



Strength. Performance. Passion.

Teven Quarry Transport Management Plan

April 2021 Update
Holcim Australia

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1. Introduction

1.1 Background

Holcim (Australia) Pty Ltd (Holcim Australia) owns and operates an existing hard rock quarry located at Stokers Lane, Teven, New South Wales (NSW) in the Ballina Local Government Area (LGA). The site is approximately eight kilometres (km) north-west of Ballina town centre (Figure 1).

In 2014, 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 for an additional 30 years to 2045. The Teven Quarry Development Consent (SSD 6422) (Development Consent) was granted on 15 July 2015 by the NSW Minister for Planning.

The Development Consent allows for continued operations of the existing Teven Quarry at an increased volume, within the approved extraction area (Figure 2).

Under the Development Consent, Holcim is required by the NSW Department of Planning, Industry and Environment (DPIE), formerly the NSW Department of Planning and Environment (DP&E) to prepare a Transport Management Plan (TMP) to the satisfaction of the Secretary.

1.2 Project Description

The revised Teven Quarry Development Consent (SSD 6422) provides for the following listed in **Table 1**.

Table 1 Approved Activities

Project Component	Currently Approved (2015-2045)
Quarry life	30 years from date of approval (15 July 2015), ie to 15 July 2045
Limits of production	500,000 tonnes per annum (tpa)
Quarry footprint	Shown on Figure 2
Overburden management	Shown on Figure 2
Hours of operation	<p>Blasting: 10:00 am-3:00 pm Monday–Friday, at no time on Sundays or public holidays</p> <p>All other activities: 7:00 am-4:00 pm Monday–Friday 7:00 am–4:00 pm Saturday At no time on Sundays or public holidays</p> <p>Extended hours for product loading and dispatch: 7:00 am-10:00 pm Monday to Friday 7:00 am–4:00 pm Saturday At no time on Sundays or public holidays</p>
Transport	Road transport at approved production level
Employment	11 full time equivalent positions
Infrastructure	Fixed primary, secondary and tertiary plants with the addition of a mobile crushing and screening plant, and a mobile pug mill
Site access	Off Stokers Lane
Concrete recycling for re- use	Recycling of up to 10,000 tpa of clean surplus concrete material on site using existing and proposed processing infrastructure for re-use as product

1.3 Purpose and Scope

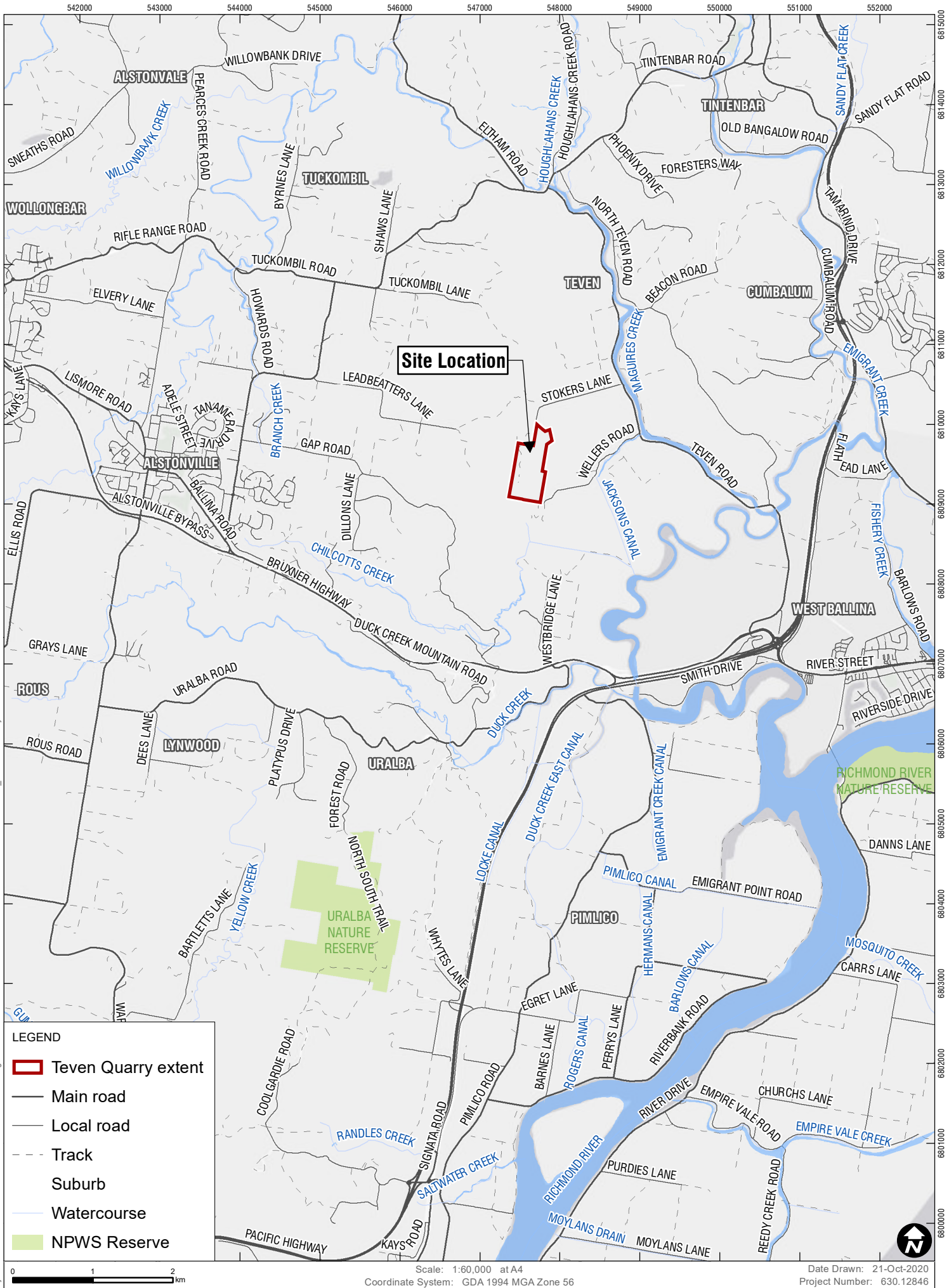
The purpose of this Transport Management Plan (TMP) is to describe the transport management strategies, procedures, controls and the monitoring programs that are to be implemented in accordance with the Teven Quarry Project Environmental Impact Statement (EIS) (EIS, Umwelt 2014) including the Statement of Commitments and the Development Consent. The TMP is stipulated as a key requirement under the Development Consent and is designed to be prepared in consultation with the EPA and to the satisfaction of the Secretary.

The relevant Development Consent conditions and Statement of Commitments are provided in **Sections 3.1 and 3.2** respectively. This plan also outlines the control measures to be implemented as part of the continued operations at Teven Quarry to minimise the potential impacts of transport to the local community.

1.4 Objectives

The objectives of this TMP include the following:

- Establish a transport monitoring system to assess the transport impact on surrounding sensitive receivers and performance against the Development Consent transport criteria;
- Provide a mechanism to assess monitoring results against Development Consent transport criteria to evaluate compliance;
- Detail the requirement for reporting transport criteria exceedances to the relevant stakeholders;
- Detail the controls to be implemented to minimise transport impacts from the site;
- Address the relevant conditions of the Development Consent;
- Manage transport related community complaints in a timely and effective manner; and
- Detail the independent review process to be followed if Teven Quarry receives a written request by a landowner(s) for an independent review of transport impacts.

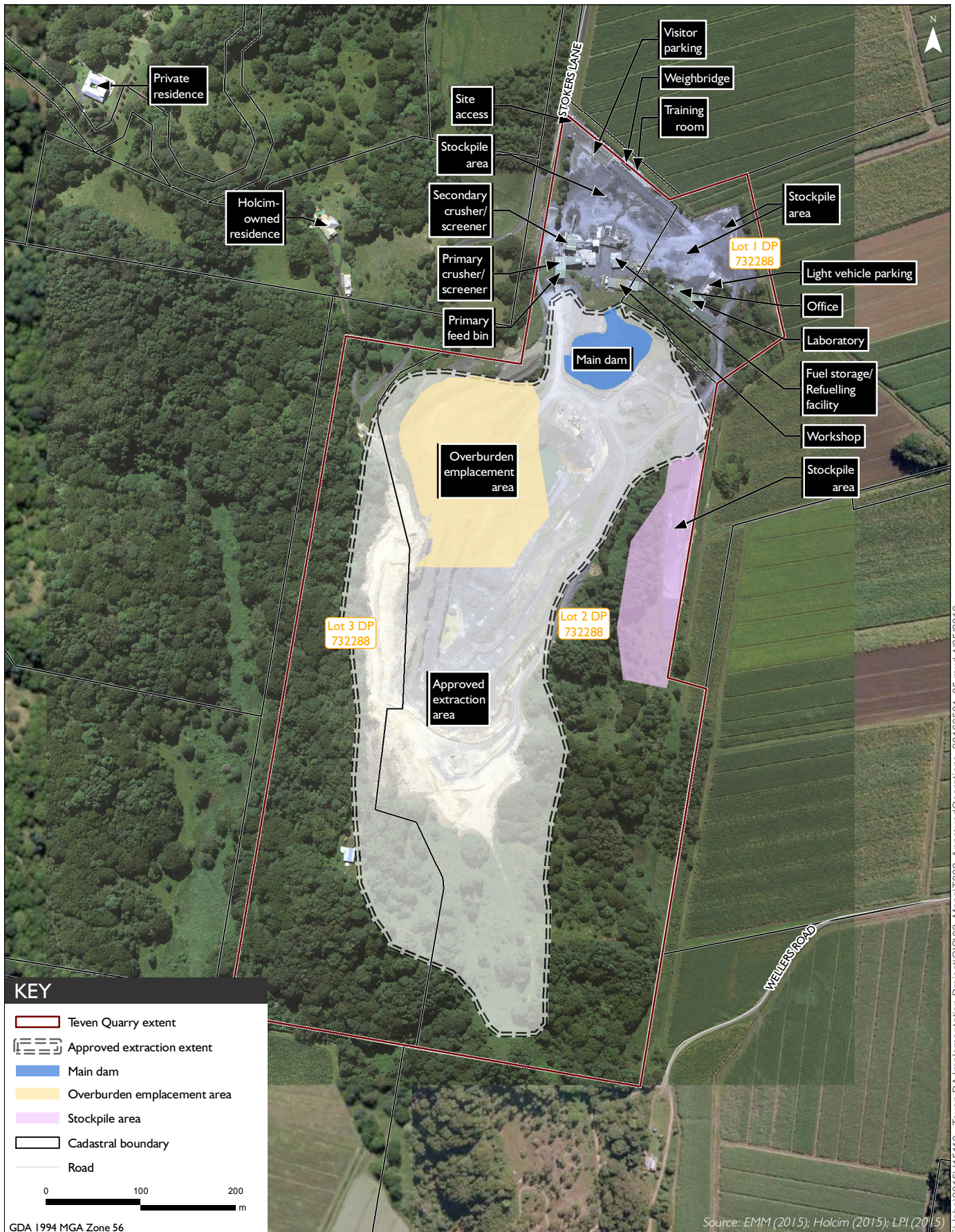


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Site Locality

Figure 1



Approved operations
Teven Quarry
Transport Management Plan

Figure 2

2. Stakeholder Consultation

2.1 Pre 2020 Consultation

A letter was sent to both the NSW Roads and Maritime Services (RMS) and Ballina Shire Council (BSC) on 13 October 2015 requesting agency input during the development of the draft TMP and review of the final draft document. Following the initial communication, this document was sent to the RMS and BSC on 17 November 2015 as per Schedule 3, Condition 25 (a) of the Development Consent. Holcim received feedback from RMS concerning the adequacy of the plan on 1 December 2015. RMS was satisfied with the plan.

A copy of consultation from the original plan is outlined in **Appendix A**.

In March 2019, Holcim Australia lodged an S138 Application with Ballina Shire Council's to address Schedule 3, Condition 22 of the Development Consent. The condition states:

The Applicant shall provide and/or maintain:

- a. Centre-line markings on Teven Road between Stokers Lane and Bruxner Hwy;*
- b. Guard-rail on Teven Road at its intersection with Stokers Lane;*
- c. Reflectors on the guard-rail fencing at the intersections of Stokers Lane and Wellers Road with Teven Road; and*
- d. Intersection and truck warning signage on Teven Road near its intersection with Stokers Lane, to the satisfaction of Council.*

In August 2019, Ballina Shire Council's Manager for Infrastructure Planning noted that the works are satisfactory and the line marking is now completed.

A copy of the correspondence from Ballina Shire Council's is attached in **Appendix B**.

2.2 2020 Consultation

A copy of the 2020 updated management plan was provided to DPIE in August 2020. Holcim received comments from DPIE on 7 October 2020 and updated this document. The plan will be resubmitted to DPIE as required by the Development Consent (SSD 6422).

In accordance with the conditions of the development consent, Holcim requested approval from the Secretary seeking acknowledgement of the need not to re-submit the plan to Council and Transport for New South Wales (TfNSW). Refer **Appendix A** for a copy of the consultation on 29 March 2021.

3. Regulatory requirements

3.1 Development Consent Requirements

The Development Consent for the Teven Quarry Project was assessed under the EP&A Act. Approval for the project was granted by the Minister for Planning on 15 July 2015. The requirement for this TMP arises from Schedule 3 Condition 25 of the Teven Quarry Development Consent. The requirements from the Development Consent relating to transport, and where these requirements are addressed within this document, are provided in **Table 2**.

Management controls for potential transport impacts associated with quarrying and ancillary activities are provided in **Section 6**. Transport and traffic monitoring to be undertaken is outlined in **Sections 6 and 7**.

Table 2 Development Consent Conditions

Conditions	Section Addressed
Schedule 3 - Administrative Conditions	
Extractive Material Transport	Criteria noted
<p>9. The applicant shall not:</p> <ul style="list-style-type: none"> a) transport more than 500,000 tonnes of quarry products from the site in any calendar year; b) accept and recycle more than 10,000 tonnes of clean, surplus concrete in any calendar year; and c) dispatch more than 73 laden trucks from the site per day, averaged over the total number of dispatch days in any calendar month. 	
Schedule 3 - Environmental Performance Conditions	
Transport Routes	Section 4.1
<p>21. All heavy vehicles leaving and entering the site shall travel via Teven Road between Stokers Lane and the Bruxner Highway, except:</p> <ul style="list-style-type: none"> a) when making local deliveries; b) when transport via the Bruxner Highway is affected due to road closures; or c) in an emergency to avoid the loss of lives, property and/or to prevent environmental harm. <p>22. The applicant shall provide and/or maintain:</p> <ul style="list-style-type: none"> a) centre-line markings on Teven Road between Stokers Lane and Bruxner Highway; b) a guard-rail on Teven Road at its intersection with Stokers Lane; c) reflectors on the guard-rail fencing at the intersections of Stokers Lane and Wellers Road with Teven Road; and d) intersection and truck warning signage on Teven Road near its intersection with Stokers Lane, to the satisfaction of Council. 	
Monitoring of Product Transport	Section 5
<p>23. The Applicant shall keep accurate records of all laden truck movements to and from the site (hourly, daily, weekly, monthly and annually) and publish a summary of records on its website every 6 months.</p>	
<p>24. The applicant shall ensure that:</p> <ul style="list-style-type: none"> a) all company owned trucks associated with the quarry have appropriate 	Section 5

Conditions	Section Addressed
signage, so they be easily identified by road users; b) all laden trucks entering or exiting the site have their loads covered; c) all laden trucks exiting the site are cleaned of materials that may fall on the road, before leaving the site; and d) no trucks queue at the entrance to the quarry before 6.45 am	
25. The Applicant shall prepare and implement a Transport Management Plan for the development to the satisfaction of the Secretary. This plan must:	Entire Plan
a) be prepared in consultation with RMS and Council and submitted to the Secretary for approval within 6 months of the date of this consent, unless otherwise agreed by the Secretary;	Section 2.2
b) provide a clear description of the primary and secondary transport routes and the circumstances during which the secondary transport route is to be utilised;	Section 4.1
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, particular having regard to school bus routes and the location of residential properties; and	Section 5
d) describe the measures that would be put in place to ensure compliance with the Drivers' Code of Conduct.	Section 5
Schedule 5 - Environmental Management, Reporting And Auditing	
Management Plan Requirements	
2. The Applicant shall ensure that the Management Plans required under this consent are prepared in accordance with any relevant guidelines, and include: detailed baseline data;	Section 4
a) a description of: <ul style="list-style-type: none"> • the relevant statutory requirements (including any relevant approval, licence or lease conditions); • any relevant limits or performance measures/criteria; and • the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures; 	Section 3
b) a description of the measures that would be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria;	Section 5
c) a program to monitor and report on the: <ul style="list-style-type: none"> • impacts and environmental performance of the development; and • effectiveness of any management measures (see (c) above); 	Section 5
d) 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;	Section 6.3
e) a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 6.2
f) a protocol for managing and reporting any: <ul style="list-style-type: none"> • incidents; • complaints; • non-compliances with statutory requirements; and • exceedances of the impact assessment criteria and/or performance criteria; and 	Section 6 and 7

3.2 EIS Statement of Commitments

The relevant transport-related Statement of Commitments relevant to the TMP, and where they are addressed in this document, are detailed in **Table 3**.

Table 3 Statement of Transport related Commitments

Commitment	Section Addressed
24. Holcim Australia will utilise Teven Road south of Stokers Lane (Route 1) as the primary heavy vehicle transport route for all product deliveries to the Pacific Highway. Teven Road north of Stokers Lane and Tintenbar Road will be used for local deliveries only.	Section 4.1
25. Holcim Australia will liaise with Ballina Shire Council in relation to implementing the recommendations of the Road Safety Audit, including: <ul style="list-style-type: none"> • centreline markings in Teven Road between Stokers Lane and Bruxner Highway including the maintenance of the existing line marking (where required) in Teven Road; • provision of reflectors on the existing guardrail fencing at the intersections of Stokers Lane and Wellers Road, with Teven Road; and • maintenance of existing end treatment of guardrail in Teven Road at Stokers Lane. 	Section 4.1

3.3 2019 Independent Environmental Audit – Updates

An Independent Environmental Audit (IEA) was completed for Teven Quarry by GHD, with the report dated April 2020. There were some generic recommendations from that report relevant to this management plan detailed in **Table 4**.

Table 4 Independent Environmental Audit – Required Updates

Recommendation	Comment
Update the management plans required under the consent to include a contingency plan to manage unpredicted impacts.	Addressed in Section 6.3, Table 8
Review the strategies, plans and programs following the annual review, incident report, audit report or modification and maintain evidence of the reviews.	Updated based on the IEA

4. Transport Management Protocol

4.1 Transport Routes

Baseline data from the 2014 EIS basecase traffic study is shown in **Table 5**.

Table 5 2014 Average Daily and Hourly Traffic Volumes

Average Daily Traffic Volumes				Hourly Traffic Volumes		
	Product Trucks	Light Vehicles	Average Hour	Busy Hour	Maximum Hour (7am – 6pm)	Maximum Hour (6pm – 10pm)
Loads	39	30	5	8-10	12	N/A
Two-way trips	78	60	10	16-20	24	N/A

Note the baseline data is reflective of the EIS basecase traffic study in 2014 only. Information on the current transport routes and predicted traffic volumes are detailed below and in **Table 6**.

Currently the primary transport route extends along Stokers Lane, follows Teven Road and connects to the Pacific Highway, the Bruxner Highway and River Street (Old Pacific Highway). The Bruxner Highway is a State highway which provides access from Teven to Alstonville, Lismore and Casino and experiences moderately high traffic volumes.

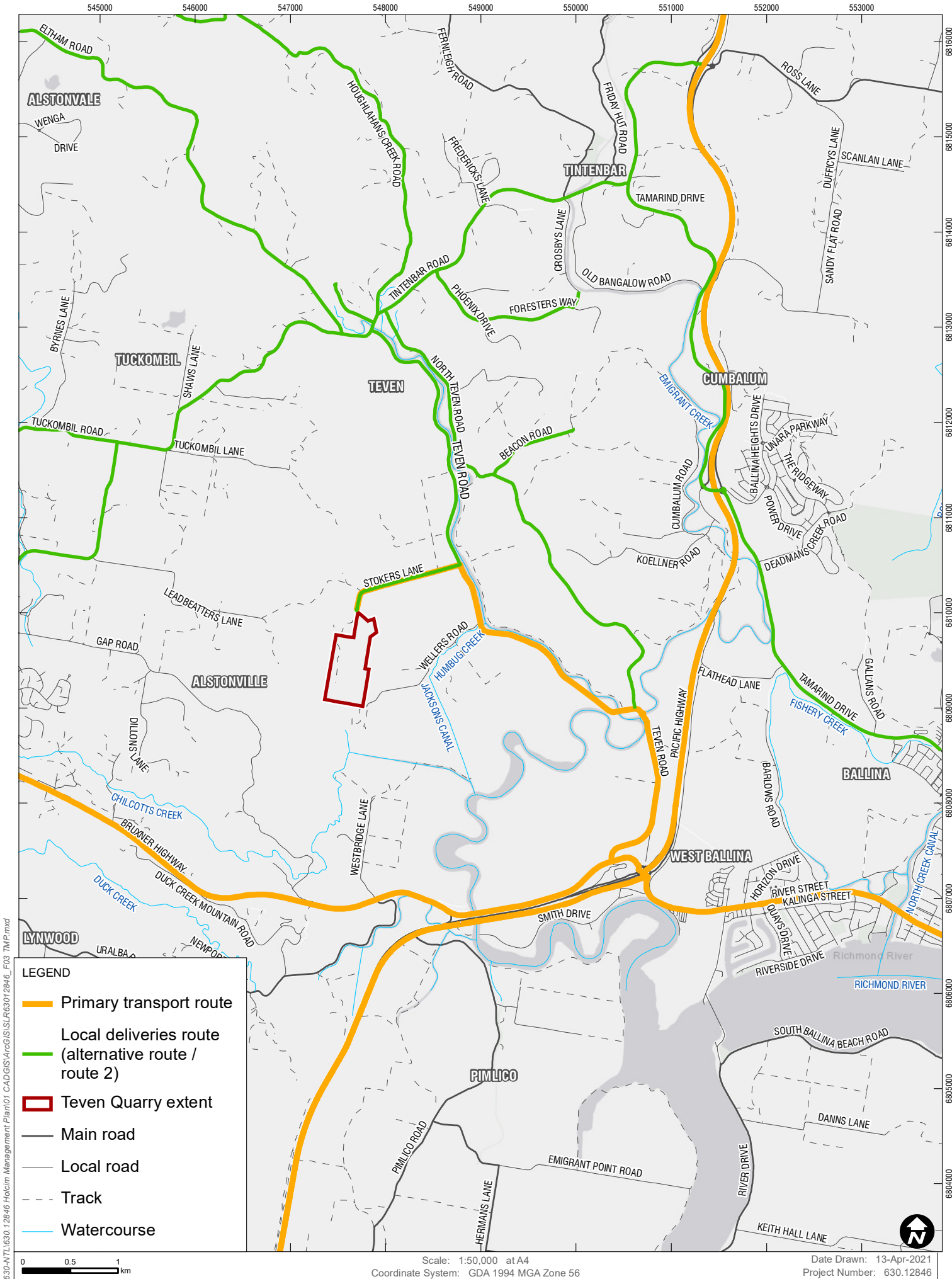
The alternative route is used for local deliveries or when transport via the Bruxner Highway is affected due to road closures or an emergency as defined by SSD 6422 Schedule 3 Condition 21. The alternative route is shown on **Figure 3**.

The Development Approval granted approval to increase the maximum production limits from 265 000 tpa to 500 000 tpa. This production level would occur in response to periods of peak demand in response to major construction projects demand. In these instances, average daily and hourly traffic volumes would reach the levels outlined in **Table 6**.

Table 6 Predicted Average Daily and Hourly Traffic Volumes

Average Daily Traffic Volumes				Hourly Traffic Volumes		
	Product Trucks	Light Vehicles	Average Hour	Busy Hour	Maximum Hour (7am – 6pm)	Maximum Hour (6pm – 10pm)
Loads	73	35	7	10	12	6
Two-way trips	146	70	14	20	24	12

These daily and hourly traffic volumes must not be exceeded in order to ensure noise levels and air quality impacts are able to be kept within required limits.



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- LEGEND**
- Primary transport route
 - Local deliveries route (alternative route / route 2)
 - Teven Quarry extent
 - Main road
 - Local road
 - Track
 - Watercourse

0 0.5 1 km

Scale: 1:50,000 at A4
Coordinate System: GDA 1994 MGA Zone 56

Date Drawn: 13-Apr-2021
Project Number: 630.12846



Transport Management Plan

Figure 3

5. Traffic Management Controls

Teven Quarry is committed to implementing reasonable and feasible best practice measures to minimise traffic impacts as a result of Quarry operations. In order to mitigate any potential traffic impacts from the operation, a number of traffic management controls will be implemented throughout the life of the operation as required. These controls are outlined in:

- The Teven Quarry Project EIS;
- the Development Consent traffic management conditions (Schedule 3: Conditions 21-25);
- General management plan requirements listed in Schedule 5 Conditions 1-3 of the Development Consent;
- The Development Consent Statement of Commitments (Appendix 3 Conditions 24 and 25 of the Development Consent); and
- Correspondence with Roads and Maritime Services.

The relevant traffic controls for the operation are detailed in **Table 7**.

Table 7 Traffic Management Controls

Mitigation ID	Mitigation Measures	Reference Document	When Required	Responsibility
Transport Routes				
TM1	All heavy vehicles leaving and entering the site shall travel via Teven Road between Stokers Lane and the Bruxner Highway, except: (a) when making local deliveries; (b) when transport via the Bruxner Highway is affected due to road closures; or (c) in an emergency to avoid the loss of lives, property and/or to prevent environmental harm.	Schedule 3, Condition 21	When site is operational	Transport Contractors
TM2	The Applicant shall provide and/or maintain: (a) centre-line markings on Teven Road between Stokers Lane and Bruxner Highway; (b) a guard-rail on Teven Road at its intersection with Stokers Lane; (c) reflectors on the guard-rail fencing at the intersections of Stokers Lane and Wellers Road with Teven Road; and (d) intersection and truck warning signage on Teven Road near its intersection with Stokers Lane, to the satisfaction of Council. Works on Teven Road or Stokers Lane must not take place unless the Applicant has the prior approval of Council.	Schedule 3, Condition 22	When site is operational	Quarry Manager
TM3	The Applicant shall prepare and implement a Transport Management Plan for the development to the satisfaction of the Secretary. This plan must: (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, particular having regard to school bus routes and the location of residential properties.	Schedule 3, Condition 25(c)	When site is operational	Quarry Manager
Monitoring of product transport				
TM4	It is required that Holcim keeps accurate records of all laden truck movements to and from the site on an hourly, daily, weekly, monthly and annual basis. The number of laden truck movements must not exceed those listed in Table 5 . A summary of these records must be published to their website every six months.	Schedule 3, condition 23	When site is operational	Quarry Manager
Operating Controls				

Mitigation ID	Mitigation Measures	Reference Document	When Required	Responsibility
TM5	All company owned trucks associated with the quarry have appropriate signage so they can be easily identified by road users	Schedule 3, condition 24, condition 25	When site is operational	Quarry Manager
TM6	All laden trucks entering or exiting the site have their loads covered		When site is operational	Quarry Manager
TM7	All laden trucks exiting the site are cleaned of materials that may fall on the road, before leaving the site		When site is operational	Quarry Manager
TM8	No trucks queue at the entrance to the quarry before 6.45 am		When site is operational	Quarry Manager
Drivers Code of Conduct				
TM9	Trucks travelling through residential areas follow road safety rules, including complying with speed limits, not travelling in convoys and maintaining a safe distance from vehicles in front of them at all times	Previous TMP	When site is operational	Quarry Manager
TM10	Trucks travelling through school zone areas comply with school zone speed limits and ensure that they are driving safely	Previous TMP	When site is operational	Quarry Manager
TM11	Trucks travelling along school bus routes and through school zone areas ensure that there are no conflicts with school buses. This may require restricted haulage during times when school buses are operating	Previous TMP	When site is operational	Quarry Manager
TM12	Will be appropriately licensed to operate the vehicle	Previous TMP	When site is operational	Quarry Manager
TM13	Will obey enforced speed limits at the quarry	Previous TMP	When site is operational	Quarry Manager
TM14	Will obey road rules at all times, especially following speed limits, driving safely around cyclists and giving way to school buses	Previous TMP	When site is operational	Quarry Manager
TM15	Will be made familiar with the appropriate haulage routes for the site	Previous TMP	When site is operational	Quarry Manager
TM16	Will be made aware of school bus route schedules	Previous TMP	When site is operational	Quarry Manager
TM17	Will be made aware of driving behavior guidelines, including the minimisation of engine breaking and other noisy activities near residences	Previous TMP	When site is operational	Quarry Manager
TM18	Will ensure that loads are appropriately covered (see Section 7)	Previous TMP	When site is operational	Quarry Manager
TM19	Will ensure that the vehicle is cleaned appropriately prior to leaving the site to avoid the tracking of soils along the haulage route (see Section 7)	Previous TMP	When site is operational	Quarry Manager
TM20	Will undertake an induction prior to the commencement of undertaking transport activities to ensure that they are familiar with the controls	Previous TMP	When site is operational	Quarry Manager

Mitigation ID	Mitigation Measures	Reference Document	When Required	Responsibility
	contained within this TMP			
General				
TM21	Compliance with the Drivers' Code of Conduct will be assessed regularly by supervisory/senior management personnel (see Section 7)	Previous TMP	Regular reviews	Quarry Manager
TM22	Pre-start meetings before daily operations will occur to ensure that that safety issues are raised and appropriate measures can be taken.	Previous TMP	At pre- start meetings	Quarry Manager
TM23	If haul truck vehicles have radios, these should be used to communicate safety issues on haul routes to the Site Foreman as they arise.	Previous TMP	When site is operational	Quarry Manager

6. Reporting

6.1 Regular Reporting

A summary of traffic monitoring results will be provided in the Teven Quarry Annual Review.

In addition, in accordance with the *Protection of the Environment Legislation Amendment Act 2011* (Amendment Act) and Schedule 5 Condition 11 of the Development Consent, Holcim will also publish a summary of traffic monitoring results on the Holcim website (<http://www.holcim.com.au>).

6.2 Incident Reporting

Holcim will report transport data annually, including a historical comparison, in the Annual Review to the DPIE. If the transport data is found to be outside the sites criteria in **Section 3.1**, the Quarry Manager will initiate the following protocol:

- As soon as becoming aware of the breach of the development consent the Quarry Manager will notify Holcim's Environment Manager and enter the event into Holcim Safety, Health & Environment (SHE) reporting database (INX).
- The Quarry Manager will notify the Secretary of the DPIE if an incident has occurred as soon practicable.
- A report will be prepared and submitted by the Quarry Manager to the DPIE within 7 days of becoming aware of the incident, this report will include:
 - Cause of the non-compliance.
 - Actions undertaken to rectify the non-compliance and ensure.

Where a non-compliance has occurred, Holcim will, to the satisfaction of the DPIE:

- Take all reasonable and feasible measures to ensure the exceedance ceases and does not reoccur;
- Implement any specific measures as directed by the Secretary to the satisfaction of the Secretary.

The Continuous improvement process shall strive to:

- Identify areas of opportunity for improvement of environmental management and performance;
- Determine the cause or causes of non-conformances and deficiencies;
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies;
- Verify the effectiveness of the corrective and preventative actions;
- Document any changes in procedures resulting from process improvement; and
- Make comparisons with objectives and targets.

6.3 Contingency Plan

The Trigger Action Response Plan (TARP) for this management plan has been prepared to address Schedule 5 Condition 2 d) of the Development Consent (**Table 8**).

Table 8 Trigger Action Response Plan – Transport

Key Element	Trigger / Response	Condition Green	Condition Amber	Condition Red
Primary Access Route Closures	Trigger	The Primary Access Route is open.	Parts of the Primary Access Route is closed requiring delays or detours.	The Primary Access Route is closed
	Response	Continue TMP implementation.	Quarry Manager reviews effective alternative routes which may include detours on the Alternative Delivery Routes to enter back onto the Primary Delivery Route.	Quarry Manager reviews effective alternative routes which may include detours on the Alternative Delivery Routes.
Traffic noise	Trigger	Site noise levels do not exceed imposed noise criteria (refer to the Noise Management Plan (NMP)).	Site noise levels in minor excess of imposed noise criteria (refer to the NMP).	Site noise levels greatly in excess of imposed noise criteria (refer to the NMP).
	Response	No response required. Continue monitoring program.	Undertake all feasible and reasonable mitigation and management measures to minimise noise impacts.	Undertake all feasible and reasonable mitigation and management measures to ensure noise levels are below applicable criteria. If noise levels cannot be kept below applicable limits, then a different vehicle or equipment must be utilised.
Traffic Air Quality Impacts	Trigger	No observable dust.	Minor quantities of dust in the air and tracking on to the road.	Large quantities of dust in the air and tracking on to the road.
	Response	No response required. Continue monitoring program.	Review and investigate activities and respective control measures, where appropriate. Implement additional reasonable and practical remedial measures, which may include: <ul style="list-style-type: none"> • Deployment of additional water cart / water sprays; • Relocation or modification of dust-generating sources; and • Temporary halting of dust generating activities. 	Review and investigate activities and respective control measures. Implement relevant responses and undertake immediate review to avoid such occurrence in future.

7. Review

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

In accordance with Schedule 5 Condition 5, Holcim shall review, and if necessary revise, the strategies, plans, and programs required under the Development Consent to the satisfaction of the Secretary, within 3 months of the submission of an:

- Annual review under Condition 4;
- Incident report under Condition 7;
- Audit report under Condition 9; and
- Any modifications to the consent.

In terms of Schedule 5 Condition 5 sub clause a), the requirement to review and update management plans will be assessed during the preparation of each Annual Review. The Annual Review will state which management plans require updating and which management plans do not require updating. Details on the requirements to prepare Annual Reviews are outlined in the Environmental Management Strategy.

7.1 Community Complaints

Should complaints from the community regarding peak haulage periods arise, a community consultative committee may be established by Holcim as outlined under Schedule 5 Condition 6 of the Development Consent. Any community consultative committee must be operated in general accordance with the Guidelines for Establishing and Operating Community Consultative Committees for Mining Developments (Department of Planning, 2007, or its latest version).

8. Roles and Responsibilities

Relevant roles and responsibilities associated with this TMP are presented in **Table 9** below.

Table 9 Roles and Responsibilities

Role	Accountabilities for this Document
Teven Quarry Manager	<ul style="list-style-type: none"> • Provide sufficient resources for the implementation of this plan; • Coordinate the traffic monitoring requirements of this Plan, and evaluate and report monitoring results as required; • Coordinate the implementation of traffic management controls and strategies in accordance with this Plan; and • Coordinate the review of this plan in accordance with the requirements of the Development Consent. • Coordinate traffic related incident investigations and reporting as required by legislation and internal standards and guidelines; and • Review effectiveness of control measures. • Implement additional remedial measures
Environment Manager	<ul style="list-style-type: none"> • Assist with the review of this Plan.
All employees and contractors	<ul style="list-style-type: none"> • Comply with all requirements of this Plan; • Report all potential incidents to the Quarry Manager immediately; and • Seek approval from the Quarry Manager prior to making changes to infrastructure/processes which may result in increased traffic emissions.

9. References

Umwelt (Australia) Pty Limited 2014. *Teven Quarry Project Environmental Impact Statement*, Report prepared for Holcim (Australia) Pty Limited.

EMM 2016. *Transport Management Plan: Teven Quarry*.

10. Change Information

Table 10 summarises the main changes in the management plan updates.

Table 10 Summary of Document Changes

Version	Date	Change Summary
1	May 2016	Original document
2	August 2020	<p>Review of the template for all Teven management plans;</p> <ul style="list-style-type: none"> • General structure updates; • Section 2- Consultation – separate section; • Section 3 – Statutory requirements; • Section 6 – inclusion of responsibilities and timing for controls; and • Section 11 – inclusion of change information. <p>The following did not change:</p> <ul style="list-style-type: none"> • No change to monitoring or reporting requirements; and • No change to figures.
3	April 2021	See Appendix A for changes in response to DPIE's review.

Attachment A
Teven Quarry
Transport Management Plan Review – Oct 2020

Transport Management Plan, Schedule 5, Condition 25	Satisfactor y	Comment	Action Required	Holcim Response
<p>Transport Management Plan (TMP) 25. The Applicant shall prepare and implement a Transport Management Plan for the development to the satisfaction of the Secretary. This plan must:</p> <p>(a) be prepared in consultation with RMS and Council and submitted to the Secretary for approval within 6 months of the date of this consent, unless otherwise agreed by the Secretary;</p>	No	<ul style="list-style-type: none"> This revised TMP must be prepared in consultation with RMS (now TfNSW) and Ballina Council unless Holcim has sought and obtained the Secretary's approval not to consult these agencies in the preparation of the revised TMP. Please refer to condition 16 of Schedule 2 of the consent for this requirement. 	<p>Holcim must update this plan to address the DPIEs comments.</p>	<ul style="list-style-type: none"> Request not to consult with Council and TfNSW sent to the Planning Secretary on 29 March 2021. Evidence of consultation including the letter is included in Appendix A.
<p>(b) provide a clear description of the primary and secondary transport routes and the circumstances during which the secondary transport route is to be utilised;</p>	No	<ul style="list-style-type: none"> T.2 Development Consent Condition 21. All heavy vehicles leaving and entering the site shall travel via Teven Road between Stokers Lane and the Bruxner Highway, except: when making local deliveries; <p>This condition was based on (T.3) Statement of Commitment 24. <i>Holcim Australia will utilise Teven Road south of Stokers Lane (Route 1) as the primary heavy vehicle transport route for all product deliveries to the Pacific Highway.</i></p> <p>S.4.1 para 1, 30% (of product trucks are) <i>using the local deliveries route to upgrade the Pacific Highway.</i> This contravenes Holcim's Commitment 24.</p> <p><u>The DPIE do not accept that deliveries to the Pacific Highway and beyond constitute local deliveries.</u></p> <ul style="list-style-type: none"> Figure 3 – the route of the local deliveries route shown on figure 3 is incorrect. Deliveries of quarry products may be made to local customers who can only be accessed by local roads such as Teven Road, Tintenbar Road, Friday Hut Road, Fernleigh Road and the like. The local deliveries route is not a single route as shown on Figure 3. 	<p>Figure 3 must be corrected to correctly indicate local deliveries route(s).</p>	<ul style="list-style-type: none"> Figure 3 has been updated to better indicate the alternative delivery routes as requested The reference to 30% of trucks moving product using local roads was based on what was occurring in 2014. This section has been updated. Figure 3 updated to better indicate the alleviative delivery routes as requested Addressed. The wording has been changed to remove reference to the Pacific Highway construction project and instead refer to other local routes shown in the updated Figure 3. Incorrect wording addressed. Figure 3 has been updated to better indicate the alternative delivery route as requested. Wording has been changed to indicate The Primary Transport Route Addressed. The text in TM1 has been updated. Addressed. Addressed.

Transport Management Plan, Schedule 5, Condition 25	Satisfactor y	Comment	Action Required	Holcim Response
		<ul style="list-style-type: none"> S.5.1 the Department is confused by the description of the distribution of product trucks along these existing routes such that 95% of product trucks will use the Primary Transport Route (to the west of the Quarry) and 5% will use the local deliveries route (to the north-west of the Quarry). <p>It would seem the Primary Transport route is to the south of the quarry, at least until the Bruxner Highway/ Pacific Highway / Teven Road interchange is reached. From that interchange product would be able to be transported to the east (to Ballina) north and south by the Pacific Highway, or to the west towards Lismore by the Bruxner Highway. The local deliveries would seem to be mainly to the north of the Quarry, along Teven Road.</p> <ul style="list-style-type: none"> T.2 Condition 24c “existing” should be “exiting”. T.7 TM1 dot-point 1 ... onto the Pacific Highway allows for other than local delivery? Dot-point 2 closer should be <u>closure</u>. TM5 should read ‘<u>be easily identified</u>’. TM15 should be <u>routes</u>. 		
(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, particular having regard to school bus routes and the location of residential properties; and	Yes	<ul style="list-style-type: none"> S.6 T.7 TM12-TM16 	A copy of the Drivers’ Code of Conduct (the Code) should be included as an appendix to the TMP. If transport contractors are not required to sign the Code how does the Quarry manage compliance with the Code?	<ul style="list-style-type: none"> Added as Appendix C.
(d) describe the measures that would be put in place to ensure compliance with the Drivers’ Code of Conduct.	Yes	<ul style="list-style-type: none"> S.6 T.7 TM17-TM21 		

Other Comments on Transport Management Plan	
<p>Table 1 (T.1) Figure 1.2 should be Figure 2. Section 1.3 (S.3) paragraph (para) 1: the TMP must include reference to Holcim’s EIS Statement of Commitments S.1 para 4 “formally” should be “formerly”. Figure 1 needs to be updated to include the current Pacific Highway route. T.4 Independent Environmental Audit Comment 1 See S.10 refers to References? Information from T.7 TM Controls (Protocol) could be used to develop a Contingency Plan as recommended in the IEA. S.7.2 dot-point 1: what is INX? S.8 para 3 where is sub-clause a)? S.8.1 commit should be committee s.11 Version 2: The inclusion of “Lynwood” is a careless cut and paste and needs to be corrected.</p>	<ul style="list-style-type: none"> • Updated to refer to Figure 2. • Reference to the Statement of Commitments has been made. • Formally corrected. • Figure 1 has been updated with current data. • The reference has been changed to ‘addressed in Section 7.3’. • A Contingency Plan has been developed and added as Section 7.3. • INX expanded. • Sub clause a) reference to Schedule 5 Condition 5 of the Development Consent. Wording has been updated to clarify this. • Addressed. • Addressed.

Consultation with the Planning Secretary

Teven Quarry - Post Approval Document Received - (SSD-6422-PA-18) Σ Inbox x

no-reply@majorprojects.planning.nsw.gov.au <no-reply@majorprojects.planning.nsw.gov.au>
to shilpa.shashi, me ▾

Dear Shilpa ,

Thank-you, your post approval document in relation to the Teven Quarry has been received by the Department. Details of this document are below and in the attachment.

Date Lodged
29/03/2021

Document Name
Letter to the Planning Secretary

Description of Document
Please see letter.

Applicable Conditions

Schedule	Condition
2	16

To sign in to your account click [here](#) or visit the [Major Projects Website](#).
Please do not reply to this email.

Kind regards

The Department of Planning, Industry and Environment



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16 March 2021

Holcim Australia - Teven Quarry Transport Management Plan

Dear Planning Secretary,

In accordance with Schedule 2 Condition 16 of SSD 6422 (see below) Holcim are seeking approval from the Secretary not to consult with Council (Ballina Shire Council) and TfNSW regarding the revision of the Teven Quarry Transport Management Plan (attached). The revisions to the Transport Management Plan included updates to reflect current practices at the site and address comments provided in the Independent Environmental Audit conducted during 2019. A comprehensive summary of changes to the Transport Management Plan can be viewed in Appendix A of the Plan.

Condition 16- Extract from SSD 6422, Schedule 2

UPDATING AND STAGING OF STRATEGIES, PLANS OR PROGRAMS

16. To ensure that strategies, plans and programs required under this consent are updated on a regular basis, and that they incorporate any appropriate additional measures to improve the environmental performance of the development, the Applicant may at any time submit revised strategies, plans or programs for the approval of the Secretary. With the agreement of the Secretary, the Applicant may also submit any strategy, plan or program required by this consent on a staged basis.

With the agreement of the Secretary, the Applicant may prepare a revision of or a stage of a strategy, plan or program without undertaking consultation with all parties nominated under the applicable condition in this consent.

Notes:

- While any strategy, plan or program may be submitted on a staged basis, the Applicant will need to ensure that the existing operations on site are covered by suitable strategies, plans or programs at all times.
- If the submission of any strategy, plan or program is to be staged, then the relevant strategy, plan or program must clearly describe the specific stage/s of the development to which the strategy, plan or program applies; the relationship of this stage/s to any future stages; and the trigger for updating the strategy, plan or program.

In a phone conversation between Teven Quarry personnel and Collin Phillips Team Leader of Energy and Resource Assessments (Department of Industry Planning and Infrastructure) on 21 October 2020, it was made clear that TfNSW and the Ballina Shire Council would not provide responses to the Teven Transport Management Plan and that the updates were of a minor nature of the revision. Considering Collin Phillips's statement and the minor nature of the revision, Holcim Quarries consider consultation with TfNSW and Ballina Council would not add value to the Transport Management Plan.

If you have any questions or require any further information, please do not hesitate to contact me, if you have any questions via my contact details below.

Regards,

A handwritten signature in blue ink, appearing to read 'Evan Smith'.

Evan Smith | RPEQ CPEng

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Appendix B

Ballina Shire Council Correspondence

Drivers Code of Conduct

Drivers Code of Conduct				
TM9	Trucks travelling through residential areas follow road safety rules, including complying with speed limits, not travelling in convoys and maintaining a safe distance from vehicles in front of them at all times	Previous TMP	When site is operational	Quarry Manager
TM10	Trucks travelling through school zone areas comply with school zone speed limits and ensure that they are driving safely	Previous TMP	When site is operational	Quarry Manager
TM11	Trucks travelling along school bus routes and through school zone areas ensure that there are no conflicts with school buses. This may require restricted haulage during times when school buses are operating	Previous TMP	When site is operational	Quarry Manager
TM12	Will be appropriately licensed to operate the vehicle	Previous TMP	When site is operational	Quarry Manager
TM13	Will obey enforced speed limits at the quarry	Previous TMP	When site is operational	Quarry Manager
TM14	Will obey road rules at all times, especially following speed limits, driving safely around cyclists and giving way to school buses	Previous TMP	When site is operational	Quarry Manager
TM15	Will be made familiar with the appropriate haulage routes for the site	Previous TMP	When site is operational	Quarry Manager
TM16	Will be made aware of school bus route schedules	Previous TMP	When site is operational	Quarry Manager
TM17	Will be made aware of driving behavior guidelines, including the minimisation of engine breaking and other noisy activities near residences	Previous TMP	When site is operational	Quarry Manager
TM18	Will ensure that loads are appropriately covered (see Section 7)	Previous TMP	When site is operational	Quarry Manager
TM19	Will ensure that the vehicle is cleaned appropriately prior to leaving the site to avoid the tracking of soils along the haulage route (see Section 7)	Previous TMP	When site is operational	Quarry Manager
TM20	Will undertake an induction prior to the commencement of undertaking transport activities to ensure that they are familiar with the controls contained within this TMP	Previous TMP	When site is operational	Quarry Manager

