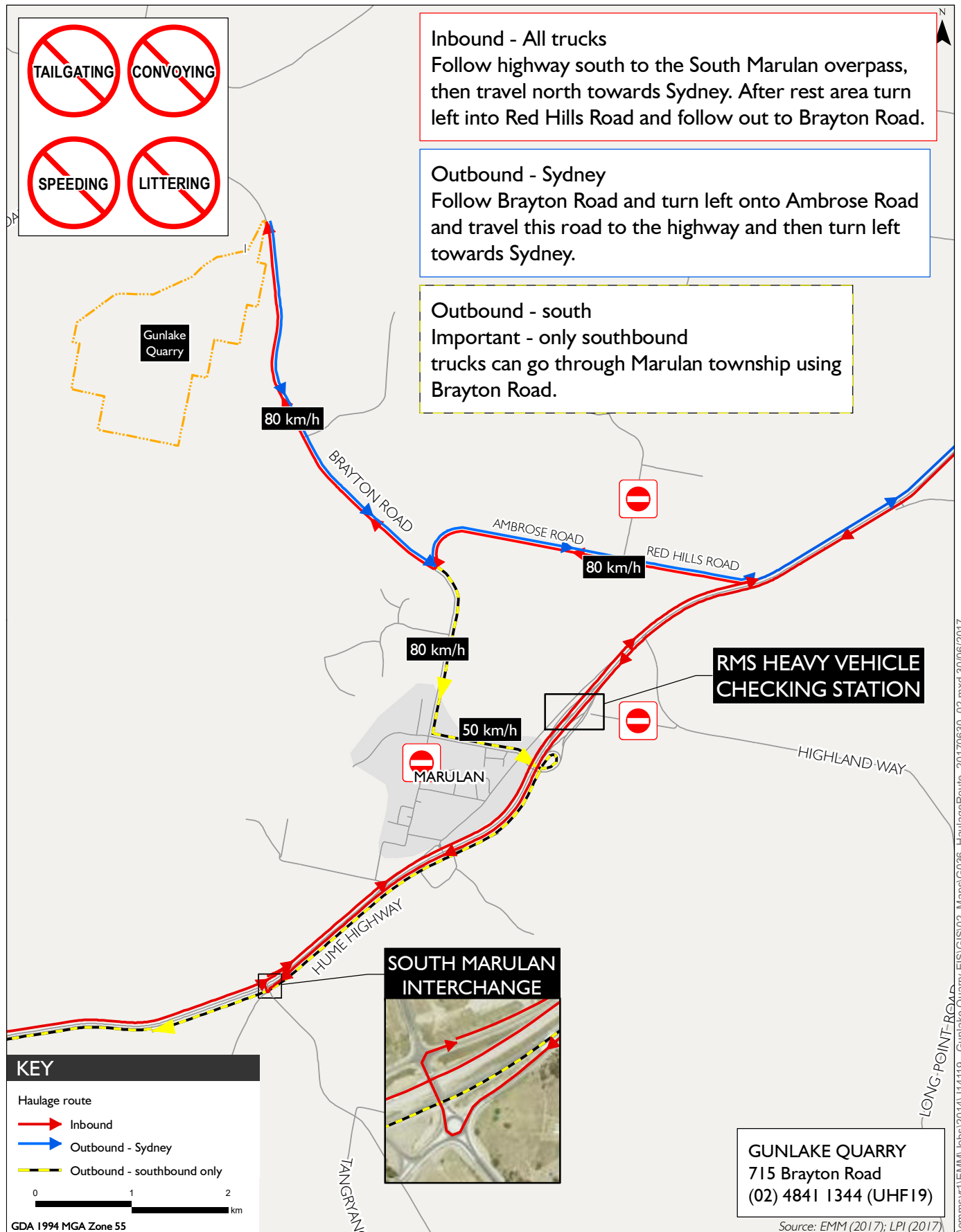
Map Source: © Department of Lands, NSW

- |  |                |  |                          |  |           |
|--|----------------|--|--------------------------|--|-----------|
|  | Dam            |  | Gas pipeline             |  | Main road |
|  | River or creek |  | Electricity transmission |  | Railway   |



**FIGURE 1**  
**Gunlake Quarry**  
**Regional Location**

# DRIVE CAREFULLY, RESPONSIBLY AND RESPECT OUR LOCAL COMMUNITY



\emms\vr\EMM\Jobs\2014\114119 - Gunlake Quarry EIS\GIS\02\_Maps\G036\_HaulageRoute\_20170630\_02.mxd 30/06/2017  
 LONG POINT ROADS



## **Appendix B – Gunlake Quarry Truck Driver Code of Conduct and Induction**

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The Gunlake Quarry Truck Driver Code of Conduct and Induction is a live document and is updated as necessary to reflect changes in site operations and traffic management, company policies, legislation and WH&S procedures. The current Gunlake Quarry Truck Driver Code of Conduct and Induction can be accessed any time via the following web address:

<https://www.gunlake.com.au/inductions/>

## **Appendix C – Stakeholder Consultation**



Goulburn Mulwaree Council  
Locked Bag 22  
Goulburn NSW 2580

Civic Centre  
184 - 194 Bourke Street  
Goulburn NSW 2580  
t (02) 4823 4444  
e council@goulburn.nsw.gov.au  
www.goulburn.nsw.gov.au

Contact: Louise Wakefield

27 March 2018

Attention: David Kelly  
Head of Development  
PO Box 1665  
Double Bay NSW 2028

Dear David

**Subject: Draft Traffic Management Plan  
Gunlake Quarry - Extension Project MP07-0074**

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In relation to the above, Council would like to provide the following comments.

#### **Section 34 Agreement – Schedule 3, Environmental Performance Conditions**

- Condition 25(c) requires that the TMP must address how Gunlake will avoid “dispatching and/or receiving large groups of convoys of laden trucks from the site onto public roads”.

*This is a critical issue and Council does not believe the TMP covers this requirement in sufficient detail.*

- Condition 26(c) states that the upgrades should conform to Austroads standards, which would require travel lanes of 3.5m wide. However, Condition 26(c) (iii) states “design plans shall demonstrate that 3.1m wide lanes are provided...”

*After reviewing the TMP, given the volume of heavy vehicles, it is recommended that the travel lanes be 3.5m wide.*

#### **Traffic Management Plan – specific items/concerns to be addressed**

- The second paragraph of Clause 3.8.2 is incomplete.
- One of the key traffic issues that has been raised at the Gunlake CCC on a number of occasions is that of trucks missing gears on Ambrose Rd, running out of power and having to reverse to the bottom in order to start again. This is dangerous, but particularly so in the fog. To undertake this manoeuvre trucks are required to use the actual carriageway against the flow of traffic.

*How is Gunlake addressing this issue ?*



- The matter of ensuring quarry material does not end up on public roads has not been satisfactorily addressed (e.g. are there grates or other structures or a wash down area that would help shake free or wash away any debris before the trucks leave the site?).
- The Truck Driver Induction Form is supported – perhaps though it might be good to have a few lines upfront about the objectives of the induction and what the Company wants to achieve from their drivers (i.e. to be safe, courteous road users with safety as the number one priority, etc). This would set the tone and justification for implementing the rules and procedures following it. People are more likely to follow directions if they understand why they are doing it and the Company expects and values high standards of behaviour.
- The above matter of ensuring trucks are free of debris before leaving the site (and the justification for ensuring this) needs to be incorporated into the Gunlake Truck Driver Induction Form.
- Include a general requirement in the Induction Form to be conscious of and respectful towards the community and other road users including taking into account the varying levels of driver ability and confidence and the needs of all road users and amenity of residents along the haul routes.
- Include Gunlake’s various templates for reporting associated with traffic movements and haulage for transparency with the community.

I can be contacted on (02) 48 234 480 if you would like to discuss these comments further.

Yours sincerely



Louise Wakefield  
**Director Growth Strategy & Culture**

## Kirsty Nielsen

---

**From:** Matt O'Rourke <Matt.ORourke@goulburn.nsw.gov.au>  
**Sent:** Friday, 23 September 2022 12:33 PM  
**To:** David Kelly; Andrew Lissenden  
**Cc:** Kirsty Nielsen  
**Subject:** RE: Gunlake Quarry Traffic Management Plan Update

Good Afternoon David

I refer to your email dated 31 August 2022, regarding the then attached Gunlake Traffic Management Plan July 2022 Markup.

The TMP has been review and is deemed satisfactory.

Regards

**Matt O'Rourke**  
**Director Operations**

T: 02 4823 4520

[Goulburn Mulwaree Council](#) Locked Bag 22 Goulburn NSW 2580 | Connect on [Facebook](#)



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**From:** David Kelly <davidkelly@gunlake.com.au>  
**Sent:** Wednesday, 31 August 2022 3:01 PM  
**To:** Council <Council@goulburn.nsw.gov.au>; Andrew Lissenden <andrew.lissenden@transport.nsw.gov.au>  
**Cc:** Kirsty Nielsen <kirsty@gunlake.com.au>  
**Subject:** Gunlake Quarry Traffic Management Plan Update

Please see attached a marked up version of the Gunlake Quarry TMP incorporating DPE comments on the Gunlake Quarry Mod 2 management review of the plan. Appendix C will be updated to reflect the consultation.

We look forward to receiving any comment you may have.

Regards,

DAVID KELLY

Head of Development

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**GUNLAKE CONCRETE AND QUARRIES**



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**m:** + 61 437 545 732

**e:** [davidkelly@gunlake.com.au](mailto:davidkelly@gunlake.com.au)

**Head Office:** (02) 9363 1744

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## Kirsty Nielsen

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**From:** Andrew Lissenden <andrew.lissenden@transport.nsw.gov.au>  
**Sent:** Monday, 19 September 2022 8:30 PM  
**To:** David Kelly  
**Cc:** Tfnsw ExternalContact116; Nagindar Singh; Kirsty Nielsen  
**Subject:** Mod 2 Gunlake Quarry Traffic Management Plan Update - Comments with TfNSW (TfNSW Ref: STH09/01940/31)  
**Attachments:** Gunlake Traffic Management Plan July 2022 Markup.docx

Hi David,

Further to your emails dated 31 August 2022 and 12 September 2022, please find below comments/suggestions from Transport for NSW (TfNSW) on the updated Gunlake Quarry Traffic Management Plan (TMP), Revision No. 10, dated 31/07/22 (copy attached) as per the requirements of Condition 25 in Schedule 3. The conditions of consent referenced in this email are those contained in 'Annexure B' of Land and Environment Court Proceedings 327172 of 2020.

1. *Compliance Checks (Section 3.11)*: TfNSW suggests that consideration should be given to amending the wording of this section so as to detail the minimum number of random compliance checks that will be undertaken on a six-monthly basis. TfNSW notes the requirements of Condition 28 in Schedule 3 that specifies compliance checks no less than once per quarter noting that it is silent on the number of individual compliance checks to be undertaken.
2. *Communication and Reporting (Section 4)*: TfNSW suggests that details are provided in Section 4 of the TMP on how the outcome of the random compliance checks that Section 3.11 will be reported on. In addition, this Section should include links to the sections of the Gunlake Quarry webpage that contains the information on the reporting, community consultation, government consultation, etc.
3. *Community Complaints (Section 4.3)*: TfNSW suggests that the wording of this section needs to be amended to include a statement that the complaints register is publicly available to view on its website and updated monthly as per the requirements of Condition 13 in Schedule 5. In addition, this Section should include a link to the section of the Gunlake Quarry webpage that contains the information on the complaint register reporting.
4. *Haulage Records (Section 5.1.1)*: TfNSW suggests that the wording of this section needs to be amended to correctly reflect what is required by Condition 23 in Schedule 3. Specifically, it should include a statement that a summary of records, which includes daily maximum and calendar month averages, will be published on the Gunlake Quarry website every 6 months). In addition, this Section should include a link to the section of the Gunlake Quarry webpage that contains the information on the haulage records reporting.

Regards

**Andrew Lissenden**  
Development Services, South  
Regional and Outer Metropolitan  
**Transport for NSW**

P 0418 962 703 E [andrew.lissenden@transport.nsw.gov.au](mailto:andrew.lissenden@transport.nsw.gov.au)  
[transport.nsw.gov.au](http://transport.nsw.gov.au)  
Level 4, 90 Crown Street  
Wollongong NSW 2500



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**From:** David Kelly <[davidkelly@gunlake.com.au](mailto:davidkelly@gunlake.com.au)>  
**Sent:** Monday, 12 September 2022 10:17 AM  
**To:** Andrew Lissenden <[andrew.lissenden@transport.nsw.gov.au](mailto:andrew.lissenden@transport.nsw.gov.au)>  
**Cc:** Kirsty Nielsen <[kirsty@gunlake.com.au](mailto:kirsty@gunlake.com.au)>  
**Subject:** FW: Gunlake Quarry Traffic Management Plan Update

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Hi Andrew,

As discussed please see DPE minor comments on the TMP update below, following the Mod 2 approval. These have been incorporated into the plan.

| <b>Traffic Management Plan – SSD 7090 – Condition 25, Schedule 3</b>   | <b>Satisfactory (Yes/No/Partial)</b> | <b>Comment</b>  |
|--|--------------------------------------|---|
| The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Secretary. This plan must:   |                                      |   |
| (a) be prepared in consultation with RMS and Council;  | Partial                              | Evidence provided for Council, please provide evidence of consultation with RMS. Please provide copies of all correspond in an Appendix.  |
| (b) be submitted to the Secretary for approval within six months of commencing development under this consent and prior to commencing quarrying operations under this consent; | -                                    | -   |
| (c) describe the measures that would be implemented to avoid dispatching and/or receiving large groups or convoys of laden trucks from the site onto public roads;             | Yes                                  | Satisfied – See Section 3.6, Appendix A and Appendix B.   |
| (d) include a Drivers' Code of Conduct as required under condition 28 of Schedule 3;   | Partial                              | See Section 3.1-3.10, Appendix A and Appendix B – Please provide further details on safe and quiet driving practices that must be used by drivers transporting products to and from the quarry (particularly on the primary and secondary transport routes) and on safe merging practices at the intersection of Red Hills Road and the Hume Highway. |
| (e) describe the measures that would be put in place to ensure compliance with the Driver's Code of Conduct; and   | Partial                              | See Section 3.10 – Provide further details on the frequency and location of these random compliance checks will be undertaken.  |
| (f) include measures to minimise the transmission of dust and tracking of material onto the surface of the public road from vehicles leaving the quarry.                       | Yes                                  | Satisfied – See Section 3.5.1 and Section 3.5.2.  |
| The Applicant must implement the Traffic Management Plan as approved by the Secretary.   | -                                    | -   |
| <b>General comments:</b>   |                                      |   |
| <ul style="list-style-type: none"> <li>• "Should" is used in Section 3.5.2 Cleanliness. The Department requires definitive statements please replace with "will".</li> </ul>   |                                      |   |

Regards  
David

**From:** David Kelly  
**Sent:** Wednesday, 31 August 2022 3:01 PM

To: 'council@goulburn.nsw.gov.au' <[council@goulburn.nsw.gov.au](mailto:council@goulburn.nsw.gov.au)>; Andrew Lissenden <[andrew.lissenden@transport.nsw.gov.au](mailto:andrew.lissenden@transport.nsw.gov.au)>  
Cc: Kirsty Nielsen <[kirsty@gunlake.com.au](mailto:kirsty@gunlake.com.au)>  
Subject: Gunlake Quarry Traffic Management Plan Update

Please see attached a marked up version of the Gunlake Quarry TMP incorporating DPE comments on the Gunlake Quarry Mod 2 management review of the plan. Appendix C will be updated to reflect the consultation.

We look forward to receiving any comment you may have.

Regards,

DAVID KELLY  
Head of Development

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**GUNLAKE CONCRETE AND QUARRIES**



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**Table C1 – Response to Transport for NSW Comments**

| <b>Agency Comment (received 19.09.2022)</b>  | <b>Gunlake Response</b>   |
|--|---|
| <p><b>Compliance Checks (Section 3.11):</b> TfNSW suggests that consideration should be given to amending the wording of this section so as to detail the minimum number of random compliance checks that will be undertaken on a six-monthly basis. TfNSW notes the requirements of Condition 28 in Schedule 3 that specifies compliance checks no less than once per quarter noting that it is silent on the number of individual compliance checks to be undertaken.</p>  | <p>Section 3.11 updated.</p>  |
| <p><b>Communication and Reporting (Section 4):</b> TfNSW suggests that details are provided in Section 4 of the TMP on how the outcome of the random compliance checks that Section 3.11 will be reported on. In addition, this Section should include links to the sections of the Gunlake Quarry webpage that contains the information on the reporting, community consultation, government consultation, etc.</p>   | <p>Noted. Gunlake regularly updates the CCC on these issues, and minutes of the meetings held are published on the website.</p> |
| <p><b>Community Complaints (Section 4.3):</b> TfNSW suggests that the wording of this section needs to be amended to include a statement that the complaints register is publicly available to view on its website and updated monthly as per the requirements of Condition 13 in Schedule 5. In addition, this Section should include a link to the section of the Gunlake Quarry webpage that contains the information on the complaint register reporting.</p>  | <p>Gunlake maintains a community complaints register on the website.</p>  |
| <p><b>Haulage Records (Section 5.1.1):</b> TfNSW suggests that the wording of this section needs to be amended to correctly reflect what is required by Condition 23 in Schedule 3. Specifically, it should include a statement that a summary of records, which includes daily maximum and calendar month averages, will be published on the Gunlake Quarry website every 6 months). In addition, this Section should include a link to the section of the Gunlake Quarry webpage that contains the information on the haulage records reporting.</p> | <p>Section 5.1.1 amended. Gunlake provides this data on the website.</p>  |