

PF FORMATION

**TRAFFIC MANAGEMENT PLAN
FOR
CONSOLIDATED CONSENT OF DEVELOPMENT
APPLICATION NO 06_0104
FOR
THE HITCHCOCK ROAD SAND PROJECT**

REV C

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1.0 INTRODUCTION

1.1 Background

Approval for the Project was granted by the NSW Land and Environment Court in 1998 with approval to produce a maximum of 400,000 tpa of processed sand with a daily limit of 200 laden vehicle movements from the processing plant and a Project life to 30 November 2028.

The Project Approval (PA 06_0104), granted 14 February 2009, approved sand extraction within additional parcels of land, amended allowable depth of extraction from 187m AHD to 183m AHD, and approved the importation of Virgin Excavated Natural Material (VENM) to the site for recycling or processing. However, PA 06_0104 restricted laden truck movements for trucks importing VENM to the site to 20 per day but as a sub-limit within the total truck movements already approved. No alterations were made to the initial conditions of approval including the 400,000 tpa upper limit of extraction, 200 total laden truck movements per day, or Project life.

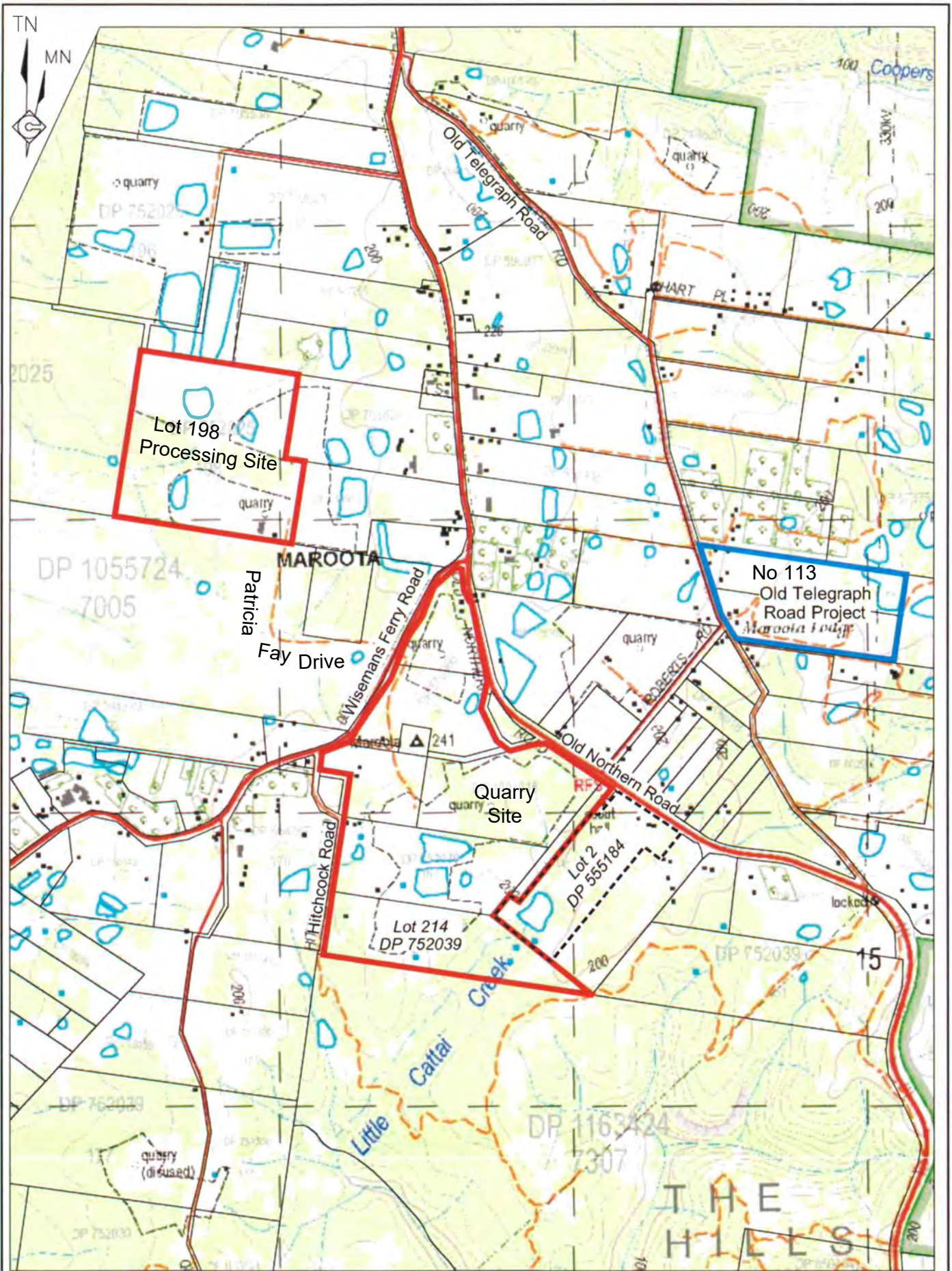
Since the grant of PA 06_0104 the Applicant has received Development Consent DA 1380/2014, amended 5 February 2019 approving the export of 20 loads of VENM from the Applicant's Old Telegraph Road Project, located approximately 1.9km by road from the Project Site (see **Figure 1**) for a period of 20 years (i.e. to July 2037) and the entire sub-limit of 20 loads per day for VENM importation is utilized for the duration of the Project. As a result, no further VENM from other sources can be imported to the Project Site.

The availability of Excavated Natural material (ENM) and other materials have also increased since the grant of PA 06_0104 and legislation now provides for its beneficial use through Resource Recovery Orders and Exemptions. As a result, the Applicant has the opportunity to attract VENM, ENM and other approved materials to the Project Site, thereby increasing the life of the Project. Furthermore, as less overburden material (non-saleable material) has been encountered than originally anticipated and fewer fines have been generated from washing, the amount of material available to achieve the final landform has not been realised. Therefore, additional capacity is available for placement of fines generated from washing of imported materials as well as direct placement of suitable materials to create the final landform.

Additionally, since the grant of PA 06_0104 the Applicant has purchased adjoining land parcel (Lot 2 DP 555184), allowing the removal of previous buffer requirements. The Applicant has also purchased Lot 214 DP 52039, the southern land parcel within the Project Site (see **Figure 1**).

1.2 Purpose

This report has been prepared to satisfy Condition 31A of Section 4.55(2) Modification of the Development Consent 06_0104 from NSW Government Department of Planning and Environment dated 3rd December 2021 for the Hitchcock Road Sand Project that states: -



REFERENCE

- Project Site Boundary
- Old Telegraph Road Project Boundary
- - - - Lot 2 DP 555184 Boundary
- Cadastral Boundary

SCALE 1:20 000 (A4)



Base Map Source: NSW Topographic Web Map -LPI

Figure 1
LOCALITY PLAN

(1.2 continued.)***Traffic Management Plan***

31A. *The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:*

- (a) be prepared by suitably qualified and experienced person/s whose appointment has been endorsed by the Planning Secretary;*
- (b) be prepared in consultation with TfNSW and Council;*
- (c) include details of all haulage transport routes within the Council local government area and vehicle types to be used for development-related traffic;*
- (d) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users, including minimising potential for conflict with school buses;*
- (e) include a Drivers' Code of Conduct that includes procedures requiring that drivers:*
 - (i) adhere to posted speed limits or other required travelling speeds;*
 - (ii) adhere to designated transport routes; and*
 - (iii) implement safe and quiet driving practices;*
- (f) describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct; and*
- (g) propose measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site.*

1.3 Scope of Report

The Traffic Management Plan details the measures to be implemented for the safe movement of vehicles on all haulage transport routes to and from the quarry and processing sites and vehicles, plant, equipment and pedestrians within the quarry and processing sites.

The report explains the loading procedure – Pit 2, vehicular access to the site, size of vehicles and daily truck volumes and traffic control plan.

The sand quarry and processing sites are shown in **Figure 1, Locality Plan**. Peak hour traffic volumes by class of vehicle and by direction at the Patricia Fay Drive/Wisemans Ferry Road intersection and the Wisemans Ferry Road/Old Northern Road intersection were counted in September 2020 for the Section 4.55 (2) Modification Application *Traffic Report No 7/20* in Appendix A.

Both intersections were analysed using SIDRA version 8.0 under existing 2020 and future 2038 peak hour traffic volumes and operated at Level of Service A.

1.4 Plan Objectives

The objectives of the Traffic Management Plan are to: -

- Ensure the safety of contractors and construction workers on site, pedestrians, traffic and the general public on transport routes to and from the sites.
- Keep traffic delays to a minimum.
- Maintain safe vehicular access to the sites.
- Minimise disruptions to adjoining commercial properties.
- Satisfy Condition No. 31A and Condition 16.

1.5 Definitions

The following definitions and abbreviations are used in the Traffic Management Plan: -

P.F.F	P.F. Formation Pty Ltd
RMS	Roads and Maritime Services (Now Transport for NSW)
ONR	Old Northern Road
TMP	Traffic Management Plan
WFR	Wisemans Ferry Road
TCP	Traffic Control Plan
VENM	Virgin Excavated Natural Material
PPE	Personal Protective Equipment
TfNSW	Roads and Traffic Authority now Transport for NSW

1.6 Responsibilities

The applicant PF Formation is committed to ensure that the Traffic Management Plan (TMP) as approved by the Planning Secretary is implemented. A copy of the TMP is to be kept on site at all times. It is the responsibility of every person employed on the work site to comply with the rules as set down in the site safety plan and this TMP. All haulage drivers have to comply with the requirements in the Driver Code of Conduct.

1.7 Non-compliance Notification

Within seven days of becoming aware of a non-compliance the applicant must notify the Department in writing via the Department's major projects website, describe the development, provide the development application number, set out the condition of this consent that the development is not compliant with, reasons for non-compliance and actions taken to address the non-compliance.

1.8 References

The following Australian Standards, legislation and Traffic Reports should be referenced to:

1. Notice of Modification Section 4.55 (2) of Development consent (06-0104),
2. AS/NZS 1742.3 – 2019. Manual of Uniform Traffic Control Devices.
Part 3 – Traffic Control for Works on Roads.
3. RMS – Traffic Control at Worksites Manual Version 4 – 2010 (Now TfNSW).
4. P.F. Formation Traffic Control Plan 2021.
5. Work Health and Safety Act 2011 (NSW).
6. Austroads Guide to Traffic Management Part 12: Austroads Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections.
7. Review of Traffic Control at Worksites Technical Manual – Issue 6.1 for TfNSW Work Sites.
8. Traffic Report No 7/20 for Section 4.55(2) Modification by Lyle Marshall & Partners.

1.9 Access to Information – Condition 10 and 11 of Schedule 5

Condition 10 of Schedule 5. Within 1 month of the approval of any plan/strategy/program required under this consent (or any subsequent revision of these plans/strategies/programs), or the completion of the audits or an Annual Review required under this consent, the Applicant must:

- (a) provide a copy of the relevant document/s to the relevant agencies and to members of the general public upon request; and*
- (b) ensure that a copy of the relevant document/s is made publicly available on its website and at the Applicant's office.*

10. Response

All documents are provided on the company website. A summary of these reports publicly available will be included in the TMP Plan with a copy of the website address.

Condition 11 of Schedule 5. During the development, the Applicant must:

- (a) make a summary of monitoring results required under this consent publicly available on its website and at the site office; and*
- (b) update these results on a regular basis.*

11. Response

The applicant will make a summary of the monitoring results available on its website. Refer to **Appendix F** for an example.

2.0 TRAFFIC MANAGEMENT PLAN

2.1 Introduction

The project approval number (PA 06_0104a) was granted in February 2009. The modification of the development consent was granted 3rd December 2021, and this traffic management plan has been prepared to satisfy Condition 31A of the consent.

Since the grant of PA 06_0104 the Applicant has purchased adjoining land parcel (Lot 2 DP 555184), allowing the removal of previous buffer requirements. The Applicant has also purchased Lot 214 DP 52039, the southern land parcel within the Project Site (**see Figure 1**).

2.2 Features on the Road Network

2.2.1 Wisemans Ferry Road

Wisemans Ferry Road is a 2-lane sealed rural road with marked edge lines and centre barrier lines, right turn bays at Patricia Fay Drive and the Quarry access and left turn lanes from the major road. The right turn bays have tapers 15 to 20 metres long and a total length of 85 metres (northbound into the Quarry Site) and 65 metres (southbound into Patricia Fay Drive). The lane widths are generally 3.4 metres, the sealed shoulders 0.7 to 1.5 metres wide and gravel shoulders of variable width.

2.2.2 Old Northern Road

Old Northern Road has a sealed pavement about 6.5 to 6.7 metres wide, sealed shoulders about 1 metre wide and unsealed gravel shoulders beyond which vary in width from about 0.5 to 1.5 metres. The edges of the sealed pavement are subject to higher loading by heavy vehicles travelling near the edges of the road pavement and require higher maintenance to repair the broken edges. The road pavement is generally in reasonable condition.

Based upon Table 4.1 in *Austroads Rural Road Design* the desirable sealed pavement width in Old Northern Road and Wisemans Ferry Road excluding any sealing of shoulders is 7.0 metres where the AADT Traffic Volumes are well in excess of 1000 veh/day. Both roads comply with total sealed widths (including shoulders) exceeding 7m.

Both roads are shown clearly in the aerial photograph in **Figure 2**.



Figure 2 Aerial Map Showing Traffic Counting Stations

2.3 Traffic Volumes

A detailed report No 07-20 dated October 2020 details the existing and proposed traffic volumes on the local network.

Daily Traffic Counts

Traffic volume and classification counts were made for a 7-day period 1/9/20 to 7/9/20 in Wisemans Ferry Road 200 metres west of Old Northern Road and in Old Northern Road 130 metres south of Wisemans Ferry Road. A summary of existing traffic volumes is provided in **Appendix B** of this report.

2.4 Maroota Local Traffic Management Policy

The Maroota Local Traffic Management Policy is an inter-pit agreement between local sand quarries. A copy of this policy document is included in **Appendix H** of this report. All haulage vehicles entering and leaving the quarry sites must comply with the Traffic Management Policy including:

- The speed limit as observed on all local and arterial roads in the Maroota and surrounding areas,
- The speed limit on Old Northern Road at Maroota Public School is 60 km/h.
- The speed limit on Old Northern Road during school zone times is 40 km/h between the hours of:
 - 8:00 - 9:30 am, and
 - 2:30 - 4:00 pm
- All loads must be covered before leaving quarry sites, and
- Drivers are requested to limit the use of engine / exhaust braking in considering potential noise impacts.

This document is followed in conjunction with the Site Traffic Control Plan located in **Appendix A** of this report and the Driver Code of Conduct located in **Appendix C** of this report.

2.5 School Bus Stops and Periods

PF Formation is conscious of school buses in the vicinity of the Maroota locality. Consultation with a representative from the Maroota Public School attends the CCC Community Consultative Committee which meets bi-annually. The committee has a representative from the Hills Shire Council, local residents and Maroota Public School as well as from PF Formation.

Minutes are prepared of each meeting and any concerns from the school and bus services are documented in these minutes. A copy of the minutes is included in the Annual Environment Management Report which is made publicly available on the company website.

Drivers are instructed to be considerate of school buses, speed limits and school zones within the haulage routes. Drivers are to comply with the 40km/hr speed limit in school zones and watch out for children crossing the roads. Any issues are recorded in the minutes.

2.6 Hours of Operation

The PF Formation site is licensed to operate between the hours of 6:00am and 6:00pm Monday to Friday and 6:00am to 6:00pm on Saturdays and at no time on Sundays and Public Holidays.

2.7 Haulage and Transport Routes

The approved consolidated consent approves up to 200 loaded and 200 empty trucks per day. The project site operates Monday to Saturday from 6am to 6pm.

The PF Formation truck data shows that the only trucks crossing Wisemans Ferry Road from the Quarry Site to Lot 198, the processing site, are a water cart and maintenance vehicles. All tertiary sand extracted from the Quarry is mixed with water and transported by pipeline to the processing site.

The most common heavy vehicle types (NHVR) attending the site are common rigid trucks and common rigid trucks and trailer combinations (refer to **Figure 1B**).

In February 2022, the Applicant advised that approximately 70% of processed material was transported on Wisemans Ferry Road and 30% along Old Northern Road.

The haulage transport routes are shown in **Figure 2A**.

We refer to Section 3 Condition 8 of this report whereby all loads comprising raw materials in, and processed materials out are recorded in and out per day. **Table D** includes daily numbers of truck movements on the site for a 12 month period from July 2022 to June 2023. The average daily loads out were 17.1. The maximum loads out between 6:00am and 7:00am was 11 on 8/09/2022. The average daily loads out between 6:00am and 7:00am was 3.3.

2.8 Vehicle Types and Parking

All vehicle types are shown in **Figure 1B** which are used by transport operators that access the quarry. Transport activities will continue to predominantly require the use of any of these types of vehicles, however smaller configurations or rigid vehicles will also be used.

A range of light vehicles may be used by Quarry personnel or service contractors to access the Quarry. These include passenger vehicles, SUVs, utes or other light vehicles.

Parking is provided on site for all employees and visitors to the Quarry.



National Heavy Vehicle Regulator Common Heavy Freight Vehicle Configurations



Disclaimer: This chart shows some of the common heavy vehicle combinations used in Australia. In some circumstances, configurations and mass limits may be restricted. Heavy Vehicle Authorisations (Notices) describe these restrictions. Other heavy vehicle configurations may not be represented. Please visit www.nhvr.gov.au/gov for more information.

	Description	Maximum Length (metres)	Maximum Regulatory Mass under GML (tonnes)	Maximum Regulatory Mass under CML (tonnes)	Maximum Regulatory Mass under HML (tonnes)
1. COMMON RIGID TRUCKS - GENERAL ACCESS					
(a)	2 Axle Rigid Truck	≤ 12.5	15.0	CML does not apply	-
(b)	3 Axle Rigid Truck	≤ 12.5	22.5	23.0	-
(c)	4 Axle Rigid Truck	≤ 12.5	26.0	27.0	-
(d)	4 Axle Twinsteer Rigid Truck	≤ 12.5	26.5	27.0	-
(e)	5 Axle Twinsteer Rigid Truck	≤ 12.5	30.0	31.0	-
2. COMMON SEMITRAILER COMBINATIONS - GENERAL ACCESS					
(a)	3 Axle Semitrailer	≤ 19.0	24.0	-	-
(b)	4 Axle Semitrailer	≤ 19.0	31.5	32.0	32.0
(c)	5 Axle Semitrailer	≤ 19.0	35.0	36.0	37.5
(d)	5 Axle Semitrailer	≤ 19.0	39.0	40.0	40.0
(e)	6 Axle Semitrailer	≤ 19.0	42.5	43.5	45.5
3. COMMON RIGID TRUCK AND TRAILER COMBINATIONS (General access when complying with prescribed mass and dimension requirements)					
(a)	2 Axle Truck and 2 Axle Dog Trailer	≤ 19.0	30.0	-	-
(b)	2 Axle Truck and 2 Axle Pig Trailer	≤ 19.0	30.0	CML does not apply	-
(c)	3 Axle Truck and 2 Axle Dog Trailer	≤ 19.0	40.5	41.0	-
(d)	3 Axle Truck and 2 Axle Pig Trailer	≤ 19.0	37.5	CML does not apply	-
(e)	3 Axle Truck and 3 Axle Dog Trailer	≤ 19.0	42.5	43.5	-
(f)	3 Axle Truck and 3 Axle Pig Trailer	≤ 19.0	40.5	CML does not apply	-
(g)	3 Axle Truck and 4 Axle Dog Trailer	≤ 19.0	42.5	43.5	-
(h)	4 Axle Truck and 3 Axle Dog Trailer	≤ 19.0	42.5	43.5	-
(i)	4 Axle Truck and 4 Axle Dog Trailer	≤ 19.0	42.5	43.5	-
4. COMMON B-DOUBLE COMBINATIONS - CLASS 2					
(a)	7 Axle B-double	≤ 19.0	55.5	57.0	57.0
(b)	8 Axle B-double	≤ 26.0	59.0	61.0	62.5
(c)	8 Axle B-double	≤ 26.0	59.0	61.0	62.5
(d)	9 Axle B-double	≤ 26.0	62.5	64.5	68.0
5. COMMON TYPE 1 ROAD TRAINS - CLASS 2					
(a)	9 Axle A-double	≤ 36.5	72.0	74.0	74.0
(b)	11 Axle A-double	≤ 36.5	79.0	81.0	85.0
(c)	12 Axle A-double	≤ 36.5	82.5	84.5	90.5
(d)	12 Axle Modular B-triple	≤ 35.0	82.5	84.5	90.5
(e)	12 Axle B-triple	≤ 36.5	82.5	84.5	90.5
(f)	14 Axle AB-triple	≤ 36.5	99.0	101.0	107.5
(g)	15 Axle AB-triple	≤ 36.5	102.5	104.5	113.0
(h)	11 Axle Rigid Truck and 2 Dog Trailers	≤ 36.5	88.5	90.5	91.0
6. COMMON TYPE 2 ROAD TRAINS - CLASS 2					
(a)	16 Axle A-triple	≤ 53.5	115.5	117.5	124.5
(b)	18 Axle A-triple	≤ 53.5	122.5	124.5	135.5
(c)	15 Axle AB-triple	≤ 44.0 - Classified by the NHVR as Type 1 when L ≤ 36.5m	102.5	104.5	113.0
(d)	13 Axle Rigid Truck and 2 Dog Trailers	≤ 47.5 - Classified by the NHVR as Type 1 when L ≤ 36.5m	95.5	97.5	102.0
(e)	17 Axle BAB-Quad	≤ 53.5	119.0	121.0	130.0
(f)	18 Axle BAB-Quad	≤ 53.5	122.5	124.5	135.5
(g)	17 Axle ABB-Quad	≤ 53.5	119.0	121.0	130.0
(h)	18 Axle ABB-Quad	≤ 53.5	122.5	124.5	135.5

*Add one more if twinsteer axle group is bootstrapping. **The mass of a dog trailer shall not exceed the mass of the towing vehicle under Schedule 1, Part 5, section 2(4) of the Heavy Vehicle (Mass, Dimension and Loading) Federal Regulation. Further rules, additional restrictions, the allowed for axle, refer to the Schedule 1, Part 7 of the Heavy Vehicle (Mass, Dimension and Loading) Federal Regulation. © Copyright National Heavy Vehicle Regulator 2019, www.nhvr.gov.au/gov

Figure 1B

TRANSPORT ROUTES

-  HAULAGE ROUTE TO CASTLE HILL-SYDNEY
-  HAULAGE ROUTE TO PITT TOWN-WESTERN SUBURBS

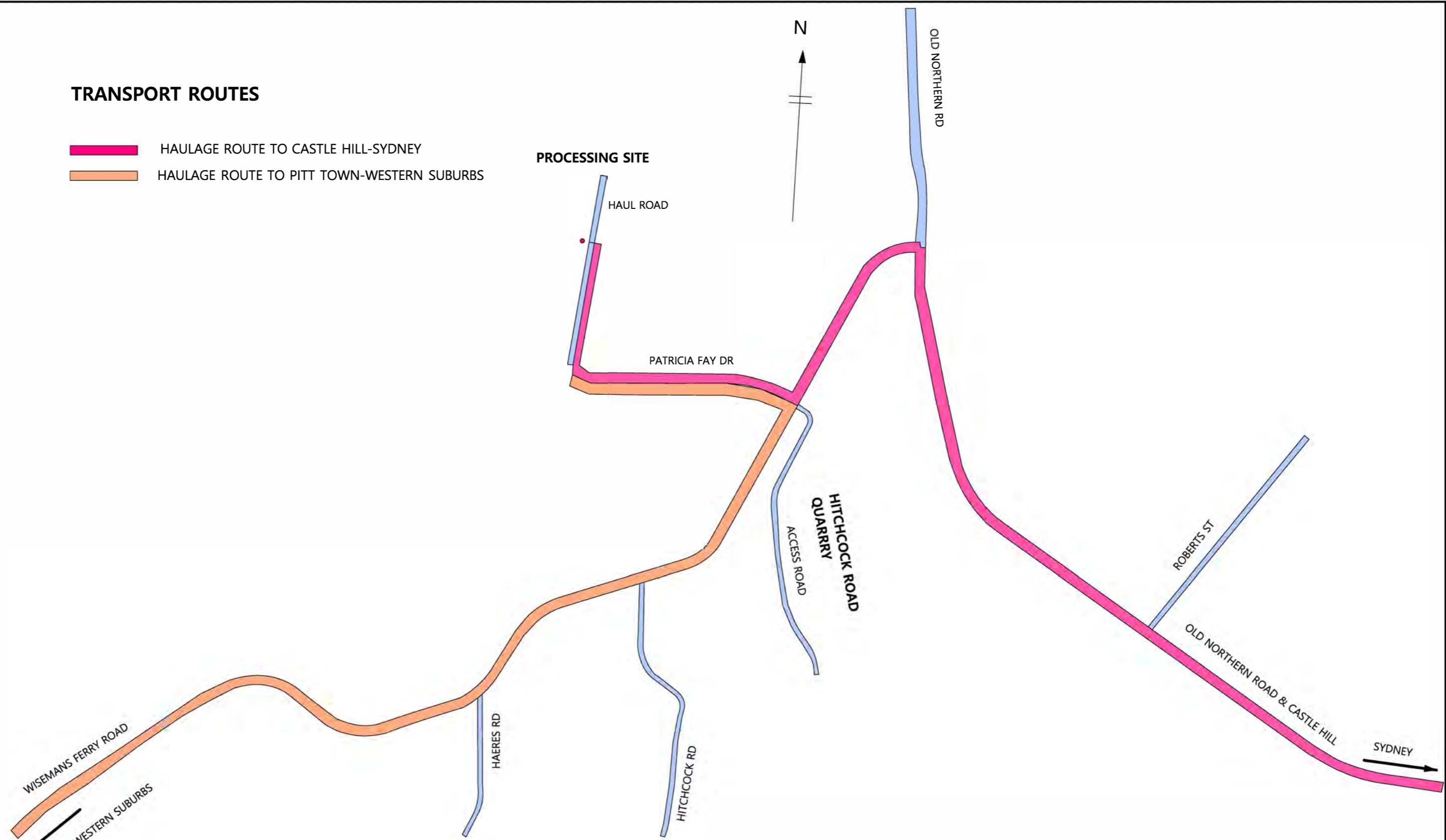


FIGURE 2A
HITCHCOCK ROAD SAND PROJECT
MAROOTA
HAULAGE TRANSPORT ROUTES

3.0 CONSOLIDATED CONSENT OF DEVELOPMENT APPLICATION NO 06_0104 Condition 7A of Consolidated Consent Schedule 2

We refer to the following: -

After Condition 7 in Schedule 2 insert the following:

Condition 7A. The Applicant must not import more than 250,000 tonnes of VENM and ENM per calendar year.

7A. Response

All trucks importing VENM and ENM material to the site are required to pass over the weighbridge. The logbook number, site of origin product, tonnage and destination on site are recorded daily.

Details of materials imported to the site are included for year 21-22 in Attachment 11 in the Annual Environmental Management Review. This information is included in the PF Formation website <https://pfformation.com.au/>.

Condition 8 of Consolidated Consent Schedule 2

The Consent Condition 8 in Schedule 2 of the Consolidated Consent of of Development Application No 06_0104 stated: -

Condition 8 in Schedule 2. The Applicant must not:

- (a) receive more than 200 heavy vehicles at the site per day;*
- (b) dispatch more than 200 laden heavy vehicles associated with the Applicant's combined operations at Maroota and the Central Wash Plant site (Lot 198 DP752025); and*
- (c) allow more than 10 heavy vehicles per day from entering/exiting the site between 6.00 am and 7.00 am.*

8. Response

The Traffic Control Plan 2021(Ref 4) requires all truck drivers carrying VENM material in and processed material out to travel onto the weighbridge and obtain a delivery docket. The record of all loads in and out per day for the year ending June 2023 from the Hitchcock Road Sand Project has been supplied by the Applicant. A summary of this material for each month of the 12 month period is attached in **Table D**. The Annual Environmental Management Report limits on approval dot point 8 a), b), and c) and stipulates a commitment to these restrictions on total daily truck movements.

A copy of the PF Formation Environmental Operational Procedures prepared by an independent Environmental Contractor (South East Environmental) for the month of April dated 30/4/2023 is contained in **Appendix F** of this report.

(Condition 8 continued.)

Table D Truck Movements Mon to Sat July 22 to June 23 Pit 2 and Lot 198

Month	No of Days	Max Loads OUT between 6-7am		Loads OUT after 7am		Loads IN		Total Loads per Day (max 200)		
		Ave	Max	Ave	Max	Ave	Max	Ave	Max	Min
July 22	26	2.2	8	11.2	24	7.2	39	20.6	67	2
Aug	27	3.4	7	12.5	31	4.3	82	20.6	105	3
Sept	25	5.0	8	19.4	42	0	0	24.4	50	2
Oct	25	1.9	5	10.5	26	0.4	6	12.8	29	0
Nov	26	3.1	10	14.0	24	0.6	7	17.7	32	6
Dec	25	3.6	8	14.3	39	0.2	2	18.0	45	0
Jan 23	24	1.9	6	8.6	20	0.1	3	10.6	26	2
Feb	24	4.6	9	13.9	31	0.1	2	18.6	40	5
Mar	27	3.6	9	17.3	51	0	0	20.9	60	5
April	21	3.7	8	16.0	35	0.1	2	19.9	43	3
May	27	3.0	8	12.7	24	0	0	15.7	32	2
June	25	3.9	8	15.0	28	0.2	3	19.0	34	1

The maximum number of truck loads per day was 105 and occurred on 15th August 2022.

The average daily loads out were 17.1. The maximum loads out between 6:00am and 7:00am was 10 on 12/11/2022. The average daily loads out between 6:00am and 7:00am was 3.3.

Condition 30 of Consolidated Consent Schedule 3 Haulage Records

Condition 30 in Schedule 3. The Applicant must record and maintain a log of the extraction quantities and traffic movement in and out of the site, available for inspection at the request of Planning Secretary or the Council.

30. Response

All loads comprising raw materials in, and processed materials out are recorded in and out per day. **Table D** shows a summary of all movements recorded for each month of the year ending 30/06/2023.

Condition 31 of Consolidated Consent Schedule 3 Haulage Records

Condition 31 in Schedule 3. The Applicant must ensure that:

- (a) all loaded vehicles entering or leaving the site are covered, and
- (b) all loaded vehicles leaving the site are cleaned of materials that may fall on the road, before leaving the site.

31.(a)(b) Response

The Driver Code of Conduct located in **Appendix C**. Section 1.7 of the Drivers' Code of Conduct requires load covering of all trucks arriving or departing. **The Traffic Management Plan Sheet 1 of DWG No 11901-22** is located in **Appendix D**.

(Condition 31 cont.)

Appendix 3 Statement of Commitments in the Annual Environmental Management Report requires that all loaded trucks leaving the central processing plant on Lot 198 DP 752025 will have their payloads fully covered by a suitable material to prevent spillage.

Condition 31A of Consolidated Consent Schedule 3 Traffic Management Plan

Condition 31A of the Consolidated Consent November 2021 Modification states: -

Traffic Management Plan

31A. The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:

- (a) be prepared by suitably qualified and experienced person/s whose appointment has been endorsed by the Planning Secretary;*
- (b) be prepared in consultation with TfNSW and Council;*
- (c) include details of all haulage transport routes within the Council local government area and vehicle types to be used for development-related traffic;*
- (d) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users, including minimising potential for conflict with school buses;*
- (e) include a Drivers' Code of Conduct that includes procedures requiring that drivers:*
 - (i) adhere to posted speed limits or other required travelling speeds;*
 - (ii) adhere to designated transport routes; and*
 - (iii) implement safe and quiet driving practices;*
- (f) describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct; and*
- (g) propose measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site.*

31A (a) Response

The Plan has been prepared by Erica Marshall-Evans. Her qualifications are listed on the cover sheet.

Condition 31A.(b) be prepared in consultation with TfNSW and Council.

31A (b) Response

A copy of the response from the Department of Planning and Environment dated 03/05/2023 is included in **Appendix E** of this report.

A copy of this TMP 10/22 Rev C has been submitted to TfNSW and the Hills Shire Council for review and comment. As stated in **Section 5.0 Agency Comments**, Hills Shire Council has reviewed the TMP and has no comment.

(Condition 31A. continued.)

A copy of the correspondence provided by TfNSW dated 31/10/2023 provides 'no comment' to the Traffic Management Plan Report No 10/22 Rev B. The correspondence is included in **Appendix G**.

Condition 31A.(c) include details of all haulage transport routes within the Council local government area and vehicle types to be used for development related traffic;

31A.(c) Response

A copy of the vehicle types is included in Figure 1B of this report. NHVR is the responsible authority for licensing trucks, vehicle types and tare weights. Report No 7/20 Assessment of Traffic Issues raised by TfNSW is listed as a reference to this report. All transport routes are shown in **Figure 2A**.

Imported VENM material is transported on Old Northern Road or Wisemans Ferry Road and then on Patricia Fay Drive to the Weighbridge. The source of this material varies from day to day.

Processed material has destinations in the Western suburbs of Sydney and is transported via Wisemans Ferry Road. For destinations in Sydney the transport route is Old Northern Road.

The most common heavy vehicle types (NHVR) attending the site are common rigid trucks and common rigid trucks and trailer combinations (refer to **Figure 1B**).

In February 2022, the Applicant advised that approximately 70% of processed material was transported on Wisemans' Ferry Road and 30% along Old Northern Road.

The haulage transport routes are shown in **Figure 2A**.

Condition 31A.(d) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users, including minimising potential for conflict with school buses;

31A.(d) Response

This is an approved extractive industry site. There is a representative from Maroota Public School on the CCC Community Consultative Committee.

Customers are encouraged to spread deliveries throughout the day to avoid delay in loading at the site and congestion on the roads. As we are in a rural area there are not many school buses running along Wiseman's Ferry Road and Old Northern Road. Therefore, interaction with school buses is minimal.

The TCP plan in Appendix D has been updated to reflect the changes to TfNSW v 6.1 and is called Traffic Guidance Scheme – TCP Plan. There have been no changes to the road network since 2021.

(Condition 31A. continued.)

The Applicant has implemented a Contractor Induction procedure (Form 36) that requires all truck drivers to have a valid induction that is administered by a supervisor delegated by the Applicant. The Form lists all of the safety issues that must be adhered to by Contractors visiting all P.F. Formation sites and they must sign in and out at the weighbridge.

The Applicant has implemented a Maroota Local Traffic Management Policy (Ref 4) that requires all haulage vehicles to observe the speed limit on all local and arterial roads. The signposted speed limit on Old Northern Road at Maroota Public School is 60 km/hr and 40 km/hr during school zone times.

Condition 31A.(e) Include a Driver's Code of Conduct that includes procedures requiring that drivers:

- (i) Adhere to posted speed limits or other required travelling speeds;*
- (ii) Adhere to designated transport routes, and*
- (iii) Implement safe and quiet driving practices;*

31A.(e) (i) Response

The Drivers Code of Conduct is included in **Appendix C**. All drivers entering the site have to adhere to Form 39 of the Traffic Control Plan 2021. Any offence to these rules is recorded by PF Formation and any documentation is included in the Annual Environmental Management Report. Committed offences are included in the report. The report is located on the PF Formation website.

31A.(e) (ii) Response

Figures 2.2a, 2.2b, 2.2c and 2.2d in **Appendix B** show the number of each type of vehicle passing through the intersections of Patricia Fay Drive/ Wisemans Ferry Road and Wisemans Ferry Road/ Old Northern Road in the AM and PM peak hours and SIDRA analysis of the data shows the Level of Service of each intersection. The relevance of this data is demonstrated in Report 7/20.

Condition 31A.(f) Describe the measures to be put in place to ensure compliance with the Driver's Code of Conduct; and

31A. (f) Response

The Three Strikes Scheme introduced by the RMS applies to all heavy vehicles on the designated haul routes and other public roads as described in Section 1.1 of the Drivers Code of Conduct.

All Truck drivers must comply with the Safety Rules within the site as listed on Form 39 prepared by PF Formation which forms part of their Traffic Control Plan 21 which is attached in **Appendix A**.

Any offence is recorded in the P.F. Formation Non-Compliance register and any driver who breaks any rules 3 times in a 12 month period discipline will be enforced that will prohibit entry to the quarry site for a specified period.

(Condition 31A. continued.)

An environmental consultant South East Environmental is engaged by PF Formation to review truck movements and incidents each month. There were no complaints received for the month of April 2023 in the Environmental Report included in **Appendix F**. There were no complaints for the whole period 2021 – 2022.

Condition 31A.(g) Propose measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site.

31A.(g) Response

The haul road and Patricia Fay Drive are regularly sprayed in dry weather with a water cart to alleviate dust.

The sealed portion of Patricia Fay Drive to the intersection with Wisemans Ferry Drive is regularly swept with a mechanical broom to remove dust and other material and washed clean using the water cart.

The Environmental Report for April 2023 does not record any complaints concerning dust nuisance. There were no complaints for the year ending 30/06/2022 in the Annual Environmental Management Report.

The Site Operator has an Air Quality Management Plan.

Condition 12 of Consolidated Consent Schedule 5 Management Plan Requirements

After Condition 11 of Schedule 5, insert the following:

MANAGEMENT PLAN REQUIREMENTS

Condition 12. Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:

- (a) a summary of relevant background or baseline data;
- (b) details of:
 - (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions);
 - (ii) any relevant limits or performance measures and criteria; and (iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;
- (c) any relevant commitments or recommendations identified in the document/s listed in condition 2 of Schedule 2;
- (d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;
- (e) a program to monitor and report on the:
 - (i) impacts and environmental performance of the development; and
 - (ii) effectiveness of the management measures set out pursuant to condition 12(c) of Schedule 5;
- (f) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;
- (g) a program to investigate and implement ways to improve the environmental performance of the development over time;
- (h) a protocol for managing and reporting any:
 - (i) incident, non-compliance or exceedance of the impact assessment criteria or performance criteria;
 - (ii) complaint; or
 - (iii) failure to comply with statutory requirements;
- (i) public sources of information and data to assist stakeholders in understanding environmental impacts of the development; and
- (j) a protocol for periodic review of the plan.

Note: The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular plans.

12. (a) (b) Response

A summary and 12 b)i) Statutory Requirements are included in new Section 1.1 Background in Report 10/22.

Condition 12.(c) any relevant commitments or recommendations identified in the document/s listed in condition 2 of Schedule 2;

12.(c) Response

The applicant complies with and is committed to Conditions 7A and 8 in Schedule 2 of the Consolidated Consent.

(Condition 12. continued.)

Condition 12(d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;

12.(d) Response

Measures to be implemented are detailed in the TMP and PF Formation Traffic Control Plan 2021. The number of truck movements and tonnages of VENM and ENM material are recorded daily. The Drivers Code of Conduct under 1.0 General Requirements vi) requires drivers to adhere to the designated transport routes. The applicant has a Traffic Control Plan to assess and control traffic hazards on public access routes to the site.

Condition 12(e) a program to monitor and report on the:

- (i) impacts and environmental performance of the development; and*
- (ii) effectiveness of the management measures set out pursuant to condition 12(c) of Schedule 5;*

12.(e) (i) (ii) Response

The applicant has engaged an independent Environmental Contractor (South East Environmental) to provide an Annual Report on the environmental operational procedures at the Hitchcock Road Sand Extraction and Processing Site.

Condition 12.(f) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;

12.(f) Response

There have not been any unpredicted impacts to date. As required in the Notice of Modification Section 4.55 (2) identification Item 26 the NSW Department of Planning Industry and Environment would be notified within 7 days.

Condition 12.(g) a program to investigate and implement ways to improve the environmental performance of the development over time;

12.(g) Response

This item is reviewed by the Environmental Consultant and the applicant.

Condition 12.(h) a protocol for managing and reporting any:

- (i) incident, non-compliance or exceedance of the impact assessment criteria or performance criteria;*
- (ii) complaint; or*
- (iii) failure to comply with statutory requirements;*

12.(h) Response

The protocol for incident and non-compliance notification is addressed in Reporting and Auditing issues 3 and 4.

(Condition 12. continued.)

Condition 12.(i) public sources of information and data to assist stakeholders in understanding environmental impacts of the development; and

12.(i) Response

A description of Operations and the Environmental Strategy of the Hitchcock Road Sand Project are available on the PF Formation website <https://pfformation.com.au/>

Condition 12.(j) a protocol for periodic review of the plan.

12.(j) Response

The TMP is reviewed periodically by the independent environmental consultant and the applicant.

Condition 13 of Consolidated Consent Schedule 5

Condition 13 in Schedule 5. The Applicant must ensure the management plans prepared for the development are consistent with the conditions of this consent and any EPL issued for the site.

13. Response

There are no traffic related requirements under the EPL Approval of Consent other than the conditions referred to in the report introduction. There is an Environmental Protection Licence. There are no traffic requirements listed under this licence.

Limits are placed on dust and noise. Environmental noise and hours of operation and odours. (A copy has been requested). The issue has been addressed in response to Condition 12. Refer Condition 6 of Schedule 2.

Condition 14 of Consolidated Consent Schedule 5 Revision of Strategies, Plans and Programs

REVISION OF STRATEGIES, PLANS AND PROGRAMS

Condition 14 of Schedule 5. Within three months of:

- (a) the submission of an incident report under condition 3 of Schedule 5;*
- (b) the submission of an Annual Review under condition 5 of Schedule 5;*
- (c) the submission of an Independent Environmental Audit under condition 6 of Schedule 5; or*
- (d) the approval of any modification of the conditions of this consent the suitability of existing strategies, plans and programs required under this consent must be reviewed by the Applicant.*

14.(a) (b) (c) Response

The issues 14.(a), (b), (c) have been addressed in the response to Condition 3 and 12.(e).

Condition 14.(d) the approval of any modification of the conditions of this consent the suitability of existing strategies, plans and programs required under this consent must be reviewed by the Applicant.

14.(d) Response

The applicant agrees to a review of the suitability of existing strategies for the modification of the conditions of the Consent.

Condition 15 of Consolidated Consent Schedule 5

Condition 15 of Schedule 5. If necessary, to either improve the environmental performance of the development, cater for a modification or comply with a direction, the strategies, plans and programs required under this consent must be revised, to the satisfaction of the Planning Secretary and submitted to the Planning Secretary for approval within six weeks of the review.

15. Response

Not addressed. Review environmental procedures described in Appendix F (Audit Report).

The Environmental Procedures and Audit Report are provided by the independent environmental consultant as described in the response to issues 12.(e) (i.) and (ii). The applicant agrees to revise the strategies, programs etc to the approval of the Planning Secretary.

4.0 APPENDIX 3 STATEMENT OF COMMITMENTS

Access and Traffic

- *The number of laden vehicle movements will not exceed a combined total of two hundred per day via the intersection of the haulage road and Wisemans Ferry Road. This is the total of laden vehicle movements allowed for PF Formation's combined extractive industry operations in Baulkham Hills Shire.*

Response

Consent Condition 8 in Schedule 2 addresses this requirement. This requirement has also been addressed in response to the Condition 12(c) of Schedule 5.

The applicant complies with the transportation work hours listed in Condition 7 and Condition 8(c) in Schedule 2 of the Project Approval and is compliant.

5.0 GENERAL – NSW PLANNING INDUSTRY AND ENVIRONMENT REVIEW 2023

Section 1.1 and section 1.2 do not inform the reader on the project or the stage of the project.

Response

See comments under 12(a) and (b). A new Section 1.1 Background is included in Report 10/22 Rev C.

Environmental Management Strategy to check compliance is located on the website. We refer to this. The checklist gets done each month. The compliance document that is done monthly is a check. Department of Planning and Environment. Website contains the letter of approval. The project is under current operation.

6.0 AGENCY COMMENTS

TfNSW

Good morning,

I refer to your request for comment in accordance with condition 31A of the Development Consent 06_0104 from NSW Government Department of Planning and Environment dated 3rd December 2021 for the Hitchcock Road Sand Project. TfNSW has received the submitted Traffic Management Plan prepared by LYLE MARSHALL & PARTNERS PTY LTD dated April 2022 (reference report No. 10/22) and has no comment.

Please contact development.sydney@transport.nsw.gov.au if you would like to discuss.

Thanks Simon Turner

Land Use Planner Planning and Programs Greater Sydney Transport for NSW

Response

An amended copy of this TMP report has been provided to TfNSW for comment. New Section 1.1 Background has been added to Report No 10/22 Rev C and Section 1.6 has been amended as well as Section 2.0 Traffic Management Plan. Comments from TfNSW are included in **Appendix G**.

Hills Shire Council

Response

We have consulted with the Senior Executive Planner at Council and submitted Report No 10/22 Rev C for review. Council's Senior Traffic Engineer has sent an email dated 6/11/23 stating "accordingly, Council has reviewed the submitted TMP and has no comments." A copy of the correspondence is in **Appendix G**. An updated version of Revision C was forwarded to Council for further comments.

APPENDICES

APPENDIX A



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SAND & CONCRETE



www.pfformation.com.au 02 4566 8365

TRAFFIC CONTROL PLAN 2021

NSW WHS (Mines & Petroleum) Act 2013
NSW WHS (Mines & Petroleum) Reg 2014

Work Health and Safety Act 2011 (NSW)
Work Health and Safety Regulation 2017 (NSW)



1. Introduction

PF Formation has developed a Traffic Control Plan, using, Risk Management techniques to identify, assess and control traffic hazards on the public access routes approaching the site and on the site.

The area shown in the photo from above are areas on site identified as a high risk due to the large volume of traffic. Contributing Risks include a wide variation in vehicle size in this area that previously had no designated traffic route.

We would appreciate your co-operation by adhering to this traffic control plan when on our quarry sites. If you have any suggestions or concerns relating to traffic control on any PF Formation's sites please refer them to the Production Manager.

The site also has a Hazard reporting program that allows all employees, Contractors and visitors the opportunity to report unsafe issues to management. As part of the legislation it is everyone's responsibility to ensure we work in a Safe Environment.

If you wish to report a Hazard on our site you can contact the weighbridge officer on their UHF Radio Channel 29 or can make a report at the Weighbridge or office.

Any person on the PF Formation site who does not follow these rules will result in facing the driver conduct process.

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2. General Traffic Rules

- Normal road traffic rules also apply here on the quarry site.
- **20KM PER HOUR SPEED LIMIT APPLIES**
- **All Quarry vehicles have the right of way at all times.**
- Cleaning out truck bodies of foreign material on site must be conducted at the washout bays which are situated at the Main pit, (Pit 2) on Wisemans Ferry Road, Pit 5 and Pit 4 using the hose in the designated area. All trucks must have a clean body before loading to avoid contaminated loads. It is strictly prohibited to enter the truck body or prop the tailgate for any reason.
- Beware of pedestrians in the quarry, especially in high pedestrian access areas around lunchrooms, workshop and office / lunchroom.
- All road traffic signs must be obeyed. Please keep left at all times.
- Drivers must refrain from using engine brakes and making unnecessary noise that may disturb Maroota residents.
- No passengers are permitted entry unless supervised by an accompanying driver. They must remain in their vehicle at all times. Seat belts must be worn at all times by all persons in vehicles.
- Truck drivers are not permitted to leave the cabin of their vehicle without the following personal protective equipment, hard hat, work boots and high visibility clothing (e.g. Shirt or vest)
- Truck drivers are not permitted to climb on to or in the back of trucks (e.g. to inspect truck bodies, trim loads or tarp loads) in any area of the quarry.
- No box trailers are permitted on to be loaded on site.
- All accidents or incidents (near misses) on site must be reported to site management. (a near miss is where there was the potential for someone to get hurt or the potential for damage to occur to something or some equipment)
- All persons must comply with the site Alcohol or Other Drugs programme (see Attachment B)
- No truck of any combination is allowed to leave any site without first covering their load.

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3. Loading Procedure

Loading Procedure 1 - Pit 2 (Main Pit)

A. Weighbridge waiting areas before 5.45am:

- No trucks are permitted in the quarry before 5.45am. If you arrive earlier you must line up at the gate on the Haul Road. You are not allowed to wash out before 5.45 either.
- Once loaded PFF cannot let you leave the weighbridge before 6.00am due to consent conditions



Waiting Area before 6.45am

B. Reporting to the weighbridge:

- When the weighbridge is occupied you must stop, wait, allowing through access for vehicles and pedestrians.
- You must notify the weighbridge officer for allocation of loads & must be inducted and the truck tared off if it's the first time at the quarry.
- When the weighbridge is vacant you may proceed to the loading area after contacting the loader operator on Channel 29.
- Proceed to stockpile area with caution when directed and follow instructions from the loader operator.



Weighbridge

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C. Loading Area:

- Truck loading sequence must follow the principle of 'first in first served'.
- All trucks must wind back truck covers in the wash bay and all tarps must be wound back before entering the loading area.
- At no time must you get out of your truck in the loading area.



Coarse, Fine and Super Fine Sand loading areas



Yellow loading Area

D. Weighbridge docket:

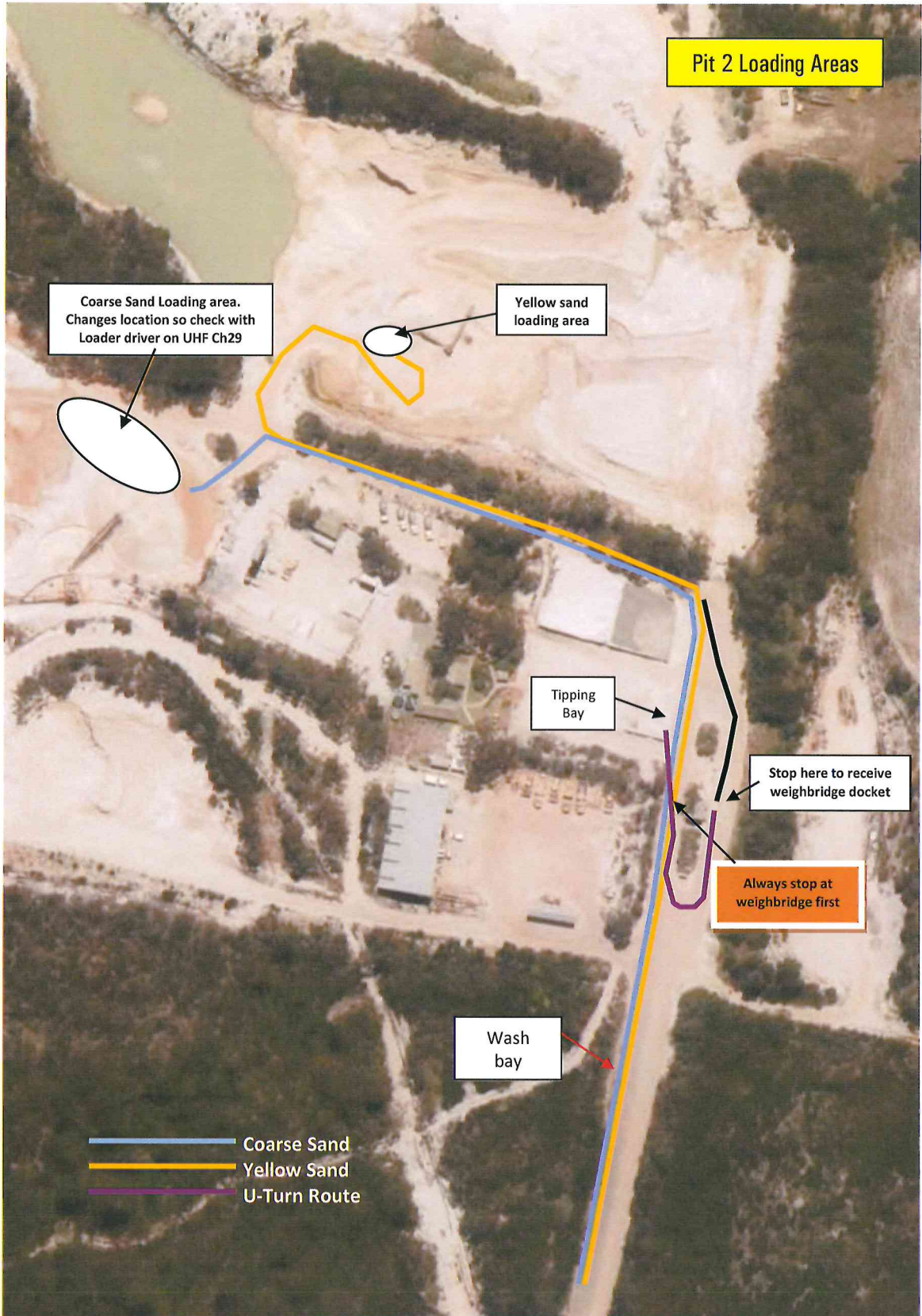
- Wait until weighbridge is vacant before proceeding onto weighbridge. You must stop completely before proceeding onto the weighbridge.
- Proceed on to weighbridge slowly and with caution. Sudden braking must be avoided
- Vehicle Parking Brakes must be applied while on weighbridge. Please proceed into the office for your Delivery Docket.
- Do not wind back your tarps on the weighbridge. You must do so in the designated area as you leave on the Haul Road.
- Give way to pedestrians when entering or leaving weighbridge.

E. Weighbridge U-turns (over or under loaded returning to stockpile):

- All vehicles must give way to other vehicles approaching the weighbridge.
- All vehicles must use indicators to signal your intention.
- All vehicles must proceed in a clock wise rotation when manoeuvring around the weighbridge
- Normal road traffic rules apply at the weighbridge.
- If overloaded you must tip off in the tipping bay as directed by the weighbridge officer.
- If you need topping up please notify the loader driver and follow instructions as directed.

F. Leaving the Site:

- Ensure that gunnels on loaded trucks are swept before leaving the site;
- Ensure your load is covered securely.



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4. Driver Conduct

- Based on the severity of the misconduct, the driver of a vehicle could face being banned from site.
- The person or driver will be spoken to by the supervisor or weighbridge officer on site and be given a warning for any unsafe practice. Their details would then be passed onto the Shareholder they are carting / transporting goods for further action if required. It will also be recorded at the weighbridge in our offence register. After 3 offences you will be banned from the site.
- Unacceptable behaviour includes (but is not limited to) damage to property or equipment, verbal or physical abuse, dangerous practical jokes, rude gesture and unsafe work practices.

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5. Alcohol & Other Drugs

PF Formation is committed to providing a safe working environment free from the risks associated with the use of alcohol and other drugs. It is imperative that employees, contractors, customers and visitors, do not come to work or attempt to work when impaired by alcohol or other drugs.

The program states that all 'Visitors and Customers' must:

- (a) comply with the PF Formation Alcohol and Other Drugs Policy and Program;
- (b) present unimpaired, by alcohol and/or other drugs while undertaking work and/or work-related tasks on site;
- (c) not consume alcohol on site;
- (d) not consume prohibited drugs on site; and
- (e) without limiting the above, carry out all steps and actions required of them by this Program.

The AOD program does not permit the testing of 'Visitors and Customers' for the presence of alcohol or other drugs. However, all persons on the site may be required to submit to an impairment assessment procedure if the Quarry Manager or a site supervisor has reasonable cause to believe that they may be impaired by alcohol and/or other drugs whilst on site.

Reasonable cause is based on:

- (a) observable phenomena, such as the direct observation of use of, and/or the physical behavioural symptoms of being impaired by alcohol and/or other drugs and/or unusual and/or inexplicable actions by the person; or
- (b) evidence that the person is involved in the use or possession of alcohol and/or other drugs while working.

The Quarry Manager or Supervisor will:

- (a) instruct the person to cease work;
- (b) arrange a representative to be present during the assessment process if requested;
- (c) assess the person's impairment to carry out their work in a safe manner initially, through questioning and observation;
- (d) record the assessment process on an assessment of impairment report; and
- (e) keep all relevant records and information confidential.

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6. Travelling through Dixons Quarry and Vice Versa

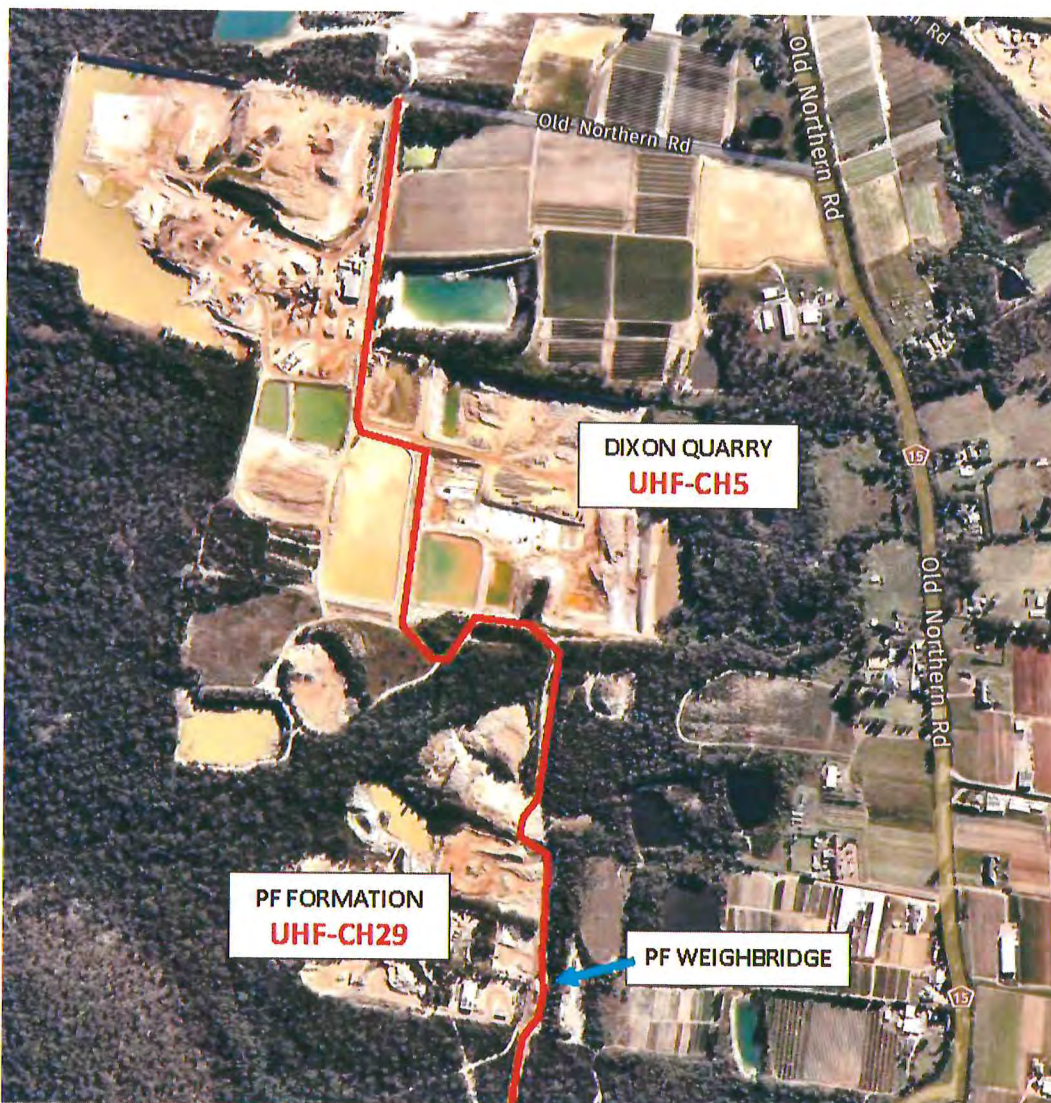
PF Formation is committed to providing a safe working environment free from the risks of collision.

Staff from PF Formation and Dixons must adhere to the following procedures when passing through Dixons Quarry.

Prior to entering the area, all operators must notify the other quarry of their impending travel. The road through is narrow and Positive Communication must be used.

PF Formation operators must change UHF channel to **Channel 5** and notify Dixon Quarry operators of their impending arrival. PF staff must wait for a response from Dixons before proceeding and follow any instructions given.

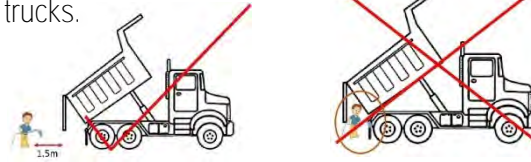
Dixon Quarry operators must change UHF channel to **Channel 29** and notify PF Operators of their impending travel. PF's weighbridge as well as contract truck drivers also have a UHF radio set to Channel 29. Dixon operators must wait for a response from PF operators before proceeding and follow any instructions given. Dixon's operators must stay to the left of the weighbridge at all times and watch out for trucks entering or leaving the weighbridge.



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1. All loads leaving the quarry must be covered.
2. Cleaning out truck bodies of foreign material on site must be conducted at the washout bays which are situated at Pit 2, Pit 5 and Pit 4 using the hose in the designated area. All trucks must have a clean body before loading to avoid contaminated loads. It is strictly prohibited to stand between the body & tailgate for any reason including cleaning or repairs & you must be 1.5m from the rear tailgate. Do not use your phone, two way or have headphones on while cleaning out your body. Be mindful of passing trucks.



3. Loader drivers can be contacted on the UHF (See overleaf for UHF Channels). Please keep idle chat to a minimum.
4. Drivers must wear boots, reflective vests or high visual shirts/jackets and personal protective equipment whenever outside their vehicle.
5. It is the drivers responsibility to notify the loader driver & weighbridge officer of the legal pay weight of their truck (& dog if applicable).
6. You must NOT leave the site loaded overweight. Tipping bay is signposted at the Main Pit and is located just behind the weighbridge. Please ask the weighbridge operator where the tipping bay is located if you are unsure. Grain chutes should only be used for materials that are free flowing when the tipper body is horizontal (flat), and that do not expose workers to hazards like heat or dust. Only use grain chutes when the tipper body is in the horizontal position and the truck is parked on a firm, level surface. Never work under a raised load. Do not approach, or work close to, the rear tailgate while the tipper body is inclined.
7. No passengers under the age of 16 are permitted entry. Over 16 years of age are permitted but must be inducted and signed in. They must always remain in the vehicle. Seat belts must be worn at all times by all persons in vehicles.
8. All signs are to be obeyed including the sign posted speed limits.
9. Speeding will not be tolerated on any PF Formation sites, especially around the weighbridge. All on and off-site road rules must be complied with. Drivers must comply with speed restrictions and apply considerate driving practices.
10. Quarry vehicles have the right of way at all times.
11. Drivers must not approach any quarry vehicle unless the operator has acknowledged their approach and stopped. If in doubt do not approach. Never approach from or park behind a quarry vehicle.
12. Drivers should refrain from using engine brakes where possible and making unnecessary noise that may disturb Maroota residents.
13. Drivers must not bring alcohol, illegal drugs, or firearms onto the site.
14. Drivers suspected of being under the influence of alcohol or any drugs will be required to leave the site immediately.
15. Unacceptable behavior includes damage to property or equipment, verbal or physical abuse, dangerous practical jokes, rude gestures and unsafe work practices.
16. Drivers MUST remain in their truck cabin while they are being loaded. The loader operator will indicate that it is safe to leave your cabin to sign your docket if needed and while the truck driver is not in the cabin they must remain where clearly visible to the loader operator.
17. Drivers must notify the weighbridge officer of any accident, dangerous incident, safety hazard or environmental concerns and complete notification forms.
18. Copies of our detailed Safety Management System are available for review at the main office or on file.
19. If you are found to break any of our rules you will be sent back to the weighbridge to be re-inducted. Your name & offence will be recorded in our Non-Compliant register. Discipline will be enforced after three non-compliants in a 12-month period. You will be prohibited from entering the quarry for a period of time to be determined.
20. READ OUR EMERGENCY RESPONSE PROCEDURE WHICH YOU WILL RECEIVE AND TAKE NOTE OF OUR EMERGENCY MEETING POINTS

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39	V2	Dianna Rea	Truck Driver Safety Rules / Induction	Page 1 of 2	07/04/2020



Pit 2 - Main Quarry 1774 Wisemans Ferry Road (North side) **UHF 29**

DO NOT ENTER THE SITE BEFORE 5.45am (Operating hours: Weekdays 6am to 4.30pm, Saturday 6am-12pm)

1. Stop in the area signposted before the weighbridge to wind back truck covers and washout the truck bodies if necessary
2. Inform the weighbridge operator of the product required; then only proceed to the loading area after acknowledgement/ approval given by the weighbridge officer;
3. Return to the weighbridge, stop your truck before the weighbridge then proceed slowly onto the weighbridge.
4. If overweight proceed to the designated tipping area and offload excess weight by following the tip rules stated in Rule 5. Do not reverse off the Weighbridge.
5. When you have your legal weight, enter weighbridge office to receive the weighbridge docket
DO NOT ENTER THE WEIGHBRIDGE UNTIL YOUR TRUCK IS LEGAL WEIGHT
6. Cover your load in the designated area which is south of the weighbridge on the road out

Pit 5 & 15 – 4751 Old Northern Road **UHF 27**

DO NOT ENTER BEFORE 6.00am (DO NOT PARK IN FRONT OF THE GATE ON THE ROAD AT ANY TIME)

(Operating hours: Weekdays 6am to 4.30pm, Saturday 6am-12pm)

YOU MUST MAKE REGULAR RADIO CONTACT VIA UHF CH27 WHILE IN PIT 5

Entering Pit 5

1. When you reach the front **gate call on UHF 27 “In the front gate” and wait for response**
2. **Stop at the tree area and call on same channel “in bound at trees” and wait for response**
3. **Stop at the creek area and call on same channel “in bound at creek” and wait for response**
4. Proceed to the loading area and remain a safe distance from the loader until your arrival is acknowledged.
5. The loader operator will indicate that it is safe to leave your cabin to sign your docket if needed and while the truck driver is not in the cabin they must remain where clearly visible to the loader operator.
6. No person is permitted to ride on the loader.

Leaving Pit 5

1. Notify via radio that you are leaving and approaching the creek area.
2. Stop at the creek area and call on UHF channel 27 **“OUT bound at creek” and wait for response**
3. Stop at the tree area and call on the same channel **“OUT bound at trees” and wait for response**
4. Cover your load in the designated area and notify via UHF 27 that you are leaving.

Pit 4 - 311 Old Telegraph Road **UHF 21**

DO NOT ENTER Pit 4 BEFORE 6.00am (Loading hours: Weekdays 6am to 4.30pm, Saturday 6am-12pm)

1. When you reach the front gate call on UHF 21 and wait for radio contact with the loader driver and proceed to the loading area when safe.
2. Proceed to the loading area and remain a safe distance from the loader until your arrival is acknowledged.
3. The loader operator will indicate that it is safe to leave your cabin to sign your docket if needed and while the truck driver is not in the cabin they must remain where clearly visible to the loader operator.
4. No person is permitted to ride on the loader.
5. Cover your load in the designated area which is marked & notify via radio that you are leaving

Pit 6 / TRIG - Clay/Red Sand Quarry (opposite entrance to the Main Pit on 1 Patricia Fay Drive) **UHF 19**

1. Drivers must contact the weighbridge officer in person. You must not enter this quarry without prior authorization. The weighbridge officer will notify you of the procedure and if a weighbridge docket is required.
2. Cover your load in the designated area which is away from the loading area.

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