



**NARRABRI MINE
ENVIRONMENTAL
MANAGEMENT
SYSTEM**

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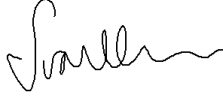

WHC_PLN_NAR_TRAFFIC MANAGEMENT PLAN

NARRABRI MINE

TRAFFIC MANAGEMENT PLAN

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Acronyms and abbreviations

Acronym	Description
AUL	Auxiliary Left Turn Treatment
CCC	Community Consultative Committee
CHR	Channelised Right Turn Treatment
CoC	Conditions of Consent for SSD 10269
DPE	Department of Planning and Environment
EIS	Environmental impact statement
EMS	Environmental management strategy
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021</i> (NSW)
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth)
GHGE	Greenhouse gas emissions
HSE	Health Safety Environment
IEA	Independent environmental audit
km	kilometre
km/h	kilometre per hour
LXM	level crossing
m	meter
Mtpa	Million tonnes per annum
NCOPL	Narrabri Coal Operations Pty Ltd
NSC	Narrabri Shire Council
NSW	New South Wales
Plan	Traffic Management Plan
ROM	run of mine
SSD	State Significant Development
TfNSW	Transport for NSW
TMP	Traffic Management Plan
WHC	Whitehaven Coal Limited



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1. Introduction

1.1 Background

The Narrabri Mine is an existing underground coal mining operation situated in the Gunnedah Coalfield, approximately 25 kilometres (**km**) southeast of Narrabri and approximately 60 km northwest of Gunnedah, within the Narrabri Shire Council (**NSC**) Local Government Area, in New South Wales (**NSW**). It is operated by Narrabri Coal Operations Pty Ltd (**NCOPL**), on behalf of the Narrabri Mine Joint Venture¹, which consists of two Whitehaven Coal Limited's (**WHC**) wholly owned subsidiaries, and other joint-venture partners.

Stage 1 was approved in November 2007 (as PA 05_0102) under Part 3A of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). Development of Stage 1 included site establishment and the construction of coal processing infrastructure commencing in 2008, with production using continuous miner mining methods up to 2.5 million tonnes per annum (**Mtpa**) commencing in 2010.

Project Approval 08_0144 for Stage 2 of the Narrabri Mine was issued under Part 3A of the EP&A Act in 2010, which allowed the Narrabri Mine to convert to a longwall mining operation to extract coal from the Hoskissons Coal Seam. Project Approval 08_0144 allowed for the production and processing of up to 11 Mtpa of Run of Mine (**ROM**) coal until July 2031. Approval under the *Environment Protection and Biodiversity Conservation Act 1999* (**EPBC Act**) was granted on 21 January 2011 (**EPBC 2009/5003**) and the Narrabri Mine converted to a longwall mining operation within Mining Lease 1609, in 2012. Following the determination of Stage 2, PA 05_0102 for Stage 1 was surrendered on 2 August 2011.

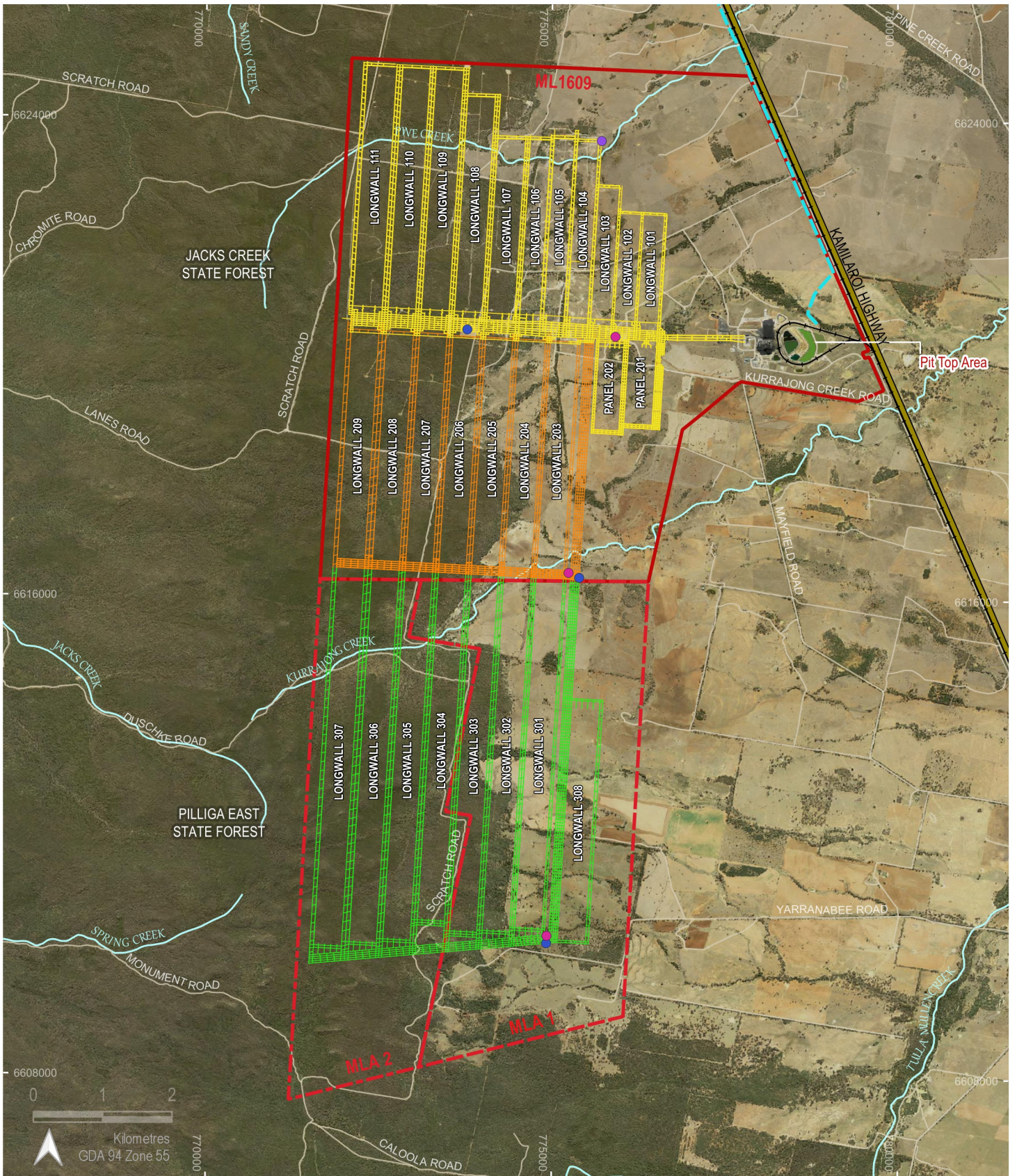
The Narrabri Underground Mine Stage 3 Extension Project (**Stage 3**) involves a southern extension to the previously approved Stage 2 mining area (approximately 609 ha of additional surface development footprint) to gain access to additional areas of coal reserves within Mining Lease Application 1 and 2, an increase in the mine life to 2044, and the development of supporting surface infrastructure. Bord and pillar mining operations for panels LW 201 and LW 202 were previously approved as modification 7 (Mod 7) to PA 08_0144.

The Stage 3 Extension Project State Significant Development (**SSD**) was granted approval under section 4.38 of the EP&A Act on 1 April 2022, following the determination by the Independent Planning Commission (**SSD-10269**). Approval under the EPBC Act (**EPBC 2019/8427**) is pending.

Under the Stage 3 SSD-10269 Conditions of Consent (**CoC**), NCOPL is required to surrender PA 08_0144 no more than 12 months from the date of commencement of the Stage 3 development in accordance with the *Environmental Planning and Assessment Regulation 2021* (**EP&A Regulation**). Until then, the CoC prevail to the extent of any inconsistency with the conditions of PA 08_0144.

The Narrabri Mine underground mining layout is shown in Figure 1-1 and surface development footprint is shown in Figure 1-2.

¹ For full details on the joint venture ownership, refer to the introduction of the Environmental Management Strategy.

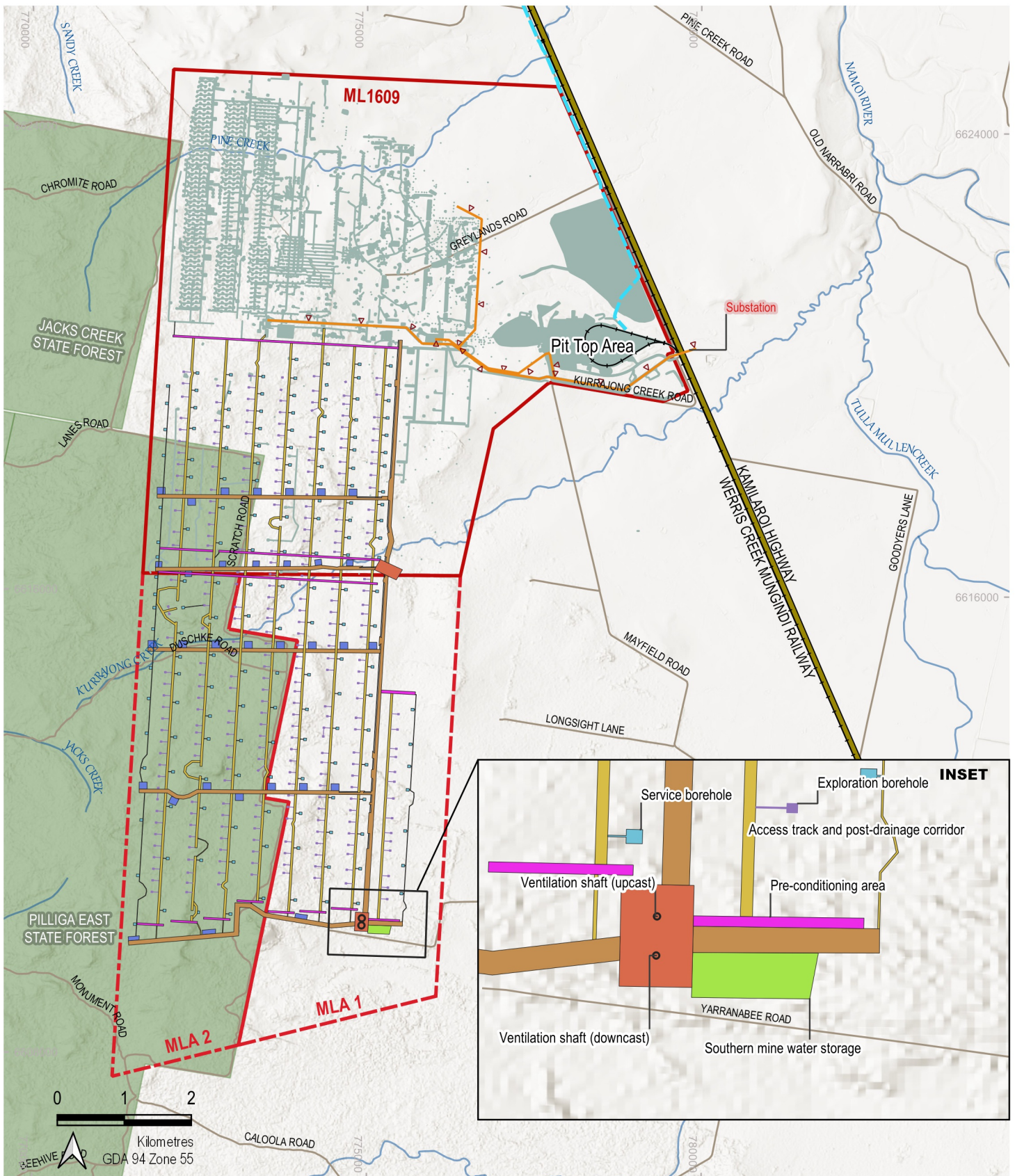


LEGEND

- ▭ ML1609
- ▭ MLA1
- ▭ MLA2
- ▭ Namoi River pipeline (buried)
- ▭ Stage 2 underground mining layout
- ▭ Stage 3 - 200 series underground mining layout
- ▭ Stage 3 - 300 series underground mining layout
- Ventilation complex (downcast)
- Ventilation complex (upcast)
- Ventilation complex (upcast - decommissioned)
- ▬ Highway
- ▬ Road
- ▬ Watercourse
- ▬ Railway

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FIGURE 1-1
Underground Mining Layout




LEGEND

- | | |
|---|---|
| ML1609 | Stage 2 surface development |
| MLA1 | Access track and post-drainage corridor |
| MLA2 | Exploration borehole |
| State forest | Pre-conditioning area |
| Namoi River pipeline (buried) | Service borehole |
| Electricity transmission line (constructed) | Service borehole and power reticulation |
| Highway | Services corridor |
| Road | Southern mine water storage |
| Watercourse | Ventilation complex |
| Railway | |

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FIGURE 1-2
Surface Development Footprint

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1.2 Purpose and scope

This Traffic Management Plan (**TMP** or **Plan**) has been developed in accordance with CoC B73 and the applicable regulatory framework regarding traffic management in NSW.

As required by CoC B75, NCOPL will implement the TMP as approved by the Planning Secretary. In accordance with CoC B74, NCOPL will not commence construction until this Plan is approved by the Planning Secretary.

This TMP forms part of the Narrabri Mine Environmental Management Strategy (**EMS**).

1.3 Objectives

The objectives of this TMP are to:


- provide detail on the relevant statutory requirements, including any relevant approval, licence, or lease conditions;
- provide detail on the transport routes and traffic types for mine related traffic and the predicted traffic impacts;
- describe the management measures to be implemented to minimise traffic safety issues and disruption to local road users, including during decommissioning;
- detail the management measures to be implemented to comply with CoC B68 and CoC B69;
- outline the program to monitor and report on the effectiveness of the management measures, including a protocol for undertaking pre and post dilapidation surveys;
- detail the Narrabri Mine Drivers Code of Conduct;
- describe the protocol for managing and reporting any incident, non-compliance, complaint, or failure to comply with other statutory requirements;
- detail the regulatory reporting requirements;
- describe the protocol for periodic review of this Plan; and
- identify the roles and responsibilities for implementation of this Plan.

1.4 Preparation and consultation

In accordance with CoC B73(a) and B73(b), this TMP has been prepared by a suitably qualified and experienced person in consultation with Transport for NSW (**TfNSW**), NSC and the Community Consultative Committee (**CCC**).


In accordance with CoC A20 and B73(b), the draft TMP (Revision A) was provided to TfNSW, NSC and the CCC on 8 June 2022 for review and comment.

Appendix A provides the correspondence from the consultation process, including a reconciliation table with the response to comments and a cross reference to the corresponding section of the TMP where these comments have been addressed. At the request of TfNSW, an updated draft TMP (Revision 0) was provided to TfNSW on 12 August 2022.

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1.5 Access to information


In accordance with CoC E17(a)(iii), the TMP will be made publicly available on the WHC website following approval by the Department of Planning and Environment (**DPE**). Any subsequent revision of the TMP approved by the DPE will be made publicly available on the website, and the superseded version will be removed to ensure the information is kept up to date in accordance with CoC E17(b). A copy of this Plan will also be kept on the Narrabri Mine site server. Any printed copies of this Plan are uncontrolled.

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2. Roles and responsibilities

All NCOPL employees and contractors (and their sub-contractors) are responsible for the environmental performance of their activities and for complying with all legal requirements and obligations. All personnel will be required to comply with the statutory approval requirements of the activities they undertake, and any potential environmental impacts from all activities will be managed in accordance with the relevant strategies, plans and programs.

In accordance with CoC E1, the EMS sets out the roles, responsibilities, authorities and accountabilities of all key personnel involved in the environmental management of operations at Narrabri Mine, which encompasses the requirements and obligations under this TMP.

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3. Statutory requirements

3.1 Environmental Planning and Assessment Act 1979

The EP&A Act provides the statutory basis and framework for planning and environmental assessment in NSW. The EP&A Act includes provisions to ensure that the potential environmental impacts of a development are assessed and considered in the decision-making process. Stage 3 is permissible with development consent under the *State Environmental Planning Policy (Resources and Energy) 2021* and is identified as ‘State Significant Development’ under section 4.38 of the EP&A Act, and Clause 8 and Schedule 1 of the *State Environmental Planning Policy (Planning Systems) 2021*.

Section 4.42 of the EP&A Act prescribes the authorisations that cannot be refused if they are necessary for carrying out an approved SSD under Division 4.7 of Part 4 and are to be substantially consistent with the Development Consent. Consents under section 138 of the *NSW Roads Act 1993* will be obtained where required, in consultation with the relevant road’s authority.

3.1.1 Project approval and development consent

The Stage 3 Extension Project (SSD-10269) was approved on 1 April 2022. The Narrabri Mine also incorporates the development formerly authorised under Project Approval 08_0144, until such time as this development consent is surrendered, in accordance with CoC A16.

In accordance with CoC E5(b), Appendix B, Table B-1 provides a summary of the relevant CoC relating to traffic management and outlines the section of the TMP in which each of these conditions have been addressed.

In accordance with CoC E5(c), Appendix C, Table C-1 provides a summary of the relevant commitments or recommendations within the Narrabri Underground Mine Stage 3 Extension Project Environmental Impact Statement (**EIS**) (Resource Strategies, 2020) relating to traffic management and outlines the section of the TMP in which each of these commitments have been addressed. These relevant commitments or recommendations include those as amended or added to by the:


- Applicant’s Submission Report submitted 31 May 2021;
- Applicant’s Amendment Report submitted 31 May 2021; and
- Applicant’s final Biodiversity Development Assessment Report dated September 2021

3.2 Mining Act 1992

The *Mining Act 1992 (Mining Act)* regulates the licensing, land access, and operations for coal mines operating in NSW. Under the Mining Act, all resource activities must be licensed, including exploration activities.

3.2.1 Mining lease

NCOPL are the holder of Mining Lease 1609 issued in January 2008, which prescribe conditions relating to protection of road assets and compensation to the roads authority for damage to roads caused by operations carried out under the lease. NCOPL are required to implement all practicable measures to prevent and/or

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minimise any harm to the environment that may result from the construction, operation, or rehabilitation of the development.

This Plan will be updated with any relevant conditions associated with future mining leases once these have been granted.

3.3 Relevant guidelines and standards

The following guidelines have been utilised during the preparation of the TMP:

- *Austroads Guides* (Austroads 2022); and
- *Additional Access Conditions Oversize and overmass heavy vehicles and loads* (TfNSW 2020).

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4. Existing environment

4.1 Kamilaroi Highway

The Kamilaroi Highway (Figure 4-1) is a State Road (Route B51), which provides the main north-south link through the region connecting Gunnedah and Narrabri as part of its route between Willow Tree (where it connects to the New England Highway) and Bourke.

The section of the Kamilaroi Highway near the Narrabri Mine has a sealed surface with a single travel lane in each direction, sealed shoulders, and a posted speed limit of 100 kilometres per hour (**km/h**). At its intersection with Kurrajong Creek Road, the Kamilaroi Highway is widened with channelised left and right turn lanes for vehicles turning into Kurrajong Creek Road, and sealed shoulders on both sides of the Kamilaroi Highway.

Overhead street lighting is provided at the intersection.

4.2 Kurrajong Creek Road

Kurrajong Creek Road is a local road that provides primary access from the Kamilaroi Highway to the Narrabri Mine, as well as access to rural properties on the western side of the Werris Creek Mungindi Railway (Figure 4-1).

Kurrajong Creek Road is a sealed two-way road with no centre line marking and a posted speed limit of 80 km/h. It crosses the Werris Creek Mungindi Railway at an actively controlled level crossing (**LXM**) 534 with flashing lights and barriers.

Mine generated traffic do not use Kurrajong Creek Road for site access except the small portion between the Kamilaroi Highway and the Mine Access Road.


4.3 Mayfield Road

Mayfield Road intersects with the Kamilaroi Highway approximately 8 km south of the intersection of the Kamilaroi Highway and Kurrajong Creek Road (Figure 4-1). Mayfield Road is a sealed two-way road with no centre line marking between Kurrajong Creek Road and its intersection with Merrilong Lane and remains unsealed for approximately 6.5 km between that intersection and the Kamilaroi Highway. Mayfield Road crosses a number of floodway's, at which advisory speeds of 40 km/h are signposted.

The condition of the unsealed portion varies, and the poorer lengths have significant rutting and corrugations which restrict vehicle speeds. Mayfield Road crosses the Werris Creek Mungindi Railway at a level crossing which is passively controlled with "STOP" sign controls. Mayfield Road is signposted as being used by school buses.

4.4 Mine Access Road

Access to the Narrabri Mine is via a sealed Mine Access Road which extends westward from Kurrajong Creek Road to the Pit Top Area (Figure 4-1).

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4.5 Existing traffic conditions

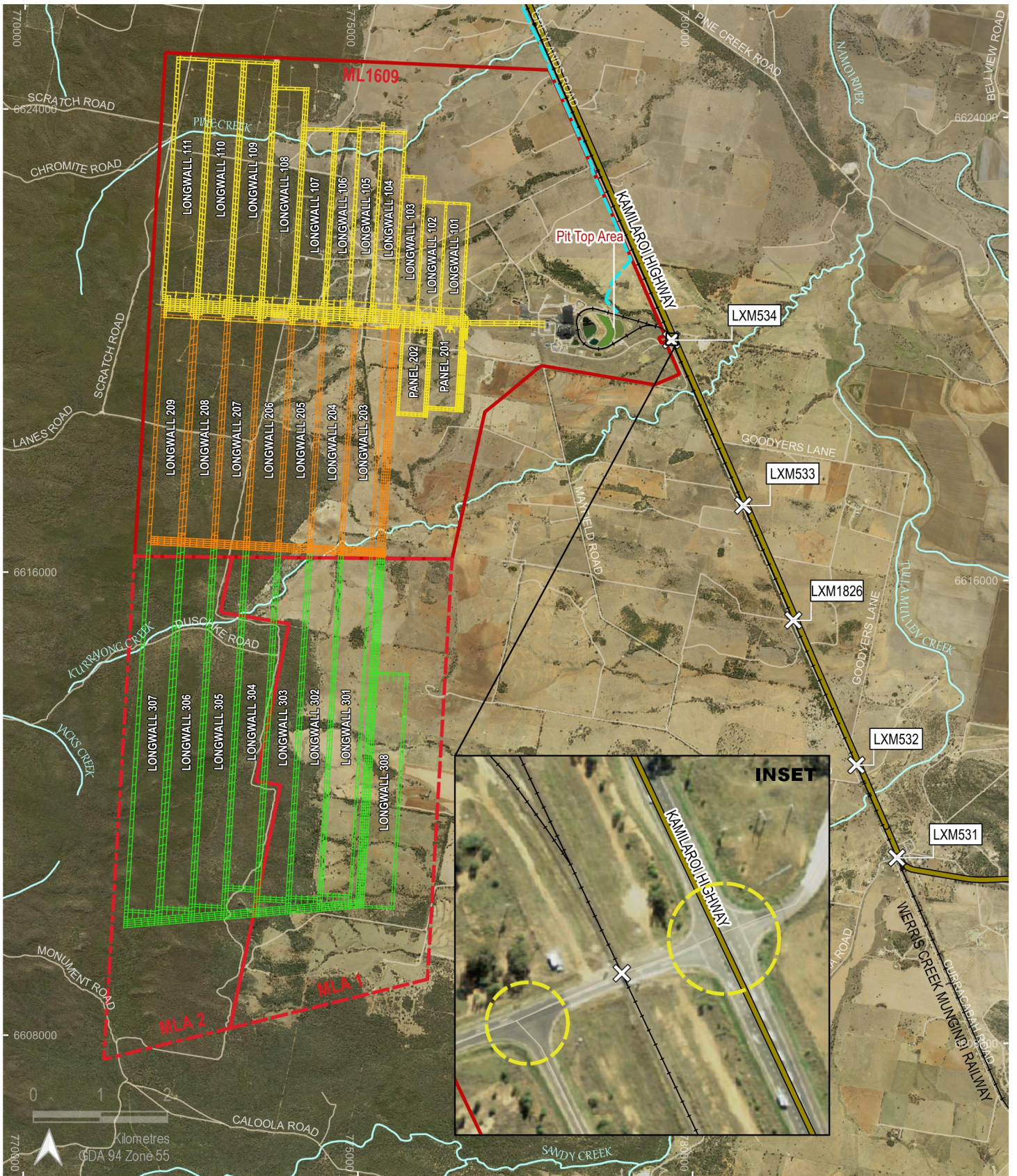
Light vehicles utilising the road network include motorcycles, cars, vans, four-wheel drives, and utes (including those towing a trailer or caravan). Heavy vehicles include single unit rigid trucks and buses with two, three or four axles and up to 14.5 m long, as well as articulated vehicles (which include semi-trailers and rigid trucks with trailers, B-Doubles and road trains where permitted).

Weekday traffic movements on the Mine Access Road and Kurrajong Creek Road (east of Mayfield Road) is approximately 855 vehicles per day and 27 vehicles per day, respectively. There is a general trend in peak inbound traffic to the Narrabri Mine between 5:00 am and 7:00 am, with a lesser peak in outbound traffic occurring between 4:00 pm and 7:00 pm. The traffic generation decreases during the day between 7:00 am and 4:00 pm, and generally remains low overnight between 7:00 pm and 5:00 am.

4.6 Existing intersection conditions

The existing mine intersection (Figure 4-2) was assessed as part of the Stage 3 EIS as operating at satisfactory levels of service during peak periods, with spare capacity and acceptable delays.

The Channelised Right Turn Treatment (**CHR**) (herein referred to as the right turning lane) from the Kamilaroi Highway into Kurrajong Creek Road is developed over a distance of approximately 200 m on the northern approach to the intersection, and includes a deceleration lane length of approximately 125 m, and a taper zone of approximately 20 m. The available length is constrained by the culvert crossing of a creek to the north. The Auxiliary Left Turn Treatment (**AUL**) (herein referred to as the left tuning lane) is a deceleration lane on the southern approach of the intersection and is approximately 150 m in length, with a taper zone of approximately 25 m.



LEGEND

- ▭ ML1609
- ▭ MLA1
- ▭ MLA2
- ▭ Namoi River pipeline (buried)
- ▭ Stage 2 underground mining layout
- ▭ Stage 3 - 200 series underground mining layout
- ▭ Stage 3 - 300 series underground mining layout
- ✕ Rail crossing
- ▬ Highway
- ▬ Road
- ▬ Watercourse
- + Railway

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FIGURE 4-1
Local Road Network




LEGEND

- ML1609
- Highway
- Road
- Rail crossing
- Railway

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FIGURE 4-2
Mine Site Intersection

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4.7 Road safety

All reported crashes over a 6-year period have occurred on the Kamilaroi Highway; no crashes have occurred on the local roads. There have been no crashes recorded at the intersection of the Kamilaroi Highway and Kurrajong Creek Road.

4.8 Rail and level crossings

4.8.1 Werris Creek Mungindi Railway

Narrabri Mine coal trains enter and exit the Narrabri Mine Balloon Loop to and from the south on the Werris Creek Mungindi Railway (Figure 4-1). North of the Narrabri Mine Balloon Loop, the Werris Creek Mungindi Railway carries cotton, grain and general freight trains and passenger trains.

4.8.2 Kurrajong Creek Road level crossing


The Narrabri Mine generates an average of four trains per day and a peak of eight trains per day. Each train crosses the level crossing on Kurrajong Creek Road when entering the Narrabri Mine Balloon Loop and again when exiting the balloon loop, thus the Narrabri Mine-generated trains occupy the crossing an average of eight times per day, and a peak of 16 times per day. The Narrabri Mine-generated train movements occur 24 hours per day and seven days per week.

All vehicles accessing the Narrabri Mine travel through the Kurrajong Creek Road level crossing (LXM 534) (Figure 4-1).

4.8.3 Other local level crossings

Aside from the Kurrajong Creek Road level crossing, there are four other public level crossings between the Narrabri Mine and the junction for the Maules Creek-Boggabri Coal Mine loop (Figure 4-1) described below:

- Pineview Road Turrawan (LXM533);
- Public Road (Narrabri Road) Baan Baa (LXM1826);
- Mayfield Road Baan Baa (LXM532); and
- Baranbah Street Baan Baa (LXM531).

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5. Predicted impacts

5.1 Mine traffic generation and intersection performance

Traffic types to be used for mine development related traffic will remain similar in classification to the existing traffic types outlined in section 4.5.

The Stage 3 EIS predicts the existing operational road transport characteristics (i.e. traffic volumes and distribution) to not increase during the life of mine. However, there will be temporary increases of up to approximately 20 people for mine development activities (such as the construction of ventilation shafts, longwall change-outs and shutdowns) in addition to the current operational workforce of approximately 520 full time equivalent personnel. Due to part-time workers, rostering arrangements, shift arrangements, annual leave and sick leave, the full-time equivalent workforce is neither the number of individual people who work at the site, nor the number of workers attending the mine on any particular day (approximately 80 per cent of the full-time equivalent workforce are logged into site on an average weekday).

Table 5-1 summarises the predicted peak hourly movements and daily vehicle movements (i.e. weekday traffic in both directions), including operational and mine development workforce movements, visitors, and deliveries.

Table 5-1 Predicted two-way weekday traffic volumes

	AM peak hour ¹		PM peak hour ¹		Daily	
	Light vehicles	Heavy vehicles	Light vehicles	Heavy vehicles	Light vehicles	Heavy vehicles
Total Trips	144	6	100	7	824	86
via Kamilaroi Highway North	89	1	62	2	511	34
via Kamilaroi Highway South	55	5	38	5	313	52
via Kurrajong Creek Road	0	0	0	0	0	0

Source: Appendix J of the Stage 3 EIS (TTPP, 2020).

Notes: 1. Assumes construction workers travel during the operational peak hours.


During the assessment of the Stage 3 EIS, TfNSW raised concerns regarding the potential impacts from the mine workforce on the existing intersection of the Kamilaroi Highway, Kurrajong Creek Road, and the Mine Access Road. This has resulted in the imposition of Condition B67 of the development consent which requires the implementation of both interim and longer-term mitigation measures, described further in section 6.2.

5.2 Oversize vehicles

A number of oversize vehicle movements associated with the transport of mining equipment and infrastructure to and from the Narrabri Mine may be generated on an occasional basis.

5.3 Rail level crossings

The available storage length along Kurrajong Creek Road and the right and left turning lanes along the Kamilaroi Highway to the north and south of Kurrajong Creek Road will continue to contain the expected vehicle movements. However, there may be instances of periodic queuing at the Kurrajong Creek Road railway level crossing (LXM534).


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Management measures associated with the prevention of queuing traffic at the intersection from mine generated traffic when the LXM534 boom gates are deployed are detailed in section 6.2 and Appendix D.

The operation of the Narrabri Mine is not expected to have a perceptible impact on the operation of other rail level crossings.

5.4 Car parking

The existing Narrabri Mine car park and heavy vehicle delivery loading areas have the capacity to meet any increased demand during development activities.

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6. Management measures

6.1 Coal extraction and transportation

The following measures are to be implemented for the extraction and transportation of coal:

- a maximum of 11 million tonnes of ROM coal may be extracted from the site in any calendar year; and
- coal may only be transported from the site by rail.

6.2 Mine access road intersection

6.2.1 Intersection upgrade and maintenance

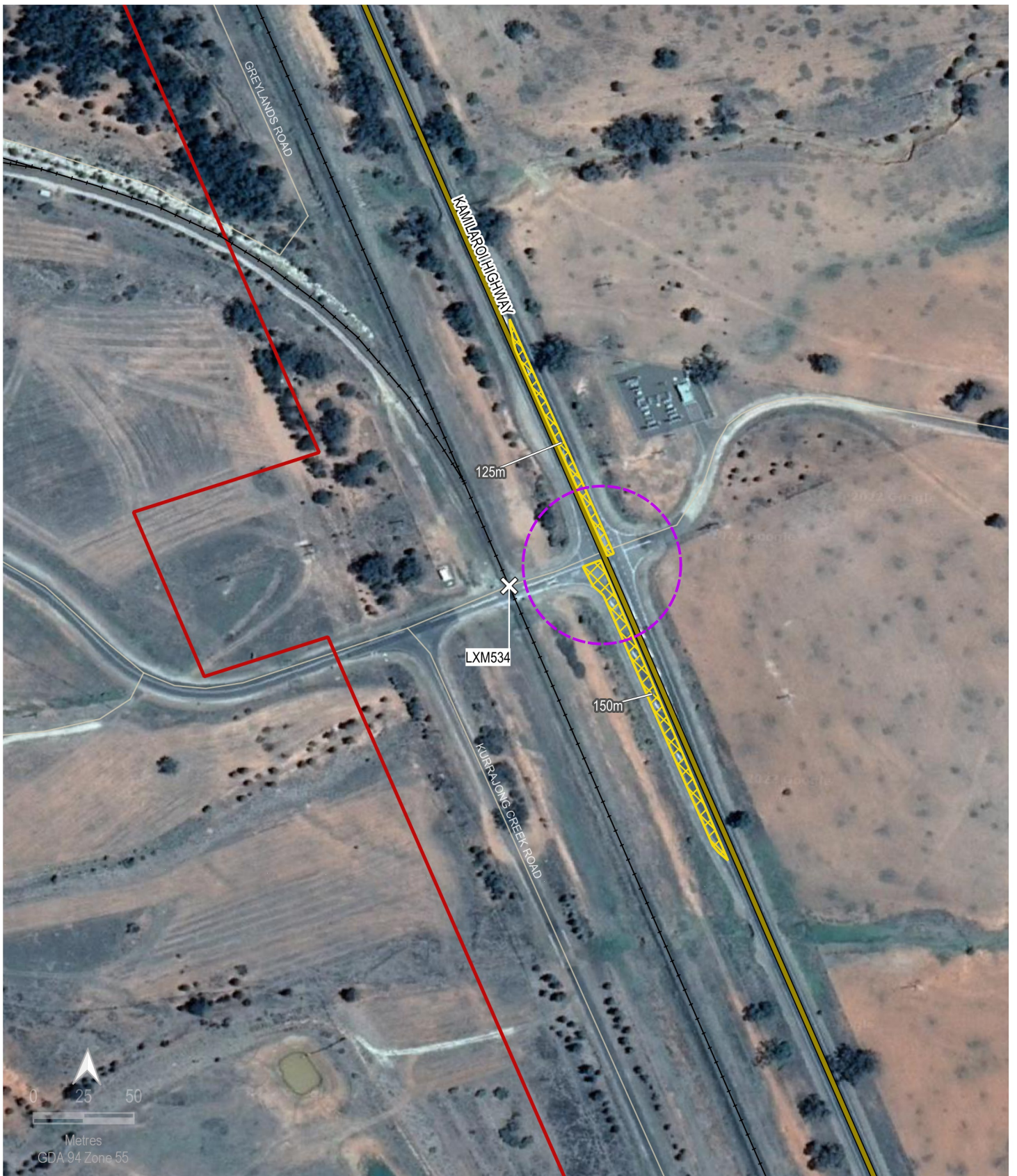
NCOPL are required to upgrade the intersection of the Kamilaroi Highway and the Kurrajong Creek Road and Mine Access Road. In accordance with CoC B67, NCOPL must:

- upgrade the intersection of the Mine Access Road with Kurrajong Creek Road and the Kamilaroi Highway to a standard that prevents queuing of mine vehicles into the Highway's through lanes, while also providing sufficient deceleration space for vehicles outside of the Highway's through lanes²;
- use its best endeavours to expeditiously come to agreements with TfNSW over the design principles, final design, and timing of construction of this intersection upgrade (or approved alternative measures);
- submit a draft design to TfNSW for this intersection upgrade (or approved alternative measures) that accords with all applicable Austroads Guides and other relevant standards within three months of the date of commencement of development of SSD-10269; and
- enter into a Works Authorisation Deed with TfNSW that provides for the full funding, timing of construction and construction of this intersection upgrade (or approved alternative measures), to the satisfaction of the Planning Secretary and TfNSW within three months of the approval of a final design by TfNSW.

In accordance with CoC B68, NCOPL will maintain the intersection (including any future upgrades to the intersection) of the Mine Access Road with Kurrajong Creek Road and the Kamilaroi Highway throughout the life and decommissioning of the mine, in consultation with NSC and to the satisfaction of TfNSW. The intersection extent (both existing and future intersection upgrades) to be maintained is to include the length of the right and left turning lanes. Figure 6-1 shows the approximate extent of the existing intersection to be maintained, which includes the existing right turning lane and left turning lane.

Detailed measures regarding the implementation of the Mine Access Road intersection upgrade (or approved alternative measures) will be incorporated in the Works Authorisation Deed with TfNSW and is not within the scope of this Plan.

² These upgrade works need to be completed as soon as is reasonable and feasible following the date of commencement of SSD-10269.




LEGEND

- ML1609
- Main access rail crossing
- Existing intersection turning lanes
- Highway
- Road
- Railway

NARRABRI MINE

FIGURE 6-1
Approximate Extent of Existing Intersection to be Maintained

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6.2.2 Intersection traffic management

Prior to upgrading the intersection, NCOPL are required to implement the following measures in accordance with the Stage 2 approval (PA 08_0144)³:

- transport a minimum of 15 employees (calculated as a weekly average) to and from site via use of a shuttle bus each morning shift, between peak hour traffic period of 5:30 am to 7:30 am;
- transport a minimum of 15 employees to and from site via use of a shuttle bus each evening shift, between peak hour traffic period of 5:30 pm to 7:30 pm; and
- should the modification application PA 08_0144 (Modification 7) workforce requirements increase above 15 employees per shift, NCOPL must ensure that an equivalent number of additional employees are transported to and from the site by shuttle bus for each shift during peak traffic periods.

The shuttle bus drivers will coordinate contact with the Coal Handling and Preparation Plant control room to obtain advice on current or impending coal train movements that may impact LXM534. This will enable the bus departure/arrival to be delayed to ensure the bus does not arrive at a time corresponding with the closure of LXM534. Further detail is outlined in the internal standard *WHC-STD-NAR- Shuttle Bus Traffic Control Protocol*, approved under Schedule 4 Condition 25 of PA 08_0144.

Notwithstanding the above shuttle bus protocol, NCOPL has committed to implementing a protocol for all employees and contractors. Drivers must not queue within the right or left turning lanes along the Kamilaroi Highway when the LXM534 boom gates are deployed. All drivers are required to continue along the highway, turn at a safe place, and return to the intersection. The protocol for driver behaviour is included in the NCOPL Drivers Code of Conduct (Appendix D).

6.3 Greylands and Scratch Roads

In accordance with CoC B69, NCOPL will, prior to using Greylands Road and/or Scratch Road, enter into an agreement with NSC to fund the maintenance of the affected road sections to an all-weather unsealed road standard prior to construction and decommissioning activities.


6.4 Decommissioning

Upon full decommissioning of the Narrabri Mine, or at each stage of decommissioning, NCOPL is required to implement the following measures in accordance with CoC B70 and B71:

- carry out a pre-dilapidation survey of public roads to be used as transport routes prior to the commencement of decommissioning;
- prepare a post-dilapidation survey of public roads used as transport routes within 1 month prior to completion of the decommissioning; and
- rehabilitate and/or make good any development-related damage identified in the post-dilapidation report within 2 months of completing the post-dilapidation survey.

Prior to commencement of decommissioning, a protocol will be developed in consultation with a suitably qualified specialist in regard to conducting the pre and post dilapidation surveys and repairing any roads

³ Relate to Conditions 25A and 25B of PA 08_0144. Following completion of the intersection upgrade, Conditions 25A and 25B of PA 08_0144 will no longer apply under CoC B67.

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identified in the dilapidation surveys to have been damaged during decommissioning. This Plan will be updated to include the protocol in accordance with CoC B73(e).


6.5 General measures

The following general measures will be implemented to minimise traffic safety issues and disruption to local road users:

- installation of temporary traffic controls, including detours and signage, when required;
- notification to the local community regarding mine related traffic impacts through the CCC;
- mine shift changeovers do not (so far as is reasonable and feasible) interact with use of the Kurrajong Creek Road railway level crossing (LXM534) by arriving and departing coal trains;
- encouragement by NCOPL for workers to car-pool as well as considering the ongoing use of shuttle buses from regional centres;
- respond to any requirements for emergency repairs or maintenance; and
- implementation of the Drivers' Code of Conduct (Appendix D).

NCOPL will seek any relevant approvals necessary for traffic control works.

In addition, the movement of oversize vehicles is to be negotiated with TfNSW and relevant local councils on a case-by-case basis. All oversize loads will be transported with the relevant permits and load declarations obtained in accordance with *Additional Access Conditions for oversize and overmass heavy vehicles and loads* (TfNSW 2020), and any other licences and escorts as required by regulatory authorities.

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7. Monitoring

7.1 Intersection maintenance

NCOPL will conduct routine quarterly inspections of the intersection to assess and document the condition of the intersection. Maintenance requirements identified during inspections, as well as incidental observations, are to be reported to the Surface Operations Manager to be actioned as required.

7.2 Drivers Code of Conduct and shuttle bus protocol

NCOPL will assess compliance with the Drivers Code of Conduct (Appendix D) and shuttle bus protocol (section 6.2.2) through quarterly monitoring of driver behaviour at the Kamilaroi Highway and Kurrajong Creek Road/Mine Access Road intersection during the activation of the boom gates at LXM534.

Any identified non-conformance with the Drivers Code of Conduct or the shuttle bus protocol will be recorded and addressed with the relevant personnel.

7.3 Record keeping


In accordance with the CoC B66, NCOPL will keep accurate records of:

- the daily amount of coal transported from the site; and
- the date and time of each train movement, including the duration of each movement through the Kurrajong Creek Road railway level crossing (LXM534).

A summary of the data will be published in the Narrabri Mine Annual Review (see section 9.1).

7.4 Dilapidation survey

As discussed in section 6.4, NCOPL will carry out pre and post dilapidation surveys on public roads used as transport routes, at timings outlined in CoC B70.

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8. Incidents and non-compliance

8.1 Incident notification

An incident is defined under the CoC 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.*

Material harm, as defined under the CoC, is 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 of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment)

This definition excludes “harm” that is authorised under either the CoC or any other statutory approval (e.g., EPL).

In accordance with CoC E9, NCOPL will notify DPE and any other relevant agencies immediately as it becomes aware of an incident. Incident notification will be made in writing via the Department’s Major Projects Website and identify the development (including the development application number and name) and set out the location and nature of the incident.

Notifications to the NSW Environment Protection Authority will be made by contacting the Environment Line on 131 555 and written details of the notification will be provided within 7 days of the date on which the incident occurred.

Incident reporting and emergency response is further described in the EMS.

8.2 Non-compliance


The CoC defines a non-compliance as *an occurrence, set of circumstances or development that is a breach of this consent.* For clarity, ‘this consent’ is referring to development consent SSD-10269.

In accordance with CoC E4, where an exceedance of the relevant criteria or performance measures (i.e. air quality exceedance attributable to mining) has occurred, NCOPL will, at the earliest opportunity, take all reasonable and feasible steps to ensure that the exceedance ceases and does not recur. All reasonable and feasible options for remediation (where relevant) will be considered and a report submitted to the DPE describing those options and any preferred remediation measures or other course of action.

In accordance with CoC E10, within seven days of becoming aware of a non-compliance, NCOPL will notify DPE of the non-compliance⁴. The notification will be made in writing via the Department’s Major Projects Website and identify the development (including the development application number and name), set out the CoC that the development is non-compliant with, why it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.

NCOPL will implement any reasonable remediation measures as directed by the Planning Secretary, to the satisfaction of the Planning Secretary.

⁴ A non-compliance which has been notified as an incident under section 8.1 does not need to be notified as a non-compliance under section 8.2.

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9. Reporting, evaluation, and review

9.1 Annual review

NCOPL will review traffic management performance for the previous calendar year and report results within the Annual Review to the satisfaction of the Planning Secretary and in accordance with CoC E11. Table B-1, Appendix B lists all components of the Annual Review.

The Annual Review, as required under CoC E12, will be submitted to DPE, the IAPUM (via DPE as Secretariat), NSC and Gunnedah Shire Council, and other regulatory agencies and made available to the CCC and any interested person upon request. The Annual Review will also be made publicly available on the WHC website.

9.2 Independent Environmental Audit

Within one year of commencement of the development, and every three years thereafter (unless the Planning Secretary directs otherwise), NCOPL will commission an Independent Environmental Audit (**IEA**) of the development, to be conducted in accordance with CoC E13 and CoC E14. The IEA will be led and conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Planning Secretary.

The IEA process and requirements are further described in the EMS.

9.3 TMP review and evaluation

In accordance with CoC E7, NCOPL will review the suitability of the TMP within three months of the:


- submission of an incident report under CoC E9 or E10;
- submission of an Annual Review under CoC E11;
- submission of an Independent Environmental Audit under CoC E13;
- approval of any modification of the CoC (unless the conditions require otherwise); or
- notification of a change in development phase under CoC A14.

As required by CoC E8, if the review under CoC E7 determines that the TMP requires revision to either improve the environmental performance of the development, cater for a modification, or comply with a direction, the revised document will be submitted to the Planning Secretary for approval within six weeks of the review. The revision status of this TMP is indicated in section 13.

A dedicated review register will be maintained which will provide the details of the review of all relevant strategies, plans and programs that need to be reviewed as required by CoC E7.

9.4 Improvement measures

In accordance with CoC E5(g), this Plan includes a program to investigate and implement ways to improve the environmental performance of the development over time; and CoC E5(j) states that the Plan is to include a protocol for periodic review of the Plan. The protocol for review is set out by CoC E7, E8 and E11, which have been addressed in section 9.3.


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10. Complaints management

Any complaints received in relation to traffic will be managed in accordance with the complaints management protocol as follows:


- publicly advertised telephone complaints line, 1800WHAVEN, will be in place to receive complaints.
- each complaint received will be recorded in a Complaints Register, which will include the following details:
 - date and time of complaint;
 - method by which a complaint was made;
 - personal details the complainant wishes to provide or, if no such details are provided, a note to that effect;
 - nature of the incident that led to the complaint;
 - action taken by NCOPL in relation to the complaint (i.e., any required remedial actions), including any follow-up contact with the complainant; and
 - if no action was taken, the reason why no action was taken.
- the Environmental Superintendent will be responsible for ensuring that an initial response is provided within 24 hours of receipt of a complaint (except in the event of complaints recorded when the mine is not operational or outside of usual business hours).
- once the identified measures are undertaken, the Environmental Superintendent will sign off on the relevant complaint within the Complaints Register.
- if necessary, follow-up monitoring will take place to confirm the source of the complaint is adequately mitigated.
- a summary of the complaints will be maintained by NCOPL and made available to the Community Consultative Committee, the complainant (on request) and on the WHC website. A summary of complaints received every 12 months will be provided in the Annual Review.

In the event that any complainant considers that NCOPL has not adequately addressed their concerns, the NCOPL representative will convene additional meetings with the complainant. If the complainant believes the matter remains unresolved, and no further agreement can be reached as to additional measures to be undertaken, then they may refer the matter to DPE.

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11. References

- Austrroads (2022) Austrroads Guides <https://austrroads.com.au/about-austrroads/austrroads-guides>
- NSW Independent Planning Commission (April 2022). *Development Consent SSD 10269, Narrabri Underground Mine Stage 3 Extension Project.*
- Resource Strategies (2021) *Narrabri Mine Modification 7 - Environmental Assessment.*
- Resource Strategies Pty Ltd (October 2020) *Narrabri Underground Mine Stage 3 Extension Project – Environmental Impact Statement.* Prepared for Narrabri Coal Operations Pty Ltd.
- The Transport Planning Partnership (August 2020) *Narrabri Underground Mine Stage 3 Extension Project Road Transport Assessment.* Prepared for Narrabri Coal Operations Pty Ltd.
- Transport for New South Wales (October 2020) *Additional Access Conditions Oversize and overmass heavy vehicles and loads*


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12. Glossary

Term	Definition
Annual Review	The review required by condition E11
Applicant	Narrabri Coal Operations Pty Ltd
B-double	A truck and trailer combination consisting of a prime mover coupled to two trailers.
Calendar year	A period of 12 months from 1 January to 31 December
Conditions of Consent (CoC)	SSD 10269 issued under s4.38 of the EP&A Act
Construction	The carrying out of all physical works to enable mining operations to be carried out and decommissioning, including erection of buildings, infrastructure and other works and demolition, but not including pre-construction activities
Date of commencement of development	The date notified to the Department by the Applicant under condition A14(a)
Decommissioning	The permanent cessation of active use of the mine, including demolition of buildings, infrastructure, and other works
Department	The NSW Department of Planning and Environment (DPE)
Development	The Stage 3 development described in the Stage 3 EIS as modified by the CoC
Dilapidation survey	Outlines the current condition and any existing structural damage including areas which may be prone to damage.
Environmental Impact Statement	The Environmental Impact Statement titled <i>Narrabri Underground Mine Stage 3 Extension project – Environmental Impact Statement</i> , prepared by Resource Strategies Pty Ltd on behalf of the Applicant and dated October 2020, as amended or added to by the Applicant's submissions Report submitted 31 May 2021, the Applicant's Amendment Report submitted 31 May 2021, the Applicant's final Biodiversity Development Assessment Report dated September 2021, and the Applicant's Additional Information on greenhouse gas emissions (GHGEs) dated 15 October 2021 and 17 December 2021
Environment	Includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings
Heavy vehicle	A heavy vehicle is defined as a motor vehicle or trailer that has a Gross Vehicle Mass greater than 4.5 tonnes
Incident	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
Light vehicle	"Light vehicle" means a vehicle other than a heavy vehicle within the meaning of the Heavy Vehicle National Law (NSW)
Mining operations	The carrying out of mining, including the extraction, processing, stockpiling and transportation of coal on the site and the associated removal, storage and/or emplacement of vegetation, topsoil, overburden and reject material; and includes underground development necessary for mining operations to be carried out (such as installation and use of electricity, water, communications and other services and infrastructure)
Minimise	Implement all reasonable and feasible mitigation measures to reduce the impacts of the development
Mitigation	Activities associated with reducing the impacts of the development
Narrabri Mine	The development approved under the CoC, together with the development approved under project approval 05_0102 and project approval 08_0144.


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Term	Definition
Non-compliance	An occurrence, set of circumstances or development that is a breach of this consent
Planning Secretary	Planning Secretary under the EP&A Act, or nominee
Rehabilitation	The restoration of land disturbed by the development to a good condition, to ensure it is safe, stable, and non-polluting
Stage 2	Narrabri Mine Stage 2 approved under PA 08_0144
Stage 3	Narrabri Underground Mine Stage 3 Extension Project approved under SSD 10269

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13. Review history

Revision	Comments	Author	Authorised by	Date
0A	Approved by Department of Planning and Environment on 22 September 2022	Onward Consulting	Manager HSE	12 August 2022

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Appendix A - Consultation records



22/07/2022

WST07/00087/12 | SF2012/000358

Mr Brent Baker
Whitehaven Coal Limited
10 Kurrajong Creek Road
BAAN BAA NSW 2390

Dear Mr Baker

**Narrabri Coal, Lot 152 DP816020 & others; Kurrajong Creek Rd, Baan Baa
Stage 3 Extension Project - Traffic Management Plan Consultation**

Thank you for the referring the Traffic Management Plan via the NSW Major Projects Portal inviting comment from Transport for NSW (TfNSW) in accordance with Condition B73 of SSD 10269.

TfNSW has reviewed the *Narrabri Mine Traffic Management Plan (Rev A dated 8 June 2022)(TMP)*. TfNSW provides the following comments and amendments to be included in the plan.

1. Section 5.1 Mine Traffic Generation
 - i) Table 5-1. The subject matter of Table 5-1 is not clear and specific and should be relabelled. It is suggested Table 5-1 read to the effect 'Mine generated traffic inbound movements to site (one-way trips) during development activities including Stage 2 MOD 7 bord & pillar and Stage 3 operations and temporary construction staff and contractors'.
 - ii) The 107 vehicles per hour (vph) in the PM in Table 5-1 is higher than the peak or approximately 85 vph measured in the traffic surveys between 17:10 and 18:10 on a Tuesday in June 2019. Please explain the increase. Is this inclusive of two-way trips, i.e. outbound? If so, the table should be amended to include the break down so the number inbound is clear.
 - iii) Section 5.1.1. The information provided in 5.1.1 reiterates the Environmental Impact Statement (EIS) submissions. The TMP does not need to restate EIS matters unless they are useful in informing the on-ground implementation of management measures. The subject matter of Table 5-2 is not clear and specific. Suggest removal of Section 5.1.1 including table 5-2. If Table 5-2 will be retained, please relabel to the effect 'Predicted cumulative (background, other developments and mine traffic) two-way weekday traffic volumes'.
2. Section 5.2 Road safety and intersection performance.
 - i) Paragraph 1. The statement contained in paragraph 1 "The traffic generated by the mine is anticipated to have a negligible impact on the operation of

the road network and its intersections. There are no specific safety concerns with the existing road transport environment that would be exacerbated by the mine generated traffic. Additionally, the intersections are expected to continue to operate at good levels of service, with short delays to vehicles and spare capacity in year 2025 and 2032.” was demonstrated to be incorrect during the development assessment process for Stage 3 and Modification 7. Significant unmitigated existing safety risks due to the increase in mine traffic over time were demonstrated to exist. The additional traffic from Stage 3 and Modification 7 will increase the existing traffic and the existing risks and consequently resulted in conditions of consent requiring both interim and longer-term mitigation measures be put in place.

Paragraph 1 of section 5.2 should be deleted from the TMP, and paragraph 2 amended accordingly.

3. Section 6.2 Mine access road intersection

i) Paragraph 1. The TMP is to include a description of the extent of the intersection that will be maintained including a plan of the described extent. The intersection extent is to include the Channelised Right Turn Treatment (CHR) and Auxiliary Left Turn Treatment (AUL) lane on the Kamilaroi Highway and include future intersection upgrades as required by Condition B67 of SSD 10269. The TMP should also include a protocol setting out the periods of review and documenting the condition of the intersection.

ii) Paragraph 4. The proposed shuttle bus protocol does not include any mechanism for the bus driver to be in contact with the mine site to ensure that shuttle bus drivers are notified when train movements impact LXM534 and enable the bus departure/arrival to be delayed ensuring the bus does not queue in the CHR or AUL lanes on the Kamilaroi Highway.

The shuttle bus protocol is to include a communication protocol to ensure the bus driver is aware when train movements impact LXM534 and a formalized protocol to delay the bus departure enacted or to safely delay the bus arrival to ensure it does not queue in the CHR or AUL.

The protocol should also plan for the eventuality that the bus arrives during the activation of the level crossing and include provisions that clarify and confirm the bus is not to queue in the CHR or AUL lanes but to enact the drive on to designated intersections to turn process.

iii) Paragraph 5. The reference to “storage bays” is incorrect terminology and provides tacit support for the unsafe use of the deceleration turn treatment as queuing or storage lanes. As advised by TfNSW during the development assessment process the CHR and AUL turn treatment’s primary purpose is for the deceleration of vehicles prior to the turn. In accordance with Austroads Guide to Road Design deceleration lanes are generally designed to include one design vehicle storage capacity. The original design parameters of the CHR and AUL at the Kamilaroi Highway and Kurrajong Creek Road Intersection are not known in detail however review of the lanes as constructed against deceleration length required for a design speed of 110km/h indicate there is not any significant storage space provided beyond a single design vehicle at these turn treatments. The proposed protocol requires that drivers do not queue on the painted island prior to the storage

lane indicating the deceleration lane is full of queuing vehicles leaving no deceleration space in the CHR or AUL.

Paragraph 5 is to be modified to remove reference to “storage bays” and clarify that employees and contractors should not queue in the deceleration lanes at any time the level crossing is activated.

4. Section 8.2 Non-compliance. The TMP should include specific road and traffic non-compliance matters in this section.
5. Appendix C Table C1. Reference to RMS to be changed to Transport for NSW (TfNSW)
6. Appendix D Drivers Code of Conduct.

i) The Drivers Code of Conduct puts in place a protocol which requires drivers to only drive on past the AUL and CHR when the turn treatment lanes are full of queued vehicles triggered when vehicles are queued up to the “painted island”. As noted in point 3(iii) the CHR and AUL are not storage lanes and contains minimal “storage” capacity in their design. Queuing in these deceleration lanes beyond one design vehicle and certainly queuing up to the “painted island” as described before triggering the protocol would create a situation where there is less than required to no deceleration space for vehicles entering the lanes and creates an unsafe circumstance with a risk of rear end collisions. This protocol is to be amended to require drivers to not enter the turn lanes when the level crossing is activated to ensure that the deceleration lanes do not contain queuing vehicles resulting in unsafe circumstance.

Paragraph 4 is to be amended to remove “where vehicles are queued within either the northbound or southbound storage bay , and the driver is unable to join the queue (i.e. do not queue on the painted island),drivers are to continue” and replace with “when the level crossing is activated drivers are not to enter or queue in the Channelised Right Turn Treatment (CHR) or Auxiliary Left Turn Treatment (AUL) on the Kamilaroi highway, drivers are to continue”

ii) The Drivers Code of Conduct contains several references to “storage bays”. As noted in point 3(iii) above the reference to “storage bays” is incorrect terminology and provides tacit support for the unsafe use of the deceleration turn treatment as queuing or storage lanes. Several amendments to the Drivers Code of Conduction are required in relation to this.

Paragraph 2 is to be amended to removed “observation of vehicles queued in the storage bays” and replace with “observation of the activation of the level crossing by deployment of the boom gates and signal lights on LX534 and any vehicle queued in Kurrajong Creek Road or the deceleration lanes (CHR or AUL) on the Kamilaroi Highway.

Paragraph 3 is to be amended to remove “The procedure is to be implemented when queues have formed in the storage bays during closure of the level crossing” and replace it with “

Paragraph 3 dot point 1 is to be amended to remove “storage bay queues” and replace with “CHR or AUL”.

Paragraph 3 dot point 2 is to be amended to remove “storage bay queues” and replace with “CHR or AUL”.

- iii) Paragraph 3 including dot points provides a general outline of the Road Rules for the various movements at the intersection and provides no additional safety improvement at the intersection beyond compliance with the Road Rules.
- iv) The Driver Code of Conduct is silent on the mechanisms to monitor compliance and how the requirements will be enforced. The Driver Code of Conduct is to include detail on how the compliance will be monitored and enforced.

TfNSW looks forward to reviewing an amended version of the TMP and Driver Code of Conduct addressing these points. If you wish to discuss this matter further, please contact the undersigned on 0417125741.

Yours faithfully



Howard Orr
Team Leader Development Services (West)
Regional and Outer Metropolitan
c.c.
The Manager
Resource and Energy Assessments
Department of Planning, Industry and Environment
PO Box 39
SYDNEY NSW 2001

Our Reference: DA:MH:1990952
Your Reference: PAE-44541741
Contact Name: Michelle Henry

Department of Planning and Environment
via Major Projects Portal

Thursday, 7 July 2022.

**Narrabri Coal Stage 3 (SSD-10269-PA-9)
Traffic Management Plan Review (PAE-44541741)**

To whom it may concern,

Council have reviewed the submitted Traffic Management Plan and inspected the nominated public roads for the Whitehaven Narrabri Coal underground mine stage 3 development.

Council has no major issues with this document and the content appears to be very similar to the previous TMP.

There is no major change to the current traffic movements that warrant any concern from Council. The current access off the highway is the only heavy vehicle access point to the mine site and can be monitored via the NHVR permit system, which all Mine operators/contractors are required to obtain to access Kurrajong Creek Road.

In regard to the first dot point on page 22 – Section 6.5 *General measures*;

- *Installation of temporary traffic controls, including detours and signage, when required;*

Council advise that any detours (temporary or otherwise) need to be approved by Council prior to implementation, and conditions may be imposed by Council which are separate to the approval of this TMP.

Council trust that the above advice provides the necessary assistance, should you have any questions on the contents of this submission, please contact Council's Planning and Strategy team on (02) 6799 6866 or via council@narrabri.nsw.gov.au.

Yours faithfully,



Donna Ausling
Director Planning and Strategy




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04 August 2022

David Ellwood
Director Stage 3 Project
Narrabri Coal Operations Pty Ltd
10 Kurrajong Road
Baan Baa NSW 2390

Dear Mr Ellwood,

Re: NARRABRI UNDERGROUND MINE STAGE 3 EXTENSION PROJECT – TRAFFIC MANAGEMENT PLAN

Thank you for the request for review and comment on the Narrabri Underground Mine Stage 3 Extension Project – Traffic Management Plan.

The Narrabri Mine Community Consultative Committee (CCC) were provided a copy of the Traffic Management Plan to review prior to our last meeting held on Wednesday 22 June 2022, and CCC members did not have any comments on the content of the plan.

Yours sincerely,


A handwritten signature in black ink, appearing to read 'Russell Stewart', written in a cursive style.

Russell Stewart
Independent Chairperson- Narrabri Mine Community Consultative Committee


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		Document approver	Manager HSE
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Table A-1 TfNSW consultation recommendations

Consultation feedback	Outcome	Document reference
1. Section 5.1 Mine Traffic Generation		
i) Table 5-1. The subject matter of Table 5-1 is not clear and specific and should be relabelled. It is suggested Table 5-1 read to the effect 'Mine generated traffic inbound movements to site (one-way trips) during development activities including Stage 2 MOD 7 bord & pillar and Stage 3 operations and temporary construction staff and contractors.'	<p>Second paragraph in section 5.1 has been amended to reflect the wording contained within section 6, p. 6-113 of the EIS (Intersection Performance). The operational and development workforce reflects the Narrabri Mine operations (inclusive of both Stage 2 and Stage 3) and is presented as such within the TMP.</p> <p>Table 5-1 title amended to reflect Table 6-35 in section 6, p. 6-112 of the EIS to read "Predicted two-way weekday traffic volumes".</p>	Section 5.1
ii) The 107 vehicles per hour (vph) in the PM in Table 5-1 is higher than the peak or approximately 85 vph measured in the traffic surveys between 17:10 and 18:10 on a Tuesday in June 2019. Please explain the increase. Is this inclusive of two-way trips, i.e. outbound? If so, the table should be amended to include the break down so the number inbound is clear.	<p>Table 5-1 summarises the predicted weekday traffic volumes in both directions as presented in Table 4.2 of Appendix J of the EIS (TTPP, 2020). Table 5-1 presents predicted traffic volumes rather than a surveyed traffic count.</p>	Section 5.1
iii) Section 5.1.1. The information provided in 5.1.1 reiterates the Environmental Impact Statement (EIS) submissions. The TMP does not need to restate EIS matters unless they are useful in informing the on-ground implementation of management measures. The subject matter of Table 5-2 is not clear and specific. Suggest removal of Section 5.1.1 including table 5-2. If Table 5-2 will be retained, please relabel to the effect 'Predicted cumulative (background, other developments, and mine traffic) two-way weekday traffic volumes'.	<p>Section 5.1.1 removed as it does not reflect/provide information to inform the on-ground implementation of management measures.</p>	N/A
2. Section 5.2 Road safety and intersection performance.		
i) Paragraph 1. The statement contained in paragraph 1 "The traffic generated by the mine is anticipated to have a negligible impact on the operation of the road network and its intersections. There are no specific safety concerns with the existing road transport environment that would be exacerbated by the mine generated traffic. Additionally, the intersections are expected to continue to operate at good levels of service, with short delays to vehicles and spare capacity in year 2025 and 2032." Was demonstrated to be incorrect during the development assessment process for Stage 3	<p>Paragraph 1 of section 5.2 has been deleted and paragraph 2 has been amended accordingly. Section 5.2 has been incorporated into section 5.1.</p>	Section 5.1

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<p>and Modification 7. Significant unmitigated existing safety risks due to the increase in mine traffic over time were demonstrated to exist.</p> <p>The additional traffic from Stage 3 and Modification 7 will increase the existing traffic and the existing risks and consequently resulted in conditions of consent requiring both interim and longer-term mitigation measures be put in place.</p> <p>Paragraph 1 of section 5.2 should be deleted from the TMP, and paragraph 2 amended accordingly.</p>		
3. Section 6.2 Mine access road intersection		
<p>i) Paragraph 1. The TMP is to include a description of the extent of the intersection that will be maintained including a plan of the described extent. The intersection extent is to include the Channelised Right Turn Treatment (CHR) and Auxiliary Left Turn Treatment (AUL) lane on the Kamilaroi Highway and include future intersection upgrades as required by Condition B67 of SSD 10269. The TMP should also include a protocol setting out the periods of review and documenting the condition of the intersection.</p>	<p>Section 6.2 has been amended to include a description of the extent of the intersection to be maintained, including a figure (Figure 6-1). This section also includes the requirements for undertaking inspections of the intersection condition and reporting maintenance requirements.</p> <p>The Channelised Right Turn Treatment (CHR) and Auxiliary Left Turn Treatment (AUL) lanes have been referred to as the right turning lane and the left turning lane respectively throughout the TMP, once defined initially in section 4.6.</p>	Section 6.2
<p>ii) Paragraph 4. The proposed shuttle bus protocol does not include any mechanism for the bus driver to be in contact with the mine site to ensure that shuttle bus drivers are notified when train movements impact LXM534 and enable the bus departure/arrival to be delayed ensuring the bus does not queue in the CHR or AUL lanes on the Kamilaroi Highway.</p> <p>The shuttle bus protocol is to include a communication protocol to ensure the bus driver is aware when train movements impact LXM534 and a formalized protocol to delay the bus departure enacted or to safely delay the bus arrival to ensure it does not queue in the CHR or AUL.</p> <p>The protocol should also plan for the eventuality that the bus arrives during the activation of the level crossing and include provisions that clarify and confirm the bus is not to queue in the CHR or AUL lanes but to enact the drive on to designated intersections to turn process.</p>	<p>Section 6.2.2 Intersection traffic management subheading added to include further detail regarding the shuttle bus protocol. This section includes a measure to bus drivers coordinate contact with the mine to obtain advice as to when train movements may impact LXM534. This will enable the bus departure/arrival to be delayed to ensure the bus does not queue in the CHR or the AUL lanes on the Kamilaroi Highway.</p>	Section 6.2.2
<p>iii) Paragraph 5. The reference to “storage bays” is incorrect terminology and provides tacit support for the unsafe use of the deceleration turn treatment as queuing or storage lanes. As advised by TfNSW during the development assessment process the</p>	<p>Section 6.2.2 removed reference to “storage bays” and modified text to state that “drivers must not queue within the right or left turning lanes when the LXM534 boom gates are deployed”.</p>	Section 6.2.2

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<p>CHR and AUL turn treatment's primary purpose is for the deceleration of vehicles prior to the turn. In accordance with Austroads Guide to Road Design deceleration lanes are generally designed to include one design vehicle storage capacity. The original design parameters of the CHR and AUL at the Kamilaroi Highway and Kurrajong Creek Road Intersection are not known in detail however review of the lanes as constructed against deceleration length required for a design speed of 110km/h indicate there is not any significant storage space provided beyond a single design vehicle at these turn treatments. The proposed protocol requires that drivers do not queue on the painted island prior to the storage lane indicating the deceleration lane is full of queuing vehicles leaving no deceleration space in the CHR or AUL.</p> <p>Paragraph 5 is to be modified to remove reference to "storage bays" and clarify that employees and contractors should not queue in the deceleration lanes at any time the level crossing is activated.</p>		
4. Section 8.2 Non-compliance		
<p>The TMP should include specific road and traffic non-compliance matters in this section.</p>	<p>Section 8.2 is in relation to reporting to DPE any non-compliance against the development consent conditions and/or commitments. Therefore, section 7.2 has been added and relates to monitoring driver behaviour against the Drivers Code of Conduct and the Shuttle Bus Protocol. This section includes detail on the actions required if a non-conformance with the Drivers Code of Conduct or the Shuttle Bus Protocol occurs.</p>	Section 7.2
5. Appendix C Table C1		
<p>Reference to RMS to be changed to Transport for NSW (TfNSW)</p>	<p>Table note added to state "NSW Roads and Maritime Services (RMS) is now Transport for NSW (TfNSW)"</p>	Appendix C
6. Appendix D Drivers Code of Conduct		
<p>i) The Drivers Code of Conduct puts in place a protocol which requires drivers to only drive on past the AUL and CHR when the turn treatment lanes are full of queued vehicles triggered when vehicles are queued up to the "painted island". As noted in point 3(iii) the CHR and AUL are not storage lanes and contains minimal "storage" capacity in their design. Queuing in these deceleration lanes beyond one design vehicle and certainly queuing up to the "painted island" as described before triggering the protocol would create a situation where there is less than required to no deceleration space for vehicles entering the lanes and creates an unsafe circumstance with a risk of rear end collisions. This protocol is to be amended to require drivers to not enter the turn lanes when the level crossing is activated to</p>	<p>Appendix D has been amended to remove reference to queuing vehicles in the storage bay.</p> <p>Paragraph 3 has been amended and incorporated into Paragraph 2, which reads "All drivers must be alert to when a train is crossing at the Kurrajong Creek Road level crossing (LXM534) by observing the activation of the level crossing via deployment of the boom gates and signal lights and/or stationary vehicles on Kurrajong Creek Road. When the level crossing is activated, drivers are not to queue in the</p>	Appendix D



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<p>ensure that the deceleration lanes do not contain queuing vehicles resulting in unsafe circumstance.</p> <p>Paragraph 4 is to be amended to remove “where vehicles are queued within either the northbound or southbound storage bay , and the drive is unable to join the queue (i.e. do not queue on the painted island), drivers are to continue” and replace with “when the level crossing is activated drivers are not to enter or queue in the Channelised Right Turn Treatment (CHR) or Auxiliary Left Turn Treatment (AUL) on the Kamilaroi highway, drivers are to continue”</p>	<p>southbound right turning lane or the northbound left turning lane. All drivers are to continue along the Kamilaroi Highway to the designated turn-around location”.</p> <p>Note: activation of the lights on LXM534 may not be visible from the highway (both directions) until the drivers have already entered the turning lanes and are approaching the intersection, thus potentially resulting in an unsafe situation where drivers would be required (as per the Drivers’ Code of Conduct) to re-join the main travelling lanes of the highway as part of the drive onto the designated turn around locations. Allowing vehicles to safely queue on Kurrajong Creek Road may provide an additional warning signal to drivers that the crossing is activated and therefore requires them to not enter or queue in the turning lanes in accordance with the Drivers’ Code of Conduct.</p>	
<p>ii) The Drivers Code of Conduct contains several references to “storage bays”. As noted in point 3(iii) above the reference to “storage bays” is incorrect terminology and provides tacit support for the unsafe use of the deceleration turn treatment as queuing or storage lanes. Several amendments to the Drivers Code of Conduction are required in relation to this.</p> <p>Paragraph 2 is to be amended to removed “observation of vehicles queued in the storage bays” and replace with “observation of the activation of the level crossing by deployment of the boom gates and signal lights on LX534 and any vehicle queued in Kurrajong Creek Road or the deceleration lanes (CHR or AUL) on the Kamilaroi Highway.</p> <p>Paragraph 3 is to be amended to remove “The procedure is to be implemented when queues have formed in the storage bays during closure of the level crossing” and replace it with “</p> <p>Paragraph 3 dot point 1 is to be amended to remove “storage bay queues” and replace with “CHR or AUL”.</p> <p>Paragraph 3 dot point 2 is to be amended to remove “storage bay queues” and replace with “CHR or AUL”.</p>	<p>See response to i) above.</p> <p>Paragraph 3 has been removed as it is a statement of the Road Rules and not directly applicable to the intent of the Drivers’ Code of Conduct. Safe and responsible driving practices are encompassed in the final bullet point of paragraph 1.</p>	Appendix D
<p>iii) Paragraph 3 including dot points provides a general outline of the Road Rules for the various movements at the intersection and provides no additional safety improvement at the intersection beyond compliance with the Road Rules.</p>	<p>Paragraph 3 has been removed as it is a statement of the Road Rules and not directly applicable to the intent of the Drivers’ Code of Conduct.</p>	N/A

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Consultation feedback	Outcome	Document reference
	Safe and responsible driving practices are encompassed in the final bullet point of paragraph 1.	
iv) The Driver Code of Conduct is silent on the mechanisms to monitor compliance and how the requirements will be enforced. The Driver Code of Conduct is to include detail on how the compliance will be monitored and enforced.	<p>Section 7.2 relates to monitoring and states “NCOPL will assess compliance with the Drivers Code of Conduct (Appendix D) and shuttle bus protocol (section 6.2.2) through quarterly monitoring of driver behaviour at the Kamilaroi Highway and Kurrajong Creek Road/Mine Access Road intersection during the activation of the boom gates at LXM534.</p> <p>Any identified non-conformance with the Drivers Code of Conduct or the shuttle bus protocol will be recorded and addressed with the relevant personnel.”</p>	Section 7.2

Table A-2 NSC consultation recommendations

Consultation feedback	Outcome	Document reference
1. Section 6.5 General measures		
<p>In regard to the first dot point on page 22 – Section 6.5 General measures:</p> <p><i>Installation of temporary traffic controls, including detours and signage, when required.</i></p> <p>Council advise that any detours (temporary or otherwise) need to be approved by Council prior to implementation, and conditions may be imposed by Council which are separate to the approval of this TMP.</p>	<p>Added a sentence following the bullet point list in section 6.5 which reads “NCOPL will seek any relevant approvals necessary for traffic control works”.</p>	Section 6.5

Brent Baker
Manager HSE
Narrabri Coal Operations Pty Ltd
Locked Bag 1002
NARRABRI NSW 2390

22/09/2022

Subject: Traffic Management Plan for Narrabri Coal Mine Stage 3 (SSD 10269)

Dear Mr Baker

I refer to the Traffic Management Plan, which was submitted in accordance with Condition B73 of Schedule 2 of the development consent for the Narrabri Underground Mine Stage 3 Extension Project (SSD 10269).

The Department has carefully reviewed the document and is satisfied that it meets the requirements of the relevant conditions of SSD 10269. Accordingly, the Secretary has approved the Traffic Management Plan (Version 0, dated 12 August 2022).

You are reminded that if there are any inconsistencies between the management plan and the conditions of approval, the conditions prevail.


Please ensure you make the document publicly available on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact Philip Nevill on 8275 1036.

Yours sincerely



Stephen O'Donoghue
Director
Resource Assessments
As nominee of the Planning Secretary

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Appendix B - Compliance conditions relevant to this Plan



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Table B-1 SSD 10269 consent conditions relevant to this Plan

Condition	Requirement	Document reference
Obligation to minimise harm to the environment		
A1.	In addition to meeting the specific performance measures and criteria established under this consent, the Applicant must implement all reasonable and feasible measures to prevent, and if prevention is not reasonable and feasible, minimise, any material harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this consent.	Section 6 Section 8.2
Coal Extraction and Transportation		
A9.	Coal may only be transported from the site by rail.	Section 6.1
Evidence of Consultation		
A20.	Where conditions of this consent require consultation with an identified party, the Applicant must: <ul style="list-style-type: none"> a) consult with the relevant party prior to submitting the subject document; and b) provide details to the Department of the consultation undertaken including: <ul style="list-style-type: none"> (i) the outcome of that consultation, matters resolved and unresolved; and (ii) details of any matters not resolved between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved. 	Section 1.4 Appendix A
Staging, combining, and updating strategies, plans or programs		
A21.	With the approval of the Planning Secretary, the Applicant may: <ul style="list-style-type: none"> a) prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program); b) combine any strategy, plan or program required by this consent (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); c) update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development); and d) combine any strategy, plan or program required by this consent with any similar strategy, plan or program required by an adjoining mining consent or approval, in common ownership or management. 	
		No staging of the TMP proposed
		No combining of TMP with another plan proposed
		Section 9.3
		No combining of TMP with another plan proposed
Compliance		
A30.	The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.	Section 2 Appendix D
Applicability of Guidelines		
A31.	References in the conditions of this consent to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of inclusion (or later update) in the condition.	Section 3.3

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Condition	Requirement	Document reference
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A32.	However, consistent with the conditions of this consent and without altering any limits or criteria in this consent, the Planning Secretary may. In respect of ongoing monitoring and management obligations, agree to or require compliance with an updated or revised version of such a guideline, protocol, Standard or policy, or replacement of them.	
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Monitoring of Coal Transport


B66.	The Applicant must:	
	a) keep accurate records of the:	Section 7.3
	i) amount of coal transported from the site (on a daily basis); and	
	ii) date and time of each train movement generated by the development, including the duration of each movement through the Kurrajong Creek Road railway level crossing (LX534); and	
	b) publish a detailed summary of these results in the Annual Review.	

Mine Access Road Intersection


B67.	The Applicant must:	
	a) as soon as is reasonable and feasible following the date of commencement of development, upgrade the intersection of the Mine Access Road with Kurrajong Creek Road and Kamilaroi Highway (or alternative measures acceptable to the Planning Secretary and TfNSW) to a standard that prevents queuing of vehicles into the Highway's through lanes arising from mine traffic queuing at the Kurrajong Creek Road railway level crossing (LX534) while also providing sufficient deceleration space for vehicles outside of the Highway's through lanes;	Section 6.2
	b) use its best endeavours to expeditiously come to agreements with TfNSW over the design principles, final design and timing of construction of this intersection upgrade (or approved alternative measures);	
	c) within three months of the date of commencement of development, submit a draft design to TfNSW for this intersection upgrade (or approved alternative measures) that accords with all applicable Austroads guidelines and other relevant standards;	
	d) within three months of the approval of a final design by TfNSW, enter into a Works Authorisation Deed with TfNSW that provides for the full funding, timing of construction and construction of this intersection upgrade (or approved alternative measures), to the satisfaction of the Planning Secretary and TfNSW; and	
	e) implement conditions 25A and 25B of development consent 08_0144 (as conditions of this approval) until this intersection upgrade (or approved alternative measures) is completed to the satisfaction of the Planning Secretary.	
B68.	The Applicant must maintain the intersection of the Mine Access Road with Kurrajong Creek Road and the Kamilaroi Highway throughout the life and decommissioning of the development, in consultation with NSC and to the satisfaction of TfNSW.	

Greylands and Scratch Roads


B69.	The Applicant must, prior to using Greylands Road and/or Scratch Road to construct or decommission the development, enter into an agreement with NSC to fund the maintenance of the affected road sections to an all-weather unsealed road standard.	Section 6.3
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Condition	Requirement	Document reference
Decommissioning		
B70.	The Applicant must:	
	a) prepare a pre-dilapidation survey of public roads to be used as transport routes prior to the commencement of decommissioning, or other timeframe agreed by the applicable roads authority;	Section 6.4 Section 7.4
	b) prepare a post-dilapidation survey of public roads used as transport routes within 1 month of the completion of decommissioning, or other timeframe agreed by the applicable roads authority; and	
	c) rehabilitate and/or make good any development-related damage identified in the post-dilapidation survey prepared under paragraph (b) within 2 months of completing the post-dilapidation survey, or other timing as may be agreed by the applicable roads authority,	
	to the satisfaction of the applicable roads authority.	
B71.	If decommissioning is to be staged, the obligations in condition B69 apply to each stage.	
B72.	If there is a dispute about the scope of any remedial works or the implementation of the works, then either party may refer the matter to the Planning Secretary for resolution.	
Traffic Management Plan		
B73.	The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:	
	a) be prepared by a suitably qualified and experienced person/s;	Section 1.4
	b) be prepared in consultation with TfNSW, NSC and the CCC;	
	c) include details of all transport routes and traffic types to be used for development-related traffic;	Section 4 Section 5.1
	d) include details of the measures to be implemented to comply with condition B68 and B69;	Section 6.2 Section 6.3
	e) include a protocol for undertaking pre- and post-dilapidation surveys and repairing any roads identified in the dilapidation surveys to have been damaged during decommissioning;	Section 6.4 Section 7.4
	f) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users, including during decommissioning, including:	Section 6 Appendix D
	i) temporary traffic controls, including detours and signage;	
	ii) notifying the local community about development-related traffic impacts;	
	iii) ensuring that mine shift changeovers do not (so far as is reasonable and feasible) interact with use of the Kurralong Creek Road railway level crossing (LX534) by arriving and departing coal trains;	
	iv) encouraging car-pooling and considering the ongoing use of shuttle buses from regional centres;	
	v) responding to any requirements for emergency repairs or maintenance; and	
	vi) a traffic management system for managing over-dimensional vehicles; and	
	g) include a Drivers' Code of Conduct to be applied to the Applicant's employees and contractors working at the development that includes procedures to ensure that drivers adhere to:	Appendix D

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Condition	Requirement	Document reference
	i) posted speed limits or other required travelling speeds; ii) any designated transport routes; iii) safe and responsible driving practices, particularly at the Kurrajong Creek Road railway level crossing (LX534) and the intersection of the Mine Access Road with the Kamilaroi Highway; and iv) safe and responsible fatigue management practices.	
B74.	The Applicant must not commence construction until the Traffic Management Plan is approved by the Planning Secretary.	Section 1.2
B75.	The Applicant must implement the Traffic Management Plan as approved by the Planning Secretary.	
Adaptive management		
E4.	<p>The Applicant must assess and manage development-related risks to ensure that there are no exceedances of the criteria and performance measures in this consent. Any exceedance of these criteria or performance measures constitutes a breach of this consent and may be subject to penalty or offence provisions under the EP&A Act or EP&A Regulation.</p> <p>Where any exceedance of these criteria or performance measures has occurred, the Applicant must, at the earliest opportunity:</p>	
	a) take all reasonable and feasible steps to ensure that the exceedance ceases and does not recur;	Section 8.2
	b) consider all reasonable and feasible options for remediation (where relevant) and submit a report to the Department describing those options and any preferred remediation measures or other course of action; and	
	c) implement reasonable remediation measures as directed by the Planning Secretary.	
	to the satisfaction of the Planning Secretary.	
Management plan requirements		
E5.	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	
	a) a summary of relevant background or baseline data;	Section 4
	b) details of:	
	i) the relevant statutory requirements (including any relevant approval, licence, or lease conditions);	Section 3 Appendix B
	ii) any relevant limits or performance measures and criteria; and	Section 6
	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;	Appendix D
	c) any relevant commitments or recommendations identified in the document/s listed in condition A2(c);	Section 3.1.1 Appendix C
	d) a description of the management measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Section 6
	e) a program to monitor and report on the:	
	i) impacts and environmental performance of the development; and	Section 7
	ii) effectiveness of the management measures set out pursuant to paragraph (d);	

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Condition	Requirement	Document reference
	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;	Section 8.2
	g) a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 8.2 Section 9.4
	h) a protocol for managing and reporting any:	
	i) incident, non-compliance or exceedance of any impact assessment criterion or performance criterion;	Section 8
	ii) complaint; or	Section 10
	iii) failure to comply with other statutory requirements;	Section 8.2
	i) public sources of information and data to assist stakeholders in understanding environmental impacts of the development; and	Section 1.5 Section 9.1 Section 11
	j) a protocol for periodic review of the plan.	Section 9.3
E6.	The Applicant must ensure that management plans prepared for the development are consistent with the conditions of this consent and any EPL issued for the site.	Section 3.1.1 Appendix B
Revision of strategies, plans and programs		
E7.	Within three months of the:	Section 9.3
	a) submission of an incident report under condition E9 or E10;	
	b) submission of an Annual Review under condition E11;	
	c) submission of an Independent Environmental Audit under condition E13;	
	d) approval of any modification of the conditions of this consent (unless the conditions require otherwise); or	
	e) notification of a change in development phase under condition A14,	
	the suitability of existing strategies, plans and programs required under this consent must be reviewed by the Applicant.	
E8.	If necessary, to either improve the environmental performance of the development, cater for a modification, or comply with a direction, the strategies, plans and programs required under this consent must be revised, to the satisfaction of the Planning Secretary. Where revisions are required, the revised document must be submitted to the Planning Secretary for approval within six weeks of the review. <i>Note: This is to ensure strategies, plans and programs are updated on a regular basis and to incorporate any recommended measures to improve the environmental performance of the development.</i>	Section 9.3
Incident notification		
E9.	The Applicant must immediately notify the Department and any other relevant agencies immediately after it becomes aware of an incident. The notification must be in writing via the Department's Major Projects Website and identify the development (including the development application number and name) and set out the location and nature of the incident.	Section 8.1
Non-compliance notification		
E10.	Within seven days of becoming aware of a non-compliance, the Applicant must notify the Department of the noncompliance. The Notification must be in writing via the Department's Major Projects Website And identify the development (including the development application number and name), set out the condition of this consent that the development is non-compliant with, why it does not comply and the reasons	Section 8.2

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Condition	Requirement	Document reference
	<p>for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.</p> <p><i>Note: A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.</i></p>	
Annual Review		
E11.	<p>By the end of March in each year after the commencement of the development, or other timeframe agreed by the Planning Secretary, a report must be submitted to the Department reviewing the environmental performance of the development, to the satisfaction of the Planning Secretary. This review must:</p> <ul style="list-style-type: none"> a) describe the development (including any rehabilitation) that was carried out in the previous calendar year, and the development that is proposed to be carried out over the current calendar year; b) include a comprehensive review of the monitoring results and complaints record of the development over the previous calendar year, including a comparison of these results against the: <ul style="list-style-type: none"> i) relevant statutory requirements, limits, or performance measures/criteria; ii) requirements of any plan or program required under this consent; iii) monitoring results of previous years; and iv) relevant predictions in the document/s listed in condition A2(c); c) identify any non-compliance or incident which occurred in the previous calendar year, and describe what actions were (or are being) taken to rectify the non-compliance and avoid reoccurrence; d) evaluate and report on: <ul style="list-style-type: none"> v) the effectiveness of the noise and air quality management systems; and vi) compliance with the performance measures, criteria and operating conditions of this consent; e) include an addendum report on Scope 1 and Scope 2 GHGE, which reports: <ul style="list-style-type: none"> i) annual methane and annual total CO₂-e emissions (both categorised by source) and emissions intensity (based on ROM coal production); ii) overall annual emissions intensity, benchmarked against representative industry sectors and the predictions in the EIS, and performance measures in Table 3; and iii) measures undertaken to minimise Scope 1 and Scope 2 GHGE, including actions under condition B19, and estimated reductions in CO₂-e as a result of measures implemented; f) identify any trends in the monitoring data over the life of the development; g) identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and h) describe what measures will be implemented over the next calendar year to improve the environmental performance of the development. 	Section 9.1
E12.	Copies of the Annual Review must be submitted to the IAPUM (via the Department as Secretariat), NSC and Gunnedah Shire Council and	Section 9.1

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Condition	Requirement	Document reference
	regulatory agencies and made available to the CCC and any interested person upon request.	
Independent Environmental Audit		
E13.	Within one year of commencement of development under this consent, and every three years after, unless the Planning Secretary directs otherwise, the Applicant must commission and pay the full cost of an Independent Environmental Audit of the development.:	Section 9.2
E14.	Within three months of commencing an Independent Environmental Audit, or other timeframe agreed by the Planning Secretary, the Applicant must submit a copy of the audit report to the Planning Secretary, and any other NSW agency that requests it, together with its response to any recommendations contained in the audit report, and a timetable for the implementation of the recommendations. The recommendations must be implemented to the satisfaction of the Planning Secretary.	
Access to information		
E17.	Before the commencement of construction until the completion of all rehabilitation required under this consent, the Applicant must:	
	<ul style="list-style-type: none"> a) make the following information and documents (as they are obtained, approved, or as otherwise stipulated within the conditions of this consent) publicly available on its website: <ul style="list-style-type: none"> i) the documents referred to in condition A2(c) of this consent; ii) all current statutory approvals for the development; iii) all approved strategies, plans and programs required under the conditions of this consent; iv) the proposed staging plans for the development if construction, mining operations or decommissioning is to be staged; v) minutes of CCC meetings; vi) regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this consent; vii) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs; viii) a summary of the current phase and progress of the development; ix) contact details to enquire about the development or to make a complaint; x) a complaints register, updated monthly; xi) the Annual Reviews of the development; xii) audit reports prepared as part of any Independent Environmental Audit of the development and the Applicant's response to the recommendations in any audit report; xiii) any other matter required by the Planning Secretary; and b) keep such information up to date, to the satisfaction of the Planning Secretary. 	Section 1.5 Section 3 Section 8 Section 9 Section 10 Appendix B Appendix C

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Appendix C - Key EIS commitments

Table C-1 Key EIS traffic management commitments


Source	Aspect	Details	Reference
EIS Section 6.13.4	Ongoing road maintenance	NCOPL would maintain the intersections of the Kamilaroi Highway and Kurrajong Creek Road, and Kurrajong Creek Road and the Mine Access Road in consultation with the NSC and to the satisfaction of the RMS ¹ .	Section 6.2
Response to Submissions Section 4.2.9	TMP and Drivers' Code of Conduct	NCOPL supports the recommendation from TfNSW to develop a Drivers' Code of Conduct for inclusion in the Traffic Management Plan.	Appendix D

Note:

¹ NSW Roads and Maritime Services (RMS) is now Transport for NSW (TfNSW)

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Appendix D - Drivers Code of Conduct

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Drivers Code of Conduct

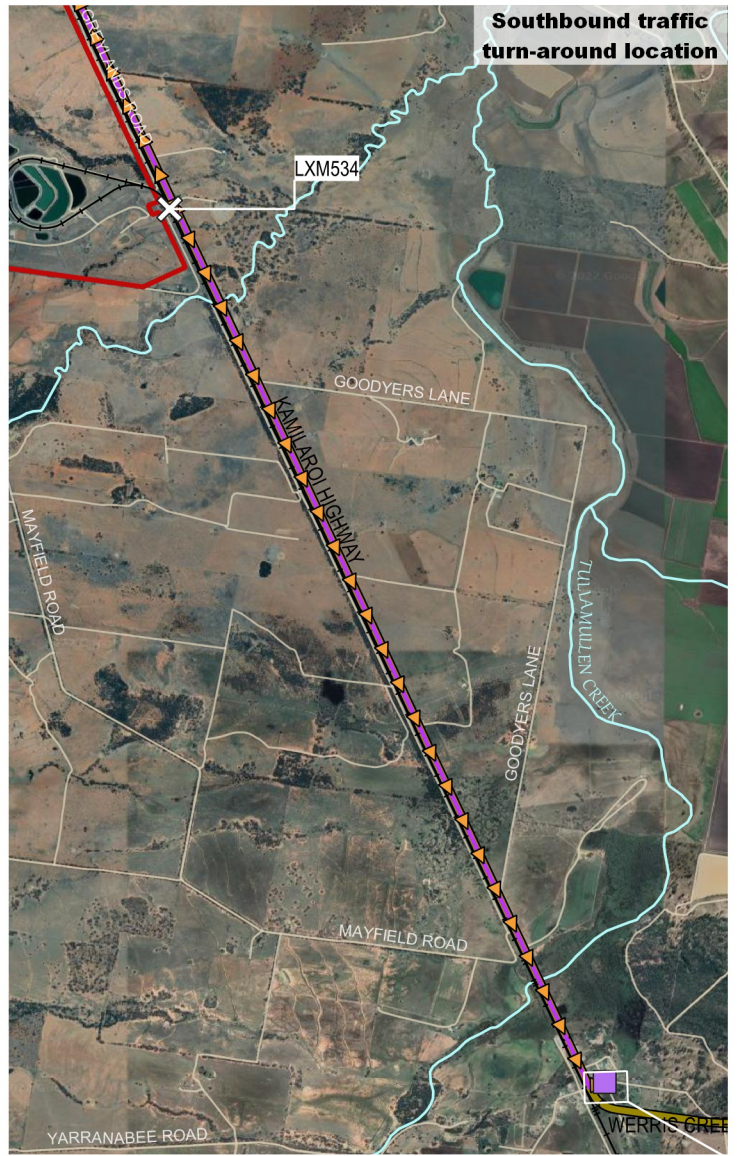
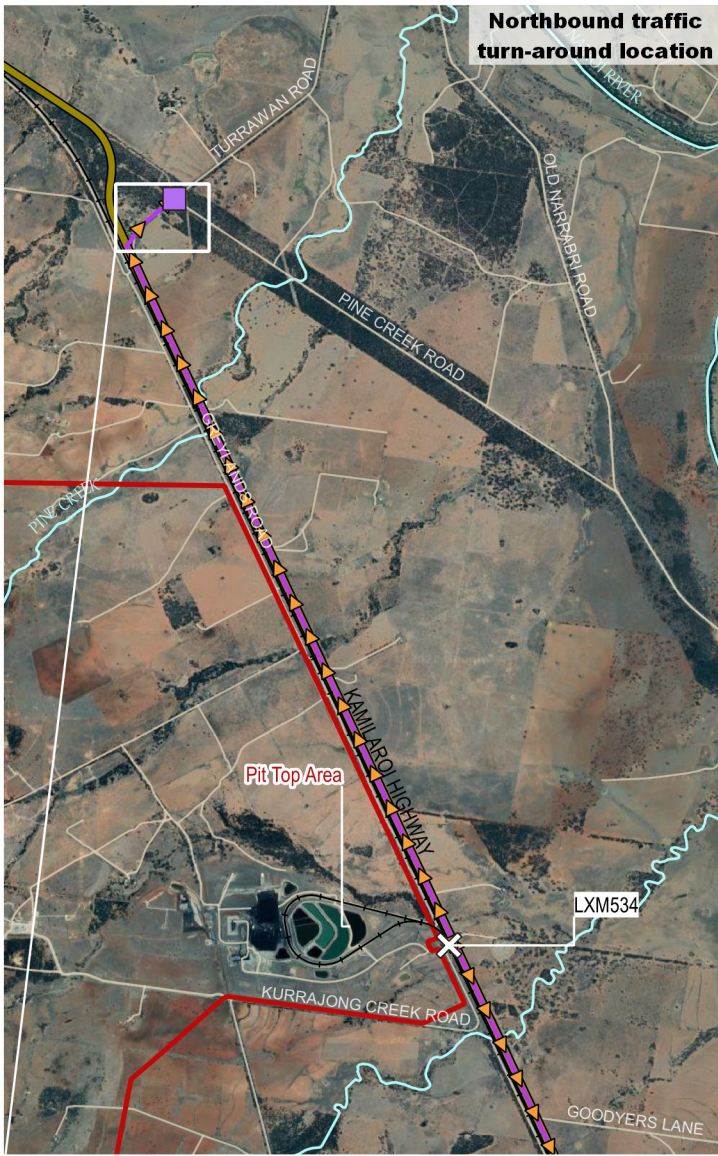
This Drivers Code of Conduct applies to all NCOPL personnel (i.e. employees and contractors, and their sub-contractors) and outlines the expectations of all NCOPL personnel when utilising public roads. The Drivers Code of Conduct is also aimed at eliminating queuing at the intersection of the Kamilaroi Highway and Kurrajong Creek Road (and Mine Access Road). All personnel will be trained in the Drivers Code of Conduct at the commencement of their employment or contract and are required to comply with the following:

- participate in the Drivers Code of Conduct as part of the site induction, toolbox talks, and safety briefings;
- manage safe and responsible fatigue risk factors;
- adhere to all posted speed limits or otherwise required travelling speeds;
- comply with the NSW Road Rules and Heavy Vehicle National Law;
- utilise designated transport routes only; and
- always ensure safe and responsible driving practices, particularly when approaching and leaving the Kamilaroi Highway and Kurrajong Creek Road intersection.

All drivers must be alert to when a train is crossing at the Kurrajong Creek Road level crossing (LXM534) by observing the activation of the level crossing via deployment of the boom gates and signal lights, and/or stationary vehicles on Kurrajong Creek Road. When the level crossing is activated, drivers are not to queue in the southbound right turning lane or the northbound left turning lane. All drivers are to continue along the Kamilaroi Highway to the designated turn-around location. The designated turn-around locations for approaching drivers are:

- Northbound traffic: Turrawan Road - intersection of Turrawan Road and Pine Creek Road.
- Southbound Traffic: Baranbah Road - intersection of Baranbah Road and Yoorue Street.

The following figure shows the designated turn-around locations.



LEGEND

-  ML1609
-  Rail crossing
-  Turn around bays
-  Route to turn around bays
-  Highway
-  Road
-  Watercourse
-  Railway

NARRABRI MINE

Turn-around Locations