

Traffic Management Plan

Dubbo Quarry

Prepared for Holcim (Australia) Pty Limited

September 2023

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Holcim (Australia) Pty Limited

E211117 RP1

September 2023

Version	Date	Prepared by	Approved by	Comments
V3	31 May 2023	John Mai Abdullah Uddin	Abdullah Uddin	Updated proposed site access road route. Addressed additional Holcim comments.
V4	5 September 2023	John Mai Abdullah Uddin	Abdullah Uddin	Addressed council comments
V5	22 September 2023	John Mai Abdullah Uddin	Abdullah Uddin	Addressed DPE comments

Approved by



Abdullah Uddin

Associate Traffic Engineer

22 September 2023

This report has been prepared in accordance with the brief provided by Holcim (Australia) Pty Limited and has relied upon the information collected at the time and under the conditions specified in the report. All findings, conclusions or recommendations contained in the report are based on the aforementioned circumstances. The report is for the use of Holcim (Australia) Pty Limited and no responsibility will be taken for its use by other parties. Holcim (Australia) Pty Limited may, at its discretion, use the report to inform regulators and the public.

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1 Introduction

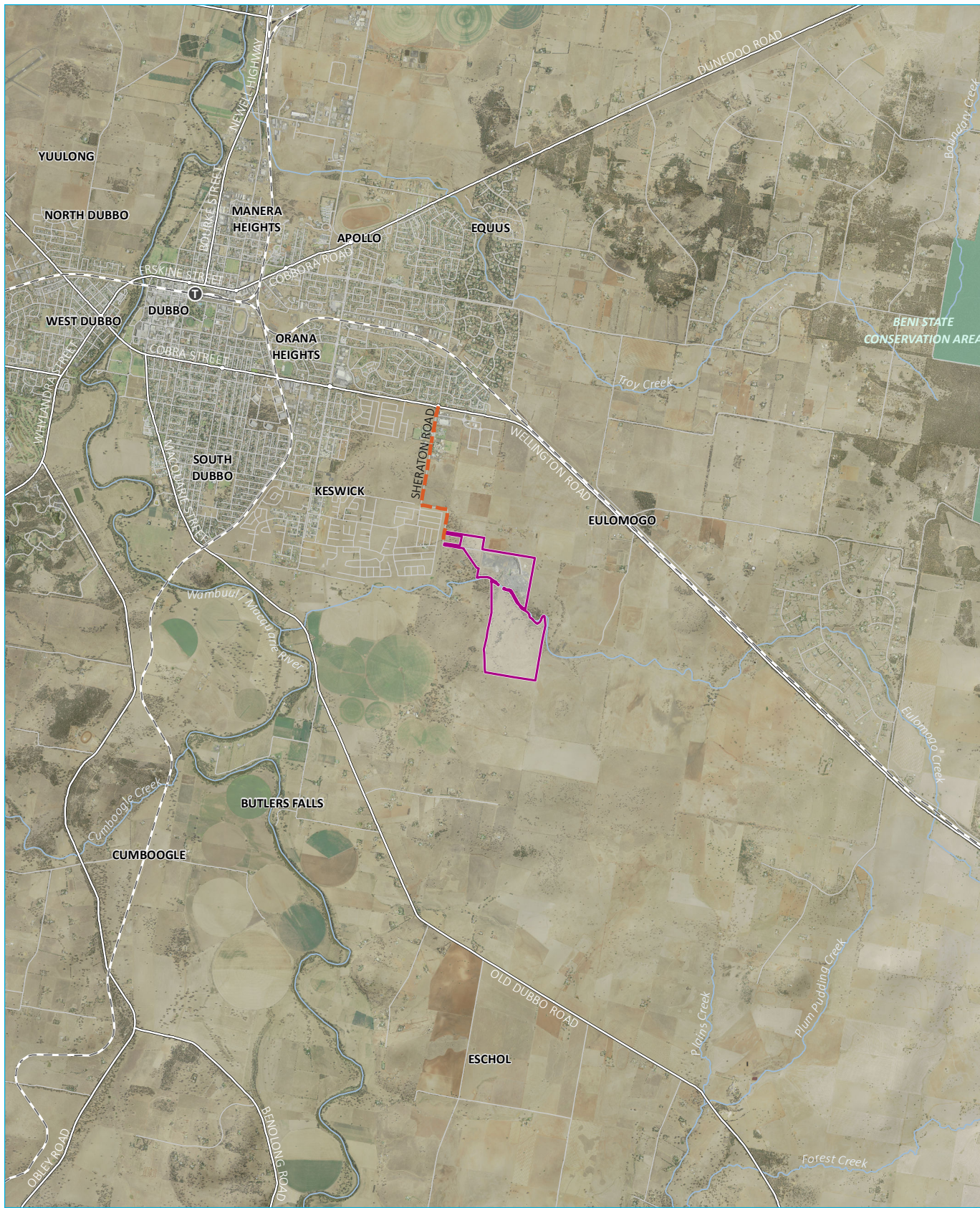
1.1 Background

Holcim (Australia) Pty Limited (Holcim) are the operators of Dubbo Quarry (the quarry), a basalt quarry, located approximately 5 kilometres (km) south-east of the city of Dubbo, New South Wales (NSW), in the Dubbo Regional Council local government area (Dubbo LGA) (Figure 1.1).

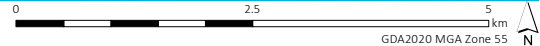
The quarry has been operation since 1980. In 2023, planning approval (State Significant Development (SSD) 10417) was granted to allow the following activities at the quarry:

- continued operation of the quarry including extraction, processing and other associated activities within the existing site
- extraction within two new resource areas, known as the Western Extension Area (WEA) and Southern Extension Area (SEA)
- extraction of up to 500,000 tonnes per annum
- operate for 25 years from the date of commencement of the development
- construction of a noise attenuation and visual amenity bund around the perimeter of the SEA
- retention of the existing access road and an option to construct a new internal access road to connect with Sheraton Road, north of the existing access road and intersection with Sheraton Road (the 'proposed access road')
- a new internal haul road ('southern haul road') to connect the existing site with the SEA, which will include construction of a culvert type crossing across Eulomogo Creek
- a conveyor system for transfer of product from the WEA and SEA to the processing plant
- modifications to the existing water management infrastructure within the existing site
- additions to the existing water management infrastructure to service the WEA and SEA.

The approved project is shown in Figure 1.2.



Source: EMM (2023); DCSSS (2023); GA (2009)



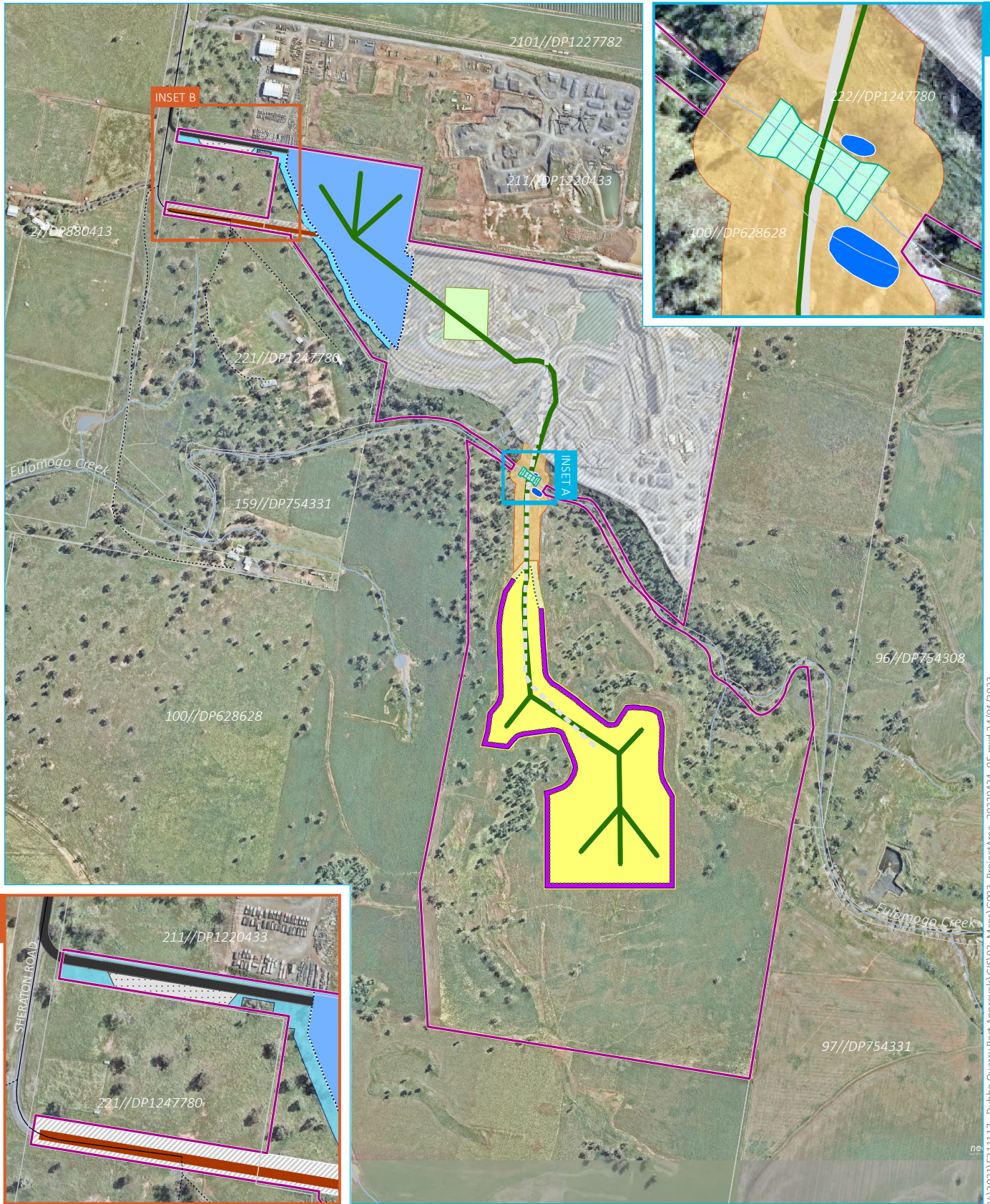
- KEY**
- Project area
 - Transport route
 - Train station
 - Rail line
 - Major road
 - Minor road
 - Named watercourse
 - NPWS reserve

Local context

Dubbo Quarry Continuation Project
Traffic Management Plan
Figure 1.1



\\emmsvr1\EMMS\2021\211117 - Dubbo Quarry Post Approvals\GIS\02_Maps\G002_LocalContext_20230213_02.mxd 24/04/2023



Source: EMM (2023); DFSI (2017); GA (2011); Nearmap (2020)

KEY

- | | | |
|--------------------------------------|------------------------------------|--|
| Project area | Indicative proposed water crossing | Proposed overland conveyor |
| Indicative existing disturbance area | Western extension area | Proposed haul road |
| Existing access road | Western disturbance area | Minor road |
| Alternative access road | Haul road disturbance area | Vehicular track |
| Alternative truck tarping area | Southern extension area | Watercourse/drainage line |
| Bund wall | Southern disturbance area | Waterbody |
| Sediment pond | Processing plant | Cadastral boundary (data does not align with surveyed site boundary) |

Project area

Dubbo Quarry Continuation Project
Traffic Management Plan
Figure 1.2



V:\2021\211117 - Dubbo Quarry Post Approvals\GIS\02_Maps\G003_ProjectArea_20230424_05.mxd 24/04/2023

1.2 Objective of this plan

The key objective of this Traffic Management Plan (TMP) is to satisfy the traffic-related conditions of consent provided by the Department of Planning and Environment (DPE), dated 2 March 2023 (Section 2.3).

This TMP outlines the traffic management requirements of the development. A Driver's Code of Conduct accompanies the TMP as Appendix A.

1.3 Qualifications and experience of author

This TMP has been prepared by Abdullah Uddin of EMM Consulting Pty Limited, who has 20 years of experience in traffic engineering and transport planning. The author was endorsed by DPE and the Planning Secretary on 31 March 2023 as being qualified to prepare this report. This correspondence is provided in Appendix B

1.4 Stakeholder consultation

In accordance with Condition B45(b) this TMP has been prepared in consultation with TfNSW and Dubbo Regional Council. Stakeholders were invited to provide input to the draft TMP. The stakeholder's comments and responses are provided in Appendix C.

Ongoing stakeholder consultation in relation to the TMP and other matters will occur through meetings of the Quarry's Community Consultative Committee.

A copy of this TMP is to be made available on Holcim's website.

2 Legislative requirements

2.1 Legislative framework

The legislation that applies to the implementation of this TMP includes:

- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- *Roads Act 1993*
- *Road Transport Act 2013*
- *Work Health and Safety Act 2011*
- *NSW Road Rules 2008.*

2.2 Standards and guidelines

The guidelines relevant to this TMP are:

- Manual of Uniform Traffic Control Devices: AS1742
- Austroads Guide to Traffic Management
- RMS (now TfNSW) Traffic Control at Worksites, Issue 6, October 2020.

2.3 Consent conditions

Consent for the Quarry (SSD-10417) was approved under Section 4.38 of the EP&A Act by the delegate for the Minister for Planning on 2 March 2023. The traffic-related conditions of consent are outlined in Table 2.1.

Table 2.1 Traffic-related conditions of consent

Condition reference	Condition relating to TMP	Where addressed in this TMP
Extraction and Transport Limits		
A9	The Applicant must not transport more than 500,000 tonnes of quarry products by road from the site in any calendar year.	Sections 3.1 and 4.1
A10	The Applicant must not receive at the site more than: a) 3,000 tonnes of fly ash in any calendar year b) 3,000 tonnes of concrete washout materials in any calendar year. Note: The fly ash and concrete washout materials must only be used for the purposes of blending with basalt products. No other material classified as waste under the EPA Waste Classification Guidelines 2014 (or its latest version) may be received at the site.	Sections 3.1 and 4.1
A11	The Applicant must limit heavy vehicles leaving the site to: c) 20 laden trucks per hour d) 121 laden trucks per day. Note: Heavy vehicle movements to and from the site are also controlled by the operating hours specified in condition A12 and provisions in condition B44.	Sections 3.1 and 4.1

Table 2.1 Traffic-related conditions of consent

Condition reference	Condition relating to TMP	Where addressed in this TMP
Hours of operation		
A12	<p>The Applicant must comply with the operating hours set out below.</p> <p>Heavy vehicle road transportation:</p> <ul style="list-style-type: none"> • 4:00 am to 6:00 pm Monday to Saturday • at no time on Sundays or public holidays • no road haulage between 24 December and 1 January, inclusive • no product heavy vehicle haulage along Sheraton Road between (from 8:30 am and 9:00 am and 2:45 pm and 3:30 pm during school days) between Boundary Road roundabout and Mitchell Highway. 	Section A.3
A13	<p>The following activities may be carried out outside the hours specified in Condition A12.</p> <ul style="list-style-type: none"> a) delivery or dispatch of materials as requested by Police or other public authorities b) emergency work to avoid the loss of lives, property or to prevent environmental harm. <p>In such circumstances, the Applicant must notify the Department and affected residents prior to undertaking the activities, or as soon as is practical thereafter.</p>	Section A.3
Transport – Monitoring of Product Transport		
B42	The Applicant must keep accurate records of all laden heavy vehicle movements from the site (including hourly heavy vehicle movements) and provide a summary of these records to the Department on request.	Section 3.1
Transport – Road Upgrades		
B43	The Applicant is required to enter into a Works Authorisation Deed (WAD) with Council before finalising the design or undertaking any construction work within or connecting to the road reserve of Sheraton Road.	Section 4.4
Transport – Transport Operating Conditions		
B44	The Applicant must:	
	a) adhere to the approved haulage route shown in Appendix 4, unless otherwise agreed by the Planning Secretary in consultation with Council	Section A.4
	b) ensure that all laden heavy vehicles entering or exiting the site have their loads covered	Section A.9
	c) ensure that no heavy vehicle or other heavy vehicles arrive at the site prior to 4:00 am	Section A.3
	d) take all reasonable steps to minimise traffic safety issues and disruption to local road users	Sections 4.2.7, A.4 and A.6
	e) take all reasonable steps to ensure that appropriate signage is displayed on all heavy vehicles used to transport quarry products from the development so they can be easily identified by other road users.	Section A.8
Transport – Traffic Management Plan		
B45	The Applicant must prepare a Traffic Management Plan for the development. This plan must:	This plan
	a) be prepared by a suitably qualified and experienced person/s approved by the Planning Secretary	Section 1.3

Table 2.1 Traffic-related conditions of consent

Condition reference	Condition relating to TMP	Where addressed in this TMP
	b) be prepared in consultation with TfNSW and Council	Section 1.4
	c) include details of:	
	i) all transport routes and traffic types to be used for development-related traffic, including identification of bridge load restrictions	Appendix A.4
	ii) processes in place for the control of heavy vehicle movements entering and exiting the site	Appendix A.10
	iii) measures to be implemented to:	
	1. comply with the traffic operating conditions and other traffic related conditions of this consent	Chapters 3 and 4
	2. manage the traffic impacts from contractors and sub-contractors	Chapter 4
	3. minimise traffic safety issues and disruption to local road users, including minimising potential for conflict with school operations including school buses	Section 4.3
	4. minimise the tracking of material onto the surface of public roads from vehicles exiting the site	Appendix A.9
	5. monitor driver behaviour	Section 4.3
	6. participate in transport management investigations initiated by Council	Section 4.6
	d) include a Drivers' Code of Conduct that includes procedures to ensure that drivers:	
	i) adhere to posted speed limits or other required travelling speeds	
	ii) adhere to designated transport routes and travel times	
	iii) implement safe and quiet driving practices	
	e) describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct.	Section 4.3
B46	The Applicant must not commence construction or quarrying operations until the Traffic Management Plan is approved by the Planning Secretary.	N/A
B47	The Applicant must implement the approved Traffic Management Plan.	N/A
Management Plan requirements		
D4	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	Section 1.1
	b) details of:	
	i) the relevant statutory requirements (including any relevant approval, licence or lease conditions)	Sections 2.1, 2.2 and 4.1
	ii) any relevant limits or performance measures and criteria	

Table 2.1 Traffic-related conditions of consent

Condition reference	Condition relating to TMP	Where addressed in this TMP
	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) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria	Section 3.1
	d) a program to monitor and report on the: i) impacts and environmental performance of the development ii) effectiveness of the management measures set out pursuant to condition A2(c)	Chapter 3
	e) 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	Chapter 3
	f) a program to investigate and implement ways to improve the environmental performance of the development over time	Chapter 3
	g) 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	Section 3.1
	h) a protocol for periodic review of the plan.	Section 3.3

3 Environmental performance program

As required under SSD-10417 this chapter provides a program to monitor and report on the environmental performance of the development and protocols for reporting on any incidents or non-compliances.

3.1 Monitoring requirements

Accurate monitoring records are to be kept for the following as per the conditions of SSD-10417.

- All laden heavy vehicle movements from the site (including hourly and daily heavy vehicle movements).
- The volume of quarry products transported from the site per calendar year.
- The volumes of fly-ash and concrete washout materials received at the site per calendar year.

Heavy vehicle movements from the site will be recorded at the weighbridge by the weighbridge operator. Where hourly limits are reached, the weighbridge operator will notify the site manager and the weighbridge operator will instruct product trucks to remain within the site until the hour is reached. Where daily limits are reached, the weighbridge operator will notify the site manager, the weighbridge operator will instruct any vehicles approaching the site to return to their destination.

The volume of quarry products transported and fly-ash/concrete washout materials received at the site will be recorded by the Site. The cumulative total will be tracked each month to ensure that projected volumes required to be transported or received for the calendar year will remain within limits. If required to remain within calendar year limits, projected volumes will be revised.

These monitoring records are to be included in the Annual Review (period of one calendar year) and Independent Environmental Audit (period of three calendar years or more). Monitoring records are to be retained for a period of no less than four years.

3.2 Reporting protocol

3.2.1 Incident notification

The development consent for SSD-10417 defines an **incident** to be “an occurrence or a set of circumstances that causes or threatens to cause material harm and which may or nor cause a non-compliance”.

In the event that there is traffic-related incident related to activities authorised by SSD-10417, the incident management and notification processes described in the Quarry’s Environmental Management Strategy will be implemented.

3.2.2 Non-compliance

The development consent for SSD-10417 defines **non-compliance** as “an occurrence, set of circumstances or development that is a breach of this consent”.

In the event that monitoring records identify an exceedance of the criteria in Section 5.1 of this TMP or other non-compliance, the non-compliance reporting process described in the Quarry’s Environmental Management Strategy will be implemented.

3.2.3 Complaints

In the event that a traffic related complaint is received at the Quarry, the complaints management process described in the Quarry’s Environmental Management Strategy will be implemented.

3.3 Review and continuous improvement

The TMP is to be reviewed to monitor its effectiveness after the first 12 months, with the frequency of subsequent reviews to be determined following the outcome of the first review. The review would cover any formal complaints, safety incidents, toolbox meeting discussions pertinent to improvements, as well as driver and operator feedback.

In addition, as per condition D5 of SSD-10417, this TMP is to be reviewed within three months of:

- the submission of an incident report under Condition D7
- the submission of an Annual Review under Condition D9
- the submission of an Independent Environmental Audit under Condition D11
- the approval of any modification of the conditions of this consent (unless the conditions require otherwise)
- a direction of the Secretary under Condition A2(b).

Minor adjustments to the TMP required during operation of the Quarry may be made by Holcim. However, adjustments will not remove those procedures which are requirements for satisfying the Consent Conditions. If substantial modification to the procedures satisfying the Consent Conditions are proposed then the updated TMP would be submitted to DPE for its consideration and approval.

3.4 Responsibilities

In accordance with the *Work Health and Safety Act 2011*, Holcim has a duty to ensure, so far as is reasonably practicable, workers and others are not exposed to health and safety risks arising from the business or undertakings at the site. This duty starts with the Site Manager and includes identifying and implementing control measures to prevent people being injured by moving vehicles at the workplace contained within this TMP.

Specific responsibilities of quarry personnel are detailed in Table 3.1.

Table 3.1 Responsibilities of quarry personnel

Quarry personnel	Responsibilities
All personnel – including contractors and sub-contractors	<ul style="list-style-type: none">• Observe, understand and comply with the requirements of this TMP at all times including but not limited to parking areas internal and external to the site, pedestrian access to the office areas, neighbouring businesses, plants and equipment, and loading and unloading areas.• Report any traffic management hazards, unsafe acts or incidents immediately to the site manager/site supervisor.
Site manager	<ul style="list-style-type: none">• Ensure the overall implementation of, and compliance with, the TMP.• Ensure the timely communication of the contents and requirements of the TMP to all relevant employees, delivery drivers and contractors.• Ensure that all hazards, unsafe acts or incidents involving traffic movement or pedestrians at the site are reported (including in accordance with any legislative requirements) and corrective action(s) are promptly implemented.• Provide adequate support, clarification and guidance to all personnel conducting operational activities in mitigating traffic management risks.• Ensure that the TMP is reviewed to monitor its effectiveness after the first 12 months, and at subsequent periods as determined under Section 3.23 of this TMP.• Implement the monitoring procedures in Section 3.1 of this TMP.

Table 3.1 Responsibilities of quarry personnel

Quarry personnel	Responsibilities
Site supervisors	<ul style="list-style-type: none"> • Implement, comply and monitor the requirements of the TMP for the site. • Conduct training and communication of the TMP to all personnel, delivery drivers and contractors. • Ensure drivers are trained in the requirements of the Drivers Code of Conduct and conduct regular audits of compliance with the Code. • Ensure loading and unloading activities are safe and efficient, and co-ordinate the arrival and dispatch of material from designated loading/unloading areas. • Ensure that any hazards, unsafe acts or incidents involving traffic movement are reported (including reporting according to any legislative requirements), and corrective action(s) are implemented. • Provide support and guidance to all personnel conducting operational activities in mitigating traffic management risks.
Load shifting equipment/delivery vehicles	<ul style="list-style-type: none"> • Not be under the influence of drugs or alcohol while operating any vehicle. • Not use mobile phones or other mobile devices while operating any vehicle. • Not exceed the speed limit in the area while operating any vehicle. • Maintain the appropriate licence(s) for the operation of the load shifting equipment. • Undertake pre-operational checks on load shifting equipment prior to use. • Report any load shifting equipment hazards or faults to the direct manager or site manager. • Keep a safe distance (approximately 5–10 m or whatever is reasonably practicable) from weighbridge operators interacting with moving equipment. • Always ensure Ultra High Frequency (UHF) Radio is on and be able to hear all safety communications from weighbridge operators and equipment operators. • Observe and comply with the requirements of this TMP at all times including but not limited to safety warning signage, communication devices, and loading and unloading requirements. • Report any traffic management hazards, unsafe act or incidents immediately to the relevant site manager/site supervisor.
Environment manager	<ul style="list-style-type: none"> • Incident management and notification. • Non-compliance reporting. • Review of the TMP at the specified review points. • Maintain the current version of the TMP on Holcim’s website. • Consult with Council in relation to transport management investigations.
Drivers of heavy vehicles on public roads	<ul style="list-style-type: none"> • Are aware of and comply with the Drivers Code of Conduct.
Weighbridge operator	<ul style="list-style-type: none"> • Record and monitor hourly and daily laden heavy vehicles leaving the site against the transportation limits. Where heavy vehicle limits are reached, implement the procedure in Section 3.1 of this TMP.

4 Traffic management

4.1 Importation and transportation limits

As per conditions of SSD-10417, the Quarry has the following importation and transportation limits:

- Holcim must not transport more than 500,000 tonnes of quarry products by road from the site in any calendar year.
- Holcim must not receive at the site:
 - more than 3,000 tonnes of fly ash in any calendar year
 - more than 3,000 tonnes of concrete washout materials in any calendar year.
- Holcim must limit heavy vehicles leaving the site to:
 - 20 laden truck movements per hour
 - 121 laden truck movements per day.

4.2 Site traffic

4.2.1 Site access

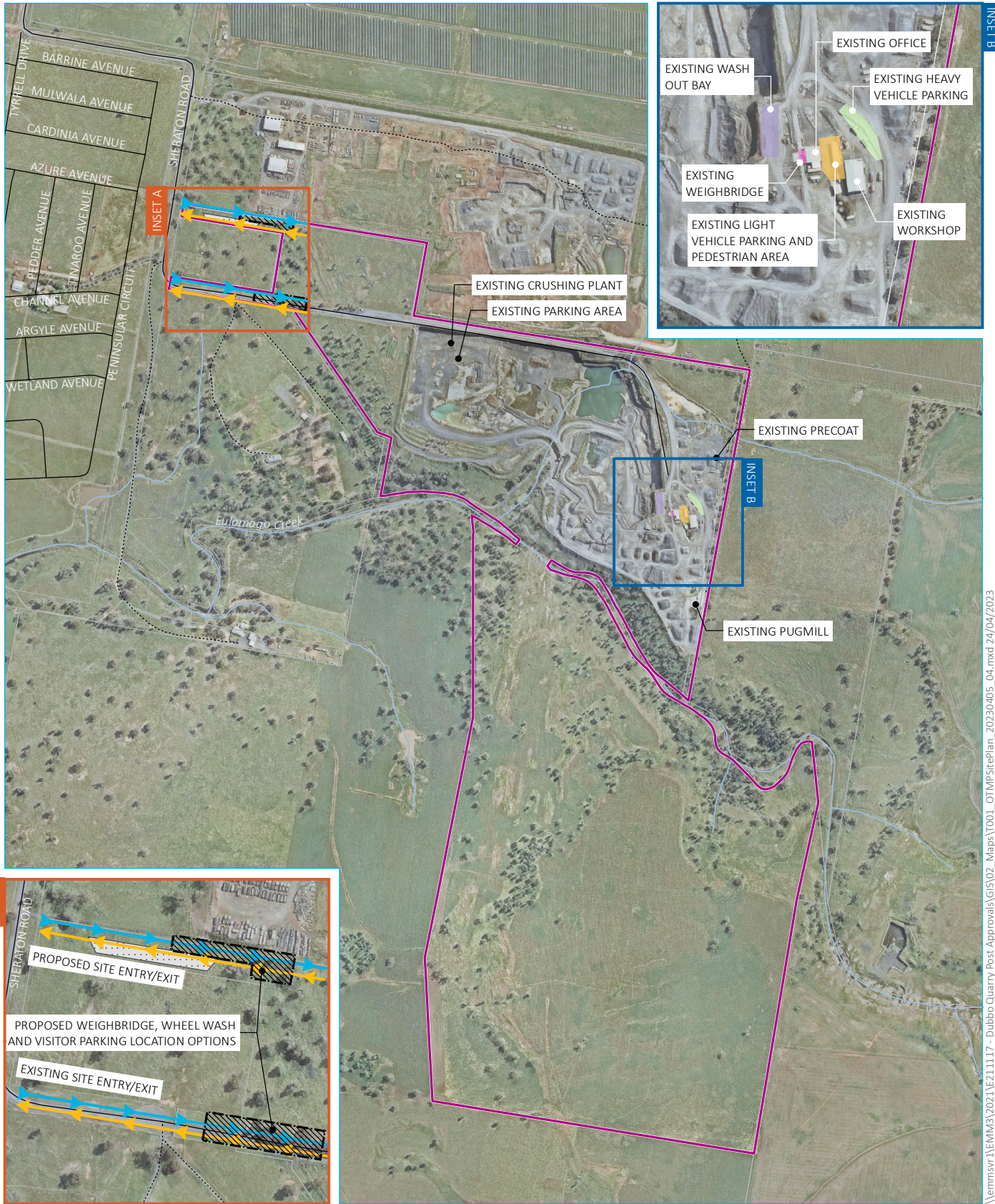
The existing site access is located at the end of Sheraton Road, Dubbo (Plate 4.1). Access to the site continues into the site, as shown in Figure 4.1. Vehicles currently entry and exit via the same road. All vehicle types may use this access.



Plate 4.1 Existing site access

An optional, secondary site access (Right of Carriageway) is proposed approximately 170 m north on Sheraton Road. The proposed access road, if constructed, would connect at this point. Vehicles larger than 19 m are not permitted to use the secondary site access, as per Condition 6 of D2017-640.

As per Condition 13 of Section 88B Instrument (D2017-640 Part 2, dated 1 November 2018) the Right of Carriageway shall not be released until such time as the permanent vehicle access arrangements for proposed Lot 222 as stipulated in Condition 2 have been fully completed. Dubbo Regional Council shall be made the authority empowered to release, vary or modify such restriction.



Source: EMM (2023); DCSSS (2023); NearMap (2020); GA (2009)

KEY

- Project area
- Minor road
- On-site traffic movements
- Vehicular track
- Proposed weighbridge and visitor parking
- Watercourse/drainage line
- Truck tarping area
- Cadastral boundary (data does not align with surveyed site boundary)
- Existing weighbridge
- Heavy vehicle parking
- Light vehicle parking and pedestrian area
- Wash out bay

Site plan

Dubbo Quarry Continuation Project
Traffic Management Plan
Figure 4.1



\\emmsvr1\EMMS\2021\211117 - Dubbo Quarry Post Approvals\GIS\02_Maps\T001_OTMPSitePlan_20230405_04.rmd 24/04/2023

4.2.2 Site operation

The site access and circulation has been designed to operate in a safe manner.

Trucks will follow the access road after entering the site. All loaded trucks exiting the site are required to utilise the wash bay and weighbridge, as shown in Figure 4.1. Site offices are located next to the light vehicle carpark. Heavy and light vehicles will utilise the same vehicular path. Allocated parking is mostly for the staff members who generally arrive before the start of the operation of the facility and during the operation; their parked cars will generally remain at the same locations. Hence, the likelihood of light and heavy vehicular conflict is minimal.

All staff, equipment operators and truck drivers using the facility will have access to UHF radio when working and utilising the site. The use of UHF radios will ensure adequate communication with the heavy vehicles, equipment operators and weighbridge operators when accessing and egressing the site. All site workers conducting traffic control of heavy vehicles will be trained and hold a relevant TfNSW accredited Traffic Control Licence.

Drivers, pedestrians, site personnel and visitors are to obey all signage upon entry, including advising drivers of site personnel and site visitor activity and the requirement to give way to site personnel and site visitors.

4.2.3 Car and truck parking

Cars are to be parked in the designated parking area(s) shown in Figure 4.1. Car parking spaces are to be always line-marked and kept clear of obstructions. Car parking will be located outside of the heavy vehicular path so that there is no interaction between pedestrian travel path (from/to parked cars and site office) and heavy vehicular path within the site.

All employees and visitors will park within the designated site parking areas, without any requirement for parking on Sheraton Road or any other public road. The current primary on-site parking is shown in Figure 4.1 (in the blue circle). On-site employee parking locations may change to accommodate ongoing quarrying operations. Car parking will always remain onsite, and within the approved disturbance footprint.

Designated truck parking spaces are provided on site for the purpose of loading during operating hours, as shown in Figure 4.1. Trucks will park in these locations prior to being loaded, then depart following loading. Heavy vehicles are not to be parked on local roads in the vicinity of the site.

The internal manoeuvring areas will be kept clear during operating hours to allow for efficient site operations. Roads and footpaths are to be kept clear of any obstructions.

4.2.4 Visitors

All visitors must report to the site office before entering the site. Visitor access within the site is to be restricted to the light vehicle carparks, site office and amenities building, unless accompanied by site personnel. Visitor parking is located within the light vehicle carparking area (Figure 4.1).

4.2.5 Weighbridge

There is currently an existing weighbridge to the east of the site as shown in Figure 4.1. This weighbridge is accessed via the existing site access and access road. In addition to the weighbridge, there is also a bypass lane for vehicles that do not require weight measuring, such as staff vehicles.

SSD 104-17 allows for an alternative site access point and site access roads within the pit once the existing access road is quarried through. Once this occurs the existing weighbridge location will not be practical for site operations. Alternative weighbridge locations are indicated in Figure 4.1.

Laden heavy vehicles leaving the site will be recorded by the weighbridge operator. In the event that the hourly limit detailed in Section 4.1 is reached, the weighbridge operator will instruct drivers to wait within the site until the end of the hour. In the event that the daily limit is reached, the weighbridge operator will advise heavy vehicles entering the site to exit without being loaded.

Constant communication on UHF radio is required between weighbridge operator and all load shifting plant/equipment, as well as heavy vehicles waiting to progress into the site.

4.2.6 Wash out bay

The Quarry's wash out bay is located to the west of the vehicle parking area, as shown in Figure 4.1. Trucks that have arrived back on site after a delivery can have the vehicle washed out in this area.

4.2.7 Site safety

The site access road is signposted at 60 km/h while the road vehicle speed limit for the remainder of the site is restricted to 20 km/h.

All Holcim staff, equipment operators and truck drivers shall have access to UHF radio when working on site. All radio communications are required to be conducted via UHF.

All site safety procedures including procedures for trucks and light vehicles, will be signposted near the entrance to the site, near the site office.

Drivers of Heavy Mobile Equipment (HME) and drivers of light vehicles must abide by the 10/20/30 rule (Figure 4.2), which states that vehicles should be clear of HME by the following distances:

- 10 m in front of the HME
- 20 m to the sides of the HME
- 30 m behind the HME.

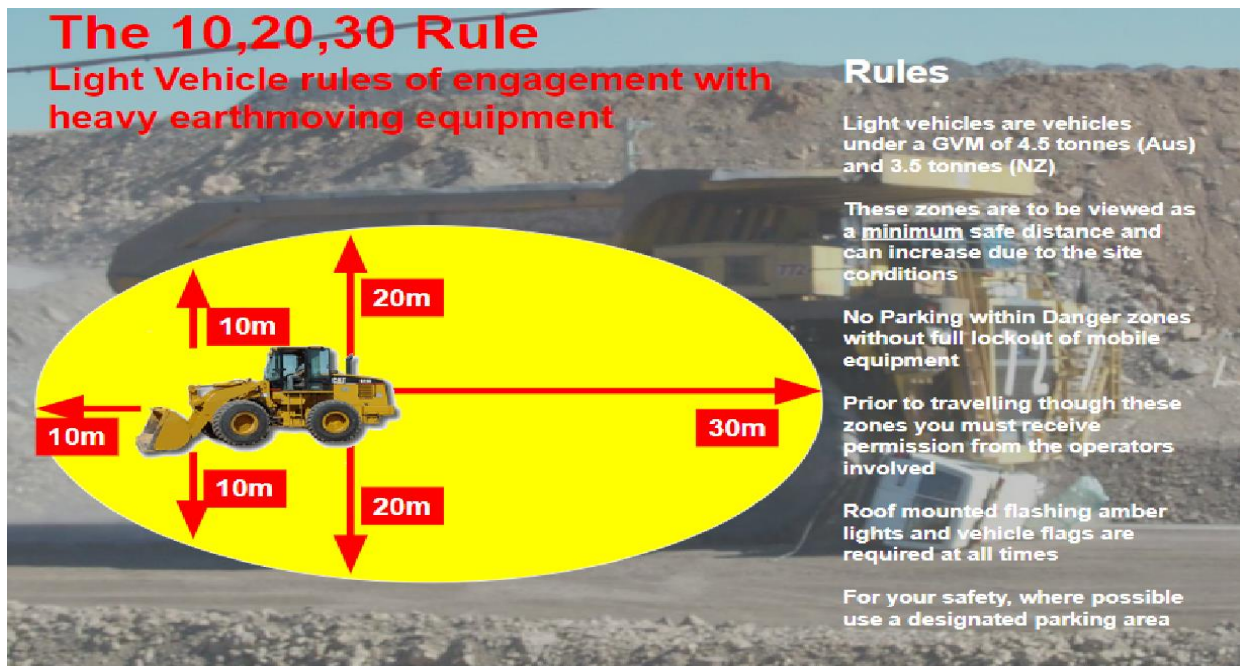


Figure 4.2 10/20/30 rule

In addition to following the 10/20/30 rule, light vehicles must also give way to HME.

4.3 Heavy vehicles on external roads

The Driver's Code of Conduct (see Appendix A) outlines procedures for truck drivers driving on the external road network. It is a condition of employment at Holcim that all employee and contractor truck drivers are aware of and comply with the Code. It is a requirement that all drivers are trained in the requirements of the Code and audits of compliance with the Code are to be regularly conducted. All drivers reported or found to be acting in a manner contrary to the Code will be subject to disciplinary action.

4.4 Road upgrades

Condition B43 requires a Works Authorisation Deed needs to be entered with Council before finalising the design or undertaking any construction work within or connecting to the road reserve of Sheraton Road. Construction of a new site access, at the point of the proposed access road, was approved under D2017-640 on 16 August 2018. Should the new site access be constructed, then Holcim are to comply with the requirements identified under D2017-640. No further road upgrade works are approved under SSD 10417.

4.5 Training

All site staff must receive training in relation to the requirements of this TMP. It is compulsory for this training to be provided during the person's initial induction and then regularly thereafter in toolbox talks and staff meetings.

The key components of this TMP will also be conveyed to contractors and visitors interacting with the site.

Any workers conducting traffic control of heavy vehicles should be adequately trained as required by the legislation.

4.6 Transport management investigations

In the event that Holcim are requested by Council to participate in transport management investigations initiated by Council, the request will be forwarded to Holcim's Environment Team. If the request is relevant to the Quarry, Holcim will consult with Council as to the level of participation required.

4.7 Construction traffic

The project does not have a defined construction phase as it is the continuation of an existing operation. Construction activities (construction of the proposed access road and southern haul road) will occur alongside operational activities with minimal additional traffic generated on the external road network. Therefore, no additional management measures are required during construction activities and management of construction traffic should be undertaken in accordance with this TMP.

4.8 Decommissioning traffic

The quarry would be decommissioned at the conclusion of the project, unless further approvals are obtained to further extend the life of the quarry. The traffic impacts during decommissioning are expected to be less than the operational phase. Therefore, no changes to the operational traffic management for the decommissioning stage is considered necessary and management of decommissioning traffic should be undertaken in accordance with this TMP.

Appendix A

Driver code of conduct

A.1 Purpose

The Driver's Code of Conduct (Code) outlines procedures to ensure that truck drivers adhere to the designated transport routes and implement safe driving practices, particularly when driving near schools on Sheraton Road.

It is a condition of employment at Holcim that all employees and contractors are aware of and comply with the Code. It is a requirement that all drivers are trained in the requirements of the Code and audits of the compliance with the Code are regularly conducted. All drivers reported or found to be acting in a manner contrary to the Code will be subject to disciplinary action.

A.2 General requirements

Heavy vehicle drivers accessing the site must:

- undertake a site induction carried out by an approved member of the facility's staff or suitably qualified person under the direction of the facility's management
- hold a valid driver's licence for the class of vehicle they are driving
- hold a dangerous goods driver's licence if transporting dangerous goods
- operate the vehicle in a safe manner within the site and on public roads
- adhere to designated transport routes
- comply with the direction of authorised site personnel when within the site.

A.3 Road transportation hours

As per Condition A12 of the Development Consent, the following heavy vehicle road transportation restrictions apply to the quarry:

- no heavy vehicle road transportation between the hours of 6:00 pm to 4:00 am, Monday to Saturday
- no heavy vehicle road transportation on Sundays or public holidays
- no road haulage between 24 December and 1 January, inclusive
- no product heavy vehicle haulage along Sheraton Road (between Boundary Road roundabout and Mitchell Highway) is permitted between 8:30 am and 9:00 am, and 2:45 pm and 3:30 pm during NSW eastern school days.

As per Condition A13, the following activities may be carried out outside the hours specified in Condition A12:

- delivery or dispatch of materials as requested by Police or other public authorities
- emergency work to avoid the loss of lives, property or to prevent environmental harm.

In such circumstances, Holcim must notify DPE and affected residents prior to undertaking the activities, or as soon as is practical thereafter.

As per Condition B44(c), no heavy vehicles are to arrive at the site prior to 4:00 am, Monday to Saturday.

A.4 Approved haulage routes and time restrictions

All quarry haulage-related traffic will use the approved haulage route, via Sheraton Road to the intersection with the Mitchell Highway as shown in Figure A.1. There are no bridge load restrictions along the approved haulage route.

Where trucks greater than 19 m long are required to access the site via Sheraton Road, transport contractors will be required to hold the relevant performance-based standards (PBS) authorisation from the National Heavy Vehicle Regulator (NHVR).

The approved haulage route is via Sheraton Road to the intersection of Mitchell Highway (see Figure A.1). From the intersection, vehicles may travel in any direction.

No product heavy vehicle haulage is allowed along Sheraton Road between Boundary Road roundabout and Mitchell Highway from 8:30 am to 9:00 am and 2:45 pm to 3:30 pm during school days. This is to ensure the safety of school children in the area and minimise the conflict with school operations, including school buses.

It is noted that deviations from the approved haulage route may be agreed to by the Planning Secretary in consultation with Council as per Condition B44(a). Deviations from the approved haulage route as agreed by the Planning Secretary in consultation with Council will be detailed below.

At the time of writing, no deviations to the approved haulage route have been agreed to.

A.5 Speed restrictions

The following speed restrictions apply in relation to the site:

- On Sheraton Road, the speed limit is restricted to 60 km/h.
- For all road light and heavy vehicles within the site, the speed limit is 60 km/h along the access route from Sheraton Road to the site office on the eastern part of the site and restricted to 20 km/h everywhere else.
- During NSW school terms, a maximum 40 km/h speed limit applies to Sheraton Road within the existing school zone.

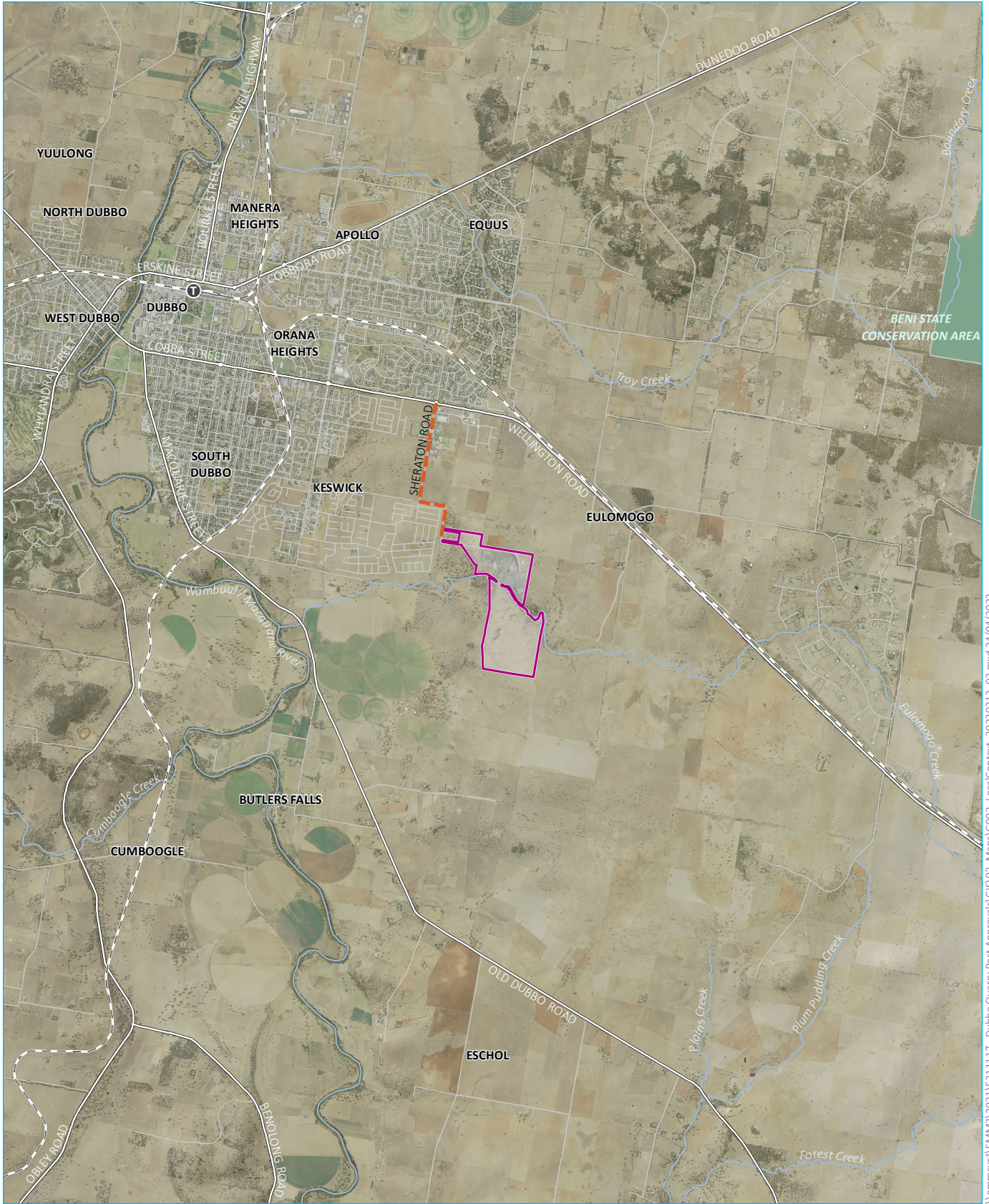
Speed limit signs will be posted along the quarry roads.

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

In addition, all drivers and truck operators working for or on behalf of Holcim are to be made aware of the Three Strikes Scheme (<https://www.aic.gov.au/sites/default/files/2020-05/tandi446.pdf>) introduced by Australian government which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile police unit or fixed speed camera, TfNSW will record a strike against that vehicle. If three strikes are recorded within a three-year period, TfNSW will act to suspend the registration of that vehicle (up to three months).

A.6 Driver fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. The National Heavy Vehicle Accreditation Scheme (<https://www.nhvr.gov.au/safety-accreditation-compliance/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 heavy vehicle drivers operating in relation to the site are to be aware of their adopted fatigue management scheme and operate within its requirements.



Source: EMM (2023); DCSSS (2023); GA (2009)



- KEY**
- Project area
 - Transport route
 - T Train station
 - Rail line
 - Major road
 - Minor road
 - Named watercourse
 - NPWS reserve

Approved haulage route

Dubbo Quarry Continuation Project
Traffic Management Plan
Figure A.1



\\emmsvr1\EMMS\2021\211117 - Dubbo Quarry Post Approvals\GIS\02_Maps\6002_LocalContext_20230213_02.mxd 24/04/2023

Fatigue includes but is not limited to:

- 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.

A.7 Heavy vehicle control

In order to minimise the impact of noise from truck transport, the following controls will apply to truck operators (in relation to the site):

- compression brakes are not to be used in the vicinity of residential areas
- tailgates must be locked and secured to avoid noise or spillage
- always observe the posted speed on-site and off-site
- no tailgating is permitted – a three second gap is to be observed at all times
- equipment is to be fit for the purpose
- drivers are to obey the operating hours outlined in Section A.3.

A.8 Signage

Holcim vehicles:

Appropriate signage will be displayed on Holcim heavy vehicles used to transport quarry products from the site so they can be easily identified by other road users.

Contractor's vehicles:

Where Holcim has an exclusive contractual arrangement (Tier 1) with a heavy vehicle contractor/company, Holcim will require identification on the vehicle which indicates it is a quarry-related vehicle (this may be via the form of branding/logos).

Where Holcim does not have an exclusive contractual arrangement with a heavy vehicle contractor/company, Holcim will provide identification for the vehicle which would indicate it is a quarry-related vehicle.

A.9 Load covering and loose material

Loose material on the road surface has the potential to cause traffic accidents and vehicle damage. All loaded vehicles entering or leaving the site must be effectively covered for the duration of the trip. The load covering may be removed upon arrival to the delivery site.

All care is to be taken to ensure that all loose debris from the vehicle body, tarps and wheels is removed prior to leaving the site and after unloading. Brush and brooms to remove loose material are stored within the truck tarping area for use by drivers.

Drivers must ensure that the truck tailgate is locked before leaving the site. Site management will monitor loose material on the vehicle route from the site operations and take appropriate action (removal or suppression) regularly.

A.10 Vehicle arrival and departure

Empty trucks arriving at the site to collect quarry products may drive directly into the site. The truck tarping area may be used as required upon arrival.

Loaded trucks must travel via the weighbridge, before departing from the site. The truck tarping area may also be used as required upon departure. Trucks may then exit the site via Sheraton Road.

A.11 Avoiding convoys during vehicle departure and arrival

Truck operators must ensure a safe distance is always maintained between heavy vehicles, on-site and off-site. Heavy vehicles leaving the facility should be separated as far as practicable to avoid convoys leaving the facility.

It is difficult to schedule arrivals to the facility (except at the commencement of work for the day) due to the different directions of approach from external jobs and the varying job completion times. However, when a driver becomes aware through visual contact or two-way contact between trucks that they will arrive at approximately the same time, a suitable gap should be created between vehicles.

A.12 Overtaking

Due to the presence of some moderate corners and the lack of a centreline on the southern section of Sheraton Road, drivers must follow the Australian road rules and avoid overtaking any vehicles, unless it is legally permitted and safe to do so.

A.13 Breakdown and incidents

In the case of a breakdown, the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to Holcim management and the vehicle shall be protected in accordance with the Heavy Vehicle Driver Handbook¹.

Emergency contact details have been provided in Table A.1 for reference.

Table A.1 Emergency contact details

Organisation	Contact details
TfNSW Transport Management Centre	131 700
Dubbo Regional Council	(02) 6801 4000
Holcim Dubbo (Quarry Manager)	(02) 6884 1455*
Dubbo Police Station	(02) 6883 1599

Note: * up-to-date number provided at <https://www.holcim.com.au/dubbo-quarry>

¹ <https://www.nsw.gov.au/sites/default/files/2021-08/heavy-vehicle-driver-handbook.pdf>

Appendix B

Appointment of Experts to prepare Management Plans

Cyril Giraud
Head of Planning, Environment and Sustainability
Holcim Pty Ltd
Level 8 799 Pacific Highway
Chatswood, NSW, 2067

31/03/2023

Subject: Appointment of Experts to Prepare Management Plans – Dubbo Quarry

Dear Mr. Giraud,

I refer to your request for the Planning Secretary's approval of experts to prepare post-approval management plans listed below for the Dubbo Quarry Continuation Project (SSD 10417).

The Department has reviewed the nominations and information you have provided and is satisfied that named persons are suitably qualified and experienced.

Accordingly, I can advise that the Planning Secretary approves the appointment of:

- Abdullah Uddin from EMM Consulting to prepare the Traffic Management Plan under Schedule 2, Condition B45;
- Michael Frankcombe from EMM Consulting to prepare the Rehabilitation Management Plan under Schedule 2, Condition B58; and
- Jack Tatler from East Coast Ecology to prepare the Biodiversity Management Plan under Schedule 2, Condition B49 of the conditions of consent.

While the following specialists do not require approval, the Planning Secretary acknowledges the appointment of:

- Teanuanua Villierme from EMM Consulting to prepare the Noise Management Plan under Schedule 2, Condition B5; and
- Francine Manansala from EMM Consulting to prepare the Air Quality Management Plan under Schedule 2, Condition B22 of Schedule 2 of the conditions of consent.

If you wish to discuss the matter further, please contact Ellena Tsanidis at ellena.tsanidis@planning.nsw.gov.au.

Yours sincerely



Wayne Jones
Team Leader - Post Approval
Resource Assessments

As nominee of the Planning Secretary

Appendix C

Consultation record

23 June 2023

TfNSW reference: WST16/00066/14 | SF2016/057834

Your reference: SSD-10417

Chief Executive Officer
EMM Consulting
Email: rthelwell@emmconsulting.com.au

Attention: Rachael Thelwell

**SSD-10417: Lot 222 DP1247780 and Others; 22L Sheraton Road, Dubbo
Proposed Dubbo Quarry 500 ktpa Continuation Project (Holcim)**

Dear Rachael,

Reference is made to the submission of the Traffic Management Plan (TMP) for the abovementioned State Significant Development application (SSD-10417) via the NSW Major Projects Planning Portal on 31 May 2023. It is understood that advice from Transport for NSW (TfNSW) is sought as part of post approval consultation process.

TfNSW has reviewed the TMP and acknowledges that it is generally consistent with TfNSW's advice addressing road safety and traffic impacts dated 20 September 2021 and the Department of Planning and Environment (DPE) conditions of consent for SSD-10417 issued 2 March 2023 but should be amended to address the following matter:

1. Condition B.45(c)(iii) (third point) states that the TMP must include details of, "*measures to be implemented to... minimise traffic safety issues and disruption to local road users, including minimising potential for conflict with school operations including school buses*". The TMP states that it addresses Condition B.45 (c)(iii) through the Driver Code of Conduct (DCC).

Reference is made to Condition A.12 which restricts heavy vehicle haulage along Sheraton Road, Boundary Road roundabout and Mitchell Highway, for a limited period being 8:30 am to 9:00 am and from 2:45 pm to 3:30 pm school days.

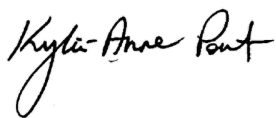
TfNSW highlights that the 'school zone' restrictions on this section of Sheraton Road are from 8:00 am to 9:30 am and from 2:00 pm to 4:00pm school days, which largely correspond with activity around school operations. Accordingly, TfNSW recommends that the TMP and corresponding DCC address how heavy vehicles will minimise traffic safety issues and disruptions to school traffic (including bus and pedestrian traffic) while travelling through the school zone and outside of the restricted time stated in Condition of Consent A.12.

The Planning Secretary should be satisfied that the above matter has been adequately addressed prior to approving the TMP.

OFFICIAL

If you have any questions, please contact Ridwan Quaium, Development Services Case Officer, on 0417 438 998 or email development.west@transport.nsw.gov.au.

Yours faithfully,



Kylie-Anne Pont

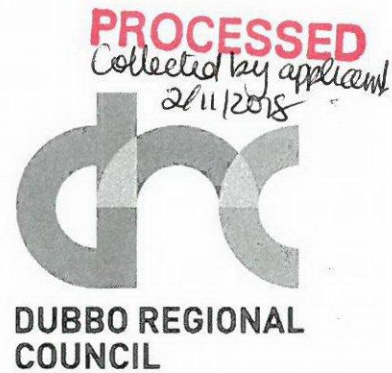
Team Leader Development Services
Development Services (WEST)
Community & Place
Regional and Outer Metropolitan

Cc: Resource and Energy Assessments - Department of Planning and Environment

D2017-640 M Part 2
Parcel 12637
SPR:DK

1 November 2018

Mr S R Mossie
Holcim (Australia) Pty Ltd
C/- Geolyse P/L
PO Box 1872
DUBBO NSW 2830



Dear Mr Mossie

NOTICE OF DETERMINATION OF APPLICATION FOR MODIFIED DEVELOPMENT CONSENT
Section 4.55, Environmental Planning and Assessment Act, 1979

Premises to which Notice refers: Lot: 1 DP 623367, Lot 22 DP 793541,
Sheraton Road, DUBBO, 26R Sheraton Road, Dubbo

Proposed development: Boundary adjustment

Development Application No: D2017-640 Part 2

Modified determination date: 30 October 2018

Operation of consent date: 16 August 2018

Consent expiry date: 16 August 2023

Note: Such consent will not lapse once the proposed development is physically commenced before the date the consent would otherwise lapse, except where a specific condition of consent limits the duration of consent.

The application for the modification of the development consent granted on 16 August 2018 for the above development has been determined by Council pursuant to Section 4.55 (1A) of the Environmental Planning and Assessment Act, 1979 by the issue of a modified consent, subject to the changes noted below.

NATURE OF MODIFIED CONSENT

- Modification to timing of driveway construction requirements (condition 2)
- Provision of a temporary Right of Carriageway through Lot 221 (condition 13)

All communications to: **CHIEF EXECUTIVE OFFICER**

ABN 53 539 070 928

PO Box 81 Dubbo NSW 2830

T (02) 6801 4000 F (02) 6801 4259 E council@dubbo.nsw.gov.au

Civic Administration Building Church St Dubbo NSW 2830

W dubbo.nsw.gov.au

evocities
REGIONAL CITY LIVING

The following is a complete set of current conditions which combines any amended and/or deleted conditions from previous modified applications. This set of conditions is designed to be read as a single document without need to reference the previous conditions issued with D2017-640 Part 1.

CONDITIONS

CONDITION 1 AMENDED WITH CONSENT D2017-640 PART 2 TO READ AS FOLLOWS:

- (1) The development shall be undertaken generally in accordance with the Statement of Environmental Effects and stamped approved plans detailed as follows except where modified by any of the following conditions:

Drawing Title: D2017-640 Modification Application

Drawing Number: TP01

Dated: 04/10/18

Revision: A

{Reason: To ensure that the development is undertaken in accordance with that assessed}

CONDITION 2 AMENDED WITH CONSENT D2017-640 PART 2 TO READ AS FOLLOWS:

- (2) The intersection of Sheraton Road with the proposed entry/exit to the proposed Lot 222 shall be constructed by and at full cost to the Developer with construction of a Type BAR/BAL intersection within three (3) years of the issue of this modified consent (Part 2).

The ingress/egress to the development (i.e. the BAL component) is to be constructed as a bitumen sealed culverted access and is to be of sufficient width so as to accommodate two-way traffic flow based upon the turning swept paths of 'Semi-trailer 19.0 metres' (utilising the Austroads design templates, with a turning speed of 5-15 km/hr) with such design width to ensure that at no stages will a semi-trailer be required to cross over onto the wrong side of Sheraton Road when either entering or exiting the proposed allotment.

All works required to fulfil the above condition are to be undertaken in accordance with Council's adopted AUS-SPEC #1 Development Specification Series – Design and Construction standards, with detailed engineering design plans being submitted to, and approved prior to any construction works commencing.

Additionally, the proposed internal access road shall be designed to a standard for the proposed traffic loadings. Details shall be provided to Dubbo Regional Council for approval prior to this work commencing. Such road shall be completed and sealed prior to its use.

Should Council's Senior Development Engineer (or his representative) not undertake the required routine inspections during the course of construction of this condition, then a detailed list of inspections undertaken by an accredited private certifier verifying compliance with Council standards will be required to be lodged with Council prior to 'operational usage' of this proposed development.

{Reason: To provide a satisfactory means of entry/exit to the proposed development}

- (3) Under no circumstances are any construction works or activities to commence on or within the road reserve area (which includes the footpath area) until such time as a 'Road Opening Application' has been lodged with and approved by Council. As part of the proposed works encroach onto Sheraton Road road reserve, a separate 'Road Opening Application' (Section 138 Application under the Roads Act, 1993) will be required to be made to Council's Infrastructure and Operations Division, plus payment of any appropriate fee(s).

Prior to the issue of the Subdivision Certificate for the proposed development, the developer/applicant is to provide the Principal Certifying Authority (PCA) with written evidence/confirmation that the required S138 Application was lodged with Council and that any relevant condition(s) have been complied with.

{Reason: Implementation of Council's Policy and Section 138 of the Roads Act, 1993}

- (4) Any alteration/damage to the vehicular entrance(s), road or road shoulder including utility services, shall be repaired/restored at full cost to the developer and in accordance with Council's adopted AUS-SPEC #1 Development Specification Series - Construction Standards.

{Reason: Implementation of Council Policy}

- (5) Any access gateway(s) associated with any perimeter security fencing are to be "set-back" at the proposed entry and exit location(s), such that at a Semi-Trailer (19.0 metres) is able to "stand clear" and be totally contained within the subject lands allotment boundaries and not at any stage overhang onto the road reserve area whilst the operator of such vehicle may be required to lock and/or unlock the access gateway(s).

{Reason: To provide safety for the travelling public utilising the public road system}

- (6) No vehicles larger than a 'Semi-Trailer' 19.0 metres in length (utilising the Austroads design templates) are permitted to access the subject land and development proposal.

{Reason: The access to the subject land will only facilitate Semi-Trailer 19.0 metres in length or vehicles of lesser dimensions at this location}

- (7) All the relevant existing relevant easement(s) created under DP 623367 and 793541 over the subject land shall remain in force with this current Development Application to subdivide land.

{Reason: To ensure legal rights to infrastructure and the continuation of relevant restrictions}

- (8) In the event of any Aboriginal archaeological material being discovered during earthmoving/construction works, all work in that area shall cease immediately and the Office of Environment and Heritage (OEH) notified of the discovery as soon as practicable. Work shall only recommence upon the authorisation of the OEH.
{Reason: Council and statutory requirement to protect Aboriginal heritage}
- (9) Waste construction materials including soil arising from the development must be disposed of at an appropriately licensed waste facility.
{Reason: To ensure environmentally safe disposal}
- (10) Construction work shall only be carried out within the following time:
- | | |
|-----------------------------|--------------------------------|
| Monday to Friday: | 7:00 am to 6:00 pm |
| Saturday: | 8:00 am to 1:00 pm |
| Sunday and public holidays: | No construction work permitted |
- {Reason: Council requirement to reduce the likelihood of noise nuisance}
- (11) If any threatened species as defined under the Threatened Species Conservation Act 1995 are observed during construction, work is to cease and the National Parks and Wildlife Service is to be contacted.
{Reason: To protect and preserve the existing native vegetation and conserve the habitat for local flora and fauna and a requirement of the National Parks and Wildlife Service}
- (12) An Erosion and Sediment Control Plan shall be implemented onsite prior to any site disturbance works being commenced and shall remain, in a maintained condition, until all site works are completed.
{Reason: Implementation of Council policy to reduce sediment pollution}

CONDITION 13 ADDED WITH CONSENT D2017-640 PART 2 TO READ AS FOLLOWS:

- (13) The creation by the developer, under Section 88B of the Conveyancing Act, of a Right of Carriageway a minimum of 30 metres wide burdening Lot 221 and in favour of proposed Lot 222 prior to issue of the Subdivision Certificate. The Right of Carriageway shall be located over the existing battle-axe handle of Lot 1 DP 623367 so as to encompass the existing access driveway to the quarry. Dubbo Regional Council shall be made the authority empowered to release, vary or modify such restriction.

The Right of Carriageway shall not be released until such time as the permanent vehicle access arrangements for proposed Lot 222 as stipulated in condition 2 have been fully completed.

{Reason: To achieve a satisfactory interim means of access}

NOTES

- (1) Following compliance with all conditions of this Development Consent, the applicant should apply to Council, with lodgement of the Subdivision Certificate application and payment of the prescribed fee, for release of the Linen Plan(s) of Subdivision which will be duly released.
- (2) Fees and contributions in respect to this application will be those applicable at the date of release of the Subdivision Certificate.
- (3) Dubbo Regional Council's proposed "Southern Distributor Road" will likely pass through proposed Lots 221 and 222. At the appropriate time, Council will be required to acquire this land for the "Southern Distributor Road" in consultation with the landowner(s).

Please be advised the exact location of the road has not been finalised.

- (4) This consent is for a boundary adjustment and associated access works only. Any future use of either proposed Lot 221 or 222 will require a separate development consent, unless development consent already exists under 'existing use rights'. Any future Development Applications will be required to undertake assessment of the relevant environmental factors as appropriate.

RIGHT OF REVIEW

Section 8.3 of the Environmental Planning and Assessment Act, 1979 confers the right for an applicant to make a request to the Council for it to review its determination. Any requests for a review are required to be accompanied by a fee as set in Council's revenue policy.

RIGHT OF APPEAL

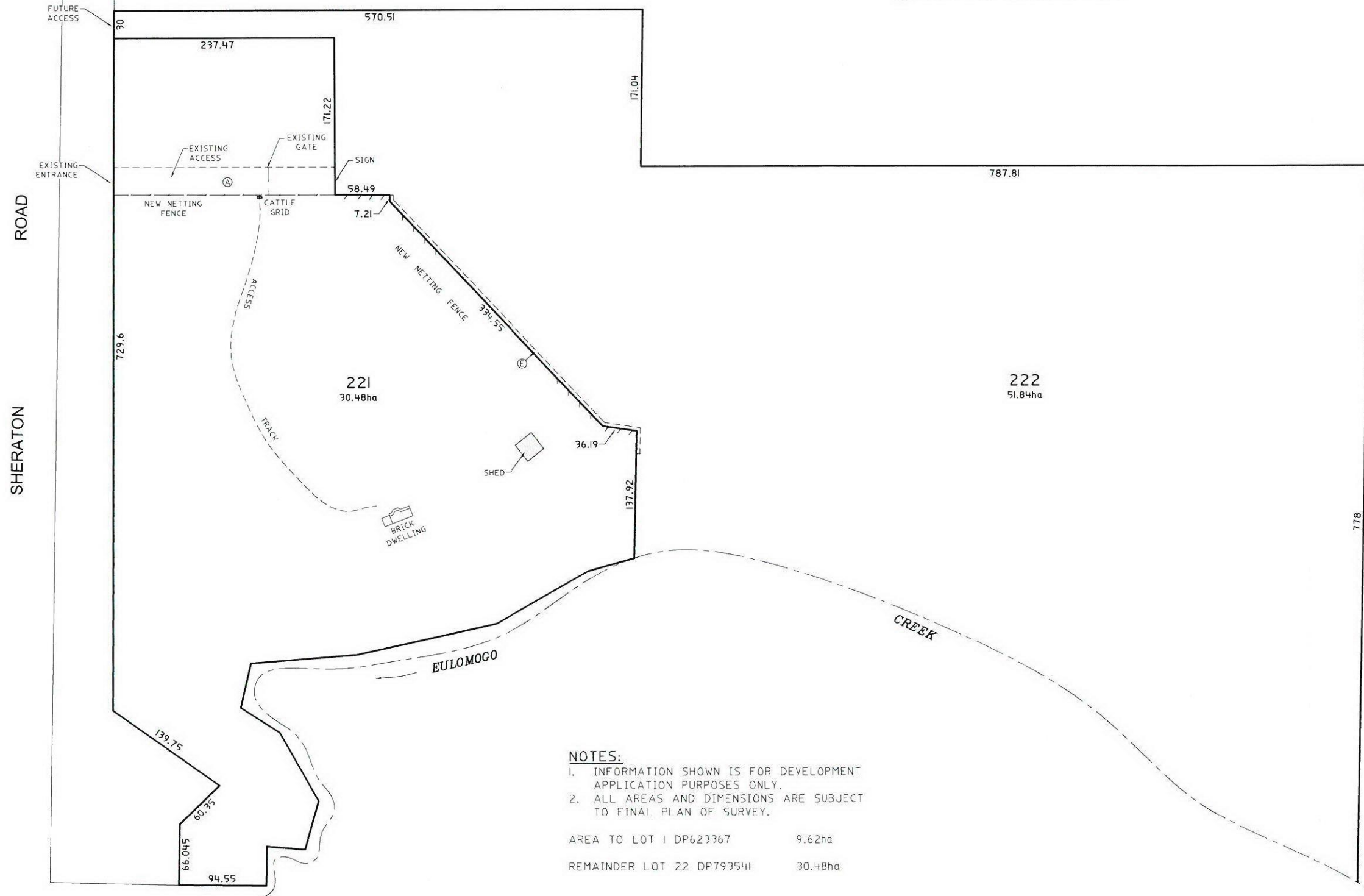
Section 8.7 of the Environmental Planning and Assessment Act, 1979 confers the right for an applicant who is dissatisfied with Council's determination to appeal to the Land and Environment Court within six (6) months after the date on which you receive this Notice.


Darryll Quigley
Manager Building and Development Services


5/11/18



Ⓢ ~ EASEMENT FOR UNDERGROUND POWERLINE 2 WIDE
 ⓐ ~ PROPOSED RIGHT OF CARRIAGEWAY 30 WIDE



NOTES:
 1. INFORMATION SHOWN IS FOR DEVELOPMENT APPLICATION PURPOSES ONLY.
 2. ALL AREAS AND DIMENSIONS ARE SUBJECT TO FINAL PLAN OF SURVEY.

DUBBO REGIONAL COUNCIL
 D20 17 - 640 Pt. 2, 30 OCT 2018
 APPROVED
 DEVELOPMENT APPLICATION

GEOLYSE
 DUBBO
 1st FLOOR
 62 WINGWARRA STREET
 P.O. BOX 1842
 DUBBO, NSW 2830
 Ph: (02) 6884 1525
 Fax: (02) 6884 1475
 dubbo@geolyse.com
 www.geolyse.com

REV.	DATE	DFTD.	APPD.	DETAILS
A	04/10/18	JE	MT	ISSUED TO CLIENT

DRAWING SCALE
 SCALE 1:2500 (A1)

 SCALE 1:5000 (A3)
 DO NOT SCALE FROM THESE DRAWINGS. ALL MEASUREMENTS SHALL BE CONFIRMED ON SITE AND WITH GEOLYSE PTY. LD. PRIOR TO CONSTRUCTION.

APPROVAL AUTHORITY
 DUBBO REGIONAL COUNCIL

CLIENT
 HOLCIM AUSTRALIA

PROJECT
 SUBDIVISION (BOUNDARY ADJUSTMENT) BETWEEN LOT 1 DP 623367 & LOT 22 DP 793541, DUBBO

DRAWING
 D2017-640
 MODIFICATION APPLICATION
 PROJECT NUMBER 117069
 DRAWING FILE 117069_07A_TP01.dwg
 ORIGINAL A1
 DATA SOURCE -
 IMAGE SOURCE -
 STATUS DRAFT
 SHEET TP01 OF TP01
 SET 07

From: [Dennis Valantine](#)
To: [Abdullah Uddin](#); lisa.honan.ext@holcim.com
Cc: [Musarrat Khan](#); [Rachael Thelwell](#); [John Mai](#); [Mary-Anne Siebert](#); [Lisa Honan](#)
Subject: FW: Dubbo Quarry - Traffic Management Plan
Date: Wednesday, 30 August 2023 3:01:41 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
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[ATT00006.png](#)
[ATT00007.png](#)

CAUTION: This email originated outside of the Organisation.

Good afternoon Abdullah

My sincere apologies for the lengthy delay in responding. Transportation Strategy development , competing demands and limited resources have all contributed to the delay.

I have reviewed the EMM Traffic Management Plan V3 dated 31 May 2023 with the following comments and amendment requests:

- Sec 4.2.1 Site access – The wording gives the indication that there will be two accesses. This needs to be reworded for clarity relative to Condition 13 and the Section 88B Instrument (D2017-640 Part 2). Additionally reference should be also made here for Oversize Overmass vehicle access permitted under NHVR permit.
- Appendix A4, last sentence. Change “below” to “Route”
- Appendix A5, add reference to the 40kmh School Zone
- Appendix A8 – It is noted in A1 – Purpose, 2nd paragraph “ that all employees and contractors are aware of and comply with the code”.
A8 – Signage refers to signage display on heavy vehicles used to transport quarry products...”

Does this apply only to Holcim fleet or all contractors as well. How will the signage be applied to the contractors?

Please contact me should you require any further information

Regards
Dennis

Dennis Valantine



DUBBO REGIONAL COUNCIL



Senior Traffic Engineer

Infrastructure Strategy & Design | Dubbo Regional Council

P 02 6801 4930 | M 0418 244 350

Dennis.Valantine@dubbo.nsw.gov.au

<http://dubbo.nsw.gov.au>

How was your experience today? Click an icon to let us know!



We acknowledge the Wiradjuri people, the traditional custodians of the land. We pay respects to Elders past, present and emerging of the Wiradjuri Nation.

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[Redacted content]

[Redacted content]

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Newcastle NSW 2300
T 02 4907 4800

BRISBANE

Level 1 87 Wickham Terrace
Spring Hill QLD 4000
T 07 3648 1200

CANBERRA

Level 2 Suite 2.04
15 London Circuit
Canberra City ACT 2601

ADELAIDE

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Adelaide SA 5000
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MELBOURNE

Suite 8.03 Level 8 454 Collins
Street
Melbourne VIC 3000
T 03 9993 1900

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Georges Terrace
Perth WA 6000

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60 W 6th Ave Suite 200
Vancouver BC V5Y 1K1



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emmconsulting.com.au