

# Transport Management Plan

for the

## Possum Brush Quarry

### DA 283/97

*Prepared in conjunction with:*



**R.W. CORKERY & CO. PTY. LIMITED**

December 2019

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# Transport Management Plan

for the

## Possum Brush Quarry

### DA 283/97

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**Prepared by:**

Pacific Blue Metal Pty Ltd  
ABN: 45 050 224 250  
PO Box 6  
NABIAC NSW 2312

Telephone: (02) 6554 3206  
Facsimile: (02) 6554 3250  
Email: [charlie@pacificbluemetal.com.au](mailto:charlie@pacificbluemetal.com.au)

---

**In conjunction with:**

R.W. Corkery & Co. Pty. Limited  
Geological & Environmental Consultants  
ABN: 31 002 033 712

**Brooklyn Office:**

1st Floor, 12 Dangar Road  
PO Box 239  
BROOKLYN NSW 2083

**Orange Office:**

62 Hill Street  
ORANGE NSW 2800

**Brisbane Office:**

Suite 5, Building 3  
Pine Rivers Office Park  
205 Leitchs Road  
BRENDAL QLD 4500

Telephone: (02) 9985 8511  
Facsimile: (02) 6361 3622  
Email: [brooklyn@rwcorkery.com](mailto:brooklyn@rwcorkery.com)

Telephone: (02) 6362 5411  
Facsimile: (02) 6361 3622  
Email: [orange@rwcorkery.com](mailto:orange@rwcorkery.com)

Telephone: (07) 3205 5400  
Facsimile: (02) 6361 3622  
Email: [brisbane@rwcorkery.com](mailto:brisbane@rwcorkery.com)

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0.00	15/06/2016	RMS	As at 01/08/16 no comments received from RMS. 26/08/16 Comments received from RMS. Included in Version 1.01.

<b>Final</b>					
<b>Version</b>	<b>Date</b>	<b>Approved By</b>	<b>Reviewed By</b>	<b>Section</b>	<b>Description</b>
1.00	25/07/16	Charlie Kennett General Manager	Stacey Tyack QSE Manager	All	Plan approved for submission to DPE
1.01	04/10/16	Charlie Kennett General Manager	Stacey Tyack QSE Manager	All	Plan amended to address DPE comments received 12/9/16.
1.02	13/03/17	Charlie Kennett General Manager	Stacey Tyack QSE Manager	All	Minor corrective editing including pages numbers and labels.
1.03	10/07/17	Charlie Kennett General Manager	Stacey Tyack QSE Manager	10	Weighbridge system update as per DPE requirement 4/7/17.
2.00	04/01/18	Charlie Kennett General Manager	Stacey Tyack QSE Manager	All	Full review triggered by DA Condition 5(4).
2.01	12/01/18	Charlie Kennett General Manager	Stacey Tyack QSE Manager	9.4 Appendices	Inclusion of Drivers Code of Conduct – Asphalt Night Works
3.00	01/12/19	Charlie Kennett General Manager	Stacey Tyack QSE Manager	All  Table 1 Section 6 Appendix B, C, D	Removed all or parts of Sections 1,2,4,7,8,10-15 to EMS (generic to all MP's) Transport specific information retained or added. Altered order of contents. General editing Updated internal references Added Transport monitoring Included new versions
3.01	15/06/20	Charlie Kennett General Manager	Stacey Tyack QSE Manager	Section 6 Appendix B	Included limits on consent and updated record keeping as per DPIE email dated 03/06/20. Inserted updated Code of Conduct V4.06 to include trucks entering quarry as per DPIE email dated 03/06/20.

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## **LIST OF ACRONYMS**

AHD	Australian Height Datum
AS	Australian Standard
CCC	Community Consultation Committee
DA	Development Application
DPE	Department of Planning and Environment
DPIE	Department of Planning, Industry & Environment (previously DPE)
Department	Department of Planning, Industry & Environment (previously DPE)
EA	Environmental Assessment
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	Environment Protection Authority
EPL	Environment Protection Licence
ERM	Environmental Resource Management Pty Ltd
GTCC	Greater Taree City Council (MidCoast Council as of 1 July 2016)
MCC	MidCoast Council
PBM	Pacific Blue Metal Pty Ltd
RPM	Runge Pincock Minarco Ltd
RMS	Roads and Maritime Services
Secretary	Secretary of the Department, or nominee

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## 1. INTRODUCTION

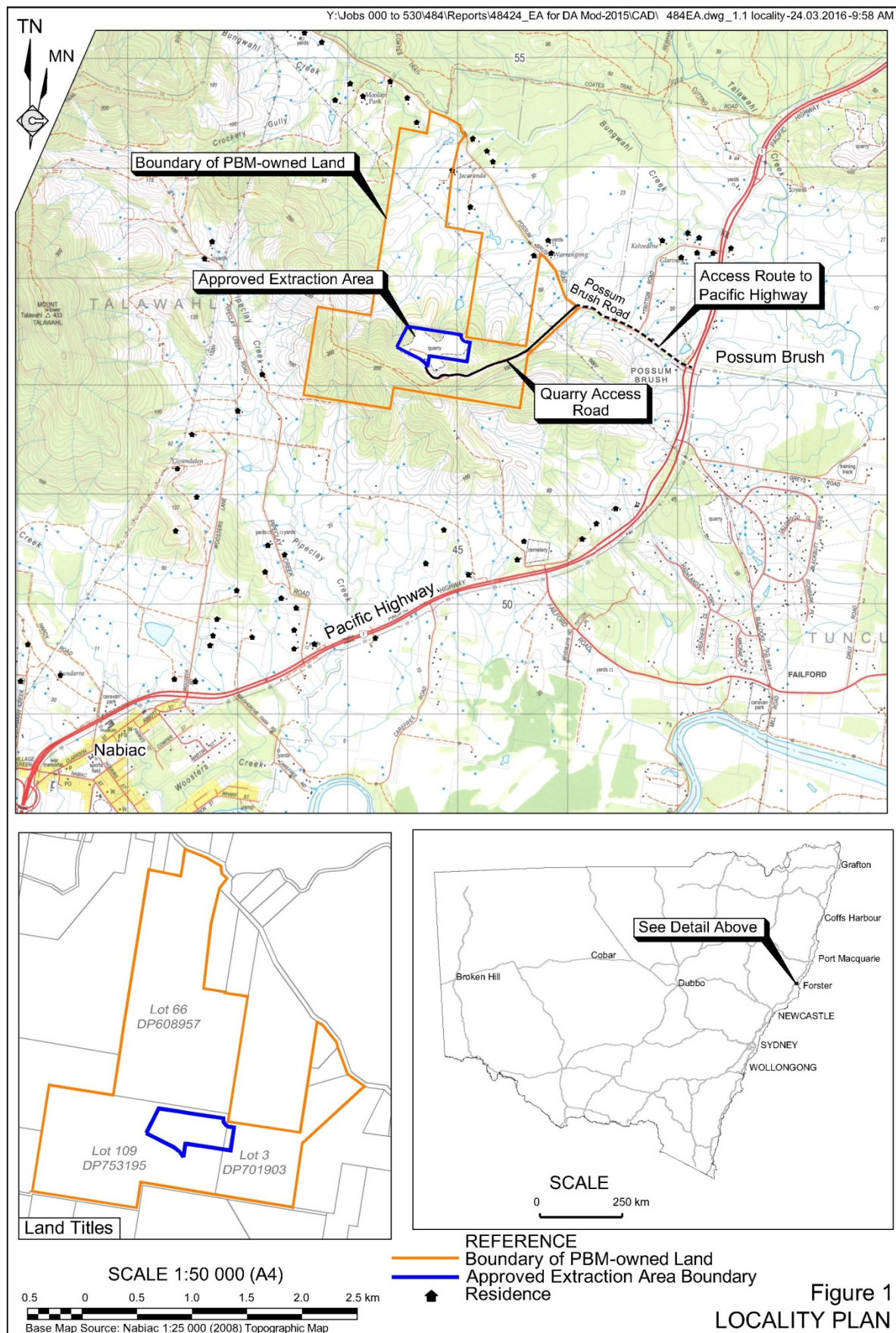
This *Transport Management Plan* (the Plan) has been prepared by Pacific Blue Metal Pty Ltd (PBM) in conjunction with R.W. Corkery & Co. Pty Limited for the Possum Brush Quarry (the Quarry). The Quarry is located approximately 2km west of the Pacific Highway at Possum Brush, 4km northwest of Failford and 5km northeast of Nabiac (**Figure 1**).

This Plan has been prepared in satisfaction of *DA Conditions 3(28) and 5(2)* of Development Consent (DA) 283/97<sup>1</sup>. The Plan is one of six (6) supporting documents for the Environmental Management Strategy. These six (6) supporting documents being:

- Air Quality Management Plan
- Blast Management Plan
- Landscape and Rehabilitation Management Plan
- Noise Management Plan
- Transport Management Plan
- Water Management Plan

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<sup>1</sup> All conditions in Development Consent DA 283/97 are referred to as *DA Condition ...*



## 2. LEGAL AND OTHER REQUIREMENTS

### 2.1 DEVELOPMENT CONSENT

DA 283/97 was formally modified as Mod 4 by the Executive Director, Resource Assessments and Compliance as a delegate of the Minister of Planning on 1 April 2016 pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Relevant transport-related conditions in DA 283/97 are reproduced in **Table 1** together with a reference to the sections of the Plan where each condition is addressed.

**Table 1**  
**Development Consent Requirements Relating to Transport**

Schedule (Cond. No.)	Condition Requirement	Plan Section
3(25)	<b>Transport Routes</b> No trucks associated with the development are to travel on Bullocky Way, Tritton Road or the section of Possum Brush Road to the west of the intersection with the quarry access road and other minor roads off this section of road unless delivering products to a property fronting onto these roads or providing materials for the maintenance of the roads themselves, without the written agreement of the Secretary.	Appendix B
3(26)	<b>Pacific Highway Intersection</b> The Applicant shall ensure that appropriate advance warning truck signage is installed or replaced on the northbound and southbound lanes of the Pacific Highway, to the satisfaction of the RMS.	5.2
3(27)	<b>Operating Conditions</b> The Applicant shall ensure that:	
	a) all company owned trucks associated with the quarry have appropriate signage, so they can be easily identified by road users;	5.3
	b) all laden trucks entering or exiting the site have their loads covered;	Appendix B
	c) all laden trucks exiting the site are cleaned of materials that may fall on the road, before leaving the site; and	Appendix B
	d) road maintenance requirements, including the removal of any obstructing roadside vegetation, are reported to Council for Possum Brush Road and to RMS for the Pacific Highway.	5.2
3(28)	<b>Transport Management Plan</b> The Applicant shall prepare a Transport Management Plan for the development to the satisfaction of the Secretary. In addition to the standard requirements for management plans (Condition 2 Schedule 5) this plan must:	
	a) be prepared in consultation with RMS and Council;	2.3
	b) be submitted to the Secretary for approval by within three months of the date of approval of Modification 4, unless otherwise agreed by the Secretary;	This document
	c) include a Drivers' Code of Conduct that details the safe and quiet driving practices that must be used by drivers transporting products to and from the quarry, particularly having regard to early morning truck arrivals, school bus routes and the location of residential properties; and	5.4 and Appendix B

Schedule (Cond. No.)	Condition Requirement	Plan Section
	d) describe the measures that would be put in place to ensure compliance with the Drivers' Code of Conduct.	5.4

**Table 1 (Cont'd)**  
**Development Consent Requirements Relating to Transport**

Schedule (Cond. No.)	Condition Requirement	Plan Section
3(29)	<b>Monitoring of Product Transport</b> The Applicant shall keep accurate records of:	6
	a) the amount of quarry products transported from the site (calendar month and year);	
	b) the number of truck movements entering and leaving the site (hour, day, calendar month and year); and	
	c) include these records in the Annual Review (Condition 9 of Schedule 5).	
5(2)	Note: Records must include material provided to Council, referred to in Condition 19 Schedule 2.	4
	a) detailed baseline data;	
	b) a description of:	2
	– the relevant statutory requirements (including any relevant approval, licence or lease conditions);	2
	– any relevant limits or performance measures/criteria; and	3
	– the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the project or any management measures;	
	c) a description of the measures that would be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria;	5
	d) a program to monitor and report on the:	7
	– impacts and environmental performance of the project; and	
	– effectiveness of any management measures (see (c) above);	
	e) a contingency plan to manage any unpredicted impacts and their consequences;	8
	f) a program to investigate and implement ways to improve the environmental performance of the project over time;	7
	g) a protocol for managing and reporting any:	7-10
	– incidents;	
	– complaints;	
	– non-compliances with statutory requirements; and	
	– exceedances of the impact assessment criteria and/or	
	– performance criteria; and	
	h) a protocol for periodic review of the plan.	12
	Note: The Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.	
5(7)	The Applicant shall notify, at the earliest opportunity, the Secretary and any other relevant agencies of any incident that has caused, or threatens to cause, material harm to the environment. For any other incident associated with the project, the Applicant shall notify the Secretary and any other relevant agencies as soon as practicable after the Applicant becomes aware of the	10

<b>Schedule (Cond. No.)</b>	<b>Condition Requirement</b>	<b>Plan Section</b>
3(29)	<b>Monitoring of Product Transport</b>	6
	The Applicant shall keep accurate records of:	
	a) the amount of quarry products transported from the site (calendar month and year);	
	b) the number of truck movements entering and leaving the site (hour, day, calendar month and year); and	
	c) include these records in the Annual Review (Condition 9 of Schedule 5).	
	incident. Within 7 days of the date of the incident, the Applicant shall provide the Secretary and any relevant agencies with a detailed report on the incident, and such further reports as may be requested.	

## 2.2 ENVIRONMENT PROTECTION LICENCE

PBM currently hold Environment Protection Licence (EPL) 3393 for the operation of the Quarry.

This Transport Management Plans has been prepared in a manner that is consistent with the EPL. The specific criteria outlined in EPL 3393 relevant to transport management are detailed below in **Table 2**.

**Table 2 EPL 3393 Transport Management Criteria**

Condition Number	Criteria
L6.2 b)	Trucks used for the transport of product are not permitted to enter the premises before 6:15am Monday to Friday or 6:45am Saturdays. In respect of these trucks entering the premises, the licensee must erect and maintain a gate across the site access road 200 metres from the product stockpile area or in another area agreed by Council, which must not be opened prior to 6.30am Monday to Friday or 7am Saturday to allow access to the stockpile.
L6.2 c)	No other trucks or heavy machinery are to enter the premises prior to 6:30am Monday to Friday or prior to 7am Saturdays.
L6.2 d)	Loaded trucks or heavy machinery are not permitted to enter the premises after 6pm Monday to Friday or after 3pm Saturdays.
L6.2 e)	Unloaded trucks or heavy machinery, except those described in clause f) and i) below, are not permitted to enter the premises after the hours of 6pm Monday to Friday and after 3pm Saturdays.
L6.2 f)	Trucks containing returned loads of product and trucks owned or operated by the licensee, for licensed activities, and normally garaged at the premises, may enter the premises after the hours of 6pm Monday to Friday and after 3pm Saturdays only in the following circumstances:
L6.2 f) i)	The truck left the premises loaded with product prior to 6pm Monday to Friday or prior to 3pm Saturday.
L6.2 f) ii)	The truck travelled directly to the delivery site by the most direct route.
L6.2 f) iii)	The truck travelled directly back to the premises from the delivery site by the most direct route.
L6.2 f) iv)	Records must be kept for all trucks returning to the premises after the hours of 6pm Monday to Friday and 3pm Saturdays which records the time the truck left the premises, the load carried, the delivery site and customer details, and the time the truck returned to the premises. Note: These records may take the form of weighbridge records and security camera date stamps.
L6.2 f) v)	No trucks are permitted to enter the premises between 12 midnight Saturdays and 6:15am Monday.
L6.2 g)	No trucks or heavy machinery are to leave the premises prior to 6.30am Monday to Friday or 7am Saturdays.
L6.2 h)	The exception to the operational hours described in clauses a) to g) above is the operational hours of the asphalt plant in the circumstances set out below:
L6.2 h) i)	The asphalt plant and associated truck movements are permitted to operate 24 hours per day during the period 6:30am Monday to 10pm Friday for a maximum of 60 days in any one calendar year.
L6.2 h) ii)	The licensee must notify the Manager Hunter Region of the EPA when each night operations will be undertaken, prior to the night time operations being undertaken.
L6.2 i)	Trucks containing returned loads of products and trucks owned or operated by the licensee which are normally garaged at the premises and involved in the delivery of asphalt during the 60 days per year of night time asphalt plant operations may enter the premises after 10pm Friday only in the following circumstances;
L6.2 i) i)	The truck left the premises loaded with product prior to 10pm Friday
L6.2 i) ii)	The truck travelled directly to the delivery site by the most direct route.
L6.2 i) iii)	The truck travelled directly back to the premises from the delivery site by the most direct route.
L6.2 i) iv)	Records must be kept for all trucks returning to the premises after 10pm Friday which records the time the truck left the premises, the load carried, the delivery site, the customer details, and the time the truck returned to the premises. Note: these records may take the form of weighbridge records and security camera date stamps.
L6.2 i) v)	No trucks are permitted to enter the premises between 12 midnight Saturdays and 6:15am Mondays.
L6.2 k)	No works, maintenance, truck or machinery movements in or out of the premises are permitted on Sundays or Public Holidays.

## **2.3 CONSULTATION**

Section 4.7 and 4.8 of the Environmental Management Strategy details PBM's landholder and community consultation process.

In addition, the following government agency consultation was undertaken specifically for the preparation of this Transport Management Plan.

- During the development of the Environmental Assessment, a Traffic Assessment was developed in consultation with RMS and GTCC (now MCC).
- Manager Land Use Assessment, Ms Kellee McGilvray from RMS Hunter Region provided specific requirements for the Traffic Assessment to address. GTCC (MCC) also provided comments on the Traffic Assessment. These comments and requirements were used to formulate the draft Transport Management Plan.
- The draft Transport Management Plan, developed from the Traffic Assessment, was forwarded to the RMS and GTCC (MCC) for further comment on 15 June 2016.
- A response was received from GTCC (MCC) on 28 June 2016. GTCC considered the Draft Transport Management Plan acceptable with no further amendments required.
- As of 01/08/2016, no comments had been received from RMS.
- A response was received from RMS on 26 August 2016. RMS considered the Draft Transport Management Plan acceptable with no further amendments required.

Evidence of consultation is provided in Appendix A.

### 3. OBJECTIVES AND OUTCOMES

**Table 3** presents the objectives and key performance outcomes for this Plan and the Quarry.

**Table 3 Objectives and Key Performance Outcomes**

Objectives	Key Performance Outcomes
a) To ensure compliance with the criteria of DA 283/97, EPL 3393 and reasonable community expectations.	i) Compliance with all relevant criteria and reasonable community expectations, as determined in consultation with the relevant government agencies.
b) To implement appropriate transport management and mitigation measures during all stages of the Project.	ii) All identified transport management and mitigation measures are implemented to the extent required.
c) To implement an appropriate complaints handling and response protocol.	iii) Complaints (if any) are handled and responded to in an appropriate and timely manner.
d) To implement continual improvement for investigating, implementing and reporting on reasonable and feasible measures to reduce noise.	iv) An appropriate continual improvement program has been implemented.
e) To implement an appropriate incident reporting program, if required.	v) Traffic-related incidents (if any) are reported in an appropriate and timely manner.



## 4. BASELINE DATA

### 4.1 QUARRY ACCESS & PUBLIC ROAD NETWORK

Access to the Quarry is provided via the Quarry Access Road (see **Figure 1**) that connects the internal road network to the external road network, namely Possum Brush Road and the Pacific Highway.

The Quarry Access Road is a two lane, asphaltic cement road with a 40km/hr speed limit which has been designed and constructed by PBM to accommodate up to 19m long truck and dog configurations, with a capacity of up to 38t. PBM maintains the Quarry Access Road to a high standard, with adequate sight lines, established safety berms/barriers and signposted along the length of the road, highlighting to drivers the speed limit, upcoming corners and limiting of compression brake signage.

The Quarry Access Road extends to the local Possum Brush Road with a lockable gate positioned approximately 50m along the Quarry Access Road.

The intersection of the Quarry Access Road with Possum Brush Road provides good visibility for drivers in both directions with a stop sign placed to direct all vehicles leaving the Quarry to stop before entering onto Possum Brush Road.

All product trucks turn right from the Quarry Access Road onto Possum Brush Road and travel in an easterly direction towards the Pacific Highway, where product trucks either travel north or south to their destinations. There are six (6) property accesses and one (1) intersection with a public road, between the Pacific Highway and the Quarry Access Road.

No product trucks are permitted to turn left when exiting the Quarry Access Road and travel west along Possum Brush Road unless deliveries are required to locations west of the intersection of the Quarry Access Road and Possum Brush Road.

It is noted that no grade-separated intersection is currently present at the intersection of Possum Brush Road and the Pacific Highway. The planned upgrade of the Pacific Highway near Possum Brush will result in the current northbound lanes becoming a local service road for the local community and the Quarry and providing a more efficient entrance/exit onto the highway (see **Figure 2**).

### 4.2 TRAFFIC LEVELS

Traffic levels associated with product deliveries from the Possum Brush Quarry currently reflect sales of the various products produced at the Quarry. On a busy day when the asphalt plant, pugmill/wetmix plant and crushing and screening plant are all operating concurrently, up to 24 loads of products are despatched hourly and sometimes in excess of 200 loads are despatched daily. Conversely, on days of limited sales, less than 30 truck loads are despatched daily.

PBM anticipates that the existing substantial variations in hourly and daily truck movements would continue throughout Stage 2.

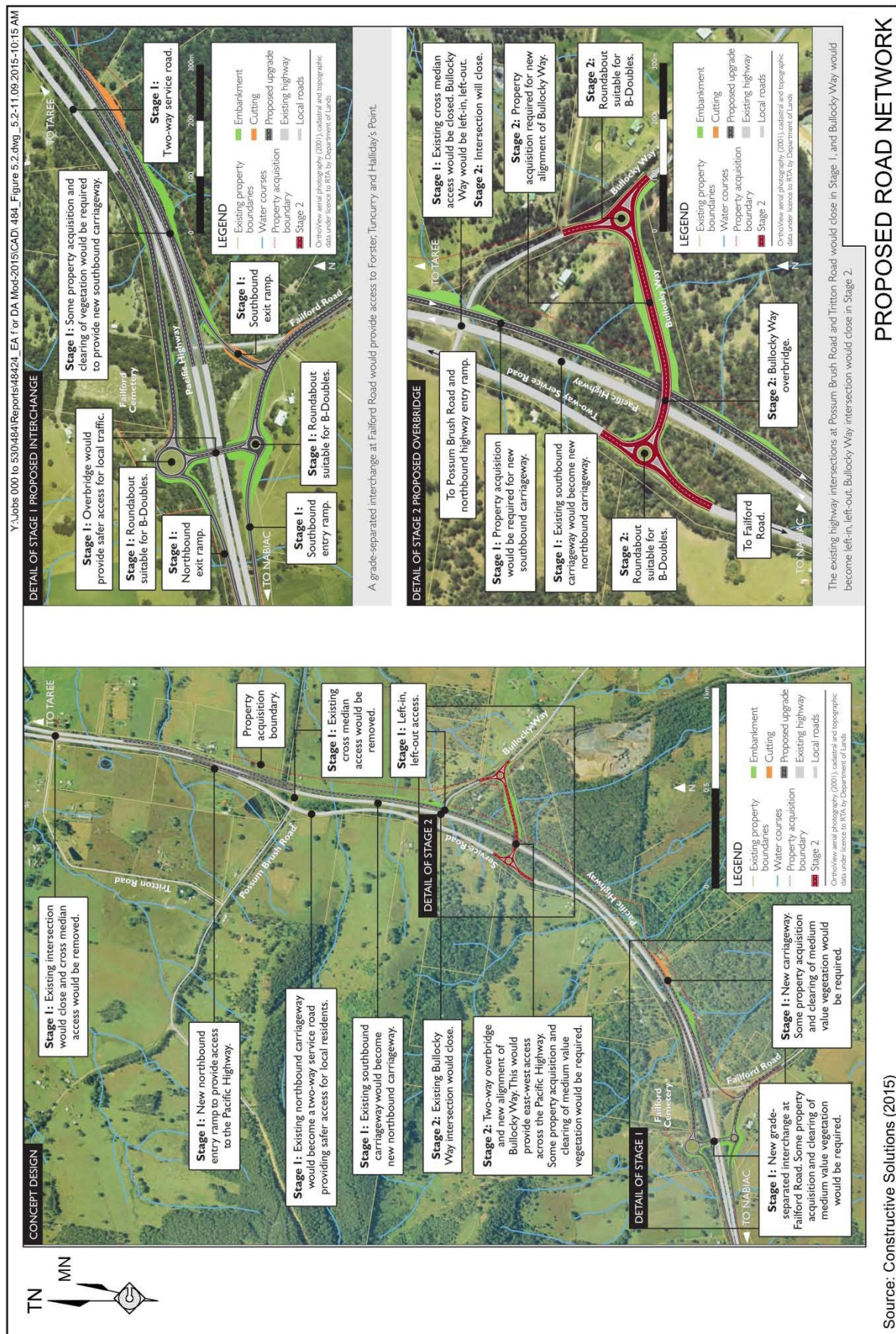


Figure 2 Proposed Road Network

## 5. TRANSPORT MANAGEMENT MEASURES

### 5.1 INTRODUCTION

During the operational life of the Quarry, traffic travelling to and from the Quarry will typically include predominantly truck and dog trailers with smaller numbers of semi-trailer trucks, rigid trucks and light vehicles.

This section presents the traffic management measures that will be implemented during the life of the Quarry to ensure that the requirements of *DA Conditions 3(28) to 3(29)* and the objectives of this plan are achieved. These measures include the following.

- Monitoring of traffic levels and times.
- Driver's Code of Conduct (**Appendix B**).
- Enforcement of speed limits.
- Installation and maintenance of relevant road safety signage.

### 5.2 ROAD MAINTENANCE & SIGNAGE

In accordance with *DA Condition 2(20)*, PBM will pay to Council a contribution of 10 cents per tonne until 25 May 2018 after which the payment per tonne would be increased annually in accordance with the Consumer Price Index (Road and Bridge Construction).

Road maintenance requirements, including the removal of any obstructing roadside vegetation, will be reported to Council for Possum Brush Road and to RMS for the Pacific Highway.

PBM will continue to maintain the Quarry Access Road to a high standard.

PBM will ensure that appropriate advance warning truck signage is installed on both the northbound and southbound lanes of the Pacific Highway, to the satisfaction of the RMS.

### 5.3 TRUCK MAINTENANCE & SIGNAGE

All PBM owned and operated trucks will be continue to receive scheduled preventive maintenance and emergency repairs as required to ensure the fleet is safe and roadworthy at all times.

Each vehicle in the PBM fleet will have signage so that they are easily recognisable by other road users. The location and size of the signage will vary dependent on the type of fleet vehicle, however all vehicles are labelled with PBM vehicle stickers on the side of the vehicle. Furthermore, PBM trucks and trailers are all fitted with PBM labelled mudflaps.

### 5.4 CODE OF CONDUCT

All PBM employed truck drivers undertake an Employee Induction which incorporates not only safety and operational aspects of PBM, but also includes the Truck Drivers Code of Conduct,

which outlines the safe and quite driving practices which PBM expects the truck drivers to adhere to.

For all other truck drivers entering the site, that is private truck drivers who are not employed or sub-contracted by PBM, the Code of Conduct forms part of the Site Induction. The Code of Conduct (see **Appendix B**) includes, but is not limited to the following:

- Hours of operation.
- Speed limits.
- Use of compression brakes.
- Awareness of surrounding residents and other road users.
- Actions for non-compliance.
- A competency test.

For all employee and sub-contracted truck drivers, non-compliance with the Driver Code of Conduct will result in the issue of a either an Improvement Report or a Non-Conformance Report. Both reports allow for a review of the non-compliance and the establishment of systems to correct or prevent a reoccurrence of the non-compliance. Non-compliances are corrected and verification of correction kept demonstrating that compliance has been achieved. This process is undertaken in consultation with the offending driver. These reports form part of PBM's Quality Management System, and as such allow for the active tracking, review and management of repeat non-conformance actions and/or offenders.

With regard to private truck drivers, non-compliance with the Driver Code of Conduct may result in the driver being prohibited from entering the quarry. This statement forms part of the Driver Code of Conduct which each driver signs.

In addition to the generic Drivers Code of Conduct described above, a supplementary Code of Conduct is applied during asphalt night works in order to minimise night time noise disturbance. A copy of the Drivers Code of Conduct for Asphalt Night Works is included as **Appendix C**.

During the 2016/2017 year and in response to brake noise complaints at the Possum Brush Road - Pacific Highway intersection, all PBM drivers were instructed to implement Points 7 & 8 of the night time driving protocols at **all times**, including day time, when on Possum Brush Road to reduce potential rod noise

## 6. TRANSPORT MANAGEMENT MONITORING

PBM monitor and record traffic-and volume related data to establish compliance with *DA Conditions 2(8), 2(9),2(10) and 3(29)* and include this data in the Annual Review.

The development consent stipulates the following limits with regard to quarrying operations and quarry product transport:

- Extract no more than 16.2 million tonnes of extractive material from the site under this consent (*DA Condition 2(8)*)
- Transport no more than 500, 000 tonnes of quarry products from the site in any calendar year (*DA Condition 2(9)*).
- Ensure no more than 36 truck movements occur per hour (*DA Condition 2(10a)*).
- Ensure no more than 420 truck movements occur per day(*DA Condition 2(10b)*).

PBM utilises a weighbridge software system (Australian Weighbridge Systems (AWS)) to record the amount of quarry products transported from site and the number of heavy vehicle movements.

The record of heavy vehicle movements associated with the quarry, asphalt and recycling activities is checked daily by the Office Manager to ensure vehicle movements are within those prescribed in the consent i.e. no more than 36 truck movements per hour and no more than 420 truck movements per day (*DA Condition 2(10)*).

The record of the amount of quarry products transported from site is checked on a monthly basis by the Officer Manager, to ensure compliance with the 500, 000 tonnes per calendar year limit (*DA Condition 2(9)*).

The record of total quarry product transported from site is checked on an annual basis by the Office Manager to ensure compliance with the 16.2 million tonne limit under this consent (*DA Condition 2(8)*).

The Drivers Code of Conduct strictly outlines the speed limits to be adhered to on the approach to and within the Quarry. These limits are monitored and enforced by the General Manager, Site Supervisor and Compliance Manager, with any non-conformance dealt with using our Quality Management System procedure P08 Non-Conforming Products and Services (see Appendix D).

All PBM drivers are expected to meet performance standards and behave appropriately in the workplace and on the roads. Non-compliance is firstly dealt with via coaching and performance appraisal. If there is no improvement or if there are repeat occurrences, corrective action is initiated. This is a process of communicating with our drivers to improve unacceptable behaviour or performance. The ultimate goal is to work with and guide the driver to correct performance or behaviour issues by identifying the problems, causes and solutions, not to punish the driver. In addition, PBM's Compliance Manager will undertake an internal audit of all relevant approval conditions every six (6) months, the results of which will be included in

the *Annual Review*. This scheduled monitoring and reporting program will allow for continual assessment and improvement of the environmental performance of the project.



## **7. EVALUATION OF COMPLIANCE**

PBM will evaluate compliance in accordance with the procedures detailed in Section 7 of the Environmental Management Strategy.

## **8. CORRECTIVE AND PREVENTATIVE ACTIONS**

Section 8 of the Environmental Management Strategy details the corrective and preventative actions to be taken in the event an exceedance of any relevant criteria or breach of condition(s) is identified.

## **9. COMPLAINTS HANDLING AND RESPONSE**

Section 9 of the Environmental Management Strategy outlines PBM's complaints management procedure, including dispute resolution.

## **10. INCIDENT REPORTING**

As per Environmental Management Strategy Section 10.

## **11. PUBLICATION OF MONITORING INFORMATION**

As per Environmental Management Strategy Section 11.

## **12. PLAN REVIEW**

As per Environmental Management Strategy Section 12.

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## Appendix List

- Appendix A Consultation with government departments
- Appendix B Drivers Code of Conduct V4.06
- Appendix C Drivers Code of Conduct – Asphalt Night Works
- Appendix D QP10 Non-Conforming Products and Services

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## **Appendix A    Consultation with government departments**

**From:** [Stacey Tyack](#)  
**To:** [Arinna Fotheringham](#)  
**Subject:** FW: MOD 4 DA 283/97 PBM  
**Date:** Thursday, August 18, 2016 9:17:00 AM  
**Attachments:** [image001.png](#)  
[image004.png](#)  
[image008.png](#)  
[image009.png](#)  
[image010.png](#)  
[image011.png](#)  
[image007.png](#)  
[image012.png](#)  
[image013.png](#)  
[image014.png](#)

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Hi Arinna,

Thank you for providing comment on the Transport and Landscape & Rehabilitation Management Plans for MOD 4 DA 287/93.

For your reference I have provided a response to each of your comments below – [these are highlighted in blue](#).  
If you have any questions please don't hesitate to contact me.

Kind regards,  
Stacey

---

**From:** Arinna Fotheringham [<mailto:Arinna.Fotheringham@gtcc.nsw.gov.au>]  
**Sent:** Tuesday, June 28, 2016 3:52 PM  
**To:** [gse@pacificbluemetal.com.au](mailto:gse@pacificbluemetal.com.au)  
**Subject:** FW: MOD 4 DA 283/97 PBM

**Arinna Fotheringham**

Development Planner  
02 6592 5247 | 0428 293 416 | [arinna.fotheringham@gtcc.nsw.gov.au](mailto:arinna.fotheringham@gtcc.nsw.gov.au)

MidCoast Council | 2 Pulteney Street | PO Box 482 | Taree 2430  
[www.midcoast.nsw.gov.au](http://www.midcoast.nsw.gov.au)

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**From:** Arinna Fotheringham  
**Sent:** Tuesday, 28 June 2016 3:51 PM  
**To:** 'gse@pacificbluemetal.com' <[gse@pacificbluemetal.com](mailto:gse@pacificbluemetal.com)>  
**Subject:** MOD 4 DA 283/97 PBM

Hi Stacey

I refer to your email 15/06/2016 requesting comments in relation to the Draft Landscape and Rehabilitation Management Plan and Draft Transport Management Plan. The drafts were referred to the relevant Council Officer and I provide their comments as follows:

Draft Transport Management Plan – (Asset Planning)

The Draft Transport Management Plan is considered to be acceptable and no further changes are required.  
[Acknowledged](#)

Draft Landscape and Rehabilitation Management Plan – (Environmental Services)

**PBM Modification approval Stage 2**

Council agrees with the intent of Environmental Performance Conditions outlined in Schedule 3 attached to the Notice of Modification in relation to Stage 2 of the Pacific Blue Metal Operating Plan.

Council agrees that the applicant is to:

- Meet the specific performance criteria established under this consent, and
- Implement all reasonable and feasible measures to prevent and/or minimise any material harm to the environment that may result from the construction, operation, or rehabilitation of the development.

Council has reviewed the *Landscape and Rehabilitation Management Plan* (Plan) for the Possum Brush Quarry (DA 283/97), *Draft Report No. 484/33*, prepared in conjunction with R.W. CORKERY & CO. PTY. LIMITED, dated June 2016 and requests that the data gaps listed below are addressed, and additional information is provided.

1. The “wildlife corridor” and the “50m corridor” is not referenced or shown on a figure/drawing/plan to confirm its location, and photographs have not been provided. [Figure 8: Location of Wildlife Corridor and 50m Buffer Zone](#) has been included and appropriate references throughout document have been made to reflect addition of map. [Plate 3 Wildlife Corridor](#) has been included.

The *Landscape and Rehabilitation Management Plan* (Plan) refers to the ‘50m wide corridor’ and ‘wildlife corridor’ on the following pages:

Page 12, Table 2(e) & (j) - refers to the “wildlife corridor”;

Page 16, 7. Competence Training and Awareness - refers to the “rehabilitation area and wildlife corridor”;

Page 18, 9.2 External Vegetation Management – refers to the “50m wide corridor” and the “wildlife corridor”; and

Page 21, 10.3 Rehabilitation Maintenance, Point 6 – refers to the “wildlife corridor in perpetuity”.

2. On page 18, the Rudders Box Planting area in “Area A” is referred to, but isn’t shown on a figure/drawing/plan, and no photographs have been provided.

[Rudders Box seeds were collected](#) from Area A, not planted in Area A. Exert from Management Plan states: “A program of seed collection was undertaken prior to removal of the Rudders Box trees in Area A”. [Rudders Box plantings were undertaken in the Wildlife Corridor. Plate 4 Rudders Box planted in the Wildlife Corridor has been included.](#)

3. The Plan refers to “regular” or “periodic” environmental monitoring activities but does not provide timeframes e.g. short, medium, and long-term monitoring activities, as specified in the condition 21. The requested programs and detailed descriptions have not been provided. See text in red below. Please provide a spreadsheet or list that specifies each specific performance criteria, the related environmental protection measures (i.e. programs and detailed descriptions) and the timeframe of each proposed activity. In addition, the spreadsheet or list of specific programs and detailed descriptions will be required to order meet other conditions, such as Schedule 4 Additional Procedures (Notification of Landowners and Independent Review), and Schedule 5 Environmental Management, Reporting and Auditing (Environmental Management Plan etc.).

[Rehabilitation programs, performance criteria and associated monitoring timeframes are generally sufficiently described within the paragraphs of Sections 9 and 10, negating the need for an supplementary spreadsheet. However, based on your comments, additional performance criteria, monitoring and reporting procedures have been added, and references to ‘regular’ or ‘periodic’ have been replaced with quantitative values. Examples of alternations include the following:](#)

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Clause NBR	Previous wording	New wording
9.1	A regular weed control program is undertaken within and around Areas A and B. The principal species target in these areas are blackberry and lantana, both of which are controlled through a combination of mechanical removal and herbicide application. Targeted weed control for other weed species will be designed and implementation as required.	In the short to medium term, a six (6) monthly weed control program is being undertaken within and around Areas A and B. The principal species target in these areas are blackberry and lantana, both of which are controlled through a combination of mechanical removal and herbicide application. Targeted weed control for other weed species will be designed and implementation as required. In the long term, the success of the native vegetation establishment will determine the type and frequency of the weed control program in these areas.
9.2	Notwithstanding, information on status of the successful planting and protection measures of the Rudder's Box will be periodically provided.	Notwithstanding, information on status of the successful planting and protection measures of the Rudder's Box will be provided in the annual review.
9.2	Works within these areas include at a minimum, an annual weed control program to allow for native flora to recolonise the area. Six (6) monthly weed and revegetation programs are scheduled and implemented when required, for example when undertaking primary weed control programs.	Works within these areas include at a minimum, an annual weed control program to allow for native flora to recolonise the area. Six (6) monthly weed and revegetation programs are scheduled and implemented when required, for example when undertaking primary weed control programs. The long term goal is to establish these areas with robust native vegetation, with minimal maintenance and disturbance. Progress toward this goal will be reported on in the annual review as well as undergoing independent assessment in the three (3) yearly Independent Environmental Audit.
9.3	To date, the existence of feral pest species has not been an issue. Regular inspections of the quarry and the larger PBM property are undertaken by internal staff as well as external	To date, the existence of feral pest species has not been an issue. Six (6) monthly inspections of the quarry and the larger PBM property are undertaken by internal staff and/or external Revegetation Contractors to monitor for indications of feral pest issues.
10.3	Periodic inspections of tree and shrub growth to identify mortality and any areas that may require replanting.	At a minimum, annual inspections of tree and shrub growth to identify mortality and any areas that may require replanting.
	Inspections of the extent of weed grown and identification of areas where additional weed control is necessary	Scheduled inspections of the extent of weed growth and identification of areas where additional weed control is necessary. This will vary from quarterly to annual inspections

		dependent on the rehabilitation stage of the site in question.
	Perimeter fencing will be periodically checked to ensure grazing stock do not enter rehabilitation areas.	Perimeter fencing will be checked on a six (6) monthly basis to ensure grazing stock do not enter rehabilitation areas.
10.4	PBM's commitment to effective rehabilitation will involve annual monitoring throughout the life of the Quarry. Rehabilitated areas will be inspected and assessed by PBM's Compliance Manager on an annual basis to ensure a satisfactory level of revegetation	<p>PBM's commitment to effective rehabilitation will involve annual monitoring throughout the life of the Quarry. Rehabilitated areas will be inspected and assessed by PBM's Compliance Manager on an annual basis to ensure a satisfactory level of revegetation is being achieved on the benches and in the identified environmental areas.</p> <p>A summary of monitoring carried out during the reporting period, including identification of monitoring trends over the life of the development will be provided in the Annual Review and independently assessed by the three (3) yearly Independent Environmental Audit.</p>

4. On page 21 the Plan refers to: "Investigation into the use of suitable arrangements to protect the wildlife corridor in perpetuity, in particular the use of Biobanking Agreements." Specifically, how will PBM address the long term tenure of the wildlife corridor?

As required by Schedule 3 Clause 21, the Landscape and Rehabilitation Management Plan must include a program which includes making suitable arrangements to protect in perpetuity the wildlife corridor, it does not require that the manner in which we achieve this is determined by this point in time. As an important goal, the protection of the wildlife corridor in perpetuity requires substantial investigation and consideration of the options available. PBM plan to undertake this process in due course and will subsequently report on the progress of such.

**Extract: Notice of Modification, Page 12**

**Landscape and Rehabilitation Management Plan**

21. The Applicant shall prepare a Landscape and Rehabilitation Management Plan for the development to the satisfaction of the Secretary. In addition to the standard requirements for management plans (see condition 2 of Schedule 5) this plan must:

- (a) be prepared in consultation with OEH and Council;
- (b) be submitted to the Secretary for approval within three months of the date of approval of Modification 4, unless otherwise agreed by the Secretary;
- (c) provide details of the conceptual final landform and associated land uses for the site; **Page 22 Figure 7 only shows benching. The wildlife corridor and the other protected areas are not shown.**

See address of Point 1 above.

- (d) describe the short, medium and long-term measures that would be implemented to ensure compliance with the rehabilitation objectives and progressive rehabilitation obligations in this consent; **The short, medium and long-term measures are not specified.**

See address of Point 3 above.

- (e) include a program to progressively improve the structure and floristic composition of the established wildlife



corridor which includes:

maintaining a fence around the wildlife corridor to exclude grazing stock; **The location of the wildlife corridor is not shown. See address of Point 2 above.**

- maintaining wildlife warning signs and speed limits on internal roads; and
- making suitable arrangements to protect in perpetuity the wildlife corridor; and

(f) include a program to monitor Rudder's Box within the Applicant's property; **The location of the Rudder's Box plantings is not shown. See address of Point 2 above.**

(g) include a detailed description of the measures that would be implemented to:

- maximise the salvage of environmental resources within the approved disturbance area for beneficial reuse;
- protect vegetation and fauna habitat outside the approved extraction area; **Beyond the extraction area, is the native vegetation area already fenced? If not, when will the fencing of this area be completed?** Section 9.2 of the Landscape Management Plan states that areas beyond the extraction area for active flora and fauna management are; the wildlife corridor, the 50m buffer zone north of the approved extraction area and the area adjacent to the quarry access road. These areas are all fenced to prevent stock access.
- minimise tree or native vegetation removal or destruction;
- use pre-existing or local plant species for revegetation;
- minimise the impacts on native fauna and flora, including Brush-tailed Phascogale and Rudder's Box;
- landscape the site to minimise visual and lighting impacts;
- control weeds and feral pests; **Only 'regular' or 'periodic' is mentioned. Timeframes are not specified. See address of Point 3 above.**
- control erosion;
- control access; and
- bushfire management; and

(h) include a program to monitor and report on the effectiveness of these measures, and progress against the performance and completion criteria;

(i) identify the potential risks to the successful rehabilitation of the site, and include a description of the contingency measures that would be implemented to mitigate these risks; and

(j) include details of who would be responsible for monitoring, reviewing, and implementing the plan.

The Applicant shall implement the management plan as approved from time to time by the Secretary.

*Note: For the purposes of this consent, suitable arrangements to protect the wildlife corridor in perpetuity may include the use of Public Positive Covenants in combination with Restrictions on Use of Land on the land title/s of the wildlife corridor. Other arrangements such as the use of Biobanking Agreements or transfer of lands to the national parks estate would also be considered for their suitability.*

-  
Regards

**Arna Fotheringham**

Development Planner  
02 6592 5247 | 0428 293 416 | [arna.fotheringham@gtcc.nsw.gov.au](mailto:arna.fotheringham@gtcc.nsw.gov.au)

MidCoast Council | 2 Pulteney Street | PO Box 482 | Taree 2430  
[www.midcoast.nsw.gov.au](http://www.midcoast.nsw.gov.au)

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**From:** [JENKINS Marty W](#)  
**To:** [gse@pacificbluemetal.com.au](mailto:gse@pacificbluemetal.com.au)  
**Cc:** [COLLAGUAZO David](#)  
**Subject:** draft Transport Management Plan - for Possum Brush quarry - DA 283/97  
**Date:** Friday, August 26, 2016 4:38:27 PM

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Stacey

I refer to your email dated 15 June 2016 regarding the subject draft Transport Management Plan including the Driver's Code of Conduct. I apologise for the delay in responding.

Roads and Maritime understands that under condition 3 (28) of the project approval the proponent is required to refer the TMP to Roads and Maritime for comment.

Roads and Maritime has reviewed the information provided and has noted the matters raised in its letters to the DoPE dated 17 December 2015 and 22 March 2016 have been addressed in the TMP.

Roads and Maritime has no further requirements for the TMP.

If you require further advice please contact Hunter Land Use on (02) 4924 0688 or email [development.hunter@rms.nsw.gov.au](mailto:development.hunter@rms.nsw.gov.au)

regards

Martin Jenkins  
Development Assessment Officer  
Land Use Development | Hunter Region  
T 02 4924 0267 F 02 4924 0342  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

Roads and Maritime Services  
59 Darby St Newcastle NSW 2300



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**Appendix B Drivers Code of Conduct**

	INTEGRATED MANAGEMENT SYSTEM	FORM 69
	PBM INDUCTION	Issue Date: 11/09/2018 Review Date: 11/09/2021
	TRUCK DRIVERS CODE OF CONDUCT	Version 6.05

1. Pacific Blue Metal operates a Safety Management System to ensure we provide a safe workplace for all employees, subcontractors and visitors.
2. All people at the quarry are subject to the authority of the Quarry Manager &/or Site Supervisor.
3. A PBM staff member must sight your licence to ensure that it is current and valid.
4. Quarry entry and exit hours are strictly:
  - **Monday to Friday** 7:00am – 6.00pm
  - **Saturday** 7.00am – 3.00pm

Should you wish to be loaded after 5:00pm Monday to Friday or after 12:00pm Saturday, please ensure you contact the office on 6554 3068 so a loader operator can be organised.
5. Restrict speed to **70kph** on Possum Brush Road, **40kph** on the sealed Quarry Access Road and **25kph** on unsealed quarry roads.
6. At all times practice safe and quiet driving practices, particularly when driving along Possum Brush Road, where several residential properties are located and a school bus operates along this road morning and afternoon.
7. Trucks are not to travel on Bullocky Way, Tritton Road or west of the Possum Brush Rd / Quarry intersection unless delivering products to a property or a roadworks project on these roads.
8. Limit compression braking on Possum Brush Road and the Quarry Access Road.
9. All signage must be read and obeyed. Non-compliance with signage instructions may result in your being prohibited from the quarry.
10. If equipped with UHF Radio, switch to Channel 12. If you don't have a radio then **STOP** at the Main Office and a hand held radio will be provided to you.
11. Compulsory UHF radio calls are:
  - On entering Quarry and near top of the hill: **"Approaching the tight bend & over the top"**
  - On leaving Quarry and passing the diesel tanks: **"Pass the tanks and up the hill"**
12. Safety footwear must be worn at all times. Hard hats must be worn in the vicinity of the crushing plant when it is operating. Other PPE must be worn when requested.
13. Specifically prohibited are wearing thongs, being under the influence of alcohol or illegal drugs.
14. Smoking is not permitted in any building, plant, machinery, or within 10m of lunchrooms or offices.
15. Be vigilant of plant and equipment on the worksite. **Mobile plant has right of way at all times.**
16. Do not leave the cab of your truck whilst being loaded or in the stockpile area.

	<b>INTEGRATED MANAGEMENT SYSTEM</b>	FORM 69
	<b>PBM INDUCTION</b>	Issue Date: 11/09/2018 Review Date: 11/09/2021
	<b>TRUCK DRIVERS CODE OF CONDUCT</b>	Version 6.05

17. If on foot do not approach within 20 metres of mobile plant unless the operator of the plant acknowledges they have seen you and has brought the machine to a complete halt.
18. Be aware of safe work practices when loading and unloading. Abide by RMS load limits for both gross weight and axle weight limits for the truck you are operating.
19. All laden trucks entering and exiting the quarry must ensure their loads are covered.
20. Ensure loads are properly contained within truck bodies. Clean side rails and tailgates of any debris.
21. Drivers of B Doubles and High Volume Trailers are to take extra precautions to avoid coming into contact with plant and equipment on site.
22. First aid kits are located at the weighbridge, laboratory and main office. Contact the main office or Site Supervisor for the First Aid Officer.
23. In the event of an emergency, all persons within the quarry will be notified by UHF Radio, mobile phone or Quarry Staff. If required you will be directed to assemble at one of the two designated emergency assembly areas i.e. either near the weighbridge or at the main office.
24. To notify an emergency situation:
  - a. Use **UHF CH 12** and call "EMERGENCY, EMERGENCY, EMERGENCY"
  - b. All operators (including truck drivers) to shut down all plant and equipment and await further advice.
  - c. Using UHF CH 12 **state the type of emergency, location, any injuries, type of help required and if an emergency evacuation is required.**
  - d. The Emergency Controller will take control and assess the emergency. The Emergency Controller is responsible for overseeing the response and appropriate action taken.
25. The Site Plan shows the location of entry and exit points, emergency assembly areas, fire extinguishers, first aid kits and chemical storage locations.

Licence Sighted to be current and valid	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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<i>The Code of Conduct requirements have been explained to me. I understand these requirements and that compliance is a condition of entry to Pacific Blue Metal.</i>		
<b>DATE OF INDUCTION</b>	<b>INDUCTEE NAME</b>	<b>INDUCTEE SIGNATURE</b>
Company:		
Witnessed on behalf of the Quarry Manager :		





	INTEGRATED MANAGEMENT SYSTEM	FORM 69
	PBM INDUCTION	Issue Date: 11/09/2018 Review Date: 11/09/2021
	TRUCK DRIVERS CODE OF CONDUCT	Version 6.04

### CODE OF CONDUCT COMPETENCY

- 1) Can delivery trucks enter the quarry prior to 7:00am?
  - a) Yes
  - b) No
- 2) What UHF radio channel is used at the Possum Brush Quarry?
  - a) 11
  - b) 12
  - c) 22
- 3) What is the speed limit in on the Quarry Access Road?
  - a) 70km/hr
  - b) 25km/hr
  - c) 40km/hr
- 4) Where are the Emergency Assembly Areas?
  - a) At the weighbridge and the main office.
  - b) At the weighbridge and the asphalt plant.
  - c) At the main office and the asphalt plant.
- 5) If you do not obey quarry road signage, you may:
  - a) Continue to ignore instructions.
  - b) Be prohibited from entering the quarry.
  - c) Receive a police fine.
- 6) Can you leave the cab of your truck whilst being loaded or in the stockpile area?
  - a) Yes.
  - b) No.
  - c) Only after advising the main office.

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**Appendix C Drivers Code of Conduct – Asphalt Night Works**

	INTEGRATED MANAGEMENT SYSTEM	FORM 101
	DELIVERY DRIVERS CODE OF CONDUCT ASPHALT NIGHT WORKS	Issue Date: 25/05/2017 Review Date: 25/05/2020
		Version 2.02

To meet compliance with our Development Consent and Environment Protection Licence and to reduce the chance of complaints from surrounding residents, haulage of asphalt during night time operations must be conducted in the following manner:

- 1) Where possible on-site PBM & GLA Company trucks should be utilised so that vehicle movements are kept to a minimum. This will reduce the potential disturbance to local residents.
- 2) Only trucks with well-maintained and fit for purpose exhaust systems shall be used so as to minimise noise.
- 3) Trucks are to be scheduled in and out of the quarry so that simultaneous exit or entry does not occur. This is to be achieved by the next incoming truck arriving on site 5 minutes prior to the proceeding truck finishing being loaded.
- 4) Trucks must not enter or leave the site together and must be a minimum of 15 minutes apart.
- 5) Trucks must not enter Possum Brush Road without permission from the Asphalt Batcher. Drivers must make contact with the Asphalt Batcher, via UHF 12 or mobile 0428 421 767, prior to entering Possum Brush Road.
- 6) In the event that a driver cannot contact the Asphalt Batcher they must "hold short" of Possum Brush Road in a suitable waiting area such as the area at the base of Jandra Hill.
- 7) The use of exhaust/compression breaking must be minimised where possible.
- 8) Trucks must enter and leave the quarry and Possum Brush Road as quietly as possible. This is achieved as follows:
  - a) When entering Possum Brush Road do not apply "acceleration power" until about 75 meters prior to the first house on the RHS.
  - b) When leaving the quarry entrance do not apply power after the entrance to the old dairy on the RHS and coast the remainder of the distance to the Pacific Highway. Compression/exhaust breaking may only be used once past 38 Possum Brush Road (last house on LHS).
  - c) Limit gear changes to an absolute minimum.
- 9) In the event of inclement weather that may result in a cancellation of asphalt works, drivers must contact the Asphalt Batcher to confirm the status of the work prior to travelling to the quarry.

If the above guidelines are strictly adhered to, compliance with the various conditions of the Development Consent and Environment Protection Licence will be easily achieved and complaints from surrounding residents will be kept to a minimum.

Should a driver be found not to comply with the above Code of Conduct, PBM will take remedial action and may terminate your employment or contract.

**Appendix D    QP10 Non-Conforming Products and Services**

	INTEGRATED MANAGEMENT SYSTEM		QP08
	NON-CONFORMANCE		Issue Date: 23/05/2019 Review Date: 23/05/2022
			Version 5.00

#### Purpose

To define procedures for non-conforming products and services.

#### Scope

This process shall apply to all Pacific Blue Metal Group non-conforming products and services.

#### General Information

Non-conformity refers to a failure to comply with requirements. A requirement is a need, expectation, or obligation. It can be stated or implied by an organisation, its customers, or other interested parties.

There are many types of requirements. Some of these include quality requirements, customer requirements, management requirements, product requirements, safety requirements, environmental requirements and legal requirements.

#### Procedure

Non-conformances are to be corrected and verification of correction kept demonstrating that conformity has been achieved. Non-conformances are to be reported to the client with proposed or actual rectification(s) for consideration and acceptance by the client. Acceptance should be obtained in writing i.e. by email

Non-conformances are to be reported on the following:

- Materials and handling of materials.
- Equipment requiring fault repair or improvement.
- General facility or workspace improvement.
- Staff and Client errors.
- Any other process, service or goods that affect safety, regulatory requirements and quality.
- Any non-conformance that may impact on the service to the client.

All employees are to follow the step outlined in QP02 Corrective and Preventative Action Procedure when reporting non-conformances.

The General Manager is responsible for reviewing and actioning findings raised by non-conformances. The quality policy and procedures define the minimum requirements and contracts or agreements further define client requirements and particulars relating to a work environment or delivery of services.

Non-conformances are to be corrected and verification of correction kept demonstrating that conformity has been achieved. Non-conformances are to be reported to the client with proposed or actual rectification(s) for consideration and acceptance by the client.

Non-conforming product is addressed by one or more of the following ways:

- By taking action to eliminate the defected nonconformity
- By authorising its use, release, or acceptance under concession by a relevant authority and where applicable, by the customer
- By taking action to preclude its original intended use or application.

Records of the nature of non-conformities and any subsequent actions taken, including concessions obtained, are maintained. When non-conforming products are corrected, it is subjected to re-verification to demonstrate conformity to the requirements. When non-

	<b>INTEGRATED MANAGEMENT SYSTEM</b>	<b>QP08</b>
	<b>NON-CONFORMANCE</b>	Issue Date: 23/05/2019 Review Date: 23/05/2022 Version 5.00

conforming product is detected after delivery or use has started, action appropriate to the effects of the non-conformity is taken.

All employees are to use the Non-Conformance Report when reporting non-conformances. The responsibilities are detailed as follows:

**General Manager / Management Representative**

- Evaluates non-conformances as raised and approves their disposition.
- Assists with the resolution of non-conformances.
- Reviews recurring non-conformances.
- Assists with preventive action.
- Has overall authority and responsibility for closing out non-conformances.

**QSE Manager**

- Assists with the evaluation of non-conformances as raised.
- Assists with the resolution of non-conformances.
- Reviews recurring non-conformances.
- Assists with preventive action.
- Maintains the NCR register and records information in the NCR Register.

**All Employees**

- Evaluate and report non-conformances as they occur.
- Suggest any root causes and possible corrective or preventive actions.
- Have the authority to fix things that can be done immediately.

**Customers**

At the completion of each project, the customer must sign off they accept the quality of workmanship and are satisfied with all works completed. If the completed project does not meet the customer's expectation it must be reported to the General Manager immediately and documented on the NCR Report. Immediate action must be taken to rectify the non-conformance.

A register of Non Conformances is maintained and aids in the identification of their status and which, if any, are overdue. Those that are overdue are progressed with the relevant person. All NCR's are reviewed at Management Review Meetings to ensure that all actions are adequate and timely.