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Environmental Management System

Rix's Creek South

**COALACEOUS MATERIAL HAULAGE MANAGEMENT PLAN**

Doc No: EMS:021 Coalaceous Material Haulage Management Plan

Doc Owner: Environment Manager – Rix's Creek Pty Ltd

Group Environmental Manager – The Bloomfield Group

Approval:

Signed: Chris Knight

Date: 11/01/2021

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# 1. BACKGROUND

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## 1.1 INTRODUCTION

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Rix's Creek Mine (RCM) is owned and operated by Bloomfield Collieries Pty Limited, part of The Bloomfield Group of companies. RCM consists of Rix's Creek North (RCN) and Rix's Creek South (RCS)

Rix's Creek South Mine is an existing open cut mining operation located about 5 kilometres north of the township of Singleton in the Hunter Valley of New South Wales. RCS operates under consent SSD 6300.

Modification 1 of Development Consent SSD 6300 approves that Rix's Creek South Mine may receive remnant coalaceous material from coal from other Bloomfield owned sites, for processing at Rix's Creek South (RCS).

## 1.2 COALACEOUS MATERIAL HAULAGE ACTIVITIES

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MOD1 of SSD 6300 Rix's Creek South approved the transport of remnant coalaceous material via road from other Bloomfield owned sites, either the historic Preston Colliery at Curlewis or the Bloomfield Colliery at Ashtonfield, for processing at Rix's Creek South (RCS).

In accordance with Schedule 2 Condition A9a a total up to 10,000t of coalaceous material can be transported from the Bloomfield Colliery site at Ashtonfield NSW to Rix's Creek South Mine to facilitate rehabilitation of the site.

In accordance with Schedule 2 condition A9b a total of 20,000t of coalaceous material can be transported from the historic Preston Colliery site at Curlewis NSW to Rix's Creek South Mine to facilitate rehabilitation of the site when required.

It is anticipated that a campaign would involve approximately 10 road truck deliveries of coal per day to RCS with a campaign running over a 10 to 15 week period. Up to three individual campaigns could be required: one for historic Preston Colliery which would occur around 2021-22; and up to two campaigns for Bloomfield Colliery as part of mine closure activities.

The coalaceous material from Curlewis would be delivered by road registered covered trucks from the Preston Colliery via McCormack Road, through Curlewis to the Kamilaroi Highway and the New England Highway as shown on Figure 1.

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From the Bloomfield Colliery, transport would occur via Four Mile Creek Road, the New England Highway, John Renshaw Drive and the Hunter Expressway. Bloomfield Colliery operates under Project Approval 07\_0087 which permits coal mining operations to 31 December 2030.

All works at RCS including the storage, loading and internal transport of coal will be undertaken by existing operations and, due to its relatively low volume, will not require any changes to operations.

The handling and processing of the of remnant coalaceous material will be within the approved tonnages for coal and disposal of reject at RCS. The processing of the coal would not affect the life of the emplacement areas for coarse reject or tailings and there will not increase in air, noise or any other impacts to beyond that previously assessed and approved.

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**Figure 1: Location of the Preston, Bloomfield and Rix’s Creek sites.**

### 1.3 OBJECTIVES

The objectives of this Coalaceous Haulage Management Plan are to:

- Describe the measures that would be implemented to manage potential social, environmental and transport impacts resulting from the haulage of remanent coalaceous material from the historic Preston Colliery site or the Bloomfield Colliery site.
- Satisfy the requirements of Project Approval SSD 6300.

### 1.4 REGULATORY REQUIREMENTS

This Plan has been prepared in accordance with the requirements of Schedule 2 Conditions B78-80 of SSD 6300 (MOD 1) to manage the haulage of remnant coalaceous material by road from either the historic Preston Colliery at Curlewis or the Bloomfield Colliery at Ashtonfield for processing at Rix’s Creek South.

Incident reporting, independent auditing, annual reporting, provision of information and management plan requirements as required under SSD 6300 will be undertaken in accordance with the approved Environmental Management Strategy for Rix’s Creek Mine.

#### 1.4.1 Development Consent

Project Approval SSD 6300 conditions provide detail of the matters which should be included in this document. These matters are set out in **Table 1**, together with the notation of the section of this document in which each matter is addressed.

Table 1: Project Approval Requirements- Coalaceous Material Haulage

Condition	Condition Requirement	Section Addressed
Schedule 2 Condition A9a	A maximum of 10,000 tonnes of residual coalaceous material may be transferred from the Preston Colliery by road for processing, stockpiling and transportation as described in MR (MOD 1).	Section 1.2
Schedule 2 Condition A9b	A maximum of 20,000 tonnes of residual coalaceous material may be transferred from the Bloomfield Colliery by road for processing, stockpiling and transportation as described in MR (MOD 1).	Section 1.2
Schedule 2, Condition B78	The Applicant must prepare a Coalaceous Material Haulage Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:	This Document
	(a) be prepared in consultation with TfNSW and Council;	Section 1.5 and Appendix 1

	(b) include details of all transport routes and traffic types to be used for the transport of coalaceous material as detailed in MR (MOD 1);	Section 2.1.1 & Section 2.1.2. Section 2.2.2
	(c) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users, including: (i) temporary traffic controls, including detours and signage (where relevant); (ii) notifying the local community about development-related traffic impacts; (iii) minimising potential for conflict with school buses and stock movements; and  (iv) access arrangements; and	(i) Not Applicable (not relevant)  (ii) Section 1.6  (iii) Section 2.1.1, Section 2.1.2. and Section 2.2.1  (iv) Section 3 & 4.
	(d) include a Drivers' Code of Conduct that requires drivers to: (i) adhere to posted speed limits or other required travelling speeds; (ii) adhere to the designated transport routes; and (iii) implement safe driving practices.	Sections 3 & 4 & Appendix 3.
Schedule 2, Condition B79	The Applicant must not commence transport of coalaceous material described in MR (MOD 1) until the Coalaceous Material Haulage Management Plan is approved by the Planning Secretary.	Section 2.2.1
Schedule 2, Condition B80	The Applicant must implement the Coalaceous Material Haulage Management Plan as approved by the Planning Secretary.	Section 2.2.1

#### 1.4.2 Environmental Protection Licence

Rix's Creek Mine operates under Environmental Protection Licence (EPL) 3391, issued under the Protection of the Environment Operations Act 1997 (POEO Act).

On 8 October 2020 The Bloomfield Group received clarification from NSW EPA that the coal from the former Preston Colliery site at Curlewis *"can be accepted by a colliery or mine in the Hunter Valley as a raw coal product, as the material is consistent with mined coal."* A copy of the clarification from EPA is included in Appendix 4.

Under EPL 3391 Rix's Creek South is approved to receive raw coal for processing.

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## 1.5 REGULATORY AUTHORITY CONSULTATION

In accordance with Schedule 2 Condition B 78 (a) of SSD 6300 Rix's Creek South, Consultation was sought with Transport for New South Wales (TfNSW) and Singleton Shire Council (SSC).

### 1.5.1 Transport for New South Wales (TfNSW)

TfNSW were provided with an opportunity to consult on 1 September 2021 via the NSW Major Project Portal for a period of over 5 weeks.

The following comments were provided by TfNSW on 16/9/2021;

*"The report is very comprehensive and provides great insight into the project. A few comments for consideration:*

- The loads should be staggered to avoid queuing at intersections, in particular through Curlewis and Quirindi.*
- The intersection in Curlewis at Railway and Goran Streets appears to be uncontrolled and extra care should be taken at this location.*
- The John Renshaw Drive/M15 option for the Bloomfield site is preferred over the New England Highway."*

Table 2: TfNSW comments received through consultation

Agency	Consultation Comment	Section Addressed
Transport for NSW	<ul style="list-style-type: none"><li>The loads should be staggered to avoid queuing at intersections, in particular through Curlewis and Quirindi.</li></ul>	3.1, 3.7
	<ul style="list-style-type: none"><li>The intersection in Curlewis at Railway and Goran Streets appears to be uncontrolled and extra care should be taken at this location.</li></ul>	2.1.1, 3.1
	<ul style="list-style-type: none"><li>The John Renshaw Drive/M15 option for the Bloomfield site is preferred over the New England Highway.</li></ul>	2.1.2

### 1.5.2 Singleton Shire Council (SSC)

SSC were provided with an opportunity to consult on 1 September 2021 via the NSW Major Project Portal with comments due 29 September.

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A response was received from SSC on 10 January 2022. The following comments were provided;

*"I forwarded your management plan through to our traffic engineer for comment, and he has provided the below response.*

*The only Singleton Council road affected is Rix's Creek Lane - the primary use of which is as an access road to the mine and to the rest area . There is an AUL and CHR in place at the intersection of New England Highway and Rix's Creek Lane. I do not have any concerns or comments regarding the EMS:021 - Rix's Creek South - Coalaceous Material Haulage Management Plan."*

As Council have provided no comment on the Plan there is no further action required to address any concerns. A copy of the correspondence is contained in Appendix 1.

## **1.6 COMMUNITY CONSULTATION**

Prior to the commencement of haulage from the Preston Colliery all Curlewis landholders and tenants along the proposed haulage route will be sent a newsletter informing them of the proposed activities. The newsletter will contain information on the proposed remediation of the Preston Colliery Site, details of the proposed haulage and haulage route to be taken through Curlewis and expected duration of the campaign. Contact details for the Project will also be provided.

The newsletter will also be placed at the General Store and the Commercial Hotel to inform the general Curlewis community about the project.

Haulage from the Bloomfield Colliery will be by private roads directly to the New England Highway or John Renshaw Drive with no impact to privately owned residences around the Bloomfield site.

## **2. IMPLEMENTATION**

### **2.1 SITE LOCATIONS AND TRANSPORT ROUTES**

#### **2.1.1 Preston Colliery- Curlewis NSW**

The previous historic Preston Colliery is located approximately 2.4 km North West of the township of Curlewis NSW. Access to the site is through the township, however the proposed route for coalaceous material haulage has been selected to minimise the disturbance to residents and excludes the main street, General Store and the Public School.

From the Preston Colliery Site, coalaceous haulage trucks will travel along McCormack Lane, turning right onto Poole Street then turning left onto Henry Street. The unnamed road which parallels Henry Street to the North is not considered for use due to its gravel surface and excessive dust generation. From Henry Street the trucks will then turn right onto Railway

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Street proceeding onto Seachs Way and onto the Kamilaroi Highway. Once on the Kamilaroi Highway the trucks will head south to the Rix’s Creek South Mine at Singleton NSW.

Transport for New South Wales (TfNSW) have advised that the intersection in Curlewis at Railway and Goran Streets appears to be uncontrolled and extra care should be taken at this location. As noted in the drivers Code of Conduct (Appendix 3), drivers will be required to use extra caution while travelling through this intersection.

The Kamilaroi Highway provides regional access to the site. (Figure 2).



**Figure 2. Proposed Coalaceous Haulage Route through Curlewis NSW noting house locations, school and commercial locations.**

### 2.1.2 Bloomfield Colliery- Ashtonfield NSW

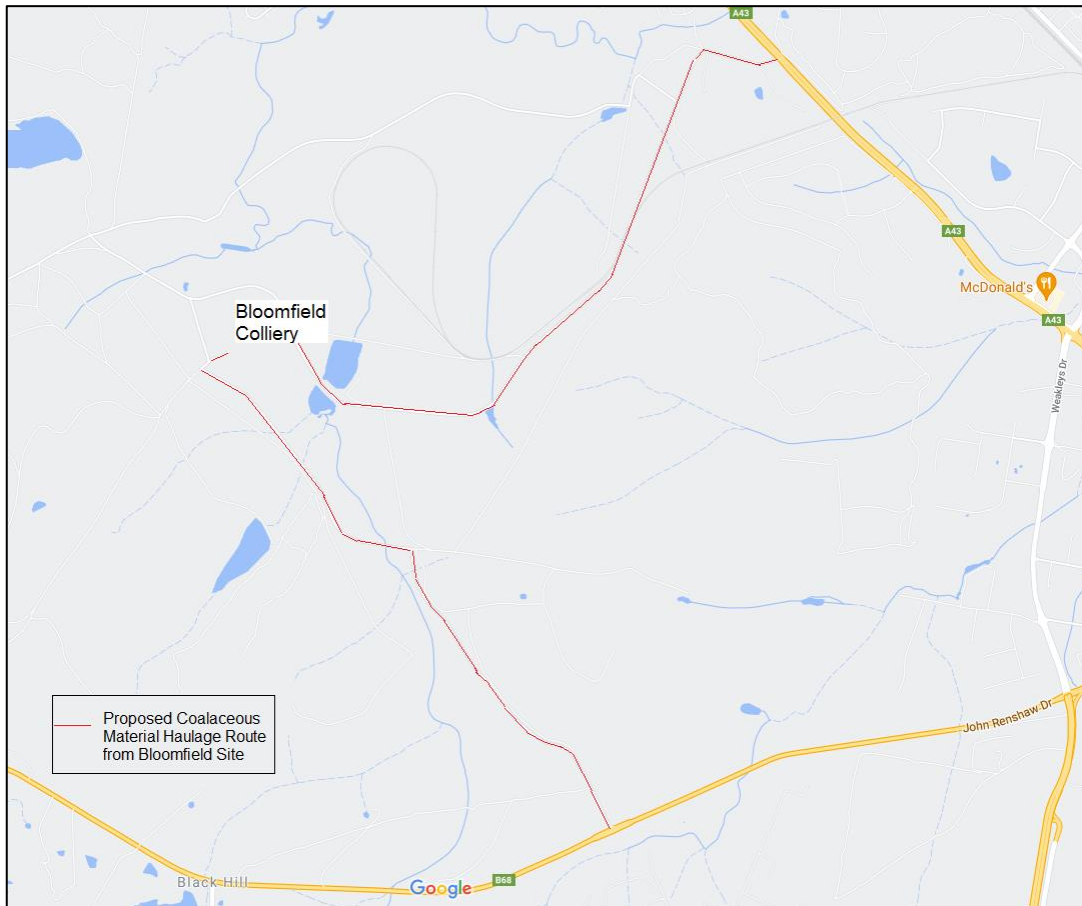
The Bloomfield Colliery site is located approximately 2.5 km South West of the township of Ashtonfield, NSW. Access to the site is directly from either the New England Highway or via Abel Colliery, from John Renshaw Drive (with approval from Yancoal).

From the Bloomfield site, coalaceous haulage trucks will travel along private roads and exit to either John Renshaw Drive or the New England Highway and travel north to the Rix’s Creek South Mine. Associated merge lanes are available using both site exits and given the

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approved truck movements per day (maximum of 10 in accordance with SSD 6300 MOD 1 Modification Report. James Bailey and Associates 2021), the increase in traffic volume is not expected to be noticeable

Proposed site exits from the Bloomfield Colliery to arterial roads are shown in Figure 3.



**Figure 3. Proposed Coalaceous Haulage from the Bloomfield Site to either John Renshaw Drive or New England Highway.**

The John Renshaw Drive/M15 option for the Bloomfield site is preferred over the New England Highway which will address TfNSW preference to use this route, however the use will be dependent on gaining access to the private road and intersection from Yancoal. Prior to closure of the Bloomfield Colliery, Bloomfield will seek an access agreement with Yancoal to utilise the private road and John Renshaw intersection.

## 2.2 TRANSPORT LIMITATIONS AND REQUIREMENTS

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### 2.2.1 Transport Limitations- All Sites

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The following transport limitations will apply to both sites;

- Transport of up to 10,000 tonnes per campaign
- Approximately 10 deliveries of coal per day to RCS with each campaign running over a 10 to 15 week period.
- Up to three individual campaigns would be required: one for historic Preston Colliery which would occur around 2021-22; and up to two for Bloomfield Colliery as part of mine closure activities.

Further transport limitations are required to be implemented to minimise potential conflict with school buses and stock movements under Sch.2 Cond. B78 (c) (iii).

The proposed access through the township of Curlewis (Figure 2) does not interact with school zones. However to minimise school bus interaction, truck movements will be minimised through the township between 8:00am – 9:30am and 2:30 pm till 4:00pm on gazetted school days.

No impact to stock movement is envisaged as part of the proposed haulage from either the Curlewis or Bloomfield sites.

In accordance with Sch. 2 Condition B79 transport of coalaceous material as described in the Modification Report (MOD 1) will not commence until the Coalaceous Material Haulage Management Plan is approved by the Planning Secretary. Once approved this Management Plan will be implemented as required under Sch.2 Condition B80.

### 2.2.2 Traffic type

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Traffic types associated with project-related traffic will consist of heavy vehicles for the transport of coalaceous material with light vehicles generally used for transportation of staff into and out of the site. The types of heavy vehicles used for product transportation include:

- Semi-trailers
- Truck and dog combination including super and quad dog configurations.
- Float for the mobilisation and demobilisation of earthmoving equipment such as Front End Loader, Excavator, Grader, Bulldozer or others as required.
- Fuel deliveries for earthmoving equipment.

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## 3. Truck Driver Code of Conduct

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### 3.1 GENERAL REQUIREMENTS

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Heavy vehicle drivers hauling from either the Curlewis or Bloomfield site must:

- Complete the site induction
- Hold a valid driver's licence for the class of vehicle that they operate;
- Operate the vehicle in a safe manner;
- Adhere to the designated haulage route
- All loads should be staggered to avoid queuing at intersections, in particular through Curlewis and Quirindi.
- Comply with the reasonable direction of Bloomfield Group personnel;
- Comply with the Road Transport Act 2013 and NSW Road Rules as required;
- Sign the Drivers Code of Conduct on first visit to site as part of the required site induction.
- Comply with the Code of Conduct.
- Comply with Heavy Vehicle National Law Requirements
- Attend any toolbox talks or meetings as required by The Bloomfield Group
- Adhere to the requirements of the Bloomfield's Group Safety Health, Safety and Environmental Management Systems and Policies.

### 3.2 HEAVY VEHICLE SPEED

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All Employees, Consultants, Contractors, Sub Contactors and visitors are required to comply with mandatory signage, speed restrictions, the Road Transport Act 2013 and NSW Road Rules as implemented.

Vehicle speed on public roads is enforced by the NSW Police Service. Signposted speed limits are to be strictly complied with.

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Road vehicle drivers are to adhere to the following speed limits on-site:

- Curlewis Township 50km/h
- McCormack Lane and site roads 40 km/hr

During periods of excessive dust all vehicles must reduce speed to acceptable level to minimise dust generation. If dust generation continues to be excessive the vehicle must stop and wait for a water cart.

***Drivers are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the New South Wales Road Rules. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.***

### 3.3 HEAVY VEHICLE DRIVER FATIGUE

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Fatigue is one of the highest causes of crashes for heavy vehicle drivers. Fatigue can impact on driving ability, similar to the effect of drink driving and result in slower reaction times, lack of concentration, reduced vigilance / poor judgement and nodding off. Symptoms of fatigue include:

- yawning,
- sore or heavy eyes,
- slower reaction times,
- daydreaming / not concentrating on driving
- driving speeds creeping
- impatience
- impaired driving performance
- stiffness and cramps
- loss of motivation

The Heavy Vehicle Driver Fatigue Reform was developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007. These reforms have been carried over into the Heavy Vehicle National Law (HVNL) in February 2013. Fatigue legal obligations have four major sections under the HVNL:

- chain of responsibility
- work and rest hours
- work diaries
- fatigue management accreditation schemes

The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne Gross Vehicle Mass (GVM) (however there are Ministerial Exemption Notices that can apply).

The HVNL specifies that:

- a person must not drive a heavy vehicle on a road while impaired by fatigue
- managing driver fatigue is a shared responsibility by all parties in the chain

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- parties must take all reasonable steps to ensure a person does not drive a heavy vehicle on a road while impaired by fatigue.

Under the law, industry has the choice of operating under three fatigue management schemes:

- i) Standard Hours of Operation
- ii) Basic Fatigue Management (BFM)
- iii) Advanced Fatigue Management (AFM)

Heavy vehicle drivers should manage their fatigue by undertaking fatigue breaks at appropriate times as per the RMS guidelines. Fatigue breaks must be recorded by the heavy vehicle drivers and checked by management via their work diary to review if the correct procedure has been undertaken. If a heavy vehicle driver has not confirmed within the rules they will be placed on the Driver's Code of Conduct Disciplinary Action Register (Section 4.2).

**All heavy vehicle drivers are to be aware of their adopted fatigue management scheme (if any), and operate within its requirements.**

### **3.4 HEAVY VEHICLE COMPRESSION BRAKING- EXHAUST BRAKES / JAKE (JACOB) BRAKES**

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Compression braking by heavy vehicles is a source of irritation to the community, generating many complaints; especially at night when many residents are especially sensitive to noise.

In some instances compression braking is required for safety reasons, however, when passing through or approaching residential areas a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

No engine compression braking, exhaust braking or Jake brakes are to be used in or on the approach to the township of Curlewis or within the vicinity of any other town or residential area unless under emergency situations.

### **3.5 HEAVY VEHICLE NOISE**

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Proposed activities and transport from the Curlewis site is to occur during daylight hours only.

Under the consent for the Bloomfield site (PA 07\_0087) mining activities are approved 24 Hours a day, 7 days a week. Transport of coalaceous material from the Bloomfield will targeted for delivery to RCS during daylight hours.

Access to the sites is available whereby trucks should not need to queue in town or on highway or arterial roads.

All heavy vehicle operators are aware that they should not queue within the township of Curlewis, in front of the McCormack residence or on any road which may impede the flow of residential traffic.

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### 3.6 LOAD COVERING

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Loose material on the road surface has the potential to cause road crashes and vehicle damage. Uncovered loads represent the greatest risk to loose material on the road and an increase in dust impacts along haul routes. To prevent these issues all loaded vehicles must be covered.

All trucks departing from the site are required to have an effective cover over their load for the duration of the trip. The load cover may be removed upon arrival at the Rix's Creek South delivery site; truck covers must be auto operated from the cab.

All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site.

***Drivers must ensure that when travelling to and from Preston Colliery or Bloomfield Colliery that the tailgate is locked. If grain locks are available they should be used.***

### 3.7 VEHICLE DEPARTURE AND ARRIVAL

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Heavy vehicles travelling in close proximity on public roads can be hazardous to light vehicle drivers especially at roundabouts and when travelling in tandem, as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the site should be separated by adequate intervals. All loads should be staggered to avoid queuing at intersections, in particular through Curlewis and Quirindi.

Vehicle departure is controlled by the loader operator who will discuss load weights and distribution with the driver. Vehicles must not leave site overloaded or if it is suspected that axle weights may not be correct. In this circumstance the truck is permitted to tip off onsite and be reloaded.

### 3.8 BREAKDOWNS AND INCIDENTS

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In the case of a breakdown the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to the RMS TMC (Transport Management Centre) on 131700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.

To ensure that traffic impacts are minimised in the event of an incident, rapid response from the haulage contractor is required. In order to ensure rapid response to incidents drivers must contact the RMS TMC on 131700, their Transport Manager/Supervisor and the nominated Bloomfield Group Manager as soon as the stranded vehicle and load is safely secured.

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Prepared By:	C Knight	Print Date:	11/01/2022	Version No:	1.2
Reviewed By:	G Moore			Issue Date:	11/01/2022
Approved By:	Chris Knight	Review Frequency:	<b>See Cond E5 SSD 6300</b>	Page No:	17 of 49

If there is a product spill while on public roads the driver must:

- Immediately warn persons in the area who may be at risk;
- Inform other truck drivers and road users using UHF Channel 40;
- Inform their Transport Manager/Supervisor if this occurs on public roads immediately so that emergency services can be contacted and a cleanup initiated;
- Inform the Bloomfield Group Manager
- All spills must be adequately cleaned up and waste disposed of in an acceptable and environmentally suitable manner;
- Put out warning triangles where it is safe to do so.

### 3.9 SAFETY CONCERNS

Drivers are to ensure that when passing pedestrians / cyclists a safe separation distance exists between trucks and pedestrian / cyclists as well as a reduction in speed if appropriate. In regard to cyclists, all drivers must abide by the Minimum Passing Distance Rule, whereby a minimum separation distance of 1 metre is required when the speed limit is 60 km/h or less, and a minimum separation distance of 1.5 metres is required when the speed limit is more than 60 km/h.

Drivers are to be safe, responsible and courteous within the community. Drivers are to take special consideration through the township of Curlewis and any other residential area.

TfNSW has advised that the intersection in Curlewis at Railway and Goran Streets appears to be uncontrolled and extra care should be taken at this location.

### 3.10 CONTACT NUMBERS

Table 3: Contact Numbers

<b>Contact Name</b>	<b>Contact Number</b>
Emergency – Triple Zero	000
NSW Police (Non Emergency)	131444
RMS Transport Management Centre	131700
Gunnedah Shire Council	(02) 6740 2100
Liverpool Plains Shire Council	(02) 6746 1755
Upper Hunter Shire Council	(02) 6540 1100
Singleton Shire Council	(02) 6578 7290
NSW Police	(02) 4247 3955
Rix's Creek Mine 24 Hour Contact Line	(02) 4930 2665

Document Title:	<b>Coalaceous Material Management Plan – Rix's Creek Mine</b>	Document Owner:	<b>Chris Knight</b>
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Reviewed By:	G Moore	Version No:	1.2
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See Cond E5 SSD 6300

## 4. COMPLIANCE MEASURES & MONITORING

### 4.1 COALACEOUS MATERIAL HAULAGE MANAGEMENT PLAN & DRIVER CODE OF CONDUCT

In accordance with Schedule 2, Condition E5 of SSD 6300, review of this Coalaceous Material Haulage Management Plan and Drivers Code of Conduct is to occur within three months of:

- (a) the submission of an incident report under condition E7;
- (b) the submission of an Annual Review under condition E9;
- (c) the submission of an Independent Environmental Audit under condition E10; or
- (d) the modification of the conditions of this consent (unless the conditions require otherwise),

The Bloomfield Group must notify the Department in writing of any review being undertaken, and the revised document must be lodged to the Department within six weeks of review.

### 4.2 COMPLIANCE MEASURES

To assist in the orderly resolution of complaints Bloomfield management will keep a register itemising all reported incidents and complaints in regard to heavy vehicle driver conduct.

The incident register is to include (where possible):

- Date of the complaint;
- Time of the complaint;
- Name of the complainant (if available);
- How the complaint was received
- Detailed description of the complaint (including location, driver/heavy vehicle details);
- What / when actions were taken to resolve the issue; and
- The reply to the person / organisation that made the complaint.

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An investigation of the complaint will be undertaken and be completed within 7 days of receiving the complaint. It is important to note that in some situations the nature of the complaint could require more than 7 days of investigation, if this occurs Bloomfield Management will notify the complainant with an update on the progress within 7 days of receiving the complaint.

Immediately following the completion of the investigation, Bloomfield Management will provide feedback to the complainant that details the investigations undertaken, the result of the investigation and measures implemented to ensure that operations remain compliant. A description of any follow-up investigations and the response provided to the complainant will also be recorded in the Complaints Register upon closure of the issue.

All complaints and incidents as well as changes to operations will be conveyed to drivers via toolbox meetings which will be held as required to allow up-to-date information to be provided to drivers and operators.

In addition to the register, any breach of the Code of Conduct will result in the offending driver being placed on a Driver's Code of Conduct Disciplinary Action Register.

There are 3 stages to the process:

**1st Warning** – Driver will be warned for the breach, entered into the register and re- inducted.

**2nd Warning** – Driver will be warned for the breach, entered into the register, re-inducted and the company of the driver will be notified that a second breach of the site rules has occurred by the offending driver. The result of this second breach will result in the driver being banned from the site for a period to be determined by the Contractors management, in consultation with Bloomfield Group's Contract manager, depending on the severity of the breach.

**3rd Warning** – The Contracting company not utilise the driver for further haulage work for the remainder of the campaign.

**However, any act of gross misconduct will result in an immediate ban from site.**

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**4.3 MONITORING MEASURES**

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Bloomfield Group staff will undertake formal observations of compliance during haulage activities and will document and undertake any remedial actions with employees, contractors and subcontractors that may be necessary as a result of these observations.

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**5. BIBLIOGRAPHY**

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- Rix's Creek South Continuation of Mining Project SSD 6300 (MOD 1) dated July 2021.
- Rix's Creek South SSD 6300 Modification 1- Modification Report 24 May 2021.
- Heavy Vehicle Driver Handbook. Transport for New South Wales (2021).

Document Title:	<b>Coalaceous Material Haulage Management Plan – Rix's Creek South</b>		Document Owner:	<b>Chris Knight</b>	
Prepared By:	Chris Knight	Print Date:	11/01/2022	Version No:	1.2
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## 6. Appendix 1- Regulatory Agency Consultation

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Reviewed By:	Geoff Moore	Review Frequency:	<b>As Required</b>	Issue Date:	11/01/2022
Approved By:	Chris Knight			Page No:	22 of 49

**Chris Knight**

**From:** Masa Kimura <Masa.Kimura@transport.nsw.gov.au >  
**Sent:** Thursday, 16 September 2021 11:07 AM  
**To:** Chris Knight  
**Subject:** RE: Major Projects – Proponent Request for Advice - Rix's Creek Coal Mine Extension - Coalaceous Material Haulage MP (SSD-6300-PA-40) (Singleton Shire)

Hi Chris,

I refer to your submitted Coalaceous Material Haulage Management Plan for an extension of the Rix's Creek Coal Mine.

The report is very comprehensive and provides great insight into the project. A few comments for consideration:

- The loads should be staggered to avoid queuing at intersections, in particular through Curlewis and Quirindi.
- The intersection in Curlewis at Railway and Goran Streets appears to be uncontrolled and extra care should be taken at this location.
- The John Renshaw Drive/M15 option for the Bloomfield site is preferred over the New England Highway.

Regards,

**Masa Kimura**  
 Development Services Case Officer  
 Community and Place | Region North  
 Regional & Outer Metropolitan Division  
**Transport for NSW**

T 02 4908 7688  
 M 0407 707 999  
 E [development.hunter@transport.nsw.gov.au](mailto:development.hunter@transport.nsw.gov.au)  
 A 6 Stewart Avenue, Newcastle West 2302



**Transport  
for NSW**

**From:** Chris Knight [mailto:cknight@bloomcoll.com.au]  
**Sent:** Tuesday, 14 September 2021 7:23 AM  
**To:** Masa Kimura <Masa.Kimura@transport.nsw.gov.au>  
**Subject:** RE: Major Projects – Proponent Request for Advice - Rix's Creek Coal Mine Extension - Coalaceous Material Haulage MP {SSD-6300-PA-40} (Singleton Shire)

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Thank you Masa,

I look forward to receipt of TfNSW's response.

Best Regards,

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Prepared By:	Chris Knight	Print Date:	11/01/2022
Reviewed By:	Geoff Moore	Version No:	1.2
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**Chris Knight**  
 Environment Manager  
 E: [cknight@bloomcoll.com.au](mailto:cknight@bloomcoll.com.au) | T: 02 6578 8824 | M: 0403 058 777  
 W: [www.bloomcoll.com.au](http://www.bloomcoll.com.au)  
 PO Box 4, East Maitland, NSW 2323  
 North: Bridgman Road, South: Rixs Creek Lane, Singleton, NSW 2330 Australia

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**From:** Masa Kimura [<mailto:Masa.Kimura@transport.nsw.gov.au>]  
**Sent:** Monday, 13 September 2021 3:02 PM  
**To:** Chris Knight <[cknight@bloomcoll.com.au](mailto:cknight@bloomcoll.com.au)>  
**Subject:** RE: Major Projects – Proponent Request for Advice - Rix's Creek Coal Mine Extension - Coalaceous Material Haulage MP (SSD-6300-PA-40) (Singleton Shire)

Hi Chris,

I have been assigned your request for input into a Coalaceous Material Haulage Management Plan.

Relevant internal stakeholders have been asked to review and I hope to have a response to your shortly.

Regards,

**Masa Kimura**  
 Development Services Case Officer  
 Community and Place | Region North  
 Regional & Outer Metropolitan Division  
 Transport for NSW

T 02 4908 7688  
 M 0407 707 999  
 E [development.hunter@transport.nsw.gov.au](mailto:development.hunter@transport.nsw.gov.au)  
 A 6 Stewart Avenue, Newcastle West 2302



**Transport  
for NSW**

**From:** Chris Knight [<mailto:cknight@bloomcoll.com.au>]  
**Sent:** Thursday, 2 September 2021 3:00 PM  
**To:** Development hunter <[Development.Hunter@transport.nsw.gov.au](mailto:Development.Hunter@transport.nsw.gov.au)>; Enviro <[enviro@bloomcoll.com.au](mailto:enviro@bloomcoll.com.au)>  
**Subject:** RE: Major Projects – Proponent Request for Advice - Rix's Creek Coal Mine Extension - Coalaceous Material Haulage MP (SSD-6300-PA-40) (Singleton Shire)

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Hi Ashlee,

Thank you for your email. The referral has been sent through the NSW Major Project Portal which includes the coalaceous material haulage management plan. (Ref PAE-27293355)

The attachment should be visible in the portal.

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In case there are still issues with the portal I have attached a copy of the Plan for review by TfNSW. Any issues please let me know.

Best Regards



**Chris Knight**  
Environment Manager  
E: [cknight@bloomcoll.com.au](mailto:cknight@bloomcoll.com.au) | T: 02 6578 8824 | M: 0403 058 777  
W: [www.bloomcoll.com.au](http://www.bloomcoll.com.au)  
PO Box 4, East Maitland, NSW 2323  
North: Bridgman Road, South: Rixs Creek Lane, Singleton, NSW 2330 Australia

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**From:** Development hunter [<mailto:Development.Hunter@transport.nsw.gov.au>]  
**Sent:** Thursday, 2 September 2021 11:09 AM  
**To:** Enviro <[enviro@bloomcoll.com.au](mailto:enviro@bloomcoll.com.au)>  
**Subject:** FW: Major Projects – Proponent Request for Advice - Rix's Creek Coal Mine Extension - Coalaceous Material Haulage MP (SSD-6300-PA-40) (Singleton Shire)

Hi Christopher,

Can I please request the below referral be sent to our team in the Major Projects planning portal – it is not appearing on our dashboard.

Thanks,

Ashlee Bunt

Development Services Assistant  
Community and Place | Region North  
Regional & Outer Metropolitan Division  
**Transport for NSW**

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal works hours.

T 02 4908 7688  
E [development.hunter@transport.nsw.gov.au](mailto:development.hunter@transport.nsw.gov.au)  
A 6 Stewart Avenue, Newcastle West NSW 2300



**Transport  
for NSW**

I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

**From:** [no-reply@majorprojects.planning.nsw.gov.au](mailto:no-reply@majorprojects.planning.nsw.gov.au) [<mailto:no-reply@majorprojects.planning.nsw.gov.au>]  
**Sent:** Wednesday, 1 September 2021 3:49 PM  
**To:** Mark Ozinga <[Mark.Ozinga@transport.nsw.gov.au](mailto:Mark.Ozinga@transport.nsw.gov.au)>; development <[development@transport.nsw.gov.au](mailto:development@transport.nsw.gov.au)>  
**Subject:** Major Projects – Proponent Request for Advice - Rix's Creek Coal Mine Extension - Coalaceous Material Haulage MP (SSD-6300-PA-40) (Singleton Shire)

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Reviewed By:	Geoff Moore	Review Frequency:	<b>As Required</b>	Issue Date:	11/01/2022
Approved By:	Chris Knight			Page No:	25 of 49

**Chris Knight**

**From:** Mary-Anne Crawford [mailto:mccrawford@singleton.nsw.gov.au]  
**Sent:** Monday, 10 January 2022 4:22 PM  
**To:** Chris Knight <cknight@bloomcoll.com.au>  
**Subject:** RE: Consultation on Management Plan

Hi Chris

I hope you had a good Christmas and were able to take a break.

I forwarded your management plan through to our traffic engineer for comment, and he has provided the below response.

*The only Singleton Council road affected is Rix's Creek Lane - the primary use of which is as an access road to the mine and to the rest area . There is an AUL and CHR in place at the intersection of New England Highway and Rix's Creek Lane. I do not have any concerns or comments regarding the EMS:021 - Rix's Creek South - Coalaceous Material Haulage Management Plan.*

Regards

MAC



**MARY-ANNE CRAWFORD**  
 Manager Development & Environmental Services  
**T** 02 6578 7337 **M** 0400 403 550  
**E** [mccrawford@singleton.nsw.gov.au](mailto:mccrawford@singleton.nsw.gov.au)  
**W** [singleton.nsw.gov.au](http://singleton.nsw.gov.au)  


Singleton Council acknowledges the Wanaruah, Wonnarua people and their custodianship of the land in the Singleton Local Government Area. We also acknowledge all other Aboriginal and Torres Strait Islanders who live within the Singleton Local Government Area and pay our respect to Elders past, present and future.

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Prepared By:	Chris Knight	Print Date:	11/01/2022	Version No:	1.2
Reviewed By:	Geoff Moore	Review Frequency:	<b>As Required</b>	Issue Date:	11/01/2022
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## 7. Appendix 2- Approval Correspondence

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Prepared By:	Chris Knight	Print Date:	11/01/2022	Version No:	1.2
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## 8. Appendix 3 – Code of Conduct and Declaration

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Prepared By:	Chris Knight	Print Date:	11/01/2022	Version No:	1.2
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## CODE OF CONDUCT

To all Truck Drivers Entering Preston Colliery- Curlewis NSW.

- All heavy vehicle drivers are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the NSW Road Rules & Heavy Vehicle National Law. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.
- The speed limit within the township of Curlewis is 50 km/hr until entry to the site where the speed limit reduces to 40 km/h.
- On entering the Preston Colliery Site, trucks drivers must engage, using positive communication, with earthmoving equipment working on site.
- Truck drivers are to remain in their cabins whilst being loaded. No children are permitted on site.
- Whilst waiting to be loaded, if drivers exit their cabin they must be cautious of other vehicles moving on site. Drivers must be wearing adequate PPE such as high visibility clothing, long sleeve shirt and long pants, safety boots and a hard hat.
- If undertaking a U-turn or reversing, drivers must use positive communication to advise others of their movements.
- Due to space limitations around loading areas, trucks are expected to slow down to a speed which will ensure they are able to stop quickly if required. Visibility may be reduced around stockpiles, take extra care in these areas.
- To alleviate public concern and increase road safety, heavy vehicles leaving the Preston Colliery site should be separated by at least 5 minute intervals whenever practicable.
- All trucks departing from the Preston Colliery site are required to ensure that they are not overloaded and that correct axel weights are maintained during the journey. It is a requirement of the contract that a system to assess correct weights is provided on the truck and trailer/s. A loader with a calibrated loadrite unit or similar to assist in provision of correct axel weights may be utilised, however it is the responsibility of the truck operator to ensure compliance with Heavy Vehicle National Law.
- All trucks departing from the Preston Colliery site are required to have an effective cover over their load for the duration of the trip to Rix's Creek South Mine. Auto tarps are required and manual tarps will not be allowed. No driver is to climb into or onto the back of truck bodies or trailers.
- All care is to be taken to ensure that all loose debris from the vehicle body, including gunnels, drawbar and wheels are removed prior to leaving the site. Drivers must ensure that following tipping at any time that the tailgate is locked before leaving the site. If grainlocks are available they should be used.

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## Coalaceous Material Haulage Management Plan Rix's Creek Mine

- Never drive with the body in a raised position.
- All drivers are to show respect for neighbours in the local area. Take care around high pedestrian and traffic areas. Please give pedestrians a wide berth, be aware of their safety and other road users.
- All heavy vehicle drivers operating out of the Preston Colliery site are to minimise the use of compression brakes, so as not to create excessive noise that could disturb local residents, where possible. Compression braking within or adjacent to residential areas should only be used if required for safety reasons.
- All drivers while travelling through Curlewis will take extra care at all uncontrolled intersections and specifically at the intersection of Railway and Goran Streets.
- Heavy vehicle drivers are to carefully plan their routes by undertaking the approved transport route and so that State and regional roads are given priority for route selection.
- Be conscious of The Bloomfield Groups 5 to Stay Alive.
- All heavy vehicle drivers operating out of the Preston Colliery site are to be aware of their Fatigue Management requirements. By law, all drivers have a duty to not drive a fatigue-regulated heavy vehicle on a road while impaired by fatigue.
- All drivers should be familiar with their Chain of Responsibility.
- Failure to comply with the above will result in disciplinary action.

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## Declaration

I, the undersigned, hereby agree to abide by The Bloomfield Group Truck Driver Code of Conduct under Sections 2.0 and 5.0 of this Transport Management Plan for the transportation of coalaceous material from Preston Colliery Curlewis or Bloomfield Colliery Ashtonfield to Rix's Creek South Mine at Singleton in a safe manner. I have read and understand the requirements outlined in the attached document and will, to the best of my ability, comply and assist with their implementation, requirements and ongoing administration.

The subject document to which this declaration relates is attached as part of the overall document and signing of this declaration confirms that the signee has read and understood the entire document:

### TRUCK DRIVER

Full Name:

\_\_\_\_\_

Organisation:

\_\_\_\_\_

Signature:

\_\_\_\_\_

Date:

\_\_\_\_\_

### The Bloomfield Group

Company Witness:

\_\_\_\_\_

Date:

\_\_\_\_\_

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**9. Appendix 4 – NSW EPA correspondence.**

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Prepared By:	Chris Knight	Print Date:	11/01/2022	Version No:	1.2
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DOC20/748106, EF 13/2560

The Bloomfield Group  
Email: cknight@bloomcoll.com.au

8 October 2020

Attention: Mr Chris Knight

Dear Mr Knight

**Transport of Coal from Curlewis to Hunter Valley for Processing and Sale**

I refer to your letter and accompanying documents dated 31 August 2020 in relation to Bloomfield Group's request for advice about the necessary approvals required to receive coal at one of the Bloomfield Group's premises in the Hunter Valley for processing through the coal handling and preparation plant (CHPP) for sale.

The Environment Protection Authority (EPA) understands that 4000T of coal is being stored at the former Preston Colliery at Curlewis and that the Resources Regulator (RR) will be issuing a remediation notice under s240 of the *Mining Act 1992* to remove this coal and finalise rehabilitation of the site as mining has not occurred for some time.

The EPA further understands that Bloomfield Group investigated a range of options for removing the coal and disposing of it in the local area and that none of the options are viable.

To explore the issues associated with the proposed removal of the coal stockpile, the EPA facilitated a meeting between Bloomfield Group, RR and the Department of Planning Industry and Environment (Planning) (DPIE) (the Group) on 2 September 2020. The Group discussed a number of options and the EPA provided advice on requirements for the coal to be accepted at a Hunter Valley mine site in relation to EPA's waste guidelines.

The EPA has reviewed the letter dated 31 August 2020 and the documents:

- Curlewis Coal Stockpile Samples MU85055575
- RR Letter dated 28 March 2018
- Preston Colliery – Remediation Progress and Proposed Remediation Option for Curlewis Coal and Coke Pty Limited; and
- The Tohoku Electric Power Company Inc coal quality specification.

Following this review, the EPA advises Bloomfield Group that the transport and processing of the 4000T of coal does not require any additional approvals outside of those already issued and the coal can be accepted by a colliery or mine in the Hunter Valley as raw coal product, as the material is consistent with mined coal.

Bloomfield Group should obtain advice and any necessary approvals from DPIE prior to transport of the coal and receipt at the colliery or mine to ensure that development consent allows this to occur.

Phone 131 555 TTY 133 677 PO BOX 488G 117 Bull Street info@epa.nsw.gov.au  
Phone +61 2 49086800 ABN 43 692 285 758 Newcastle Newcastle West www.epa.nsw.gov.au  
(from outside NSW) NSW 2300 Australia NSW 2302 Australia

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## Coalaceous Material Haulage Management Plan Rix's Creek Mine

If you wish to discuss this matter or anything regarding this matter, please contact Natasha Ryan on 02 4908 8833 or by email to [Natasha.ryan@epa.nsw.gov.au](mailto:Natasha.ryan@epa.nsw.gov.au).

Yours sincerely



**LOUISE CLERY**  
Manager Regulatory Operations

Document Title:	<b>Coalaceous Material Haulage Management Plan – Rix's Creek South</b>	Document Owner:	<b>Chris Knight</b>
Prepared By:	Chris Knight	Print Date:	11/01/2022
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**10. Appendix 5 – DPIE Comments on Plan.**

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Approved By:	Chris Knight			Page No:	35 of 49

## Coalaceous Material Haulage Management Plan Rix's Creek Mine

"Rix's Creek South"  
Post Approval Review  
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Document: "Coalaceous Material Haulage Management Plan"

Condition B78 Schedule 2

Revision: Revision 1.1 Dated October 2021"

Reviewed: "Charissa Pillay in October 2021"

Coalaceous Material Haulage Management Plan	Sufficient (Yes/No/Partial)	Document reference and comment	Action Required	Company Response
A9a. A maximum of 10,000 tonnes of residual coalaceous material may be transferred from the Preston Colliery by road for processing, stockpiling and transportation as described in MR (MOD 1).	No	Plan does not include the requirement.	Include the condition in the plan.	Now addressed in Table 1 and Section 1.2
A9b. A maximum of 20,000 tonnes of residual coalaceous material may be transferred from the Bloomfield Colliery by road for processing, stockpiling and transportation as described in MR (MOD 1).	No	Plan does not include the condition.	Include the condition in the plan.	Now addressed in Table 1 and Section 1.2
B78. The Applicant must prepare a Coalaceous Material Haulage Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:				
(a) be prepared in consultation with TfNSW and Council;	Partial	Section 1.5 and Appendix 1 contain feedback from TfNSW but there is no feedback from Singleton council.  Additionally, there are some open actions to address regarding TfNSW feedback.	Expediate feedback from Singleton Council and revise the plan accordingly.  Please address the open items in the TfNSW section below.	Singleton Council responded on 11/1/2022- see section 1.5 and appendix 1 for comments and response.  Addressed - See comments below.
(b) include details of all transport routes and traffic types to be used for the	Partial	Section 2.1.2. includes a note in brackets "maximum of 10" but there is no footnote to provide information.	Include details to support the note added in section 2.1.2.	References to SSD6300 MOD 1 provided

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transport of coalaceous material as detailed in MR (MOD 1);				
(c) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users, including:				
(i) temporary traffic controls, including detours and signage (where relevant);	No	Why is the condition (i) Not Applicable (not relevant)?  Will there be any signage installed along the haulage route?  Will there be any traffic control at the intersection in the intersection in Curlewis at Railway and Goran	Include information to address the condition or details to support why this condition is not applicable.	i) there are no extra traffic controls required. There are no detours proposed or extra signage. The trucks are operating on existing approved roads for the designated vehicle type. Given the amount of truck movement per day (10 out) this is considered very low impact.
(ii) notifying the local community about development-related traffic impacts;	Partial	(ii) Section 1.6 include information to be communicated to the local community however the word "proposed" is used.	Include committed actions to notify the community.  Consider including a map of the traffic route in the newsletter	The commitment to provide the Newsletter is absolute in the current version. (see red markup of current wording). The word "proposed" is used for the haulage route and activities- this allows the community an opportunity to provide any feedback on the "proposed route" or the proposed activities.  A map noting the transport route will be provided in the newsletter.

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(iii) minimising potential for conflict with school buses and stock movements; and	Partial	(iii) Section 2.1.1, Section 2.1.2. and Section 2.2.1 address part of the requirement.  Why is no impact envisaged to stock movement?	Include details of where stock movement occurs therefore no impact is expected.	There are no stock crossings on the proposed transport routes. There are only limited trucks per day which is not expected to impact on stock movement.
(iv) access arrangements; and	No	(Section 2.1.2 includes TfNSW feedback on The John Renshaw Drive/M15 option for the Bloomfield site is preferred over the New England Highway however will be dependent on gaining access to the private road and intersection from Yancoal. What are the access arrangements involved?  Section 3 and section have broad details on measures to be implemented to minimise access arrangements.	Include details on the measures to minimise impacts associated with access.  Include information on access arrangements.	In accordance with the Tasman Project approval held by Yancoal, coal has been previously trucked to the Bloomfield site using the John Renshaw Intersection. However there is no agreement at this stage that this intersection or private haul road through Abel Colliery could be used by The Bloomfield Group. Mine Closure Planning has commenced but is still 3 years away giving ample time to progress an agreement for use of the intersection with Yancoal. Again we have no authority over the use of this intersection and cannot guarantee that we will be approved to use the intersection, however we commit to seeking an access agreement with Yancoal to use the private haul road and intersection.  Any access agreement would be commercial in confidence and details would not be provided into this plan.
(d) include a Drivers' Code of Conduct that requires drivers to:				
(i) adhere to posted speed limits or other required travelling speeds;	Yes	Sections 3 & 4 & Appendix 3 addresses the requirement.	-	

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(ii) adhere to the designated transport routes; and	Partial	Sections 3 & 4 & Appendix 3 does not include a committed action.	Include a commitment that drivers must adhere to the designated transport routes	Commitment included in Section 3.1
(iii) implement safe driving practices.	Yes	Sections 3.1 addresses the requirement.	-	
B79. The Applicant must not commence transport of coalaceous material described in MR (MOD 1) until the Coalaceous Material Haulage Management Plan is approved by the Planning Secretary.	No	The plan does not include a commitment.	Include a commitment not to commence transport of coalaceous material described in MR (MOD 1) until the Coalaceous Material Haulage Management Plan is approved by the Planning Secretary.	Updated. see section 2.2.1
B80. The Applicant must implement the Coalaceous Material Haulage Management Plan as approved by the Planning Secretary.	No	The plan does not include a commitment.	Include a commitment to implement the Coalaceous Material Haulage Management Plan as approved by the Planning Secretary.	Updated. see section 2.2.1
<b>Revision of Strategies, Plans and Programs, Condition E5, Schedule 2</b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
E5. Within three months of: (a) the submission of an incident report under condition E7; (b) the submission of an Annual Review under condition E9; (c) the submission of an Independent	Yes	Section 5.1 addresses the requirement.	-	

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Environmental Audit under condition E10; or (d) the modification of the conditions of this consent (unless the conditions require otherwise), the suitability of existing strategies, plans and programs required under this consent must be reviewed by the Applicant.				
E6. If necessary, to either improve the environmental performance of the development or cater for a modification, 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. 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.	No	Plan does not include the requirement.	Include the requirement consistent with condition E6.	This section is globally addressed in the EMS and has been noted in Section 1.4
<b>Incident Notification, Condition E7, Schedule 2</b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
E7. The Applicant must immediately notify the Department and any other relevant agencies after it becomes aware of an incident. The	No	Section 3 and section 4 does not include the requirement.	Include the requirement consistent with condition E7.	This section is globally addressed in the EMS and has been noted in Section 1.4

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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.				
<b>Non-Compliance Notification, Condition E8, Schedule 2</b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
E8. Within seven days of becoming aware of a non-compliance, the Applicant must notify the Department of the non-compliance. 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 for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.  Note: A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	No	Plan does not include the requirement.	Include the requirements consistent with condition E8.	This section is globally addressed in the EMS and has been noted in Section 1.4
<b>Annual Review E9</b>				

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<p>By the end of March each year, after the commencement of 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: (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) report on the progress of biodiversity credits retirements and the associated actual versus proposed surface disturbance for each stage; (c) include a comprehensive review of the monitoring results and complaints records of the development over the previous calendar year, including a comparison of these results against the: (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</p>	<p>No</p>	<p>Plan does not include the requirement.</p>	<p>Include the requirements consistent with condition E8.</p>	<p>This section is globally addressed in the EMS and has been noted in Section 1.4</p>
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<p>(iv) relevant predictions in the document/s listed in condition A2(c); (d) 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; (e) evaluate and report on:     (i) the effectiveness of the noise and air quality management systems; and     (ii) compliance with the performance measures, criteria and operating conditions of this consent; (f) identify any trends in the monitoring data over the life of the development; NSW Government 35 Rix's Creek South Continuation of Mining Project Department of Planning, Industry and Environment (SSD 6300) (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.</p>				
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<i><b>INDEPENDENT ENVIRONMENTAL AUDIT, Condition E10, Schedule 2</b></i>	Sufficient (Yes/No/Partial)	Document reference and comment	Action -Required	Company Response
<p>Within one year of commencing 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. The audit must:</p> <p>(a) be led by a suitably qualified, experienced and independent auditor whose appointment has been endorsed by the Planning Secretary;</p> <p>(b) be conducted by a suitably qualified, experienced and independent team of experts (including any expert in field/s specified by the Planning Secretary) whose appointment has been endorsed by the Planning Secretary;</p> <p>(c) be carried out in consultation with the relevant agencies and the CCC;</p> <p>(d) assess the environmental performance of the development and whether it is complying with the relevant requirements in this consent, water licences and mining leases for the development</p>	No	Plan does not include the requirement.	Include the requirements of condition E10	This section is globally addressed in the EMS and has been noted in Section 1.4

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(including any assessment, strategy, plan or program required under these approvals); (e) review the adequacy of any approved strategy, plan or program required under the abovementioned approvals and this consent; (f) recommend appropriate measures or actions to improve the environmental performance of the development and any assessment, strategy, plan or program required under the abovementioned approvals and this consent; and (g) be conducted and reported to the satisfaction of the Planning Secretary.				
<b>ACCESS TO INFORMATION, Condition E14, Schedule 2</b>	<b>Sufficient (Yes/No/Partial)</b>	<b>Document reference and comment</b>	<b>Action Required</b>	<b>Company Response</b>
Within three months of commencing development under this consent, until the completion of all rehabilitation required under this consent, the Applicant must: (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: (i) the document/s listed in condition A2(c);	No	Plan does not include the requirement.	Include the requirement of condition E14	This section is globally addressed in the EMS and has been noted in Section 1.4

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<p>(ii) all current statutory approvals for the development; (iii) all approved strategies, plans and programs required under the conditions of this consent; (iv) minutes of CCC meetings; (v) 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; (vi) 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; (vii) a summary of the current progress of the development; (viii) contact details to enquire about the development or to make a complaint; (ix) a complaints register, updated monthly; (x) the Annual Reviews of the development; NSW Government 36 Rix's Creek South Continuation of Mining Project Department of Planning, Industry and Environment (SSD 6300) (xi) audit reports prepared as part of any Independent Environmental Audit of the development and the</p>				
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Applicant's response to the recommendations in any audit report; (xii) any other matter required by the Planning Secretary; and (xiii) hyperlinks to government air quality and noise information and contact details for NSW government complaint avenues (including the Upper Hunter Air Quality Network and Government Environment Complaint Line); and			
(b) keep such information up to date, to the satisfaction of the Planning Secretary.			This section is globally addressed in the EMS and has been noted in Section 1.4
<b>General Comments</b>		<b>Action Required</b>	<b>Company Response</b>
Section 1.2 includes the use of words "would be delivered", and there are other sections in the plan which include non-committal language.		Revise the plan to include committed actions.	updated
Section 1.3, second do point appears to be missing words after "and..."		Revise section 1.3	updated
Section 1.4.2 includes information from the EPL 3391 to be approved to received raw coal for processing. Additionally there is information quoted from the NSW EPA. There is no evidence of this feedback. The EPL 3391 was consulted and upon review there was no information on the approval to receive raw coal.		Please include evidential records as appendices.	See appendix 4
Use of wording "proposed". As this is a project was approved to carry out the activities the word proposed is to be replaced with planned.		Revise wording to planned.	updated
<b>Transport for NSW</b>		<b>Action Required</b>	<b>Company Response</b>
The loads should be staggered to avoid queuing at intersection, in particular through Curlewis and Qurindi		Section 3.1 and section 3.7 address the comment.	Closed

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<p>The intersection in Curlewis at Railway and Goran Streets appears to be uncontrolled and extra care should be taken at this location.</p>	<p>Section 2.1. and section 3.1</p> <p>Section 3.9 includes TfNSW feedback but there are no details where or if the comment has been addressed.</p> <p>Include details on what measures will be in place at the intersection in Curlewis (Railway and Goran Street) to address the comment.</p>	<p>See updated section 2.1.1 noting extra care to be taken at this intersection and updated Code of Conduct in Appendix 3.</p>
<p>The John Renshaw Drive/M15 option for the Bloomfield site is preferred over the New England Highway.</p>	<p>Section 2.1.2 includes TfNSW feedback, but it is unclear if the plan considers the comment and how or if it is addressed.</p> <p>Include details if the John Renshaw Drive/M5 option will be enforced on truck drivers following access to private roads.</p>	<p>Updated section 2.1.2.</p> <p>In regard to enforcement please see above comments regarding access agreement with Yancoal.</p>
<p>Figure 2 does not show where what the local environment contains in regards to sensitive receivers, schools, commercial properties.</p>	<p>Revise Figure 2 to illustrate surrounding areas and properties.</p>	<p>Figure 2 updated</p>
<p>Singleton Council (1 September 2021)</p>		

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?	?	Singleton Council responded on 11/1/2022- see section 1.5 and appendix 1 for comments and response.

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