

# **Dunmore Quarry**

## **Transport Management Plan**

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Prepared for Boral Resources (NSW) Pty Ltd

October 2025

# Dunmore Quarry

## Transport Management Plan

Boral Resources (NSW) Pty Ltd

E230683 RP2

October 2025

| Version | Date            | Prepared by    | Reviewed by                 | Comments                                                      |
|---------|-----------------|----------------|-----------------------------|---------------------------------------------------------------|
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| 2       | 6/12/23         | Abdullah Uddin | Dr Timothy Nicholas Brooker | Client's comments incorporated                                |
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| 7       | 16 October 2025 | Abdullah Uddin | Dr Timothy Nicholas Brooker | DPHI comments are incorporated                                |

Approved by



**Dr Timothy Nicholas Brooker**

Associate Transport Planner

16 October 2025

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# 1 Introduction

EMM Consulting Pty Limited (EMM) has been engaged by Boral Resources (NSW) Pty Ltd (Boral) to undertake a Transport Management Plan (TMP) for Boral Hard Rock Quarry located off Tabbita Road, Dunmore (Figure 1.1).

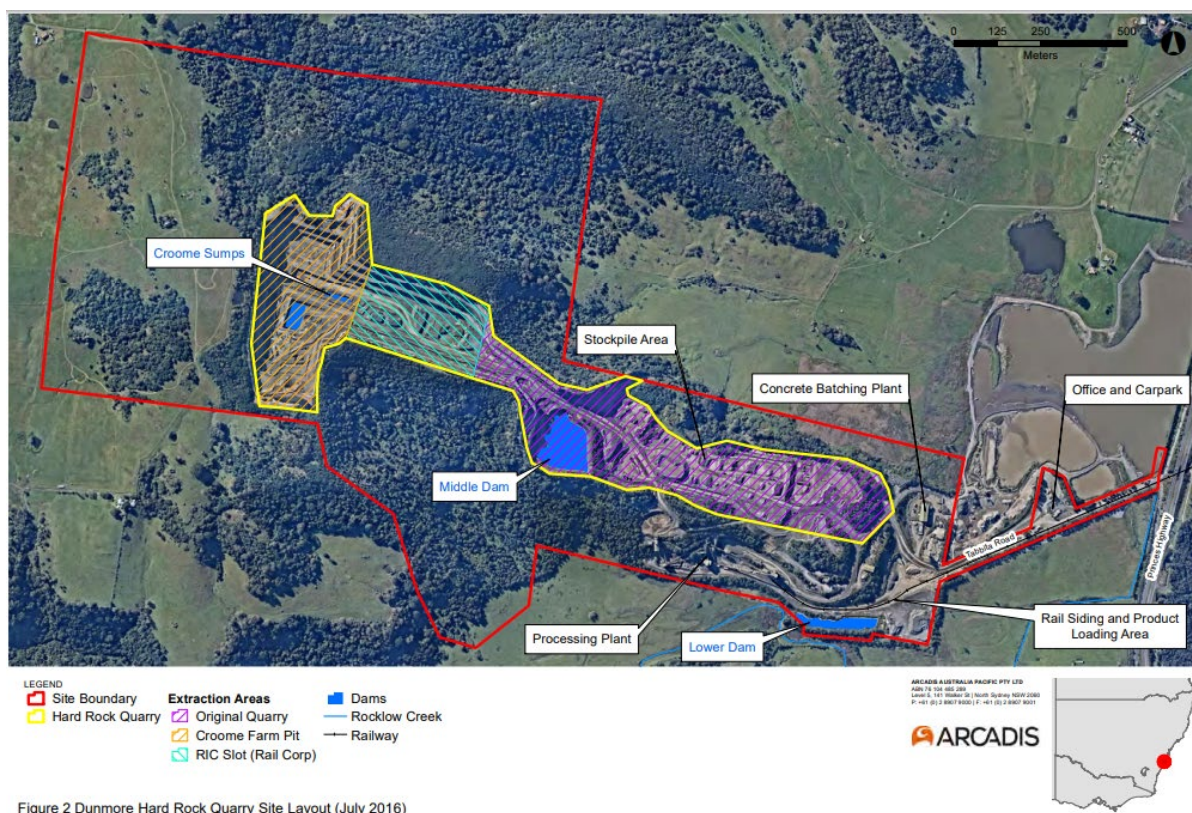


Figure 1.1 Project layout

## 1.1 Background

In September 2021, a Notice of Modification (Modification 12) was issued under delegation on behalf of the Minister for Planning for modifications associated with the Boral Resources (NSW) quarry at Dunmore, hereon referred to as the Dunmore Quarry.

The modification (DA 470-11-2003\_MOD 12) was approved subject to conditions of consent. Included in the conditions was the requirement for the preparation of a TMP.

A subsequent modification (MOD 13) was approved in June 2024. This modification was for the extension of quarrying operations and doesn't change the transport management operations of the quarry. Therefore, there are no changes to the plan in relation to Modification 13.

The Condition 69 states that:

### Transport Management Plan

"The Applicant must prepare a Transport Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:

- be prepared by a suitably qualified traffic consultant, in consultation with TfNSW and Council, and submitted to the Planning Secretary for approval by 31 May 2014;

- b) include a Drivers' Code of Conduct that includes procedures to ensure that drivers:
  - i) adhere to posted speed limits or other required travelling speeds;
  - ii) minimise trucking into Albion Park Rail during the morning peak hour period;
  - iii) avoid grouping or convoying, in particular at intersections; and
  - iv) implement safe and quiet driving practices;
- c) describe the measures that would be implemented to ensure:
  - i) all drivers of development-related vehicles comply with the Drivers' Code of Conduct; and
  - ii) compliance with the relevant conditions of this consent; and
- d) include a program to monitor the effectiveness of the implementation of these measures.

The Applicant must implement the approved management plan as approved from time to time by the Planning Secretary."

This report addresses the above conditions.

## 1.2 Operation hours

The quarry operates during the approved hours in accordance with development consent Table 3, Condition 9 (Table 1.1).

**Table 1.1 Approved operating hours**

| Activity                                                               | Day                | Time                                                               |
|------------------------------------------------------------------------|--------------------|--------------------------------------------------------------------|
| Extraction and processing                                              | Monday – Saturday  | 6:00 am to 10:00 pm                                                |
| Product Transfer to stockpiles                                         | Monday – Saturday  | 6:00 am to Midnight                                                |
| Distribution of Product (Sales)                                        | Monday to Saturday | 24 hours                                                           |
| Distribution of Product (Sales)                                        | Sunday             | Limited – EPL 77 condition L5.2 <sup>11</sup>                      |
| Maintenance                                                            | Monday – Sunday    | 24 hours                                                           |
| Construction (including construction of the bund under Modification 8) | Monday – Saturday  | 7:00 am to 6:00 pm Monday to Friday<br>8:00 am to 1:00 pm Saturday |

A logbook must be kept in the office building for the purpose of identifying Sundays when sales have occurred. An entry must be made in that log book on any Sunday when sales activities occur (excluding sales activities that consist of rail loading alone).

<sup>1</sup> EPL77, L5.2: Distribution of product from the premises (Sales) on Sunday by road are to be no more than 15 Sundays in any one licensing year between the hours of 8-00 am – 6-00 pm unless prior approval is obtained from the EPA. This restriction does not apply to sales by rail, which are allowed 24 hours.

Note: Sales includes transfer of product to road and rail vehicles from stockpiles and subsequent haulage off-site. It does not include transfer of product from the processing plant to the product stockpile areas.

Note: The above contingency condition (L5.2) was developed to enable Distribution of Product (Sales) at times when rail distribution is compromised.

### 1.3 Report preparation

This report has been prepared by Abdullah Uddin who has 22 years of experience in traffic engineering and transport planning. Abdullah has been endorsed by DPIE and the Planning Secretary to prepare this report. The endorsement letter has been attached in Appendix A.

### 1.4 Agency consultation

#### 1.4.1 Transport for NSW

Transport for NSW (TfNSW) provided comments on the plan as of the 6 February 2025 (Appendix B). TfNSW requested more detail on the travel routes of heavy vehicles and to ensure the use of the Albion Park bypass shown in Figure 3.1 for all non-local haulage to/from the north. These changes have been made within the Drivers Code of Conduct and in Sections 1 and 6 of this report.

#### 1.4.2 Shellharbour City Council

A response was received from Council on the 12 December 2024. Council requested a Section dedicated to the maintenance of the State road. This has been included in Section 2.4 and Table 2.2. A copy of Council correspondence is attached in Appendix B.

### 1.5 NSW Department of Planning, Housing and Infrastructure (DPHI) review of the TMP

A request for information was received from the DPHI following receipt of the Plan on 29 October 2024. DPHI noted that consultation had not been undertaken with Shellharbour City Council and TfNSW. Consultation was carried out as requested and the Plan updated for submission to DPHI (Appendix B).

### 1.6 Responsibility for plan implementation

The Quarry Manager carries ultimate responsibility for the ongoing development and implementation of this TMP and providing the necessary resources as required. The site Environmental Officer is responsible for carrying out and/or coordinating the monitoring and reporting requirements of this plan and responding to any community concerns. Operations personnel (Quarry Supervisors) are responsible for implementing any transport management and/or mitigation measures. All on-going requirements of this TMP, as approved by the Planning Secretary, are included in the sites Environmental Permit Planner which is reviewed on a monthly basis and audited at least annually.

## 2 Statutory and policy framework

This section details the statutory requirements relevant to the project and summarises compliance with the relevant conditions of approval.

### 2.1 Legislative framework

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

- *Environmental Planning and Assessment Act 1979*
- *Roads Act 1993*
- *Road Transport Act 2013*
- *Work Health and Safety Act 2011*
- *NSW Road Rules 2014*

### 2.2 Standards and guidelines

The guidelines relevant to this TMP are:

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

### 2.3 Approval conditions

The requirements of approval Condition 68 and 69 where addressed are provided in Table 2.1 as per MOD 13.

**Table 2.1** Requirements of Approval Conditions 68 and 69

| Condition              | Condition relating to TMP                                                                                                                                                                                                    | Relevant report section                                                                                                                                                                  |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Condition No 68</b> | The Applicant must facilitate access to the North Kiama Bypass along Tabbita Road in accordance with the terms set out in the Deed of Agreement between the Applicant and Dunmore Sand and Soil Pty Ltd, dated 29 July 2004. | A deed was signed between Boral Dunmore Quarry (the Applicant) and Dunmore Sand And Soil and facilitates (allows) access for DSS through Tabbita Rd to the Highway (North Kiama Bypass). |
| <b>Condition No 69</b> | <b>Condition relating to TMP</b>                                                                                                                                                                                             | <b>Relevant report section</b>                                                                                                                                                           |
| a)                     | be prepared by a suitably qualified traffic consultant, in consultation with TfNSW and Council, and submitted to the Planning Secretary for approval by 31 May 2014                                                          | Section 1.3 and Appendix A                                                                                                                                                               |
| b)                     | include a Drivers' Code of Conduct that includes procedures to ensure that drivers:                                                                                                                                          |                                                                                                                                                                                          |
|                        | adhere to posted speed limits or other required travelling speeds                                                                                                                                                            | Section 6.4                                                                                                                                                                              |
|                        | minimise trucking into Albion Park Rail during the morning peak hour period                                                                                                                                                  | Section 6.3                                                                                                                                                                              |



| Condition | Condition relating to TMP                                                               | Relevant report section                  |
|-----------|-----------------------------------------------------------------------------------------|------------------------------------------|
|           | avoid grouping or convoying, in particular at intersections                             | Section 6.10                             |
|           | implement safe and quiet driving practices                                              | From Sections 6.4 to 6.8                 |
| c)        | describe the measures that would be implemented to ensure:                              |                                          |
|           | all drivers of development-related vehicles comply with the Drivers' Code of Conduct    | Section 6                                |
|           | compliance with the relevant conditions of this consent                                 | Section 1.6 and Section 5                |
| d)        | include a program to monitor the effectiveness of the implementation of these measures. | Section 4.10, Section 5.1 and Appendix C |

## 2.4 Other relevant conditions

In addition to the TMP conditions, there are few other relevant conditions. Table 2.2 below provides the conditions and responses.

**Table 2.2 Other relevant conditions and responses**

| Condition                                            | Other relevant conditions                                                                                                                                                                                  | Responses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Management Plan Requirements</b><br>2 (d)         | a program to monitor and report on the: <ul style="list-style-type: none"> <li>impacts and environmental performance of the development; and</li> <li>effectiveness of any management measures;</li> </ul> | <p>Boral fleet vehicles are fitted with electronic monitoring systems. Data from these systems is still reviewed on regular basis and also upon receiving complaints.</p> <p>To minimise traffic impacts on the local road network, Boral will ensure that all haulage vehicles associated with quarry operations use the Albion Park Bypass as the primary haul route.</p> <p>Use of roads within Albion Park Rail will only occur when the delivery destination is located within the suburb, and such use must be limited to essential movements only.</p> <p>To further reduce impacts on the local community, all deliveries within Albion Park Rail will be scheduled outside of peak traffic hours (7:00–9:00 AM and 3:00–5:00 PM), unless exceptional circumstances apply.</p> |
| <b>Protection of Public Infrastructure</b><br>11 (a) | Repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by the development                                                                                      | Boral will ensure that any public infrastructure (including roads, kerbs, footpaths, drainage, and signage) damaged as a result of the development or associated traffic activities is promptly repaired at the contractor's expense. Where repair works are undertaken by the relevant authority, the contractor must cover all associated costs in full.                                                                                                                                                                                                                                                                                                                                                                                                                             |

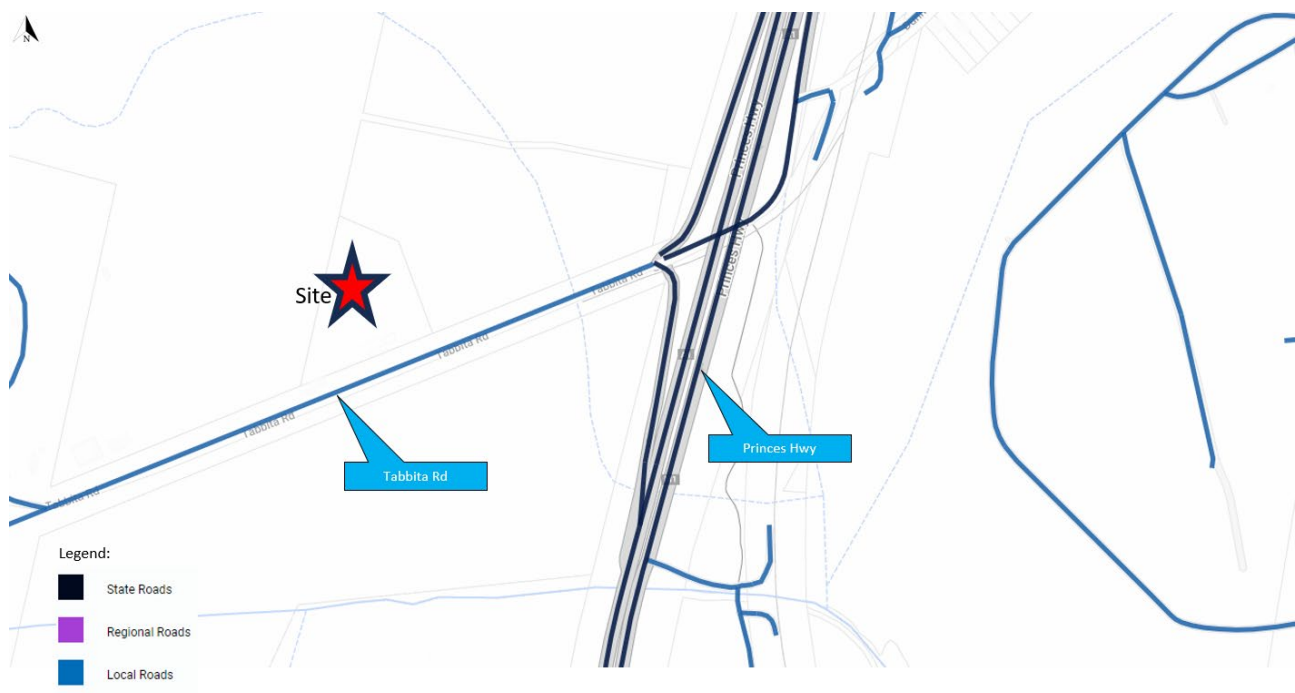
## 3 Existing conditions

### 3.1 Road network

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

- State roads – freeways and primary arterials (TfNSW managed).
- Regional roads – secondary or sub arterials (Council managed and part funded by the State).
- Local roads – collector and local access roads (Council managed).

An overview of each of the key roads which are shown in Figure 3.1, is provided in the tables and photographs in this chapter.



Source: TfNSW

**Figure 3.1** Road hierarchy near site

## 4 Traffic Management

### 4.1 Site access and haulage route

Truck haulage to/from the quarry will continue to occur via the state and regional road network.

Access to and from the quarry is provided directly off the Princes Highway (A1) via Tabbita Road. Tabbita Road is solely used for vehicle access to and from the quarry. No other properties are accessed via this quarry access road.

At the Princes Highway, both south and northbound off ramps are provided at Tabbita Road. However, only a northbound on-ramp is provided from Tabbita Road to the Princes Highway. The exiting trucks destined to travel to the south are required to travel north along the Princes Highway and turn around at the Shellharbour Road grade separated roundabout, which is located approximately 2.3 km north of Tabbita Road. The availability of direct access to the state and regional road network, including the now operational Albion Park bypass eliminates the need to utilise local roads for product haulage. The use of the main arterial roads significantly minimises any potential amenity and acoustic implications for local residential properties.

It is noted that due to the direct access to the Princes Highway, the consent for the Dunmore Quarry does not restrict vehicle access to particular haulage routes.

It is estimated that 60% of the road haulage trucks travel north from Dunmore Quarry and 40% travel south.

### 4.2 Vehicle types

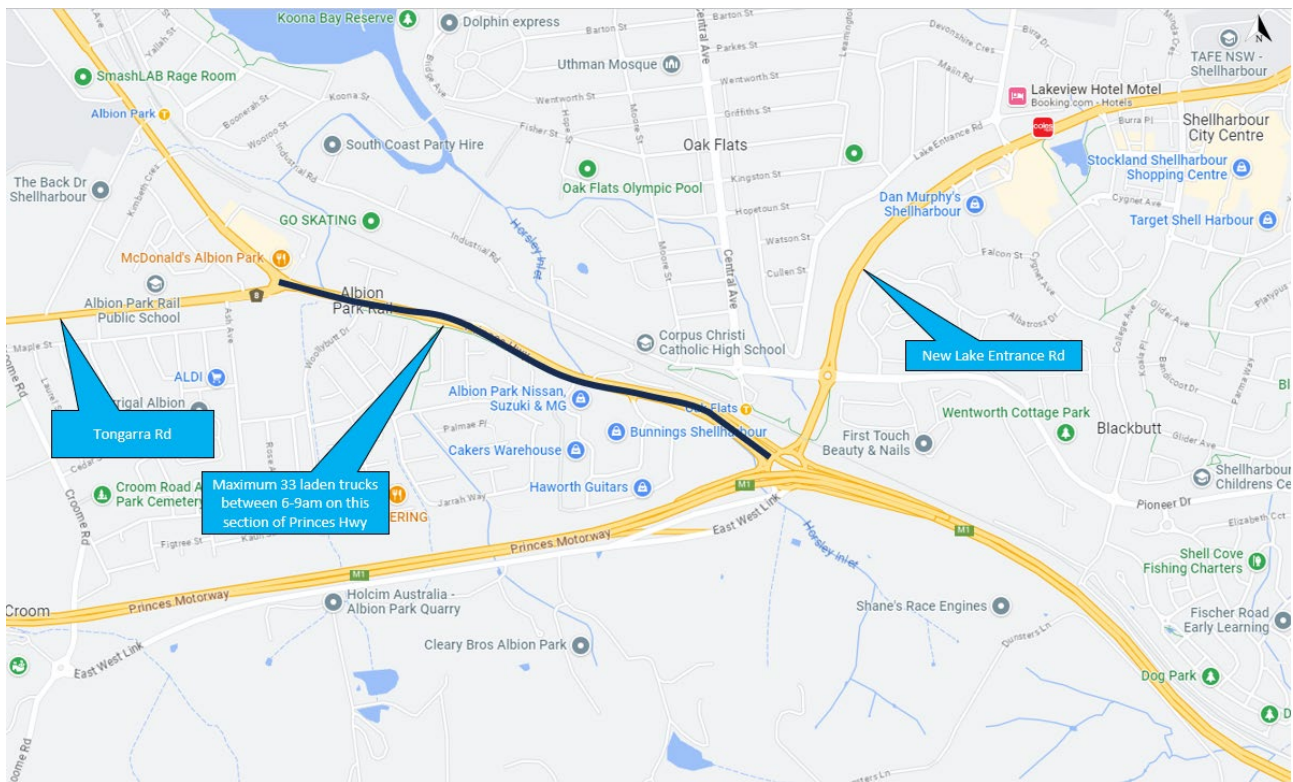
There is no current heavy vehicle transport restriction at the site. However, generally loads are transported by 33 tonne capacity truck and dog trailer vehicles.

### 4.3 Haulage trucks

As per condition 7A, the maximum dispatch from the site will be restricted to:

- maximum 50 laden trucks per hour from the site between 6 am and 6 pm, with maximum 33 laden trucks per hour between 6 am and 9 am travelling northwest into Albion Park Rail from the intersection of New Lake Entrance Road / Princes Highway (Figure 4.1). Note both this conditions and the map in Figure 4.1 now need to be reinterpreted to clarify the specified haulage route north of new Lake Entrance Road is now via the Princes Motorway Bypass and not via the former Princes Highway route through Albion Park Rail.
- maximum 23 laden trucks from the site in any hour between 6 pm and 6 am
- a maximum total of 400 laden trucks from the site on per day.

Weighbridge data is recorded as evidence of compliance. A system is in place at the weighbridge to manage compliance with the maximum dispatch requirements.

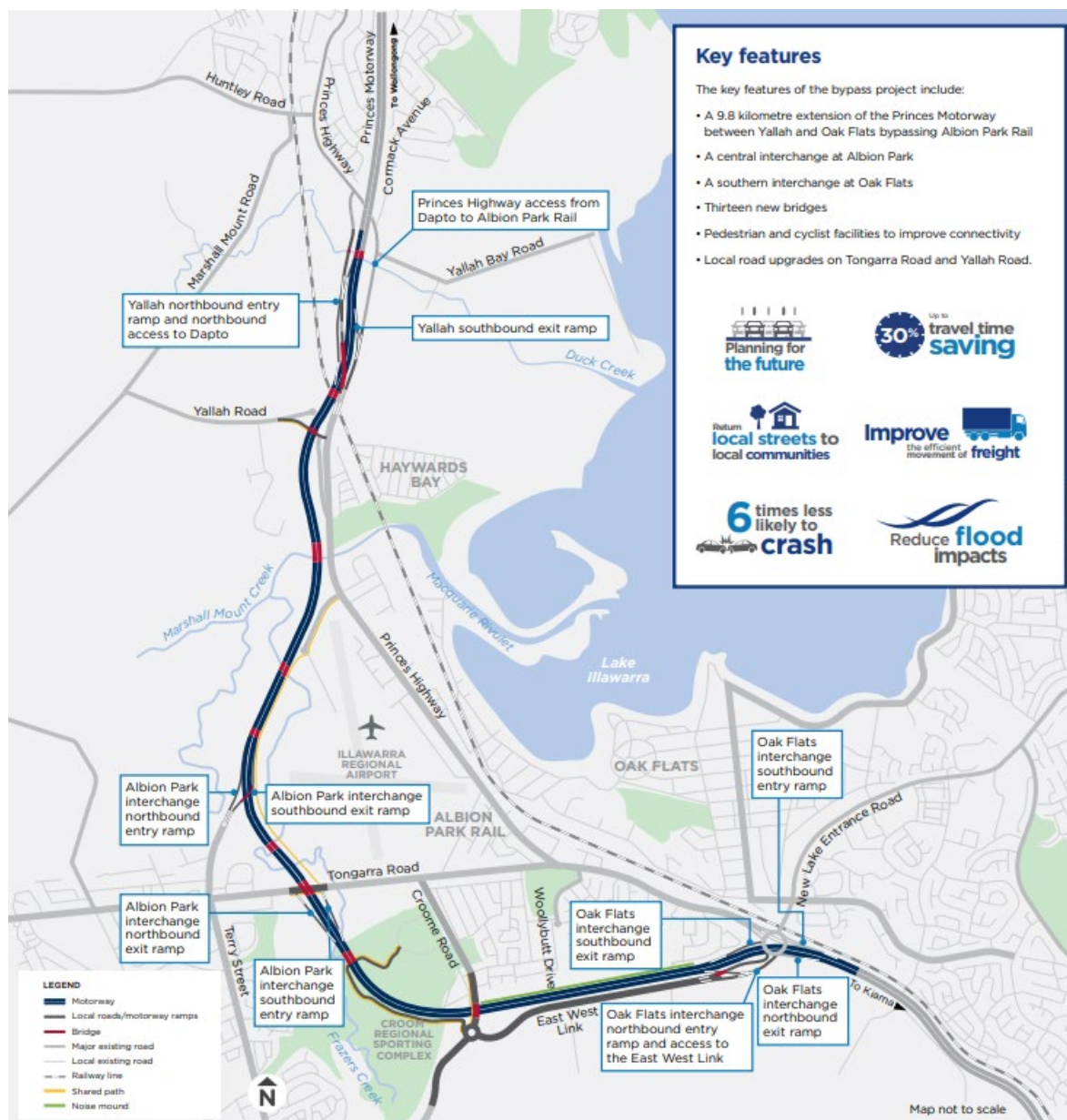


Source: Google Maps

**Figure 4.1** Maximum laden truck restriction along Princes Highway

#### 4.4 Use of Albion Park bypass

Since the opening of the Princes Motorway Albion Park bypass in early 2022, for all road haulage to/from the north e.g. to Wollongong, Sydney etc, the haulage trucks have been using this bypass to avoid using the former Princes Highway route, unless there is a valid destination within the Albion Park Rail or Oak Flats areas. The bypass network map is shown in Figure 4.2.



Source: TfNSW

**Figure 4.2** Albion Park bypass project work and its associated benefits



## 4.5 Site safety

Safety within the site is ensured by safe working practices and a management system. All visitors must report to the site office upon entering the site. The speed limit within the site is restricted by 20 km/h. All site safety procedures are signposted at the entrance to the site. All exiting vehicles must stop before approaching the driveway crossover to Tabbita Road.

All vehicles enter and exit the site in a forward direction to/ from Tabbita Road. All drivers must be inducted before entering the site.

### 4.5.1 Parking arrangements

All staff, visitor and truck parking are provided within the site. This eliminates the need for dependence on street parking.

## 4.6 Public transport services

No public or school bus operate along Tabbita Road.

## 4.7 Pedestrians and cyclists

There is no pedestrian path at the vicinity of the site.

There are designated cyclist paths along the northbound on and off-ramp of Tabbita Road. Pavement marking and signposting are in place and managed via the local Council. The Drivers Code of Conduct includes acknowledging the presence of cyclists in the vicinity of the entrance to the site.



Cyclist crossing on Tabbita Road (looking west)



Cyclist crossing at northbound on-ramp to Princes Highway

**Figure 4.3 Cyclist crossings at the vicinity of the site**

## 4.8 Dust control

The site operates under an Air Quality Management Plan.

The site is regularly watered to minimise dust, using water carts along key site roads. Trucks must ensure that loads are covered before exiting the site, and that they have utilised the wheel wash.

## 4.9 State Road Management

To ensure that in the event of an incident, the effect is minimised, a rapid response from the haulage company is required. Drivers are to contact their supervisors immediately and in turn their supervisors are to take action and advise Boral of the issue.

Where necessary, TfNSW, Council, Traffic Management Centre (TMC) and Emergency Services will be notified of the event. The relevant contact number is included in the Drivers Code of Conduct (Table 6.1).

If there is product spillage while loading or enroute the driver must immediately inform and warn persons in the area that there may be a risk. The driver must inform quarry staff or his supervisor of the spillage. All spills must be cleaned up and waste disposed of in an acceptable and environmental manner.

Where seen as necessary, a dedicated road sweeper will be arranged to remove spillage or clean dust from roads.

## 4.10 Plan monitoring and review

Regular monitoring is to be conducted to review the effectiveness of this plan via onsite transport management measures and behaviour controls.

This plan is to be revised within 3 months of the submission of an incident report, Annual Review, audit report or modification in accordance with Schedule 5 Condition 4 of the consent.

The TMP and Drivers Code of Conduct shall be reviewed every two years. This review shall be carried out in association with compliance audits on all haulage contractors.

In addition to the complaints / compliments register, quarry management will undertake formal observations of compliance at 6 monthly intervals and will document and undertake any remedial actions with employees or sub-contractors that may be necessary as a result of these observations. This formal observation will be carried out in association with the 6 monthly monitoring inspection outlined below.

Any traffic incidents with actual or potentially significant offsite traffic safety impacts are to be recorded within the Boral Incident Reporting system. A determination at the time of the incident will be made as to whether DPE and/or EPA will be provided with a report.

Monitoring of items relating to noise minimisation, loads being covered and trucks clean of quarry materials, will be implemented and formalised on a 6 monthly basis. These items will form an inspection and are as follows:

- Observe and record the use of compression brakes.
- Monitor trucks exiting the quarry for
  - appropriately covered loads
  - free of residual material attached to the vehicles.
- Review the results of the Annual Noise Compliance Assessment.

To assist in the orderly resolution of complaints, a register iteming all reported traffic incidents including any complaints in regard to heavy vehicle driver conduct external to the facility site is to be kept. The incident register is to include (where possible) the following details of each reported incident:

1. date
2. location/s
3. the driver/heavy vehicle details
4. contact details of the person lodging the complaint
5. what/when actions were taken to resolve the issue
6. the reply to the person/organisation that made the complaint.

Records of traffic complaints are to be kept in the facilities' record system for at least four years.

## 5 Compliance and incident management

### 5.1 Regulatory compliance

Boral will undertake the following to achieve compliance with the management requirements detailed in the development consent, the Environment Protection Licence (EPL), and this Traffic Management Plan (TMP):

- Training and toolbox talks relating to approved roads.
- Regular review of the driver code of conduct and associated procedures.
- Annual reporting of environmental performance published on the site's website, in addition to publication requirements under other management plans approved by the Secretary.  
(<https://www.boral.com.au/locations/boral-operations-dunmore/boral-quarries-dunmore>)
- The complaints register is available on the project website and is updated regularly.

### 5.2 Incident reporting

In accordance with Condition 7 of Schedule 5 of the development consent, Boral will **immediately notify** the Department and any other relevant agencies after becoming aware of an incident resulting in actual or potential material harm to the environment or public health.

The notification must be made in writing via the Department's Major Projects Website, clearly identifying:

- the development (including development application number and name)
- the location and nature of the incident.

**Definition of an incident** (as per the development consent):

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.

**Material harm** is defined as:

Harm to the environment that:

- Involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial, or
- Results in actual or potential loss or property damage exceeding \$10,000 (including reasonable costs incurred to prevent, mitigate, or repair harm).

This definition excludes "harm" that is authorised under this consent or any other statutory approval.

In accordance with **EPL 77**, environmental harm incidents must also be notified:

- **immediately by phone** to the Environment Line on **131 555**
- in **writing to the EPA within seven days** of the incident occurring.

Notification must meet the requirements of **Part 5.7 of the Protection of the Environment Operations Act 1997**, which requires that Boral or its employees **notify all relevant authorities immediately** after becoming aware of the incident.

### 5.3 Non-compliance reporting

In accordance with Condition 7A of Schedule 5 of the development consent, Boral will **notify the Department of any non-compliance** within **seven days** of becoming aware of it.

The notification must be made in **writing via the Major Projects Website**, and must:

- identify the development (including the development application number and name)
- set out the **condition of consent** that the development is non-compliant with
- explain **how and why** it does not comply (if known)
- outline **what corrective actions** have been or will be taken to address the non-compliance.

**Note:** A non-compliance that has already been notified as an incident does **not** need to be re-notified as a non-compliance.

The **Site Manager (or delegate)** is responsible for notifying the Department of incidents and non-compliances.



## 6 Driver code of conduct

### 6.1 Purpose of the code

The Driver Code of Conduct (Code) outlines procedures to ensure that truck drivers adhere to the designated transport routes and implement safe driving practices, while travelling to/from the quarry site. See Appendix C for the complete Code of Conduct.

It is a condition of access at Dunmore Quarry that all employees and contractors are aware of the Code and that they drive responsibly and adhere to the code. The Drivers Code of Conduct forms part of the overall site induction program with truck drivers required to read, understand and pledge to uphold the behaviour expected by a truck driver accessing the Dunmore Quarry.

Annually, truck drivers will be required to demonstrate their understanding of the TMP and Drivers Code of Conduct via a refresher course or toolbox talk. This refresher course would include any amendments that were made to the Code of Conduct to improve its effectiveness.

### 6.2 General requirements

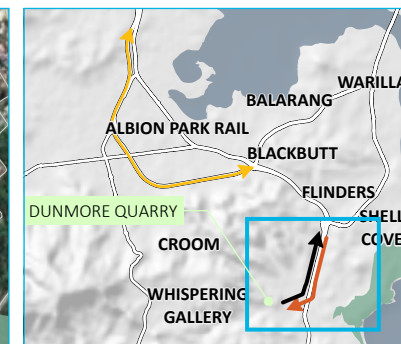
Heavy vehicle drivers accessing the site must:

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

### 6.3 Haulage route

The heavy vehicle haulage is described below and depicted in the following three figures:

1. Haulage route to/from the **north** along Princes Highway: inbound vehicles will continue to exit at southbound off-ramp to enter the site and use northbound off-ramp to exit the site from/to Princes Highway (M1) (Figure 6.1).
2. Haulage route to/from the **south** along Princes Highway: inbound vehicles will continue to travel northbound off-ramp from Princes Highway to enter the site and use northbound off-ramp to exit the site and turn around at Shellharbour Road roundabouts to travel south along Princes Highway (Figure 6.2).
3. Haulage route through **Albion Park Rail**: use of roads within Albion Park Rail will only occur when the delivery destination is located within the suburb, and such use must be limited to essential movements only. all other inbound and outbound vehicles are to use Albion Park bypass (M1) and no circumstance use the Albion Park Rail township, e.g. Princes Highway (Figure 6.3).
4. To further reduce impacts on the local community, all deliveries within Albion Park Rail will be scheduled outside of peak traffic hours (7:00–9:00 AM and 3:00–5:00 PM), unless exceptional circumstances apply.



### KEY

#### Haulage route

- Inbound from the north
- Outbound to the north

#### Existing environment

- Rail line
- Major road
- Minor road
- Vehicular track
- Named watercourse
- Waterbody
- NPWS reserve

### INSET KEY

#### Haulage route

- Inbound from the north
- Outbound to the north
- Inbound and outbound truck route
- Major road

Travel to and from the north

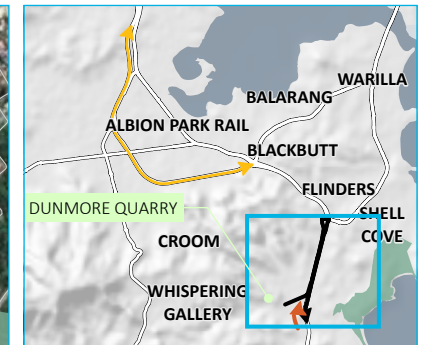
Dunmore Hard Rock Quarry  
Traffic Management Plan  
Figure 6.1



\\emm.local\drive\2023\230683 - Dunmore Hard Rock Quarry - Transport Options Review\GIS\02\_Maps\TR003\_SouthRoute\_20250829\_02.aprx 29/08/2025



Source: EMM (2025); ABS (2021); DCSSS (2024); ESRI (2025); GA (2009)



#### KEY

##### Haulage route

- Inbound from the south
- Outbound to the south

##### Existing environment

- Rail line
- == Major road
- Minor road
- ..... Vehicular track
- Named watercourse
- Waterbody
- NPWS reserve

#### INSET KEY

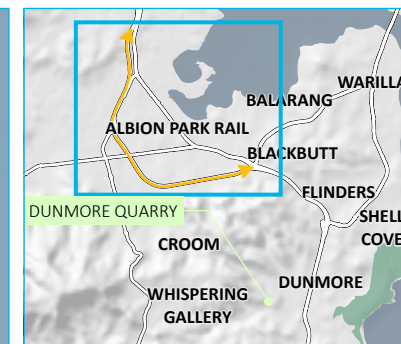
##### Haulage route

- Inbound from the south
- Outbound to the south
- Inbound and outbound truck route
- == Major road

Travel to and from the south

Dunmore Hard Rock Quarry  
Traffic Management Plan  
Figure 6.2





### KEY

Haulage route

↔ Inbound and outbound truck route

Existing environment

— Rail line

— Major road

— Minor road

..... Vehicular track

— Named watercourse

■ Named waterbody

### INSET KEY

Haulage route

↔ Inbound and outbound truck route

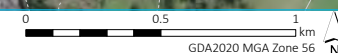
— Major road

■ NPWS reserve

Albion Park Rail bypass

Dunmore Hard Rock Quarry  
Traffic Management Plan  
Figure 6.3

Source: EMM (2025); ABS (2021); DCSST (2024); ESRI (2025); GA (2009)



## 6.4 Heavy vehicle speed

The following speed restrictions apply in relation to travel to/from the site:

- Princes Highway – speed limit is restricted to 100 kilometres per hour (km/h)
- Tabbita Road – speed limit is restricted to 70 km/h at the off-ramp and 40 km/h closer to the site entrance
- Within the site – speed limit is restricted to 15 km/h for all vehicles.

Drivers are to observe the posted speed limits on all public roads with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the Australian Road Rules. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration. Drivers must be aware that there is presence of cyclists at the vicinity of the site and take due care while passing any cyclist.

## 6.5 Driver fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. The National Heavy Vehicle Accreditation Scheme (<https://www.nhvr.gov.au/safety-accreditation-compliance/national-heavy-vehicle-accreditation-scheme>) allows heavy vehicle operators the choice of operating under three fatigue management schemes: Standard Hours of Operation; Basic Fatigue Management (BFM); and Advanced Fatigue Management (AFM). All heavy vehicle drivers operating at the site are to be aware of their adopted fatigue management scheme and operate within its requirements.

Fatigue includes (but is not limited to):

- feeling sleepy
- feeling physically or mentally tired, weary or drowsy
- feeling exhausted or lacking energy
- behaving in a way consistent with any of the above.

## 6.6 Heavy vehicle control

To minimise the impact of noise from truck operations at Dunmore Quarry, the following controls apply:

- **Compression brakes** must not be used near residential dwellings.
- **Tailgates** must be locked and secured to prevent noise and material spillage.
- **Equipment** used must be fit for purpose to avoid excessive noise generation.

Truck drivers operating at or around Dunmore Quarry must also adhere to the following behavioural protocols:

- Always **observe posted speed limits** both on site and on local roads.
- **Approach speed humps slowly** to minimise wear and disturbance.
- **Tailgating is prohibited** – a minimum **3-second gap** between vehicles must be maintained.
- **Operating hours**, as outlined in Section 1.2, must be strictly observed.



## 6.7 Load covering

All laden trucks leaving the quarry shall be inspected at the weighbridge, by the weighbridge operator, to ensure that loads are satisfactorily covered, and trucks are clean of quarry materials. A truck inspection and tarp up poll over area on the quarry access road is available to all vehicles. An upgraded truck inspection and tarp up area is being investigated. Signage reminding all vehicles to cover their loads and ensure their trucks are clean will be put into place for trucks exiting the quarry.

Drivers must ensure that the tailgate is locked before leaving the site. Facility management is to monitor loose material on the side of the vehicle route from facility operations and take appropriate action (removal or suppression) regularly.

## 6.8 Cleanness

All vehicles are to be inspected prior to leaving the site for cleanliness. Loaded vehicles are checked before leaving the point of origin so that no loose material may fall on the road surface. All trucks traverse through a wheel wash to ensure cleanliness before leaving the site.

## 6.9 Vehicle arrival and departure

All trucks travel to/from the site in accordance with their prescribed travel routes. Trucks' origin and destination points are recorded. All weighbridge data are also recorded.

## 6.10 Vehicle departure and arrival (avoiding convoys)

Heavy vehicles leaving the facility are separated to minimise impact on the public roads. However, it is important for all drivers to be aware of the requirement to avoid travelling in convoys after leaving the facility.

All trucks arriving to the facility cross the incoming weighbridge at Tabitta Road. The weighbridge operator can monitor the truck arrival times and issue warnings to relevant individual truck drivers to ensure trucks do not arrive in convoys as a regular practice.

## 6.11 Breakdown and incidents

In the case of a breakdown, Boral vehicles are managed via Boral logistics in line with Boral Fleet procedures.

Emergency contact numbers have been provided in Table 6.1 for reference if required.

Should an incident occur, the Drivers Code of Conduct sets out procedures for Drivers to report, inform and warn relevant personnel or people that may be at risk.

**Table 6.1**      **Emergency contact details**

| Organisation                      | Contact details |
|-----------------------------------|-----------------|
| TfNSW Transport Management Centre | 131 700         |
| Shellharbour City Council         | (02) 4221 6111  |
| Dunmore Sand and Soil             | (02) 4237 8414  |
| Lake Illawarra Police Station     | (02) 4232 5599  |
| Kiama Council                     | (02) 4232 0444  |
| Emergency services                | 000             |



## 6.12 Complaint management

A complaints and compliments register detailing matters such as truck driver behaviour and truck related noise issues for the Dunmore Quarry has been established and maintained by Boral Resources (NSW) Pty Ltd. All complaints are recorded and managed through the Boral Safety Information Management System, SEquence.

### 6.12.1 Registering complaints

Any enquiries or complaints made by members of the public to site personnel are directed to the Quarry Manager.

Complaints may be made to the quarry's direct line during business hours (02 4237 8414) which will be forwarded to a site representative outside of business hours or for emergencies. This number is provided on a sign at the site entrance.

### 6.12.2 Complaint response

Any complaint received by Dunmore Quarry regarding driver conduct, road condition and noise impacts from the quarry are acted on within 24-hours in the following manner:

- details of the complaint (date, time, specifics, complainants contact details) will be recorded
- activities occurring during the complaint period will be investigated
- findings of operations during the complaint period will be recorded in the complaints register
- relevant management practices will be reviewed as necessary
- with findings of the review will be communicated to the complainant.

### 6.12.3 Complaints register

The details of any complaint are logged in the complaints register, with investigation findings and actions noted. The record of a complaint is kept for at least four years after the complaint was made. The records are produced to any authorised officer of the EPA who asks to see them.

The complaints register is available on the project website and is updated regularly.

## 6.13 Pedestrian management within the site

Dunmore Quarry has a pedestrian management plan in place, which identifies where pedestrian movement is allowed. All pathways and accesses are identified.

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# Appendix A

DPE endorsement of Abdullah Uddin

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Matt Bray  
Environmental and Stakeholder Advisor  
Boral Limited  
Level 3, Trinita 2, 39 Delhi Road  
North Ryde, NSW, 2113

04/09/2023

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Subject: Approval of Expert to Prepare Traffic Management Plan and Conduct a Transport Options Review

Dear Mr Bray

I refer to your request for the Planning Secretary's approval of Abdullah Uddin of EMM Consulting as a suitably qualified traffic consultant to prepare the Traffic Management Plan required under Schedule 4, condition 59(a) and as a suitably qualified, experienced and independent expert to conduct a Transport Options Review required under Schedule 4, condition 60 C (a) of consent DA 470-11-2003.

I have reviewed the nomination and information you have provided, and I am satisfied that Abdullah Uddin is suitably qualified, experienced and independent.

Accordingly, I can advise that the Planning Secretary approves the appointment of Abdullah Uddin to prepare the Traffic Management Plan and conduct the Transport Options Review.

If you wish to discuss the matter further, please contact Paul Caruana on 8229 2900 or at [paul-james.caruana@dpie.nsw.gov.au](mailto:paul-james.caruana@dpie.nsw.gov.au).

Yours sincerely

A handwritten signature in black ink that reads "Jessie Evans".

Jessie Evans  
Director, Resource Assessments  
Resource Assessments

As nominee of the Planning Secretary

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# Appendix B

Consultation with the relevant authorities

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Our ref: DA470-11-2003-PA-39

Matt Bray  
Environment and Stakeholder Advisor  
BORAL LIMITED  
38 Tabbitta Rd  
Dunmore New South Wales 2529  
29/10/2024

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Subject: Dunmore Quarry Expansion – Revised Traffic Management Plan

Dear Mr Bray

Reference is made to your post approval matter, DA470-11-2003-PA-39, Traffic Management Plan, submitted as required by Schedule 2, Condition 69 of DA470-11-2003 (as modified) to the NSW Department of Planning, Housing and Infrastructure (the Department) on 25 September 2024.

The Department has undertaken a brief review of the document and notes that the document submitted is a comprehensive revision of the approved traffic management plan. The Department also notes Boral has not undertaken consultation with Shellharbour Council and Transport for NSW.

The Department has formed the view that Boral must undertake consultation for the new plan. Applicants must undertake all agency consultation before submitting a post-approval document for approval. The Department requests that you consult with Shellharbour Council and Transport for NSW, update the plan and re-submit a revised version to the Planning Secretary for approval.

You are requested to provide the information, or notification that the information will not be provided, to the Department by 9 December 2024. If you cannot meet this deadline or do not intend to provide the additional information, please advise the Department via the NSW Planning Portal.

Yours sincerely,

A handwritten signature in black ink, appearing to read "A Sharp".

Allison Sharp  
Principal Planning Officer  
Resource Assessments

# Department of Planning, Housing and Infrastructure



Allison Sharp  
Principal Planning Officer  
Energy, Resources and Industry Assessments

As nominee of the Planning Secretary

6 February 2025

TfNSW reference: STH24/00361/005  
Your reference: MP07\_0143-PA-26 (PAE-79127207)

Matt Bray  
Environmental and Stakeholder Advisor – Dunmore Operations  
BORAL

By Email: [Matt.Bray@boral.com.au](mailto:Matt.Bray@boral.com.au)

**ADVICE – TRANSPORT MANAGEMENT PLAN – DUNMORE ROCK QUARRY, TABITTA ROAD, DUNMORE**

Dear Matt

Transport for NSW (TfNSW) is responding to the request for advice on the Traffic Management Plan (TMP) for the Dunmore Rock Quarry, referred on 9 December 2025.

TfNSW acknowledges that the TMP has been prepared in accordance with Condition 69 of Development Consent - DA 470-11-2003\_ MOD 13. TfNSW has reviewed the TMP and provides comments in **Attachment 1**.

If you have any questions, please contact Emilija Quinn, Development Services Case Officer, on (02) 4064 0106 or email [development.south@transport.nsw.gov.au](mailto:development.south@transport.nsw.gov.au)

Yours faithfully

A handwritten signature in black ink, appearing to read "Elira Reynolds".

**Elira Reynolds**  
A/Team Leader, Development Services South

Attachment 1

**ADVICE – TRANSPORT MANAGEMENT PLAN – DUNMORE ROCK QUARRY, TABITTA ROAD, DUNMORE**

**Context**

TfNSW notes:

- The key state road is the Princes Highway (M1).
- Access to the site is via Tabitta Road which is a local road vested in Council. Access arrangements remain unchanged.
- The TMP has been prepared in accordance with Condition 69 of Development Consent - DA 470-11-2003\_ MOD 13.
  - Condition 69 - *TMP to be prepared in consultation with TfNSW and Council.*
  - Condition imposed by the Department of Planning, Housing and Infrastructure.
- MOD 13 approval:
  - Increased the approved extraction area by approx. 7.8 hectares, including the depth.
  - Increased the approved quarry operations period until 2043.
  - No other modifications sought. *All other aspects of the operation such as production rate, transport rate, quarrying methods, number of employees remain unchanged.*
- As per condition 7, a maximum of 2.5 million tonnes of quarry products can be transported pr calendar year with a maximum dispatch total of 400 laden trucks from the site on per day.
- TfNSW highlights that the requirement to prepare a TMP, in consultation with TfNSW and Council, is a condition of consent for the development which was imposed by the consent authority in 2014.

**Comments**

TfNSW requires the below matters to be addressed and reflected in an updated TMP and Drivers Code of Conduct.

**1. Drivers Code of Conduct**

**a) Item 4, Heavy Vehicle Routes**

- i. The prescribed travel routes are unclear i.e. where are the Heavy Vehicles (HV) travelling to/from.
- ii. This section does not consider the use of the Albion Park Bypass. Justification for the use of the Princes Highway through Albion Park rail should be provided.
- iii. This section should include a map which highlights the haulage routes to/from the site.

**b) Item 9, Incident Reporting Numbers**

- i. TfNSW's Transport Management Centre: **131 700** for all traffic incidents that occur on the State Roads. This contact number is to be included in the document.
- ii. Emergency Services: **000** for all urgent and immediate attention is suggested to be included.

---

OFFICIAL



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**RE: Transport Management Plan - Dunmore Quarry**

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**From** Mark Miller <Mark.Miller@shellharbour.nsw.gov.au>

**Date** Thu 12/12/2024 11:49 AM

**To** Matt Bray <Matt.Bray@boral.com.au>

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**CAUTION:** External message. Exercise caution with links and attachments.

Report Suspicious

Hi Matt,

Sorry for the delay in responding.

I have reviewed the document and would like to suggest some changes as detailed below:

- Section 2, subsection 2.1 should read **NSW Road Rules 2014**

In addition, I would prefer to see a Section dedicated to the maintenance of the State Road, particularly around dust and gravel, including the use of a street sweeper to manage any spills or matter carried from site.

Otherwise, the document is fine.

Feel free to give me a call to discuss any of the matters raised if required.

Cheers



**Mark Miller** | Manager Compliance and Regulation

Dharawal Country

76 Cygnet Avenue, Shellharbour City Centre, NSW 2529

☎ (02) 4221 6293 ☎ 0490 336 956

🌐 [www.shellharbour.nsw.gov.au](http://www.shellharbour.nsw.gov.au)



COLLABORATION

ACCOUNTABILITY

INTEGRITY

RESPECT

SUSTAINABILITY

---

**From:** Matt Bray <Matt.Bray@boral.com.au>

**Sent:** Monday, 25 November 2024 12:02 PM

**To:** Mark Miller <Mark.Miller@shellharbour.nsw.gov.au>

**Subject:** Transport Management Plan - Dunmore Quarry

Hi Mark,

Hope all is well!

I was hoping you and your team could review one of our Management Plans to fulfil the requirement that we consult with Council, in accordance with S4 C69a of our DA (470-11-2003 MOD13). The

plan is a Transport Management Plan, which discusses how we manage trucks and vehicles. Let me know if you have any questions!

Kind regards,  
Matt

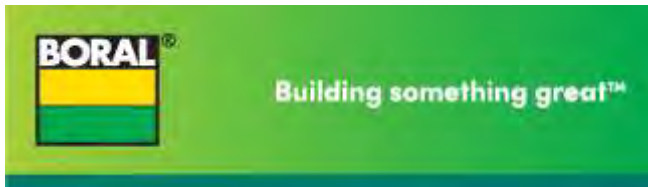
**MATT BRAY**

Environmental and Stakeholder Advisor - Dunmore Operations

Telephone: 02 4237 8414

Mobile: 0401 892 239

Email: [Matt.Bray@boral.com.au](mailto:Matt.Bray@boral.com.au)



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# Appendix C

## Drivers Code of Conduct

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## Boral Dunmore Quarry

### Driver's Code of Conduct





# Dunmore Quarry Transport Management Plan Version 5.0

## 1. Introduction

Dunmore Quarry is located immediately west of Dunmore Railway Station and the Princes Highway at Dunmore, in the Shellharbour City Council local government area (LGA). Boral is committed to ensuring employees and contractors access and exit the Dunmore Quarry in a safe and responsible manner. All employees and contractors are expected to comply with the relevant legal requirements and accepted community standards whilst travelling to and from work.

This Code of Conduct sets out specific requirements for the Dunmore site to be adopted by all Boral Fleet and contractor heavy vehicle drivers. The Code utilises industry best practice to minimise and manage the traffic impact associated with the movement of heavy vehicles to and from the quarry.

## 2. Scope

This Driver's Code of Conduct requires that specific measures are developed to focus on opportunities to minimise, mitigate and manage traffic volume, traffic safety and acoustic impact.

The following documents have been reviewed in the formulation of the Driver's Code of Conduct:

- Boral Logistics Truck Driver's Procedures.
- Boral Logistics Driver's Handbook.
- Boral Logistics CoR Accreditation.
- NSW Road Rules.

## 3. Objectives

The Objectives are to:

- Ensure respect for road users and the environment.
- Encourage the application of the Driver's Code of Conduct for all Boral Fleet and contractor heavy vehicles accessing Tabbita Road.
- Maximise public safety at all times.

## 4. Heavy Vehicle Routes

Heavy vehicles transporting sand or aggregate material from the Quarry or bringing clean fill or approved soils primarily use the Princess Highway to access and exit the Quarry site. Their original site or destination can be anywhere within the Illawarra, western Sydney, Kiama or Sydney Metropolitan region. It is assumed that Drivers will obey road rules when using Local Council or other State roads.

Access to Dunmore Quarry is achieved directly off the Princes Highway via Tabbita Road, a road used solely for access to the quarry. Speed limits and restrictions on these roads are discussed further below.

### 4.1 Princess Highway

The Princes Highway is a divided road with a speed limit of 100km/hr for all vehicles. North of the quarry, the highway now bypasses Albion Park, Oak Flats and Albion Park Rail as well as the city centre of Wollongong and most townships in the Illawarra region. Unless there's a valid destination within Albion Park Rail or Oak Flats area trucks going North must use the bypass. A valid destination refers to delivery locations within, or directly connected to, these areas that cannot be accessed via the bypass. To the south, the highway by



passes Kiama and other smaller townships to Nowra.

Care at all times should be taken with faster moving vehicles on the highway.

### 4.2 Tabbita Road Exit

On exiting the Princes Highway at Tabbita Road, the speed limit reduces to 70 km/hr.

Care should be taken when using these exits, particularly when approaching from the north, whereby the exit road turns sharply to the right to underpass the highway.



Figure 1: Princes Highway exit at Tabbita Road southbound



Figure 2: Princes Highway exit at Tabbita Road northbound

### 4.3 Tabbita Road

The general speed limit on Tabbita Road is restricted to 40 km/hr, and down to 15 km/hr in some sections of the quarry site. All speed limits and signage are to be obeyed at all times.



Figure 3: Tabbita Road Entrance to Dunmore Quarry

In particular, drivers should be aware of the following:

- Mobile quarry plant and equipment, such as dozers, excavators and haul trucks have right of way. Maintain a safe distance from these vehicles at all times.
- There are a number of site offices located off the Tabbita Road entrance to the quarry and as such, drivers should keep a safe distance from light vehicles.

## 5. Noise Minimisation Controls and Standards

This section designates the specific noise mitigation measures which must be adhered to at all times. This includes rules on compression braking, tipping practices and speed limits for the approach and departure from the quarry site.

- When in close proximity to residential streets, drivers are requested to limit noise from their vehicles and respect the local traffic and residents at all times.
- Compression brakes must not be used in the vicinity of residential dwellings.
- Tailgates must be secure and locked to avoid noise or spillage.
- When leaving the site all loads must be covered and compliant with relevant NSW road rules.
- All loaded vehicles must be cleaned of materials that may fall on the road before leaving site.
- Approach any speed humps at low speed.
- Always observe the posted speed on site and on public roads.
- No tailgating will be permitted.
- avoid grouping or convoying, in particular at intersections.
- Equipment to be used must be fit for task.
- Driver must have a HV Licence and compliance to all authorities.



## Dunmore Quarry Transport Management Plan Version 5.0

### 6. Incident Management and Reporting

To ensure that in the event of an incident, the effect is minimised, a rapid response from the haulage company is required. Drivers are to contact their supervisors immediately and in turn their supervisors are to take action and advise Boral of the issue.

If there is product spillage while loading or enroute the driver must immediately inform and warn persons in the area that maybe at risk. The driver must then inform quarry staff or his supervisor of the spillage. All spills must be cleaned up and waste disposed of in an acceptable and environmental manner. Place warning signs where it is fit to do so.

### 7. Compliance Monitoring

This Code of Conduct will be reviewed every 2 years and compliance audits carried out on all haulage contractors under the Safety Act 2008 and the Chain of Responsibility and Fatigue Management.

In addition, daily operations will be monitored for any breaches of required compliance and the haulage contractors are to explain, investigate and demonstrate corrective actions when a compliance breach occurs.

### 8. Operating Times

In line with the quarry's development approval, distribution by roads is permitted 24 hours, Monday to Saturday. Distribution on Sundays is limited and will only be undertaken with the express permission of the quarry manager.

### 9. Incident Reporting Numbers

Dunmore Quarry: 02 4237 2000

Boral Logistics: 0401 892 38

TfNSW's Transport Management Centre 131700 (for any incidents on State Roads)

Emergency Services 000



# Dunmore Quarry Transport Management Plan Version 5.0

## **Australia**

### **SYDNEY**

Level 10 201 Pacific Highway  
St Leonards NSW 2065  
T 02 9493 9500

### **NEWCASTLE**

Level 3 175 Scott Street  
Newcastle NSW 2300  
T 02 4907 4800

### **BRISBANE**

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

### **CANBERRA**

Suite 2.04 Level 2  
15 London Circuit  
Canberra City ACT 2601

### **ADELAIDE**

Level 4 74 Pirie Street  
Adelaide SA 5000  
T 08 8232 2253

### **MELBOURNE**

Suite 9.01 Level 9  
454 Collins Street  
Melbourne VIC 3000  
T 03 9993 1900

### **PERTH**

Suite 3.03  
111 St Georges Terrace  
Perth WA 6000  
T 08 6430 4800

## **Canada**

### **TORONTO**

2345 Yonge Street Suite 300  
Toronto ON M4P 2E5  
T 647 467 1605

### **VANCOUVER**

2015 Main Street  
Vancouver BC V5T 3C2  
T 604 999 8297

### **CALGARY**

700 2nd Street SW Floor 19  
Calgary AB T2P 2W2



[linkedin.com/company/emm-consulting-pty-limited](https://www.linkedin.com/company/emm-consulting-pty-limited)



[emmconsulting.com.au](http://emmconsulting.com.au)