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1 INTRODUCTION

The Tarrawonga Coal Mine (TCM) is an open cut mining operation located approximately 15 km north-east of Boggabri and 42 km north-northwest of Gunnedah in New South Wales (NSW) (Figure 1). The mine is managed by Whitehaven Coal Mining Limited (WHC) Mining operations are undertaken by Tarrawonga Coal Pty Ltd (TCPL). Approval was granted on the 15th of June 2020 for temporary water haulage from the Vickery Coal Mine (VCM) groundwater bore to TCM. Licensed groundwater extraction will be via the existing pipeline and associated infrastructures. Transfer of water will occur via water haulage truck and will travel on the approved TCM haulage routes. TCM has consulted with DPE and other relevant stakeholders including NSC, GSC, the Natural Resources Access Regulator and Tarrawonga Coal Mine Community Consultative Committee.

The Rocglen Coal Mine (RCM) is a former open cut mining operation located approximately 25 km north of Gunnedah in NSW, and 5 km east of the Vickery Coal Mine (VCM) (Figure 1). The RCM (Whitehaven Coal Mining) ceased operations in late 2019 and is currently in closure.

The Vickery Coal Mine (VCM) is an open cut coal mining operation which will incorporate an on-site Coal Handling and Preparation Plant (CHPP), train load-out facility and rail spur. The VCM is located in the Gunnedah Coal Basin, approximately 25 km north of Gunnedah in NSW (Figure 1). The VCM is operated by Vickery Coal Pty Limited (VCPL), a wholly owned subsidiary of WHC.

The VCM construction and initial mining stage is anticipated to take approximately 30 months based on sequencing of the major construction activities, with the bulk of significant construction earthworks to occur within a 12 - 18 month period. Until the VCM CHPP, train load-out and rail spur infrastructure reach full operational capacity, the Approved Road Transport Route would continue to be used for transport of VCM and TCM run-of-mine (ROM) coal to the Whitehaven CHPP in Gunnedah. The Approved Road Transport Route, as well as relevant haulage limits, are shown on Figure 1. Dewatered coal rejects from the Whitehaven CHPP would continue to be transported via the Approved Road Transport Route to the TCM, RCM and VCM for disposal. A small volume of coal from WHC's other mines may be delivered to the VCM for stockpile pad treatment and CHPP commissioning activities.

This Traffic Management Plan (TMP) has been prepared with reference to relevant legislation, approvals and management plan requirements (Section 2) in order to manage potential impacts from mine related traffic, being road coal haulage and general vehicular movements. This TMP has been prepared for the VCM construction and initial mining stage, concurrent TCM operational stage and RCM closure and rehabilitation stage.



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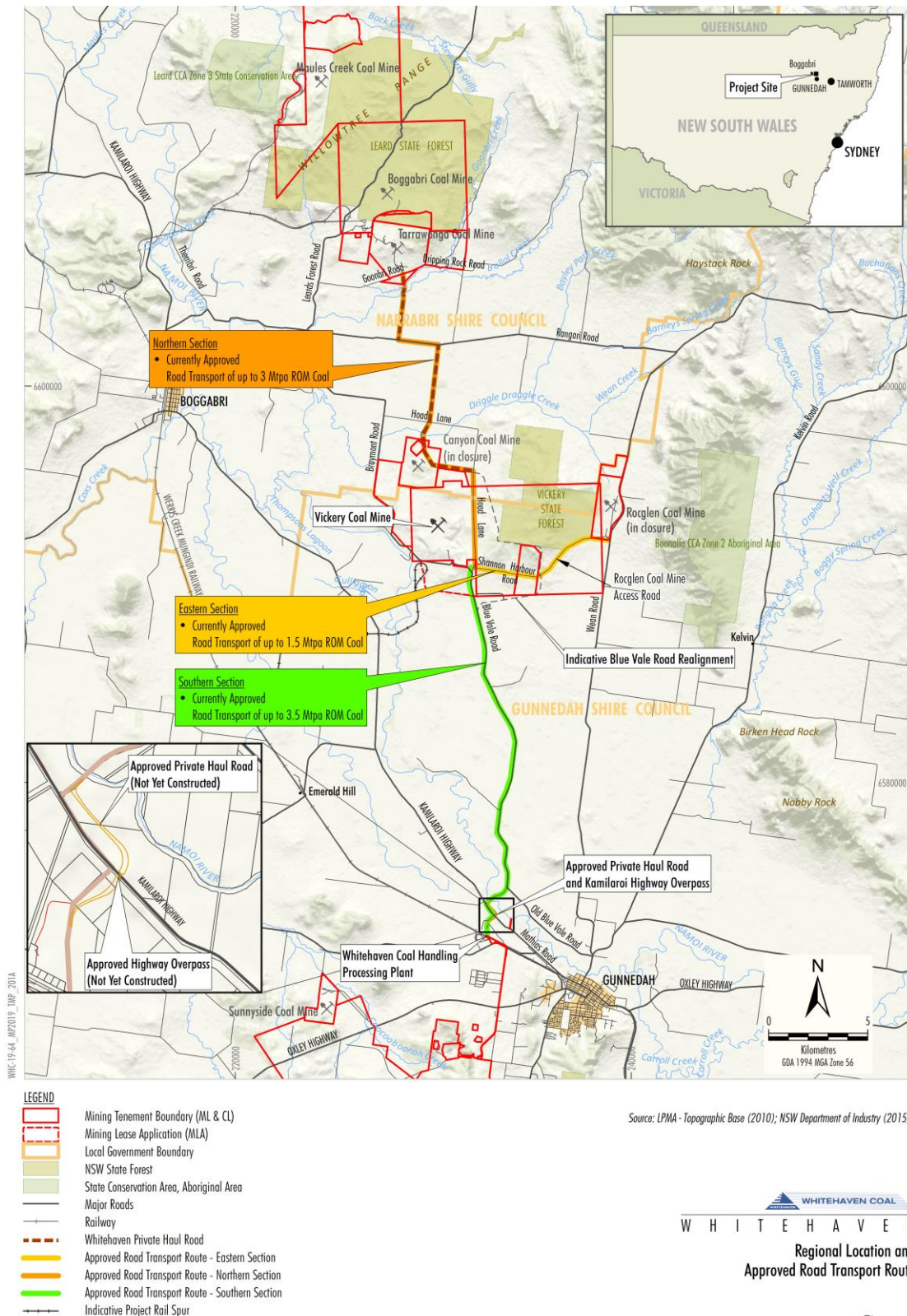


Figure 1

Regional Location and Approved Road Transport Route

Figure 1



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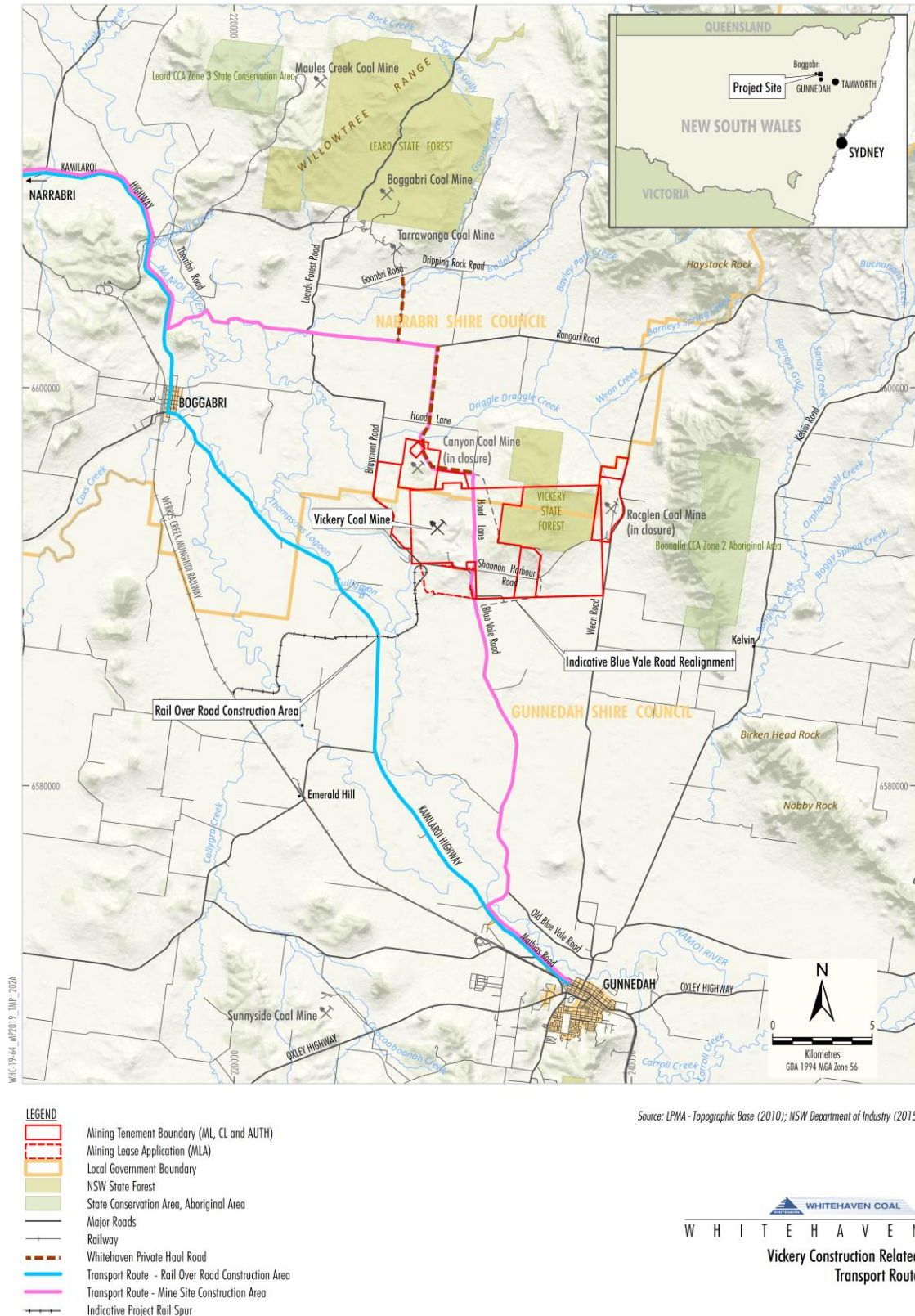



Figure 2 Vickery construction related transport route

Figure 2

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2 STATUTORY REQUIREMENTS

2.1 TRAFFIC MANAGEMENT PLAN REQUIREMENTS

This TMP has been prepared by WHC as per the requirements of TCM's Project Approval (11_0047) Condition 54A, Schedule 3 (Table 1), RCM's Project Approval (10_0015) Condition 27, Schedule 3 (Table 2) and VCM's Development Consent (SSD-7480) Condition B86, Schedule 2 (Table 3) and in consultation with Transport for NSW, Gunnedah Shire Council (GSC) and Narrabri Shire Council (NSC).

This TMP has had input from experienced and qualified Traffic experts [Penny Dalton of The Transport Planning Partnership (TTPP)], endorsed by the Secretary of the Department of Planning, Infrastructure and Environment [DPIE] on 21 October 2020 to satisfy the requirements of Condition B86(a), Schedule 2 of SSD-7480.

Table 1 presents the relevant traffic management requirements of the TCM Project Approval and the sections of this TMP in which each requirement is addressed.

Table 1 – Specific Traffic Management Conditions of TCM Project Approval

TCM Project Approval (11_0047) Schedule 3	Relevant TMP Section
54A. The Proponent shall prepare and implement a traffic management plan for the Project, to the satisfaction of the Secretary. This plan must:	This TMP
(a) be prepared in consultation with RMS, Gunnedah Shire Council, Narrabri Shire Council and the owners of the Rocglen and Vickery coal mines;	Section 2.1
(b) be submitted to the Secretary for approval by 31 March 2017;	-
(c) include a program for implementing Whitehaven's commitments in the EA;	Section 3
(d) include transport protocols that describe control measures for coal haulage:	-
• during school bus hours;	Section 3.2.3
• on the Kamilaroi Highway; and	Section 3.2.5
• during seasonal and event based peak traffic periods.	Section 3.2.4
(e) include a driver's Code of Conduct to include but not limited to:	Section 3.2.1 and Appendix B
• behavioural safety practises and initiatives used by drivers to implement the transport protocols;	
• induction process for vehicle operators and regular toolbox meetings; and	
• complaint resolution and disciplinary procedures;	
(f) describe measures to minimise dust from roads that may be used for access to the mine site;	Section 3.3.11
(g) arrangements to comply with cumulative coal haulage limits from the project and the Rocglen and Vickery coal mines; and	Section 3.2.8
(h) a monitoring program to audit vehicle movements, including the origin and destination of employees, against predictions in the EA.	Section 5.1


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Table 2 presents the relevant traffic management requirements of the RCM Project Approval and the sections of this TMP in which each requirement is addressed.


Table 2 – Specific Traffic Management Conditions of RCM Project Approval

RCM Project Approval (10_0015) Schedule 3	Relevant TMP Section
27. <i>The Proponent shall prepare and implement a traffic management plan for the Project, to the satisfaction of the Secretary. This plan must:</i>	This TMP
(a) <i>be prepared in consultation with RMS, Gunnedah Shire Council, Narrabri Shire Council and the owners of the Tarrawonga and Vickery coal mines;</i>	Section 2.1
(i) <i>be submitted to the Secretary for approval by 31 March 2017;</i>	-
(j) <i>include a program for implementing Whitehaven's commitments in the EA;</i>	Section 3
(k) <i>transport protocols that describe control measures for coal haulage:</i>	-
• <i>during school bus hours;</i>	Section 3.2.3
• <i>on the Kamilaroi Highway; and</i>	Section 3.2.5
• <i>during seasonal and event based peak traffic periods.</i>	Section 3.2.4
(l) <i>include a driver's Code of Conduct to include but not limited to:</i>	Section 3.2.1 and Appendix B
• <i>behavioural safety practises and initiatives used by drivers to implement the transport protocols;</i>	
• <i>induction process for vehicle operators and regular toolbox meetings; and</i>	
• <i>complaint resolution and disciplinary procedures;</i>	
(m) <i>describe measures to minimise dust from roads that may be used for access to the mine site;</i>	Section 3.2.11
(n) <i>arrangements to comply with cumulative coal haulage limits from the project and the Rocglen and Vickery coal mines; and</i>	Section 3.2.8
(o) <i>a monitoring program to audit vehicle movements, including the origin and destination of employees, against predictions in the EA.</i>	Section 5.1

Table 3 presents the relevant traffic management requirements of the VCM Project Approval and the sections of this TMP in which each requirement is addressed.


Table 3 – Specific Traffic Management Conditions of VCM Development Consent

VCM Development Consent (SSD-7480) Schedule 2	Relevant TMP Section
B86. <i>The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:</i>	This TMP
(a) <i>be prepared by a suitably qualified and experienced person/s whose appointment has been endorsed by the Planning Secretary;</i>	Section 2.1
(b) <i>be prepared in consultation with TfNSW, GSC and NSC;</i>	Section 2.1
(c) <i>include details of all transport routes and traffic types to be used for development-related traffic;</i>	Sections 1, 3.1.3 and 3.2.10
(d) <i>include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users during construction or decommissioning works, including:</i>	-

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VCM Development Consent (SSD-7480) Schedule 2	Relevant TMP Section
(i) temporary traffic controls, including detours and signage;	Section 3.1.5 and 3.1.6
(ii) notifying the local community about development-related traffic impacts;	Section 3.2.7
(iii) minimising potential for conflict with school buses and stock movements;	Sections 3.2.3
(iv) responding to any emergency repair requirements or maintenance during construction and/or decommissioning; and	Section 3.1.6
(v) a traffic management system for managing over-dimensional vehicles;	Section 3.2.12
(e) include arrangements to comply with cumulative coal haulage limits from the development and the Tarrawonga Coal Project;	Section 3.2.8
(f) a protocol to facilitate graziers access to the Travelling Stock Route from Blue Vale Road, subject to site safety and operational requirements;	Section 3.2.7
(g) include a monitoring program to audit vehicle movements, including the origin and destination of employees and contractors, against predictions in the EIS; and	Section 5.1
(h) include a Drivers' Code of Conduct that includes procedures to ensure that drivers:	Sections 3.2.1 and 3.2.9, 3.2.8, 3.2.9 and Appendix B
(i) adhere to posted speed limits or other required travelling speeds;	
(ii) adhere to the designated transport routes; and	
(iii) implement safe driving practices.	

This TMP will be implemented as approved by the Planning Secretary in accordance with Condition B89 of Schedule 2 of SSD-7480 (for VCM), Condition 54A of Schedule 3 of PA 11_0047 (for TCM), and Condition 27 of Schedule 3 of PA 10_0015 (for RCM).

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3 TRAFFIC MANAGEMENT MEASURES

3.1 VCM CONSTRUCTION AND INITIAL MINING STAGE

3.1.1 VCM Construction Traffic Management

The scope of this section relates to the construction and initial mining activities (including construction of the rail spur) at VCM, which is anticipated to take approximately 30 months based on sequencing of the major construction activities, with the bulk of significant construction earthworks to occur within a 12 - 18 month period.

Prior to the commencement of operations at the VCM, this TMP will be reviewed and revised as required to describe the management of the VCM operational traffic, including the transport of ROM coal sourced from the VCM by road to the Whitehaven CHPP. This TMP will also be revised upon commissioning of the VCM rail spur, at which time the transport of ROM coal by road WHC will cease.

Road noise management is described in the VCM Noise Management Plan.

The VCM will, together with the owners of the Tarrawonga and Rocglen coal mine, ensure that the noise generated on public roads by the development and the other mines does not exceed the criteria as required in Condition B9, Table 5 of the VEP Project Approval at any existing residence in privately owned land.


In accordance with Condition B9 of the VEP Project Approval, together with the owners of the Tarrawonga coal mine, will ensure that the noise generated on public roads by the development and the other mine does not exceed the criteria at any existing residence at privately owned land residences.

3.1.2 VCM Construction Traffic Types

Key mine-related traffic during the construction and initial mining stage of the VCM will consist of:

- Employees, contractors and visitors travelling to and from the VCM (typically light vehicles);
- delivery of construction and initial mining materials and mobile fleet to the VCM (typically heavy vehicles and some oversize vehicles); and
- delivery of consumables to the VCM (e.g. supplies, diesel) (typically heavy vehicles).

The movement for any oversize or overmass vehicles will be negotiated with TfNSW and relevant local councils on a case-by-case basis. All oversize loads will be transported with the relevant permits obtained in accordance with *Additional Access Conditions for oversize and overmass heavy vehicles and loads* (Roads and Maritime Services, 2017) or its current version, and any other licences and escorts as required by the regulatory authorities.

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3.1.3 VCM Construction and initial mining Traffic Access Locations and Routes

Access to the mine industrial area (MIA) would be provided by the section of Braymont Road closed to public access (Section 3.1.5), via Blue Vale Road, prior to construction of the Blue Vale Road realignment (Section 3.1.4), and from the Blue Vale Road realignment south of Shannon Harbour Road thereafter (Figure 2).

These access road intersections would be constructed in accordance with the Austroads design requirements for rural road intersections (Austroads, 2017a), and in consultation with the relevant council. Appropriate lighting and advance warning signs will be installed at entry points to the private haul road and mine access road, to the satisfaction of the relevant roads authority.

There would also be continued use of ancillary site accesses from Blue Vale Road, Shannon Harbour Road and the portions of Braymont Road closed to public access for environmental monitoring, general land management, exploration activities, construction, initial mining and other ancillary activities.

3.1.4 VCM Road Construction and Closure Mitigation Measures


During the construction and initial mining stage, the mine access road would be constructed to intersect with Blue Vale Road. Temporary access roads to the infrastructure area (south of Braymont Road) and the temporary infrastructure area and box cut (north of Braymont Road) would also be constructed off the portion of Braymont Road closed to public access. GTA Consultants (2018) estimates that during the peak of the construction activity, the VCM construction workforce will generate approximately 750 light vehicle trips per day, and VCM construction visitor and deliveries will generate approximately 168 light vehicle trips and 84 heavy vehicle trips per day.

The total daily traffic forecast for the peak VCM construction activity is:

- 690 light and 8 heavy vehicle trips per day to/from Boggabri;
- 212 light and 66 heavy vehicle trips per day to/from Gunnedah; and
- 16 light and 10 heavy vehicle trips per day to/from Narrabri.

Routes used by all construction-related vehicles (i.e. including heavy vehicles) are shown on Figure 2 and include:

- Rail Over Road Crossing Construction Area – off Kamilaroi Highway
 - to/from Boggabri via Kamilaroi Highway;
 - to/from Gunnedah via Kamilaroi Highway; and
 - to/from Narrabri via Kamilaroi Highway.
- Main Site Construction Area - Braymont Road (portion closed to public access) via Blue Vale Road

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- to/from Boggabri via Kamilaroi Highway, Rangari Road and Approved Road Transport Route;
- to/from Gunnedah via Kamilaroi Highway and Approved Road Transport Route (Blue Vale Road); and
- to/from Narrabri via Kamilaroi Highway, Rangari Road, and Approved Road Transport Route.

The Blue Vale Road re-alignment will not be constructed during the construction and initial mining stage of the VCM.

No blasting will occur within 500 m of a public road during the construction and initial mining stage. Therefore, no public road closures for blasting activities will be required. Blast management activities are detailed in the VCM Blast Management Plan.

3.1.5 VCM Construction and initial mining stage Road Construction and Closures

During the VCM construction and initial mining stage, access to the Main Site Construction Area of the VCM will be from Braymont Road via Blue Vale Road, and Braymont Road will be closed to public access during the construction and initial mining stage between its intersection with Blue Vale Road and approximately 3.5 km west of Blue Vale Road.


An activity-specific TMP will be prepared in accordance with the *Procedures for Use in the Preparation of a Traffic Management Plan Version 2.0* (Roads and Traffic Authority, 2001) or the version current at the time, and submitted to GSC, NSC and/or TfNSW for approval.

Traffic controls, including signage relating to the construction and initial mining activity and closure of Braymont Road will be planned and implemented in accordance with the current version of Australian Standard 1742.3 *Traffic Control for Works on Roads* and/or *Traffic control at Work Sites Technical Manual* as relevant. Traffic controls will include appropriately located signage to inform the community of the road closure and the alternative route via Hoad Lane.

Where new roads and intersections are to be constructed for the VCM, these will be designed and constructed in accordance with the current Austroads guidelines and in consultation with GSC, NSC and TfNSW.

Design, construction and maintenance of the VCM Rail Spur overpass of the Kamilaroi Highway will be undertaken to the satisfaction of TfNSW and GSC, with associated costs borne by Whitehaven, in accordance with Condition B82, Schedule 2 of SSD-7480. A relevant approval under the *Roads Act 1993* will be obtained for the necessary work and required safety measures within the road corridor.

As noted above in section 3.1.4, the intersection of the rail corridor and the Kamilaroi Highway will be a point of access for rail construction traffic, plant mobilisation and material deliveries, and a designated crossing location for construction traffic travelling along the rail corridor from one side of the highway to the other. It is proposed that the access / crossing location will be located on the southern side of the proposed road overpass.

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Construction traffic will necessarily travel along the rail corridor to construct the rail spur, including a temporary crossing of the Namoi River that will be removed following completion the rail spur construction.

The VCM shall bear all costs associated with the construction, maintenance and decommissioning of the overpass, and revise the TMP to reflect consultation and details of the overpass upon satisfaction by TfNSW and GSC in accordance with condition B82.

3.1.6 VCM Construction and initial mining stage general measures

To minimise traffic safety issues and disruption to local road users during construction works, the following measures will be implemented at VCM:

- Temporary traffic controls, including detours and signage will be in place.
- Notification to the local community will be undertaken via road signage.
- Emergency repair response or maintenance will occur as per internal WHC safety and environmental standards and include notification of relevant road users and/or emergency authorities (if required) and use of temporary traffic controls (signage, detours, etc.) to ensure safe access for repairing and/or removing the vehicle.
- Access to the Travelling Stock Route from Blue Vale Road will be facilitated by a protocol which includes (but is not limited to) WHC discussing access requirements with the grazier (e.g. timing, duration, etc.); WHC implementing site safety and operational requirements (i.e. ensuring that many mine-related traffic that enters the TSR is limited and undertaken in a managed fashion when in use by the grazier); and WHC establishing when stock movement is completed and TSR access is no longer required by the grazier.


3.2 TARRAWONGA, ROCGLEN AND VICKERY GENERAL MEASURES

3.2.1 Drivers Code of Conduct

The Drivers' Code of Conduct (COC) applies to coal haulage truck drivers. The COC covers the requirements of the Tarrawonga, Rocglen and Vickery project approval requirements and is shown in Appendix CC.

All coal haulage truck operators are required to undertake the WHC generic induction and site-specific induction(s) for the activity they are undertaking. A copy of this TMP, and any future update, will be provided to the coal haulage contractor.

Regular toolbox talks are held with coal haulage truck drivers in which relevant issues to activity can be raised and discussed.

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3.2.2 Coal Haulage Hours

Haulage of coal by road from the TCM and VCM and receipt of coal reject from the WHC CHPP will occur only between the hours of 6:00 am to 9:15 pm Monday to Friday, 7:00 am to 5:15 pm Saturday, and at no time on Sundays or public holidays.

Receipt of coal reject from the WHC CHPP at RCM will occur only between the hours of 7:00 am to 9:15 pm Monday to Friday, 7:00 am to 5:15 pm Saturday, and at no time on Sundays or public holidays.

3.2.3 Operation of Coal Haulage Trucks during School Bus Hours

ROM coal haulage trucks and all other mine-related traffic will not exceed 40 kilometres per hour in the vicinity of the school bus when it is operating near school bus stops along the Approved Road Transport Route. Drivers of ROM coal haulage trucks will also maintain positive communication with the school bus driver via UHF radio, as required. School bus hours are 7:50 am to 8:40 am and 3:20 pm to 4:00 pm weekdays between the TCM, RCM, VCM and WHC CHPP.


3.2.4 Event Based Peak Traffic Periods

Prior to event based peak traffic periods, including but not limited to the AqQuip Field Days, WHC will consult with event organisers to determine appropriate strategies to minimise potential impacts from mine-related traffic movements.

3.2.5 Interaction with Kamilaroi Highway Traffic

At the intersection of the Approved Road Transport Route and Kamilaroi Highway, haulage truck drivers are required to:

- give way to traffic as required;
- merge into traffic in a professional manner;
- travel at a maximum speed of 30 km/h whenever the indicator is engaged;
- observe all speed limits and safety signage and adhere to road rules;
- maintain a separation distance of at least 250 metres (m) at all times when following another vehicle, except when overtaking those vehicles/machines where the rules allow;
- not impede the flow of through traffic on Kamilaroi Highway by regulating their speed within the acceleration/merge lane when entering Kamilaroi Highway from Blue Vale Road to take into consideration any other vehicles on Kamilaroi Highway before entering the through lane, and then enter the deceleration lane into the CHPP access at the first opportunity.

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3.2.6 Coal Spillage

Coal haulage trucks are required to be covered, and any spillage from coal haulage vehicles will be promptly managed.

3.2.7 Community Consultation

Communication to relevant road users regarding development related traffic during construction will be via updates on the Whitehaven website and local letterbox drops when required (i.e. leading up to planned significant changes to road conditions due to the VCM, RCM or TCM). Where required by the Traffic Control Plan, appropriate signage will be erected on the approach to changed road conditions.

Communication between Graziers and WHC will be undertaken to ensure the safe passage of stock through the Travelling Stock Route on Blue Vale Road. Movement of stock will occur following site safety and operational requirements.

3.2.8 Cumulative Coal Haulage Limits

The haulage of ROM coal along the Approved haulage Route (Figure 1) is as follows:

- Northern Section (between TCM and VCM) – up to 3.5 Mtpa ROM coal.
- Eastern Section (between RCM and VCM) – up to 1.5 Mtpa ROM coal.
- Southern Section (between VCM and the WHC CHPP) – up to 3.5 Mtpa ROM coal until commissioning of the Kamilaroi Highway overpass, and up to 4.5 Mtpa ROM coal once the Kamilaroi Highway overpass has been commissioned.

The tonnage of coal and gravel transported from each of the TCM and VCM will be monitored by WHC with road haulage reported in the Annual Review, and on a monthly basis (Section 5.2).


3.2.9 Employees and Contractors

Employees and contractors are required to undertake the WHC generic induction and site-specific induction(s) for the activity they are undertaking. Site access induction will include instruction for all employees and contractors to adhere to the mine-related traffic access routes (Section 3.2.10) and driver behavioural expectations including safe driving practices and adherence to speed limits.

3.2.10 Mine-Related Traffic Access Routes

The following routes will be used by mine-related traffic (employees and contractors) to travel to or from the TCM, RCM and VCM:

- to/from Narrabri – Kamilaroi Highway, Rangari Road, Approved Road Transport Route;
- to/from Boggabri – Kamilaroi Highway, Rangari Road, Approved Road Transport Route;

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- to/from Gunnedah – Kamilaroi Highway, Approved Road Transport Route (Blue Vale Road); and
- to/from Manilla – Rangari Road, Approved Road Transport Route.

The following roads will not be used by any mine-related traffic (employees and contractors) to travel to or from the TCM, RCM or VCM, except in an emergency to avoid the loss of lives, property and/or environmental harm. They may be used by employees who reside on those roads, and for infrequent consultation, environmental monitoring, inspection and maintenance of nearby infrastructure:

- Hoad Lane – use alternative sealed access via the Approved Road Transport Route;
- Braymont Road (other than the portion closed to public access) – use alternative sealed access to/from Gunnedah via the Approved Road Transport Route, and to/from Boggabri via Rangari Road and the Approved Road Transport Route;
- Barbers Lagoon Road – use alternative sealed access to/from Gunnedah via the Approved Road Transport Route, and to/from Boggabri via Rangari Road and the Approved Road Transport Route; and
- Blair Athol Lane – use alternative sealed access to/from Gunnedah or Tamworth/Barraba via the Approved Road Transport Route and Rangari Road.

Approval was granted for temporary water haulage from the VCM groundwater bore to TCM (Figure 3) along the approved haulage route (Figure 1).

In accordance with B78 (b) all heavy vehicle access to and from the site shall be via Blue Vale Road and Hoad Lane, unless otherwise agreed by the applicable roads authority.

3.2.11 Minimisation of Dust


To minimise dust, unsealed roads will not be used for access to or from the TCM, RCM and VCM, except for the circumstances described. The alternative sealed routes to be used by mine-related traffic are as described in Section 3.2.10.

Coal haulage truck drivers will travel along the approved haulage route which will not result in dust generation as the route is sealed (Figure 1). The contracted coal haulage trucks are speed limited to 93km/hr per commitment in the Rocglen Extension Project Consent (10_0015).

Prior notification to relevant landholders along these roads will be provided should they need to be used for an extended period under extraordinary circumstances, and dust mitigation measures e.g. speed limitation near residences, implemented as required.

3.2.12 Over-Dimensional Vehicles

The movement for any oversize or overmass vehicles will be negotiated with TfNSW and relevant local councils on a case-by-case basis. All oversize loads will be transported with the

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relevant permits obtained in accordance with *Additional Access Conditions for oversize and overmass heavy vehicles and loads* (Roads and Maritime Services, 2017) or its current version, and any other licences and escorts as required by the regulatory authorities.

All over-dimensional vehicle and heavy vehicle access to and from the VCM site will be via Blue Vale Road and Hoad Lane; unless the applicable roads authority agrees otherwise.

3.2.13 Road Maintenance

WHC will continue to implement and maintain existing road maintenance agreements required by the relevant consents for public roads impacted by the VCM, TCM and RCM. These agreements may be reviewed and/or renewed in consultation with NSC and GSC as required by the relevant consent conditions. Previous work has been completed by WHC including sealing Wean Road.

The road maintenance agreements include commitments in previously established maintenance agreements prepared in consultation with local councils to maintain applicable sections of the designated haulage route, with items such as visibility of signage, guideposts, pavement repair and slashing. This program will continue to be implemented.

3.2.14 Other

It is noted that the RCM is currently in closure with progressive rehabilitation occurring across the site, and no coal haulage is currently occurring from RCM.

Internal and external transport at the RCM will be conducted in accordance with the relevant commitments in Appendix 7 of the RCM Project Approval (10_0015), including watering internal roads, speed restrictions, clearly defining internal roads, and prompt removal of obsolete internal roads, roll-over tarpaulins fitted to coal haul trucks, and maintenance of coal haul trucks. All trucks transporting coal will be well maintained to ensure optimal operation as required in Appendix 7, sub-condition (u).

3.2.15 Private Agreements

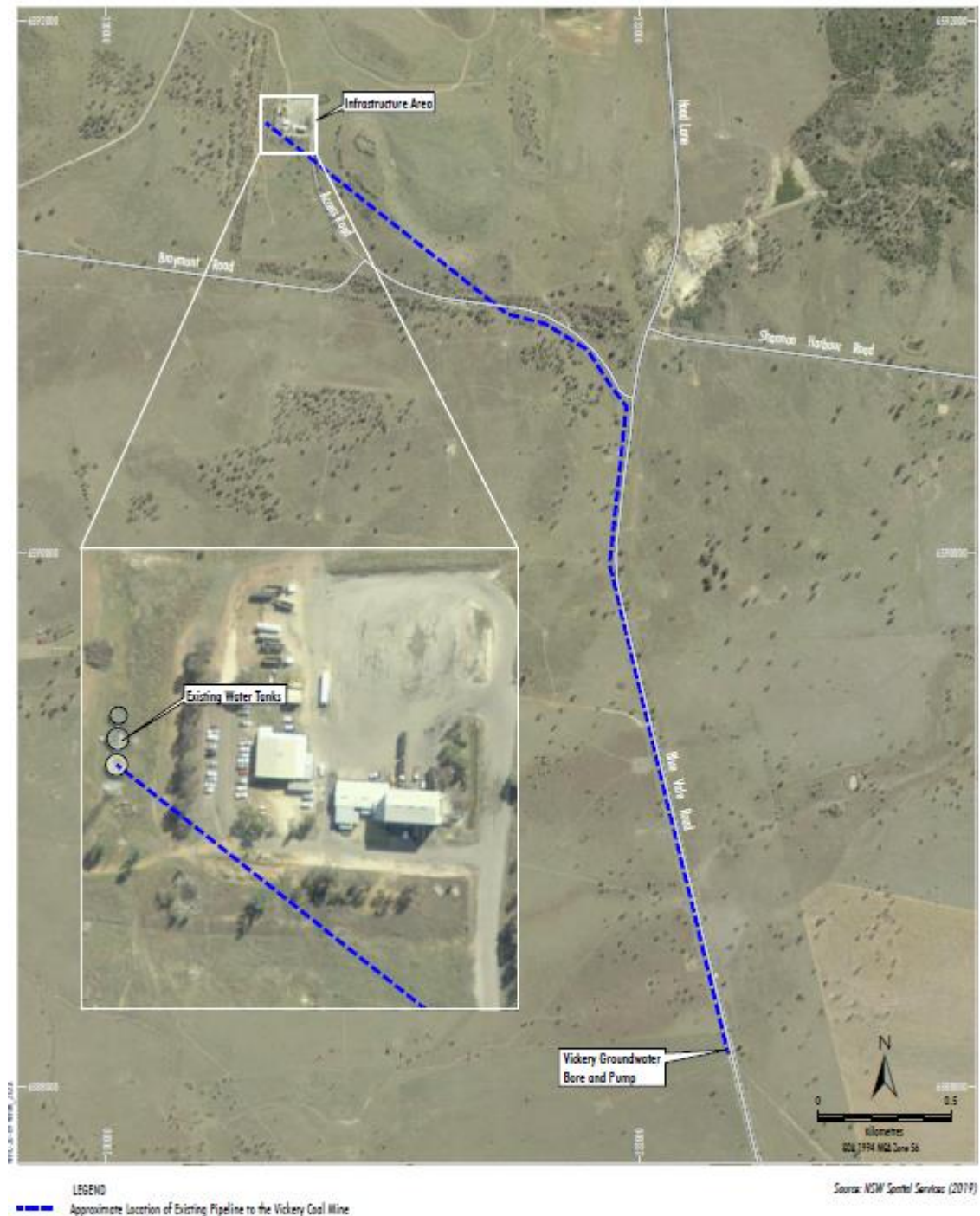
The noise criteria will not apply if one of the Applicants has a written agreement with the relevant landowner to exceed the applicable noise criteria, and the Department has been advised in writing of the terms of agreement in accordance with the relevant condition, Condition B10 relevant to the VCM. At the time of writing no private agreements were in place for the Vickery Project with respect to road transport traffic noise.



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WATER HAULAGE MODIFICATION
Vickery Coal Mine
Groundwater Extraction and
Water Storage Infrastructure

Figure 3 Vickery Coal Mine groundwater extraction and water storage infrastructure

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4 MANAGEMENT OF COMPLAINTS AND NON-COMPLIANCE

4.1 COMPLAINTS

The following complaints management protocol will be followed:

- WHC will operate a publicly advertised telephone complaints line to receive complaints during operating hours and record complaints at other times.
- Each complaint received will be recorded on a Complaints Register, which will include the following details:
 - The date and time of complaint.
 - Any personal details the complainant wishes to provide or if no such details are provided a note to that effect.
 - The nature of the incident that led to the complaint.
 - The action taken and/in relation to the complaint, including any follow-up contact with the complainant.
- A WHC representative will be responsible for ensuring that an initial response is provided to the complainant (except in the event of complaints recorded when coal haulage is not being undertaken).
- Additional measures will be undertaken as required to address the complaint. This may include visiting the complainant, or inviting the complainant to the mine site.
- Once the identified measures are undertaken, the WHC representative will sign off on the relevant complaint within the Complaints Registers.
- If necessary, follow-up monitoring will take place to confirm the source of the complaint is adequately mitigated.
- A copy of the Complaints Registers will be made available on the WHC website.

Based on the nature of individual complaints, specific contingency measures may be implemented to the reasonable satisfaction of the complainant (Section 4.3).

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4.2 **NON-COMPLIANCE AND INCIDENTS**

Any non-compliance and incidents relating to the relevant conditions within MP 11_0047, MP 10_0015 or SSD-7480 will be notified in accordance with Condition 8, Schedule 5 of MP 11_0047, Condition 6, Schedule 5 of MP 10_0015, or Condition E8, Schedule 2 of SSD-7480, respectively. Reporting and notification requirements for incidents and non-compliances is described in Section 6.1.

Compliance with all approvals, plans and procedures is the responsibility of all personnel (staff and contractors) employed on or in association with WHC and the VCM, TCM and RCM.


WHC will notify the Secretary and any other relevant agencies immediately after the authorised person becomes aware of the incident which causes or threatens to cause material harm to the environment. Within seven days (or other specified or approved time period) of the date of confirmation of the incident, WHC will provide the Secretary and any other relevant agencies with a report on the incident and any subsequent information that may be requested.

4.3 **CONTINGENCY MEASURES**

In the event that unpredicted or unforeseen impacts are identified, a contingency protocol will be adopted (Table 4).

Table 4 – Contingency Protocol

Step	Procedure
1	Review the unpredicted impact including consideration of: <ul style="list-style-type: none"> any relevant monitoring data; and activities in the vicinity of the issue.
2	Commission an investigation by an appropriate specialist into the unpredicted impact.
3	Develop appropriate ameliorative measures based on the results of the above investigations, in consultation with relevant government departments.
4	Implement additional monitoring, where relevant, to measure the effectiveness of the improvement measures.

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5 REVIEW AND IMPROVEMENT OF ENVIRONMENTAL PERFORMANCE

5.1 MONITORING PROGRAM TO AUDIT VEHICLE MOVEMENTS

Detailed baseline and predicted data on TCM, RCM and VCM-related vehicle movements is provided in the following assessments:

- *Tarrawonga and Rocglen Coal Mines Temporary Road Haulage Increase Modification Road Transport Assessment* (GTA Consultants, 2016).
- *Tarrawonga Coal Project Road Transport Assessment* (Halcrow, 2011).
- *Rocglen Coal Mine Extension Project Environmental Assessment* (GSS Environmental, 2011).
- *Vickery Extension Project Road Transport Assessment* (GTA Consultants, 2018).
- *Tarrawonga Coal Mine Life of Mine Modification Road Transport Assessment* (TTPP, 2019)


An annual review of road coal haulage tonnage and vehicle movement records for operating mines will be undertaken and reported in the respective sites' Annual Reviews (Section 5.2).

An audit of traffic movements along the Approved Road Transport Route will be undertaken during the VCM construction and initial mining activities, with results compared against predictions in the Tarrawonga, RCM and VCP EIS and reported in the respective Annual Reviews. A review of employee residential addresses will be undertaken at the time of the audit to assist in determining their place of residence.

5.2 ANNUAL REVIEW

In accordance with the relevant conditions of MP 11_0047, MP 10_0015 and SSD-7480, WHC will review the environmental performance of the TCM, RCM and VCM by the specified time frame each year, to the satisfaction of the Secretary. In relation to traffic and offsite transportation management, the Annual Review will (where relevant):

- record the tonnage of coal and gravel transported from the TCM (on a monthly basis) and VCM (on a daily basis) during the relevant calendar year;
- include a review of the monitoring results, which includes a comparison of these results against the:
 - relevant statutory requirements, limits or performance measures/criteria (including an assessment of the annual cumulative coal haulage on each section of the Approved Road Transport Route against the coal haulage limits); and
 - relevant predictions in the assessments listed in Section 5.1; and.
- identify any non-compliance over the last year, and describe what actions were (or are being) taken to ensure compliance.

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The Annual Review will be made publicly available on the WHC website in accordance with Condition 12, Schedule 5 of MP 11_0047, Condition 10, Schedule 5 of MP 10_0015 and Condition E14E14, Schedule 2 of SSD-7480.

5.3 TRAFFIC MANAGEMENT PLAN REVISION

In accordance with the relevant conditions of MP 11_0047, MP 10_0015 and SSD-7480, this TMP will be reviewed, and if necessary revised (to the satisfaction of the Secretary), within three months of the submissions of:

- an Annual Review;
- an Independent Environmental Audit;
- a relevant incident report (Section 6.1); or
- any modification to the relevant conditions of MP 11_0047, MP 10_0015 or SSD-7480 (unless the conditions require otherwise).

The reviews will be undertaken to ensure the TMP is updated on a regular basis and to incorporate and recommended measures to improve the environmental performance of the TCM, RCM and VCM.


The revision status of this TMP is indicated on the final page of each copy. The approved TMP will be made publicly available on the WHC website in accordance with Condition 12, Schedule 5 of MP 11_0047, Condition 10, Schedule 5 of MP 10_0015 and Condition E14, Schedule 2 of SSD-7480.

Whitehaven will investigate and implement ways to improve the environmental performance of the TCM, RCM and VCM over time. This will be achieved by keeping abreast of best practice in the industry for road transport and reporting on outcomes of any vehicle audits undertaken, and/or complaints received in relation to road transport, in Annual Reviews.

5.4 INDEPENDENT ENVIRONMENTAL AUDIT


In accordance with the relevant conditions of the MP 11_0047, MP 10_0015 and SSD--7480, Independent Environmental Audits (IEAs) of the TCM, RCM and VCM will be conducted by a suitably qualified, experienced and independent auditor whose appointment has been endorsed by the Secretary.

The IEAs will assess the environmental performance of the TCM, RCM and/or VCM and review the adequacy of this TMP. If necessary, appropriate measures or actions to improve the environmental performance of the TCM, RCM and/or VCM in regards to traffic management will be recommended. The IEAs will address the specific requirements of the relevant conditions (i.e. Conditions 3 and 4, Schedule 4 of MP 10_0015, Conditions 10 and 11, Schedule 5 of MP 11_0047, and Conditions E10 and E11, Schedule 2 of SSD-7480).

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The IEAs and WHC's response to recommendations in the Audits, will be made publicly available on WHC's website as per the relevant conditions of the MP 11_0047, MP 10_0015 and SSD-7480.

In accordance with condition B84. if the Kamlaroi Highway overpass or project rail spur have not been commissioned within 5 years of the date of commencement, and every 5 years thereafter, the Applicant shall commission an Independent Traffic Audit of haulage operations on the Kamlaroi Highway and its intersections with Blue Vale Road and the CHPP access road, unless the Secretary agrees otherwise. If the Independent Traffic Audit demonstrates that the intersections and section of haul route on the Kamlaroi Highway are not performing satisfactorily, the Applicant shall implement any reasonable and feasible recommendations following an independent traffic audit as per the requirement of condition B85.

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6 REPORTING PROCEDURES

In accordance with the relevant conditions of MP 11_0047, MP 10_0015 and SSD-7480, WHC has developed a protocol for managing and reporting incidents.

Incident protocols are described in Environmental Management Strategies (EMS) prepared for the TCM, RCM and VCM.

WHC will provide regular reporting on the environmental performance of the TCM, RCM and VCM on the WHC website.

6.1 INCIDENT AND NON-COMPLIANCE REPORTING

An incident is defined as 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. A non-compliance is define as an occurrence, set of circumstances or development that is a breach of the conditions of MP 11_0047, MP 10_0015 and/or SSD-7480.

In the event that review of traffic monitoring data indicates an incident has occurred, the incident will be reported in accordance with Condition 8, Schedule 5 of MP 11_0047, Condition 6, Schedule 5 of MP 10_0015 and Condition E7, Schedule 2 of SSD-7480. WHC will immediately notify the Department and any other relevant agencies.

The notification will be provided to the Secretary in writing (TCM, RCM and/or VCM, including the development application number and name) and set out the location and nature of the incident.


Within seven days of the date of the incident, WHC will provide the Secretary and any other relevant agencies with a report on the incident. The report will include details required within the approval, including:

- describe the date, time and nature of the exceedance/incident;
- identify the cause (or likely cause) of the exceedance/incident;
- describe what action has been taken to date; and
- describe reasonable and feasible options to address the incident and identify the preferred option to address the incident (Section 6).

6.2 COMPLAINTS

WHC will maintain a Community Complaints Line and online contact via the WHC website (www.whitehavencoal.com.au) for the sole purpose of receiving community complaints, or enquiries. The Community Complaints Line number will be available on the website. The Community Complaints Line will be staffed 24 hours a day, seven days a week during construction and operations. WHC will respond to callers on the next business day.


Detailed records of each complaint are kept in WHC's record management systems.

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In accordance with the TCM, RCM and VCM consent conditions, a complaints register will be made available on the WHC website. The complaints register will include:

- the date and time of the complaint;
- the method by which engagement was made;
- any personal details provided or, if no such details were provided, a note to that effect;
- the nature of the complaint; and
- any actions (if any required) taken by WHC in relation to the complaint.

Investigations into complaints will generally commence within 24 hours of receipt, or as soon as practical. The cause of the complaint will be analysed and actions to attempt to address the complaint taken as soon as reasonably possible. In complex cases where resolution will take more than 48 hours, WHC will commit to updating the community member.

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7 REFERENCES

GSS Environmental (2011) *Rocglen Coal Mine Extension Project Environmental Assessment*.

GTA Consultants (2016) *Tarrawonga and Rocglen Coal Mines Temporary Road Haulage Increase Modification Road Transport Assessment*.


GTA Consultants (2018) *Vickery Extension Project Transport Assessment Gunnedah Basin, NSW Road Transport Assessment*.

Halcrow (2011) *Tarrawonga Coal Project Road Transport Assessment*.

Roads and Maritime Services (2017) *Additional Access Conditions for oversize and overmass heavy vehicles and loads*.

Roads and Traffic Authority (2001) *Procedures for Use in the Preparation of a Traffic Management Plan Version 2.0*.

The Transport Planning Partnership (TTPP) (2019) *Tarrawonga Coal Mine Life of Mine Modification Road Transport Assessment*.

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Appendix A Traffic Related Conditions Development Consent SSD-7480

VCM Development Consent (SSD-7480)	TMP Section
Transport	-
Monitoring of Coal Transport	-
B76. The Applicant must:	-
(a) keep accurate records of the:	-
(i) amount of coal transported from the site (on a daily basis); and	Section 5.2
(ii) date and time of each train movement generated by the development; and	Not applicable to the construction and initial mining period of the VCM.
(b) publish these records in the Annual Review.	Section 5.2
Road Maintenance	-
B77. The Applicant <i>shall maintain the existing road maintenance agreement with GSC for the maintenance of public roads affected by the development, to the satisfaction of GSC. The Applicant and GSC shall review and/or renew the agreement once cumulative road haulage exceeds 3.5 Mtpa or ceases following commissioning of the Project rail spur. If there is any dispute in relation to these agreements, then either party may refer the matter to the Planning Secretary for resolution.</i>	Section 3.2.13
Restriction on Transport Routes	-
B78. The Applicant must ensure that	Section 3.2.12
(a) all over-dimensional vehicle access to and from the site is via Blue Vale Road and Hoad Lane; and	
(b) all heavy vehicle access to and from the site is via Blue Vale Road and Hoad Lane,	
unless the applicable roads authority agrees otherwise.	
Notes: <ul style="list-style-type: none"> The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimension vehicles on the road network. 	
Braymont Road	-
B79. No development-related traffic shall use Braymont Road to get to or from the site, except in an emergency to avoid the loss of lives, property and/or environmental harm. This condition does not apply to any employees that may reside on Braymont Road, or to the infrequent use of the road for consultation, environmental monitoring, and inspection and maintenance of nearby infrastructure.	Section 3.2.10
Road Upgrades	-
B80. The Applicant shall:	-
(a) construct the Blue Vale Road and Hoad Lane re-alignments as described and shown conceptually in the EIS;	Not applicable to the construction and initial mining period of the VCM.
(b) construct all roads and intersections in accordance with Austroad guidelines; and	Section 3.1.3, 3.1.5
(c) install appropriate lighting and advance warning signs at entry points to the private haul road and mine access road,	



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VCM Development Consent (SSD-7480)		TMP Section
to the satisfaction of the relevant <i>roads authority</i> .		
Note: Under the Roads Act 1993, the Applicant may require separate approvals from TfNSW, and/or the relevant Councils as the appropriate roads authorities prior to construction of, closure of or conducting mining operations within public roads.		
B81.	If there is any dispute between the Applicant and the relevant <i>roads authority</i> in implementing these requirements, then any of the parties may refer the matter to the <i>Planning Secretary</i> for resolution.	
B82.	The Applicant shall design, construct and maintain the Kamilaroi Highway rail spur overpass to the satisfaction of <i>TfNSW</i> and GSC, and shall bear all costs associated with the construction, maintenance and decommissioning of the overpass.	Section 3.1.5.
B83.	The Applicant shall design, construct and maintain the Kamilaroi Highway haul road overpass to the satisfaction of <i>TfNSW</i> and GSC, and shall bear all costs associated with the construction, maintenance and decommissioning of the overpass.	Not applicable to the construction and initial mining period of the VCM.
B84.	If the Kamilaroi Highway overpass or project rail spur have not been commissioned <i>within 5 years of the date of commencement</i> , and every 5 years thereafter, the Applicant shall commission an Independent Traffic Audit of haulage operations on the Kamilaroi Highway and its intersections with Blue Vale Road and the CHPP access road, unless the Secretary agrees otherwise. This audit must:	Not applicable to the construction and initial mining period of the VCM.
(a)	be prepared by a suitably qualified person whose appointment has been approved by the Secretary;	
(b)	review haulage records;	
(c)	recommend measures to reduce or mitigate any adverse (or potentially adverse) impacts in the event that the road network is not performing satisfactorily; and	
(d)	be submitted to the Secretary within 2 months of being commissioned.	
Note: The <i>Planning Secretary</i> may agree to alternative timing for the audits if the development has not commenced prior to December 2025.		
B85.	If the Independent Traffic Audit demonstrates that the intersections and section of haul route on the Kamilaroi Highway are not performing satisfactorily, the Applicant shall:	Section 5.4
(a)	implement any reasonable and feasible recommendations from the audit to reduce or mitigate adverse impacts until the overpass is commissioned; or	
(b)	construct and commission the Kamilaroi Highway overpass within 3 years of the date of the audit,	
unless the <i>Planning Secretary</i> agrees otherwise.		
Traffic Management Plan		-
B86.	The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the <i>Planning Secretary</i> . This plan must:	This TMP
(a)	be prepared by a suitably qualified and experienced person/s whose appointment has been endorsed by the <i>Planning Secretary</i> ;	Section 2.1
(b)	be prepared in consultation with <i>TfNSW</i> , GSC and NSC;	Section 2.1
(c)	include details of all transport routes and traffic types to be used for development-related traffic;	Sections 1, 3.1.3 and 3.2.10
(d)	include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users during construction or decommissioning works, including:	-
(i)	temporary traffic controls, including detours and signage;	Section 3.1.5 and 3.1.6
(ii)	notifying the local community about development-related traffic impacts;	Section 3.2.7
(iii)	minimising potential for conflict with school buses and stock movements;	Sections 3.2.3
(iv)	responding to any emergency repair requirements or maintenance during construction and/or decommissioning; and	Section 3.1.6




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VCM Development Consent (SSD-7480)		TMP Section
(v)	a traffic management system for managing over- <i>dimensional</i> vehicles;	Section 3.2.12
(e)	include arrangements to comply with cumulative coal haulage limits from the development and the Tarrawonga Coal <i>Project</i> ;	Section 3.2.8
(f)	<i>a protocol to facilitate graziers access to the Travelling Stock Route from Blue Vale road, subject to site safety and operational requirements;</i>	Section 3.2.7
(g)	include a monitoring program to audit vehicle movements, including the origin and destination of employees, against predictions in the EIS; and	Section 5.1
(h)	include a Drivers' Code of Conduct that includes procedures to ensure that drivers:	Sections 3.2.1 and 3.2.9, 3.2.8, 3.2.9 and Appendix B
(i)	adhere to posted speed limits or other required travelling speeds;	
(ii)	adhere to the designated transport routes; and	
(iii)	implement safe driving practices.	
B87.	If the construction and/or decommissioning of the development is to be staged, the obligations in this condition apply to each stage of construction and/or decommissioning.	Section 3.1.1
B88.	The Applicant must not commence construction until the Traffic Management Plan is approved by the Planning Secretary.	-
B89.	The Applicant must implement the Traffic Management Plan as approved by the Planning Secretary.	-
Management Plan Requirements		-
E4.	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include where relevant:	-
(a)	summary of relevant background or baseline data;	Sections 3 and 5.1
(b)	details of:	
(i)	the relevant statutory requirements (including any relevant approval, licence or lease conditions);	
(ii)	any relevant limits or performance measures and criteria; and	
(iii)	the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;	Sections 2, 3, 4 and 5
(c)	any relevant commitments or recommendations identified in the document/s listed in condition A2(c)	
(d)	a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Sections 5 and 6
(e)	a program to monitor and report on the:	
(i)	impacts and environmental performance of the development; and	
(ii)	effectiveness of the management measures set out pursuant to paragraph (d);	Section 4.3
(f)	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;	
(g)	a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 5
(h)	a protocol for managing and reporting any:	Sections 4, 5 and 6
(i)	incident, non-compliance or exceedance of any impact assessment criterion or performance measure;	
(ii)	complaint; or	
(iii)	failure to comply with other statutory requirements;	

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VCM Development Consent (SSD-7480)		TMP Section
(i)	public sources of information and data to assist stakeholders in understanding environmental impacts of the development; and	
(j)	a protocol for periodic review of the plan.	Section 5
Note: <i>The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.</i>		-

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Appendix B Drivers Code of Conduct


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WHC PRO TAR/ROC/VCM DRIVERS CODE OF CONDUCT			

WHITEHAVEN COAL **PROCEDURE** **DRIVERS CODE OF CONDUCT**

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WHC PRO TAR/ROC/VCM DRIVERS CODE OF CONDUCT			

1 **PURPOSE**

The Whitehaven Coal Drivers Code of Conduct (DCC) guides the expected behaviours for all haulage truck drivers transporting material between Whitehaven sites along the approved haulage route (Figure 1).

2 **SCOPE**

The DCC outlines the expectations whilst utilising the road and maintain the safety of all road users along the approved haulage route.

3 **PROCEDURE**

3.1 **TRAINING AND INDUCTION**

All Whitehaven employees, contractors and delivery drivers undergo a general induction that covers driving behaviour and considerations such as travelling speeds, avoidance of exhaust breaks where practical and load coverage. Regular toolboxes are held, and where required, driving behaviour is discussed.

3.2 **APPROVED HAULAGE ROUTE**

All drivers are to travel along the approved haulage route in all circumstances. The approved route is shown in the figure below. Travel outside the approved haulage route is not permissible.

3.3 **SPEED LIMITS**

Speed limits are posted along the approved haulage route and must be adhered to. All directional signage should be adhered to. Drive to conditions if inclement weather is experienced or if road conditions change.

The local school bus travels along portions of the approved haulage route, particularly on Hoad Lane. The school bus operates on weekdays between 7:50 am to 8:40 am and 3:20 pm to 4:00 pm. During these times, travel speeds should not exceed 40 km/hr when in the vicinity of the school bus.

3.4 **SAFE DRIVING PRACTICES**


All drivers are to comply with the NSW Road Rules and Heavy Vehicle National Law (HVNL).

The primary means of communication is through the radio. UHF channel 20 is to be used to communicate with other road users and the use of horns is to be used in emergency situations only.

Vehicle inspections for potential projectiles should be inspected before, during and after shift. Spillage of all material must be reported immediately for timely clean up. Driver training as noted in section 3.1 will include aspects such as load coverage.

3.5 **COMPLAINT RESOLUTION**

All complaints are recorded and responded to, as appropriate. Each respective site details these procedures in the Environment Management System (EMS). Drivers found to be in breach of the

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COO will be subject to disciplinary action which may result in suspension or termination, subject to review by the Company Representative.



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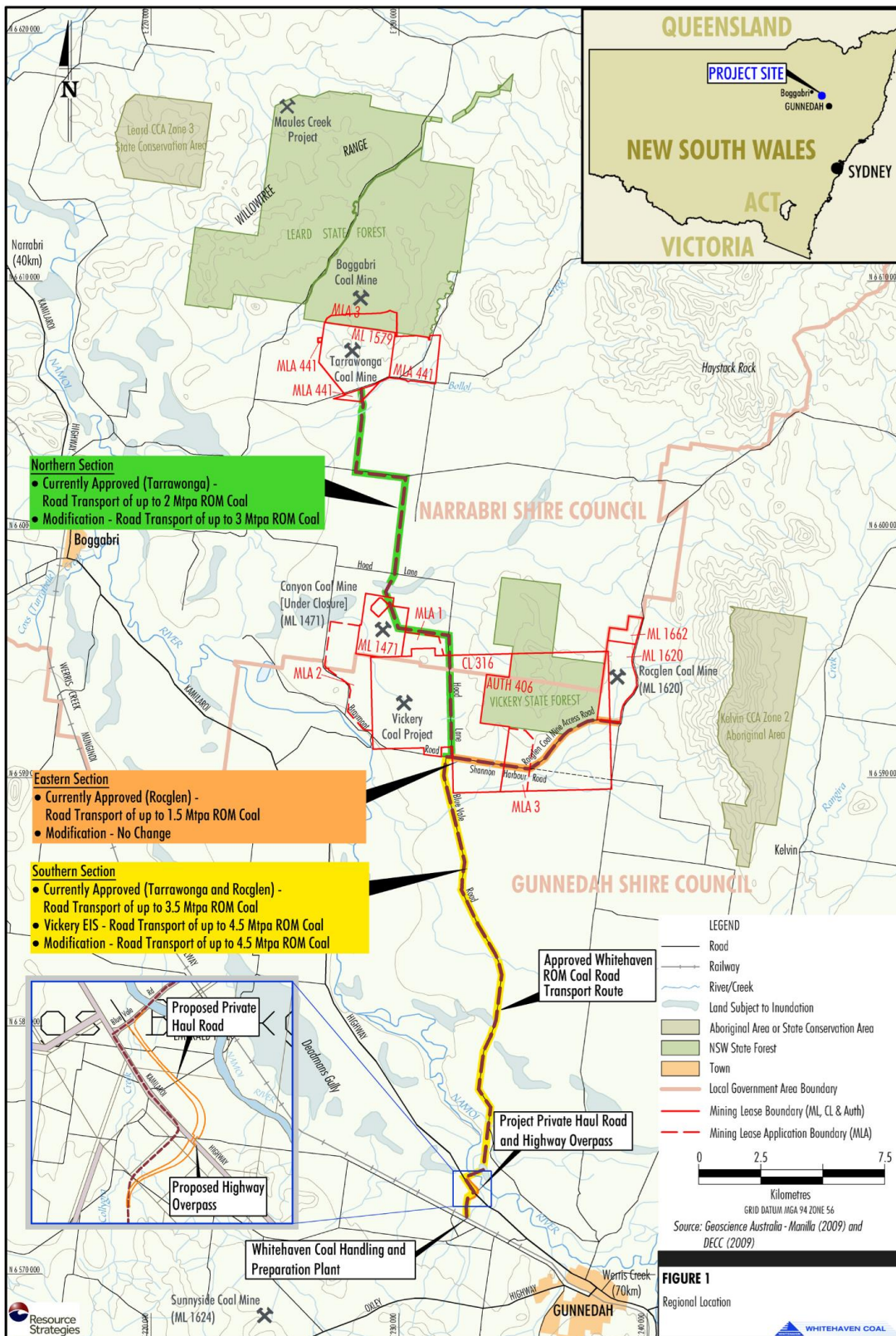




Figure 1 – Regional location

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Appendix C Consultation Log

Date	Consultee	Comment
26/10/20	Narrabri Shire Council	Included reference to road maintenance agreements.
26/10/20	Gunnedah Shire Council	No comment.
28/10/20	TfNSW	No comment.
February 2021	GSC	Consultation feedback from GSC noting no further comment.
December 2021	DPIE	Included comment from review
April 2022	TfNSW	Consultation feedback from TfNSW noting measures provided in TMP appear to address cumulative impact.
August 2022	DPE	Consultation feedback from DPE

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Document History

Edition	Rev.	Comments	Date
1	0	Initial draft following consultation as first submitted	18/12/20
	1	Feedback from DPIE incorporated into TMP	October 2021
	2	Final resubmitted	November 2021
	3	Final incorporating agency feedback	October 2022