

**Cooma Road Quarry  
Transport Management Plan  
September 2019**

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**Table 1 Document Control**

Version No.	Review Date	Reviewed By	Reviewer Position	Changes Made	Approved
1	27/03/2014	Holcim Australia	N/A	Development of Plan	Holcim Australia
2	30/07/2019	Shilpa Shashi	Planning and Environment Coordinator NSW / ACT	General update in accordance with Development Consent	Submitted to DPIE
3	24/09/2019	Shilpa Shashi	Planning and Environment Coordinator NSW / ACT	Update with Department comments	Submitted to DPIE

## 1.0 Introduction

### 1.1 Background

Holcim (Australia) Pty Ltd (Holcim Australia) operates Cooma Road Quarry, an existing hard rock quarry located approximately 6 kilometres south of Queanbeyan New South Wales (NSW) (refer to **Figure 1-1**). Cooma Road Quarry has been operating at the site since 1959. The previous Development consent for Cooma Road Quarry was granted on 26 October 1995 and was expired in October 2015. To enable continued quarrying operations, Holcim Australia sought a Development Consent under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) for an extension of the approved quarry life until 31 October 2035. The Cooma Road Quarry Development Consent (SSD\_5109) (Development Consent) was granted on 27 September 2013 by the NSW Minister for Planning and Infrastructure. Modification 1 was approved by the Department of Planning, Industry and Environment (DPIE) in August 2016 and included the addition of the importation of Virgin Excavated Natural Material (VENM) to be utilised for backfilling and progressive rehabilitation of the terminal quarry faces. Modification 2 was approved in April 2019 and included the addition of the importation of Excavated Natural Material (ENM).

The Development Consent allows for continued operations of the existing Cooma Road Quarry which will enable the extraction of additional hard rock resources within the approved extraction area (refer to **Figure 1-2**).

Holcim Australia is committed to implementing continued quarrying operations in the context of updated and contemporary environmental management requirements. This Transport Management Plan (TMP) has been prepared in accordance with Condition 2 of Schedule 3 of the Development Consent.

### 1.2 Project Description

The revised Development Consent provides for the following:

- extraction of the remaining resources within the existing approved quarry pit area;
- extension of the approved extraction boundary to the north covering an area of approximately 3.5 hectares;
- increasing the maximum annual production limit from 1 Mtpa to 1.5 Mtpa;
- allowance to receive quarry materials from other sites for crushing and screening (as required) and then sale. Total product (including from both material quarried from the site and from materials imported to the site) will be maintained within the total production limit of 1.5 Mtpa;
- allowance to receive VENM and ENM products to be used for back filling and progressive rehabilitation of terminal quarry faces in accordance with the Development Consent and quarry rehabilitation objectives;
- relocation of the existing workshop, truck parking and temporary stockpiles;
- addition of a mobile pug mill; and
- recycling of clean concrete on site for re-use as product.

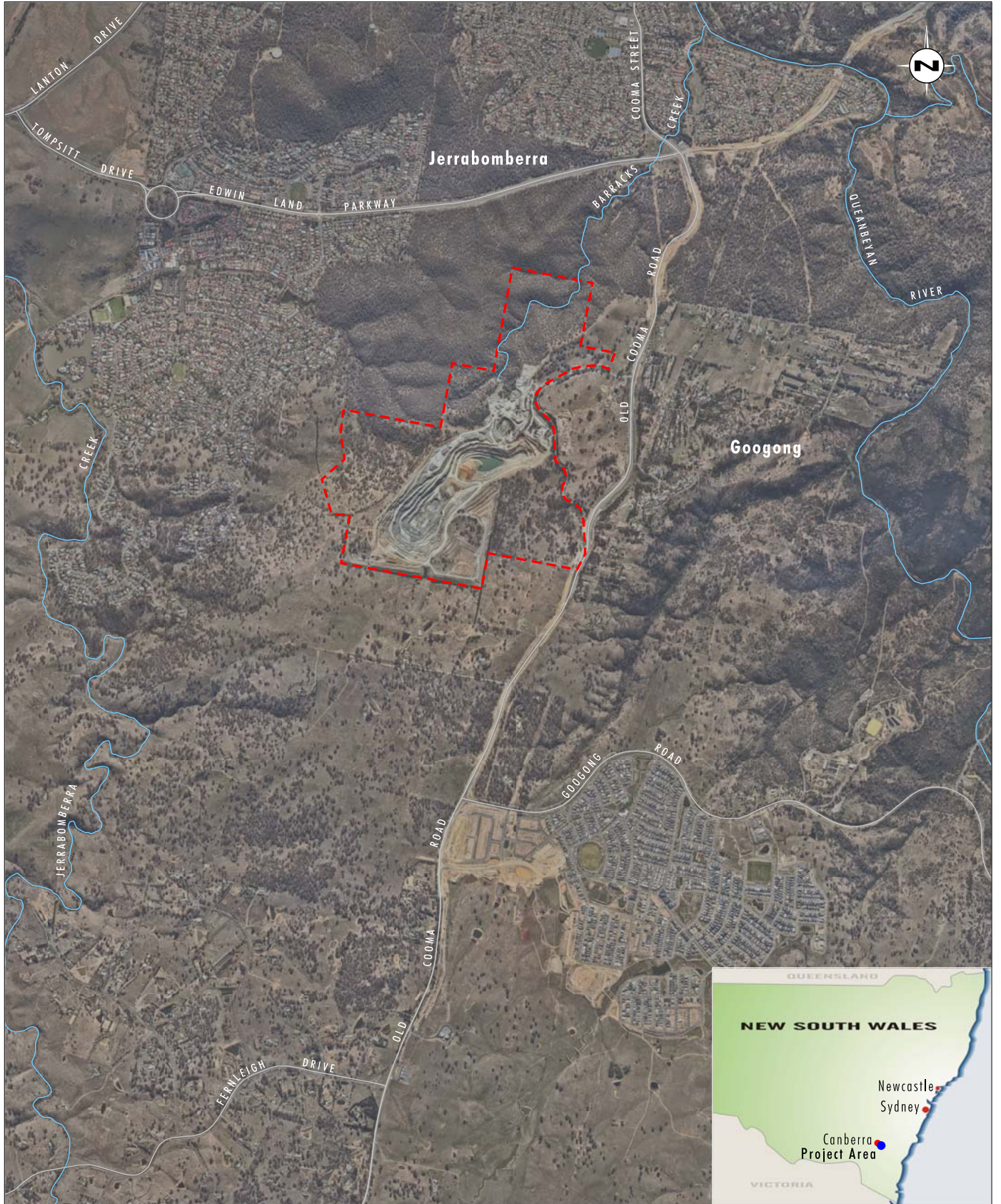


Image Source: Nearmap (May 2019)  
 Data Source: Holcim (2019)

0 0.5 1.0 1.5 km  
 1:35 000

**Legend**

Approved Project Area

**FIGURE 1.1**  
**Locality Map**

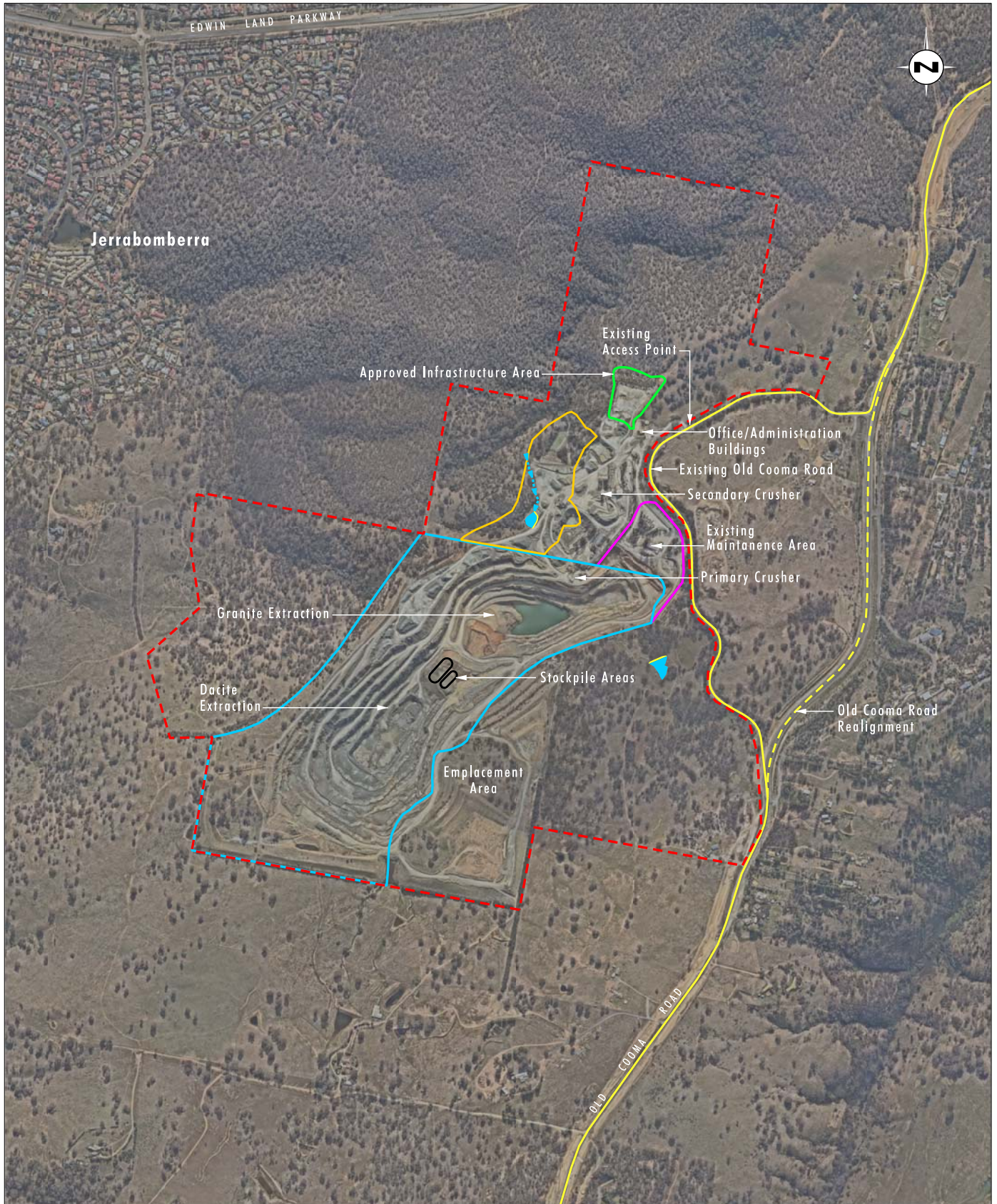
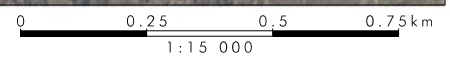


Image Source: Nearmap (May 2019)  
 Data Source: Holcim (2019)



**Legend**

- - - Approved Project Area
- - - Approved Extraction Area
- - - Approved Additional Extraction Area
- - - Approved Disturbance Area - Workshop
- - - Approved Disturbance Area - Overburden Emplacement
- - - Approved Dam
- - - Clean Drain
- Old Cooma Road
- - - Old Cooma Road Realignment

**FIGURE 1.2**

**Cooma Road Quarry  
 Continued Operations Project**

## 1.3 Purpose and Scope

The purpose of this TMP is to provide a description of the measures to be implemented by Holcim Australia to manage construction and operational traffic at Cooma Road Quarry and to detail the management requirements associated with the operation to minimise the potential impacts on the local community.

This TMP also addresses the requirements detailed in Condition 2 Schedule 3 of the Development Consent and Conditions 8 to 13 of Schedule 2 of the Development Consent. A brief outline of the Development Consent conditions and Statement of Commitments relevant to this plan is provided in **Sections 2.1** and **2.2** respectively, including a checklist of where each condition or commitment has been addressed within this document.

## 1.4 Objectives

The objectives of this TMP include the following:

- establishing a drivers code of conduct for the operation including measures that shall be implemented to ensure compliance with the code of conduct;
- detailing the monitoring program to be implemented to minimise traffic impacts from the site;
- identifying haul routes to be utilised by heavy-vehicles from the site;
- addressing the relevant conditions of the Development Consent (refer to **Section 2.1.1**); and
- detailing the requirement for reporting incidents to the relevant stakeholders.

## 2.0 Regulatory Requirements

### 2.1 Development Consent

The Development Consent was assessed under the EP&A Act (1979). Approval for the project was granted by the NSW Planning and Infrastructure (P&I) Director-General on 27 September 2013. The requirement for this TMP arises from Condition 2 of Schedule 3 of the Development Consent. A table detailing the TMP and other transport related requirements from the Development Consent, and where these requirements are addressed within this document, is provided in **Table 2**.

**Table 2 Development Consent Conditions**

Development Consent Condition	Section Addressed
<b>Schedule 2 Administrative Conditions</b>	
<b>Transportation Limits</b> 8. <u>Prior to the commissioning of Stage 1* of the Old Cooma Road re-alignment, the applicant must not transport more than 1 million tonnes of quarry products, ENM or VENM from the site in a calendar year.</u>	<b>Section 4.3</b>
9. <u>Following the commissioning of Stage 1* of the Old Cooma Road re-alignment, the applicant must not transport more than 1.5 million tonnes of quarry products, ENM or VENM from the site in a calendar year.</u>	<b>Section 4.3</b>
10. <u>Prior to the commissioning of the Ellerton Drive Extension, the applicant must not exceed 50 heavy vehicle movements a day on the section of Cooma Street north of Edwin Land Parkway.</u>	<b>Section 4.1.2</b>
11. <u>Following the commissioning of the Ellerton Drive Extension, the applicant must not use Cooma St north of the Edwin Land Parkway as a heavy vehicle transport route to/from the site except for local deliveries to Queanbeyan.</u> Notes: <ul style="list-style-type: none"><li>• Ellerton Drive Extension is shown as “Proposed Primary Haulage Route” in Appendix 6.</li><li>• Other heavy vehicle haulage routes to/from the site are also shown in Appendix 6.</li></ul>	<b>Section 4.1.2</b>

<b>Development Consent Condition</b>	<b>Section Addressed</b>
12. The applicant must not use the section of Crawford Street from Monaro Street to Morriset Street as a heavy vehicle transport route except with the written permission of Council.	<b>Section 4.1.3</b>
13. For the life of the development, the applicant must ensure that: <ul style="list-style-type: none"> <li>a) no more than an average of 48 truck movements per hour occur collectively to and from the site on any day; and</li> <li>b) no more than 30 laden trucks per hour are dispatched from or received at the site collectively.</li> </ul>	<b>Section 5.0</b>
<b>Schedule 3 Environmental Performance Conditions</b>	
<b>Management of Product Transport</b> 1. The applicant must keep accurate records of: <ul style="list-style-type: none"> <li>a) The amount of quarry products, VENM or ENM transported from the site (monthly and annually) and publish these records on its website on a quarterly basis; and</li> <li>b) The quantity, destination and source of all laden truck movements to and from the site (hourly, daily, weekly, monthly and annually).</li> </ul>	<b>Section 5.0</b>
<b>Transport Management Plan</b> 2. The Applicant must prepare and implement a Transport Management Plan for the development to the satisfaction of the Secretary. This plan must:	Entire Document
a) be prepared in consultation with the RMS and Council, and submitted to the Secretary for approval within 6 months of the date of this consent;	<b>Section 2.2</b>
b) include a drivers code of conduct for the development;	<b>Section 4.3.2</b>
c) identify and prioritise the haul routes to be used by heavy vehicles, including those roads which are planned but not yet constructed;	<b>Section 4.1</b>
d) describe the measures that would be implemented to ensure drivers of development-related vehicle comply with the drivers' code of conduct; and	<b>Section 4.3</b>
e) include a program to monitor the effectiveness of the implementation of these measures.	<b>Section 5.0</b>
f) be updated within 3 months of the Applicant identifying a new importation source of ENM or be updated within 3 months of the Applicant identifying a new importation source of ENM or VENM that requires the use of an alternate transport route to those identified in Appendix 6.	<b>Section 7.0</b>

\* Stage 1 of the Old Cooma Road re-alignment is a 1.5 km section of Old Cooma Road between Wickerslack Lane and Heights Road. Stage 2 is a 4.5 km section of Old Cooma Road from Edwin Land Parkway South towards Gooong Dam Road.

Management controls for potential transport impacts associated with quarrying and ancillary activities are provided in **Section 4.0**. Monitoring to be undertaken is outlined in **Section 5.0**.

Additional general requirements of all Environmental Management Plans are included in Condition 2 of Schedule 5 of the Development Consent. Detail of where these conditions are addressed within the TMP is provided in **Appendix 1**.

## **2.2 Stakeholder Consultation Regarding this Document**

A copy of this TMP was provided to the NSW Roads and Maritime Services (RMS) for comment on 14 March 2014. Correspondence provided by RMS stated that the RMS had no comments on TMP.

A copy of this TMP was provided to Queanbeyan City Council for comment on 11 March 2014. Queanbeyan City Council provided a letter on 25 March 2014 indicating that additional time is required for Queanbeyan City Council to review the TMP (refer to **Appendix 2**).

*This section will be updated following consultation with Queanbeyan City Council on the draft TMP.*



### 3.0 Baseline Conditions

A Traffic and Transport Assessment (Transport and Urban Planning 2013) was undertaken to determine the potential impacts of the Continued Operations Project on existing traffic conditions on an average day where sales are at 1.5 Mtpa. The assessment, provided as an Appendix to the EIS (Umwelt 2012), found:

- The increase in two way weekday traffic volumes south of the quarry will be 4 heavy vehicles per day, which will have virtually no impact on traffic conditions in this section of Old Cooma Road.
- North of the quarry on Old Cooma Road, the increase in two way traffic volumes due to the Continued Operations Project will be a total of 136 vehicle trips per day of which 106 trips will be heavy vehicle trips.

Increases in traffic are dispersed over a number of routes, resulting in relatively small increase in the overall traffic levels on these roads.

Modification 1 and Modification 2 of the Development Consent (EMM, 2016 and EMM, 2019) determined that the total truck transport movements (both inbound and outbound) as a result of VENM and ENM importation to the site will be within approved truck transport movement limits and approved operating hours for truck movements.

## 4.0 Transport Management Protocol

### 4.1 Transport Routes

Transport routes are shown geographically in Appendix 6 of the Development Consent and are discussed in the following sections (also refer to **Figure 4-1**).

#### 4.1.1 Existing Primary Transport Route

The existing primary transport route from Cooma Road Quarry involves the use of major arterial roads, from Old Cooma Road to Edwin Land Parkway, Tomsitt Drive, Lanyon Drive and on to Kings Highway. This transportation route will continue to be utilised by Cooma Road Quarry until the completion of the planned primary transport route (Ellerton Drive - planned for completion in mid-2020) (refer to **Section 4.1.2** for more information).

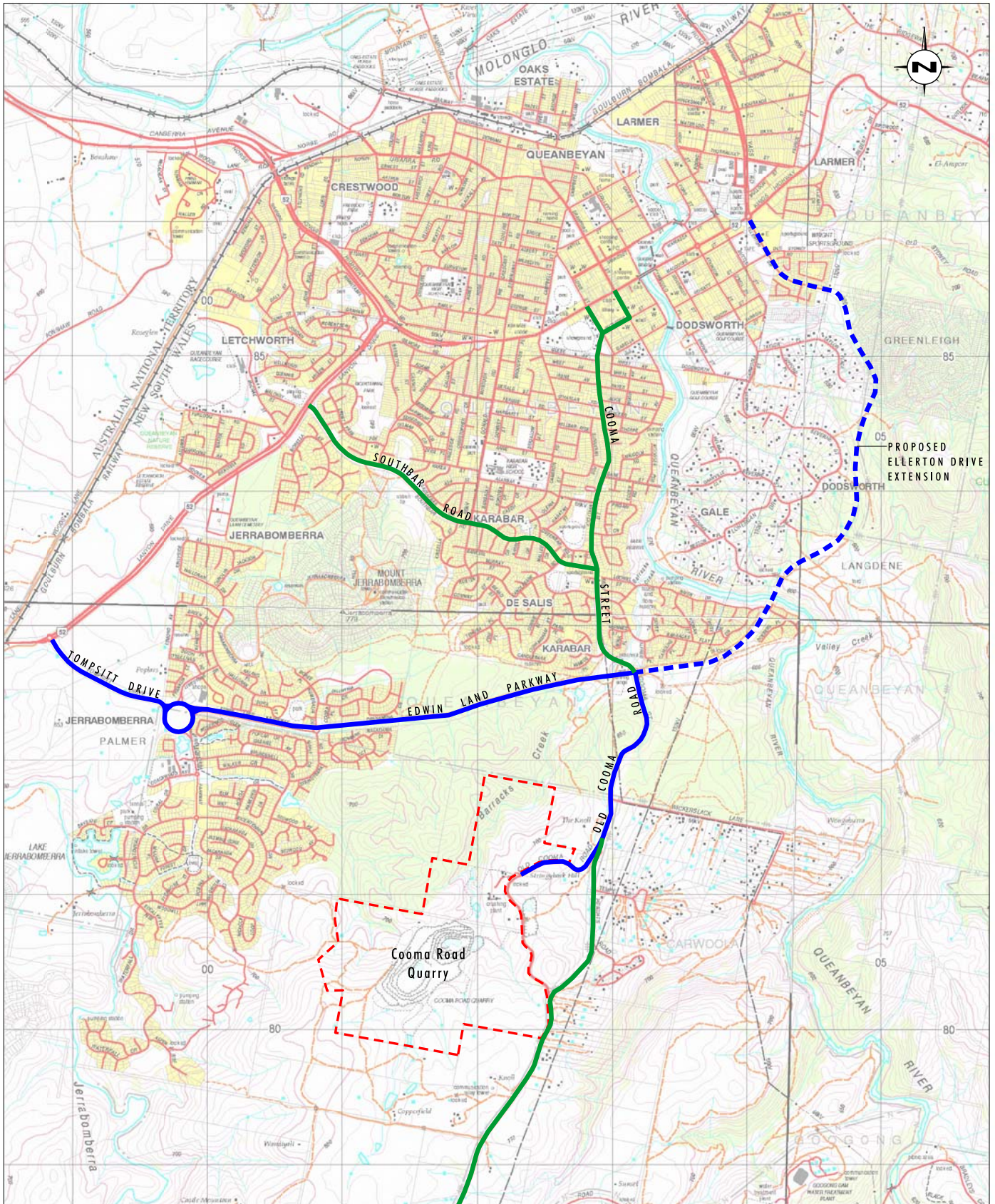
#### 4.1.2 Planned Primary Transport Route

The planned future primary transport route (as shown on **Figure 4-1**) involves the use of major roads on a more direct route out of Queanbeyan towards Sydney. This route includes use of Ellerton Drive (extension proposed) from Kings Highway to Old Cooma Road at the intersection of Edwin Land Parkway.

In accordance with Conditions 10 and 11 of Schedule 2 of the Development Consent:

- Prior to the commissioning of the Ellerton Drive Extension, Holcim Australia must not exceed 50 heavy vehicle movements a day on the section of Cooma Street north of Edwin Land Parkway.
- Following the commissioning of the Ellerton Drive Extension, that Holcim Australia must not use Cooma Street north of the Edwin Land Parkway as a heavy vehicle transport route to/from the site except for local deliveries to Queanbeyan.

VENM and ENM laden trucks from ACT development sites will use the primary and/or the secondary transport routes specified in Development Consent prior to the completion of the Ellerton Drive extension. Once completed, the Ellerton Drive extension will be required to be utilised by VENM or ENM laden trucks as the heavy vehicle transport route.



Source: LPA (2006)

0 1 1.5 2 km  
1:40 000

**Legend**

- - - Approved Project Area
- Primary Transport Route
- - - Proposed Primary Transport Route (following construction of Ellerton Drive extension)
- Secondary Transport Route

**FIGURE 4.1**  
**Haul Routes**

### 4.1.3 Secondary Transport Route

Routes currently utilised by Holcim Australia for heavy vehicle haulage from Cooma Road Quarry (i.e. prior to the Ellerton Drive extension) will continue to be utilised as secondary routes, should circumstances require their use. These secondary routes are shown on **Figure 4-1** and include major roads with capacity for Cooma Road Quarry operations. These secondary haulage routes include Old Cooma Road, Cooma Street, Lowe Street, Rutledge Street, Crawford Street, Southbar Road, Lanyon Drive and Kings Highway (refer to **Figure 4-1**). In accordance with Condition 12 of Schedule 2 of the Development Consent, Holcim Australia must not use the section of Crawford Street from Monaro Street to Morriset Street as a heavy vehicle transport route except with the written permission of Council.

### 4.2 Independent Traffic Audit

In accordance with Condition 3, Schedule 3 of the Development Consent, in May 2019 Cooma Road Quarry commissioned a suitably qualified person to conduct an Independent Traffic Audit of the heavy vehicle routes associated with the development.

Findings from the report concluded that given there are no significant safety concerns along primary and secondary transport routes, and the key intersections have adequate capacity to accommodate future traffic growth, an alternative distribution of heavy vehicles and/or additional measures to reduce or mitigate any adverse (or potentially adverse) impacts on the local and regional road network is not warranted. Heavy vehicle associated with Cooma Road Quarry can continue use the primary and secondary transport routes as approved under the current consent (EMM, 2019). DPIE approved the Independent Traffic Audit on 17 September 2019.

### 4.3 Management Controls

Specific management measures will be implemented during the operation of Cooma Road Quarry in order to minimise the potential for traffic impacts. Management measures are outlined in **Table 3** below.

**Table 3 Traffic Management Measures**

Issue to be Addressed	Mitigation/Control Measure
Minimise the potential noise and safety impacts associated with the construction and operational traffic	<ul style="list-style-type: none"> <li>• Oversized loads will be transported according to the requirements of the Roads and Maritime Services (RMS) and Police, and have the appropriate approvals and escorts, as required.</li> <li>• Heavy vehicle loads with the potential to cause significant traffic disruptions (e.g. oversized loads) will be delivered outside of the peak traffic hours for the local road network wherever possible.</li> <li>• All heavy vehicle loads will use only designated entry and exit points to Cooma Road Quarry.</li> <li>• Temporary road closures, if required, will be undertaken with the approval of the Council and/or RMS in accordance with the <i>Roads Act 1993</i>, and in accordance with any specific requirements of such approval.</li> <li>• Parking for all vehicles will be on Holcim Australia land or on land subject to an agreement between Holcim Australia and the landowner.</li> <li>• All loaded vehicles entering or leaving the site must be covered at all times in order to prevent spillage and dust generation.</li> <li>• All loaded vehicles leaving the site are to be cleaned of materials that may fall on to the road before leaving the site.</li> <li>• The drivers code of conduct will be followed (refer to <b>Section 4.3.2</b>).</li> <li>• The site induction for transportation operators will also cover mechanisms to reduce the potential for transport impacts, including noise minimisation, appropriate driver behaviour, fatigue management and the controls outlined in this TMP. Periodic toolbox talks will be undertaken to reinforce these controls.</li> </ul>

Issue to be Addressed	Mitigation/Control Measure
Keep the community informed of any traffic disruptions that would be caused by the development	<ul style="list-style-type: none"> <li data-bbox="464 192 1506 282">• Holcim Australia will consult with the community regarding traffic arrangements and the controls implemented to reduce impacts at meetings of the Community Consultative Committee.</li> </ul>

In addition to the above, in accordance with Conditions 8 and 9 of Schedule 2 of the Development Consent:

- Prior to the commissioning of Stage 1 of the Old Cooma Road re-alignment, the Applicant must not transport more than 1 million tonnes of quarry products, ENM or VENM to or from the site in a calendar year.
- Following the commissioning of Stage 1 of the Old Cooma Road re-alignment, the Applicant must not transport more than a total of 1.5 million tonnes of quarry products, ENM or VENM to or from the site in a calendar year

Stage 1 of the Old Cooma Road re-alignment is a 1.5 km section of Old Cooma Road between Wickerslack Lane and Heights Road. Stage 2 is a 4.5 km section of Old Cooma Road from Edwin Land Parkway South towards Googong Dam Road. Stage 1 works to realign the Old Cooma Road have been completed.

#### 4.3.1 Haul Routes

Haul routes will be utilised for product transport to and from Cooma Road Quarry as outlined in **Section 4.1.1** above. Holcim Australia will not use the section of Crawford Street from Monaro Street to Morisset Street as a heavy vehicle transport route except with the written permission of Council. Consultation will also be undertaken with the relevant regulatory authorities and this TMP revised and submitted to DPIE for approval.

#### 4.3.2 Driver Code of Conduct

In accordance with Condition 2(b) of Schedule 3 of the Project Approval, the Driver Code of Conduct (as outlined below) will be implemented to manage potential impacts from traffic associated with the haulage of materials to and from the site during operations.

##### Cooma Road Quarry Drivers Code of Conduct

All heavy vehicle drivers associated with transportation of materials to and from Cooma Road Quarry will:

- be appropriately licensed to operate the vehicle;
- obey the road rules at all times;
- be made familiar with the appropriate haulage routes for the site as shown on **Figure 4-1**;
- ensure that loads are appropriately covered;
- ensure that the vehicle is cleaned appropriately prior to leaving the site to avoid the tracking of soils along the haulage route; and
- undertake an induction prior to the commencement of undertaking transport activities. The induction will detail the controls which are contained within this TMP.

This Driver Code of Conduct will be incorporated as part of the induction process for heavy vehicle driver's onsite. Any contractors utilised to drive haulage vehicles to and from the site will also be required to undertake the induction which incorporates the Drivers Code of Conduct, however, the Driver Code of Conduct will not be provided to private customers of Cooma Road Quarry as these customers are highly variable and may only visit the quarry once.

Compliance with the Driver Code of Conduct will be assessed via periodic monitoring of vehicle movements from supervisor/senior management personnel (refer to **Section 5.0**).

## 5.0 Traffic Monitoring

### 5.1 Inspection and Monitoring

In accordance with Condition 1 of Schedule 3 of the Development Consent, Holcim Australia will also keep accurate records of:

- the amount of quarry products, ENM or VENM transported to or from the site (monthly and annually) and publish these records on its website on a quarterly basis; and
- the quantity, destination and source of all laden truck movements to and from the site (hourly, daily, weekly, monthly and annually).

Monitoring will also be undertaken in order to determine compliance with Condition 13 of Schedule 2 of the Development Consent which requires that Holcim Australia will ensure that:

- no more than an average of 48 truck movements per hour occur collectively to and from the site on any day; and
- no more than 30 laden trucks per hour are dispatched from or received at the site collectively.

### 5.2 Contingency Plan

In accordance with Condition 2e) of Schedule 5, Holcim Australia will implement a Trigger Action Response Plan (TARP) in order to manage any unpredicted impacts and their consequences as they may arise, refer to **Table 4**. These TARPs are designed to ensure that traffic related impacts are minimised as quickly as possible. The TARP includes a set of triggers that are based on site observations and monitoring data. Any exceedances will be managed in accordance with **Section 6.0**.

**Table 4 Traffic Trigger Action Response Plan (TARP)**

Triggers	Response and Corrective Actions
Traffic Complaint	<ul style="list-style-type: none"> <li>• Complaint recorded in accordance with the procedures identified in the EMS and this TMP.</li> <li>• Complaint investigated and remedial action implemented if required.</li> <li>• Reinforcement of Driver's Code of Conduct and mitigation measures.</li> </ul>
Transport Movement Criteria Exceedance	<ul style="list-style-type: none"> <li>• Investigation into exceedance of allowable truck movements.</li> <li>• Report exceedance to relevant stakeholders.</li> <li>• Implement actions to prevent future exceedances.</li> <li>• Any exceedance of the Development Consent transport criteria will be reported in the Annual Review.</li> </ul>
Breach of Drivers Code of Conduct, road rules, Consent Conditions, regulations etc.	<ul style="list-style-type: none"> <li>• Suspension of driver pending investigation and implementation of recommendations.</li> <li>• Re-training of Driver's Code of Conduct and mitigation measures for all drivers.</li> </ul>
Spill Event	<ul style="list-style-type: none"> <li>• Pollution Incident Response protocols implemented, including Pollution Incident Response Management Plan if required.</li> <li>• Clean up immediately.</li> <li>• Incident thoroughly investigated and remedial action implemented.</li> </ul>

In accordance with Conditions 9e) of Schedule 5 of the Development Consent, any discrepancies between the predicted and actual impacts of the development will be analysed during the Annual Review process.

## **6.0 Reporting**

### **6.1 External Reporting**

A summary of the activities undertaken at Cooma Road Quarry will be provided in the Cooma Road Quarry Annual Review. The following information will be reported in the Annual Review in accordance with Condition 9 Schedule 5 of the Development Consent:

By the end of March each year, or other timing as may be agreed by the Secretary of the DPIE, the applicant (Holcim Australia) must submit a report to the Department reviewing the environmental performance of the development to the satisfaction of the Secretary. This review must:

- describe the development (including any rehabilitation) carried out in the previous calendar year, and the development that is proposed to be carried out over the current calendar year;
- include a comprehensive review of the monitoring results and complaints records of the development over the previous calendar year, which includes a comparison of these results against:
  - the relevant statutory requirements, limits or performance measures/criteria;
  - requirements of any plan or program required under this consent;
  - the monitoring results of previous years;
  - the relevant predictions in the documents listed in condition 2(a) of Schedule 2; and
  - identify any non-compliance over the last calendar year, and describe what actions were (or are being) taken to ensure compliance.
- identify any trends in the monitoring data over the life of the development;
- identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and
- describe what measures will be implemented over the current calendar year to improve the environmental performance of the development.

In addition, in accordance with Condition 12 of Schedule 5 of the Development Consent, Holcim Australia will also publish monthly and annual volumes of quarry products on the Holcim Australia website (<http://www.holcim.com.au>) on a quarterly basis. Performance monitoring, which includes an assessment of the effectiveness of transport monitoring and compliance with the relevant Development Consent and EPL conditions, may be discussed at Community Consultative Committee (CCC) meetings.

### **6.2 Complaint Response**

Complaints relating to traffic from Cooma Road Quarry are to be managed in accordance with the relevant Cooma Road Quarry Environmental Management Strategy (EMS). This includes recording the complaint in accordance with the complaint management protocol as defined in the EMS.

A summary of complaints will be published on the Holcim Australia website on a quarterly basis and provided in the Annual Review.

### **6.3 Incident Notification**

An incident is an occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.

In accordance with Condition 7 Schedule 5 of the Development Consent, Holcim Australia shall notify DPIE and any other relevant agencies immediately after it becomes aware of an incident.

The notification must be in writing to [compliance@planning.nsw.gov.au](mailto:compliance@planning.nsw.gov.au) and identify Cooma Road Quarry, the Development Consent number, the location and nature of the incident.

Incidents are also to be reported in accordance with the requirements of the Protection of the Environment Operations Act 1997, EPL 1453 and the Cooma Road Quarry Pollution Incident Response Management Plan (PIRMP).

## 6.4 Non-Compliance Notification

A non-compliance is an occurrence, set of circumstances or development that is a breach of the Development Consent. Within seven days of becoming aware of non-compliances, Holcim Australia must also notify DPIE of the non-compliance and identify:

- the condition the development is noncompliant with;
- the way in which it does not comply and the reasons for the non-compliance (if known); and
- what actions have or will be undertaken to address the non-compliance.

## 6.5 Adaptive Management

In accordance with Condition 5 of Schedule 5 of the Development Consent, Holcim Australia will assess and manage transport related risks to ensure compliance with the controls outlined in **Section 4.3**.

In the event of an incident/exceedance, Holcim Australia will, to the satisfaction of the Secretary of DPIE:

- take all reasonable and feasible measures to ensure the incident/exceedance ceases and does not recur;
- consider all reasonable and feasible options for remediation (where relevant) and submit a report to DPIE describing those options and any preferred remediation measures or other course of action; and
- implement remediation measures as directed by the Secretary of DPIE.

Holcim Australia will also report on the effectiveness of the remediation measures implemented at the site within the Annual Review.

## 7.0 Review and Improvement

Ongoing monitoring and review on the performance and implementation of this TMP will be undertaken in accordance with Cooma Road Quarry EMS.

In accordance with Conditions 3 and 4 of Schedule 5, Holcim Australia shall review, and if necessary revise, the strategies, plans, and programs required under Development Consent to the satisfaction of the Secretary. Reviews must occur within 3 months of the submission of:

- a) an annual review;
- b) an incident report;
- c) an audit report; and
- d) modifications to the consent.
- e) identification of new importation sources of ENM or VENM that would require the use of an alternate transport route to those identified in Appendix 6 of the Development Consent (Condition 2 Schedule 3).

Reviews should incorporate any appropriate mitigation measures to improve the environmental performance of the development. Holcim Australia may submit revised strategies, plans or programs to the Secretary for approval at any time.

The Quarry Manager in consultation with Holcim Australia environmental personnel will review and if necessary, revise this TMP and resubmit to DPIE every year or earlier if required. Any changes made to the TMP as a result of the review will be made in consultation with RMS and Council. A copy of the revised TMP will be supplied to the Secretary of DPIE for approval.

## 8.0 Definitions

The terminology utilised within this TMP is defined in **Table 5** below.

**Table 5 Definitions**

Term	Definition
CCC	Community Consultative Committee
Driver Code of Conduct	Procedure detailing requirements and expectations of all employees and contractors operating vehicle associated with operations
DPIE	Department of Planning, Industry and Environment
RMS	Roads and Maritime Services
TMP	Transport Management Plan

## 9.0 Accountabilities

Relevant roles and responsibilities associated with this TMP are presented in **Table 6** below.

**Table 6 Accountabilities**

Role	Accountabilities for this document
Holcim Australia District Manager	<ul style="list-style-type: none"> <li>Approve appropriate resources for the effective implementation of this plan.</li> <li>Coordinate the review of this plan in accordance with the requirements of the Development Consent.</li> </ul>
Cooma Road Quarry Manager	<ul style="list-style-type: none"> <li>Provide that sufficient resources are allocated for the implementation of this Plan.</li> <li>Coordinate the implementation of transport management controls and strategies in accordance with this Plan.</li> <li>Coordinate the update of the TMP if new VENM or ENM routes are utilised.</li> <li>Coordinate the transport monitoring requirements of this plan, and evaluate and report monitoring results as required.</li> <li>Assist with the review of this plan as required.</li> </ul>
Planning and Environment Coordinator NSW / ACT	<ul style="list-style-type: none"> <li>Coordinate transport related incident investigations and reporting as required by legislation and internal standards and guidelines.</li> <li>Assist with the review of this plan as required.</li> </ul>
All employees and contractors	<ul style="list-style-type: none"> <li>Comply with all requirements of this Plan.</li> <li>Report all potential environmental incidents to the Quarry Manager immediately.</li> <li>Seek approval from the Quarry Manager prior to making changes to infrastructure/processes which may result in increased transport risks.</li> </ul>



## 10.0 References

Austrroads Guide to Road Safety.

Austrroads Guide to Traffic Management.

EMM Consulting 2016. Cooma Road Quarry, *Modification to Development Consent Environmental Assessment*, prepared for Holcim (Australia) Pty Ltd.

EMM Consulting 2019. Cooma Road Quarry, *Statement of Environmental Effects: Modification 2 to Development Consent*, prepared for Holcim (Australia) Pty Ltd.

Transport and Urban Planning 2013. Traffic impact Assessment for Cooma Road Continued Operations.

Umwelt (Australia) Pty Limited 2012. Cooma Road Quarry Continued Operations Project Environmental Impact Statement, Report prepared for Holcim (Australia) Pty Limited.

EMM Consulting 2019, Independent Traffic Audit Report for Holcim Cooma Road Quarry - FINAL

## Appendix 1 – General Management Plan Requirements from Development Consent

Schedule 5	Section Number
<b>Management Plan Requirements</b>	
2. The Proponent shall ensure that the management plans required under this approval are prepared in accordance with any relevant guidelines, and include:	
a) detailed baseline data	<b>3.0</b>
b) a description of: <ul style="list-style-type: none"> <li>• the relevant statutory requirements (including any relevant approval, licence or lease conditions);</li> <li>• any relevant limits or performance measures/criteria; and</li> <li>• 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;</li> </ul>	<b>2.0</b> <b>4.0</b> <b>4.0</b>
c) a description of the measures that would be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria;	<b>4.0, 5.0, 6.0</b>
d) a program to monitor and report on the: <ul style="list-style-type: none"> <li>• impacts and environmental performance of the project; and</li> <li>• effectiveness of any management measures (see (c) above);</li> </ul>	<b>5.0, 6.0</b>
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;	<b>5.2</b>
f) a program to investigate and implement ways to improve the environmental performance of the project over time;	<b>5.2, 7.0</b>
g) a protocol for managing and reporting any: <ul style="list-style-type: none"> <li>• incidents;</li> <li>• complaints;</li> <li>• non-compliances with conditions of this approval and statutory requirements; and</li> <li>• exceedances of the impact assessment criteria and/or performance criteria;</li> </ul>	<b>6.3</b> <b>6.2</b> <b>6.4</b> <b>6.3</b>
h) a protocol for periodic review of the plan.	<b>7.0</b>



Planning,  
Industry &  
Environment

Energy & Resources  
Planning & Assessment  
Contact: Colin Phillips  
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Ms Shilpa Shashi  
Planning and Environment Coordinator NSW / ACT  
Holicim (Australia) Pty Ltd  
Level 8 Tower B - 799 Pacific Highway  
CHATSWOOD NSW 2067

Dear Ms Shashi

**Cooma Road Quarry Air Quality Expert (SSD 5109)**

I refer to your letter of 30 July 2019 seeking the Secretary's approval of Mr Luke Bettridge of Umwelt as a suitably qualified person to update the quarry's Air Quality Management Plan, required by condition 16 of Schedule 3 of the quarry's consent.

The Secretary has approved the appointment of Mr Bettridge.

In accordance with condition 3 of Schedule 5, the Secretary has agreed that the company's revision of management plans, triggered by the approval of Modification 2, may occur without consulting the agencies nominated in the relevant conditions of consent. The exception is that the company must consult with Queanbeyan Council during the preparation of the Transport Management Plan.

Please contact Colin Phillips on the details above if you have any questions.

Yours sincerely

A handwritten signature in blue ink that reads 'Howard Reed'.

Howard Reed 7.8.19  
**Director, Resource Assessments**  
**Energy and Resource Assessments**  
As the Secretary's nominee

25 March 2014

Luke Bettridge  
Senior Environmental Scientist  
Umwelt (Australia) Pty Limited  
[lbettridge@umwelt.com.au](mailto:lbettridge@umwelt.com.au)

Dear Luke

**RE: Cooma Road Quarry – Environmental Management Plans - Review**

Thank you for the opportunity to review Environmental Management Plans for the Cooma Road quarry prior to submitting them to the Department. The timeframe was short and as such not all of the plans were able to be reviewed in detail by your deadline of 25 March 2014. However, the following comments are provided for your consideration:

**Heritage Management Plan**

To ensure the long term protection of the lime kiln it is recommended that a Weed Management Program be provided to address 4.1.1 dot point 3 (p. 6). This would give further clarification of weed poisoning over a stipulated time period. This would then commit the applicant to this program. Our Parks & Recreation section are happy to provide some information on a weed management program, however, the time frame of 25 March is not achievable for them.

**Noise Management Plan, Blast Management Plan and Air Quality Management Plan**

These plans have been reviewed by our Environmental Health section and they are satisfied that they have complied with the condition of approval.

**Transport Management Plan**

Additional time is requested to review this plan in detail.

Council will take the opportunity to provide further comment on the Transport Management Plan during the time that NSW Planning and Infrastructure are reviewing the Plans.

Yours sincerely,



**Lorena Blacklock**  
Manager Development Control  
Sustainability and Better Living  
02 6285 6244