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1 INTRODUCTION

This Traffic Management Plan (TMP) has been prepared by Whitehaven Coal Mining Limited (WHC) in accordance with the requirements of:

- Project Approval (11_0047) for the Tarrawonga Coal Mine (TCM);
- Project Approval (10_0015) for the Rocglen Coal Mine (RCM); and,
- Development Consent (SSD-7480) for the Vickery Coal Mine (VCM).

The Traffic Management Plan is a shared management plan between the three development consents. This is due to the fact that the traffic impacts of all three operations are connected. The coal haulage occurs along the same approved haulage route and is undertaken by the same contractor fleet. Heavy vehicle movements, including oversized deliveries, and employee traffic utilise the same road network. The management plans have been combined to ensure consistency across traffic management for each operation and also enable effective and streamlined consultation with relevant stakeholders. Currently TCM and VCM are hauling coal to the Gunnedah CHPP (operating under a separate development consent) and Rocglen is in closure. Following commissioning of the Vickery Project Rail Spur and CHPP, Tarrawonga will haul coal to Vickery instead of the Gunnedah CHPP.

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

The TCM is an open cut mining operation located approximately 15 kilometres (km) north-east of Boggabri and 42 km north-northwest of Gunnedah in New South Wales (NSW) (Figure 1). The mine is managed by WHC, and mining operations are undertaken by Tarrawonga Coal Pty Ltd (TCPL), a wholly owned subsidiary of WHC. Approval was granted on 15 June 2020 for temporary water haulage from the VCM groundwater bore to TCM. Licensed groundwater extraction will be via the existing pipeline and associated infrastructures (Figure 7). Transfer of water will occur via water haulage trucks that will travel on the Approved Road Transport Route. WHC has consulted with Department of Planning and Environment and other relevant stakeholders including Narrabri Shire Council (NSC), Gunnedah Shire Council (GSC), the Natural Resources Access Regulator and TCM Community Consultative Committee (CCC).

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

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

The VCM initial construction and early mining stage includes construction activities associated with establishing a mine infrastructure area (MIA), Project Rail Spur and support infrastructure for mining activities. Until the VCM CHPP, train load-out and rail spur infrastructure reach full operational capacity, the Approved Road Transport Route will continue to be used for transport of VCM and

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TCM run-of-mine (ROM) coal to the Whitehaven CHPP in Gunnedah. The Approved Road Transport Route, as well as relevant haulage limits, are shown on Figure 1. Dewatered coal rejects from the Whitehaven CHPP will continue to be transported via the Approved Road Transport Route to the TCM, and VCM for disposal. A small volume of coal from WHC's other mines may be delivered to the VCM for stockpile pad treatment and CHPP commissioning activities.

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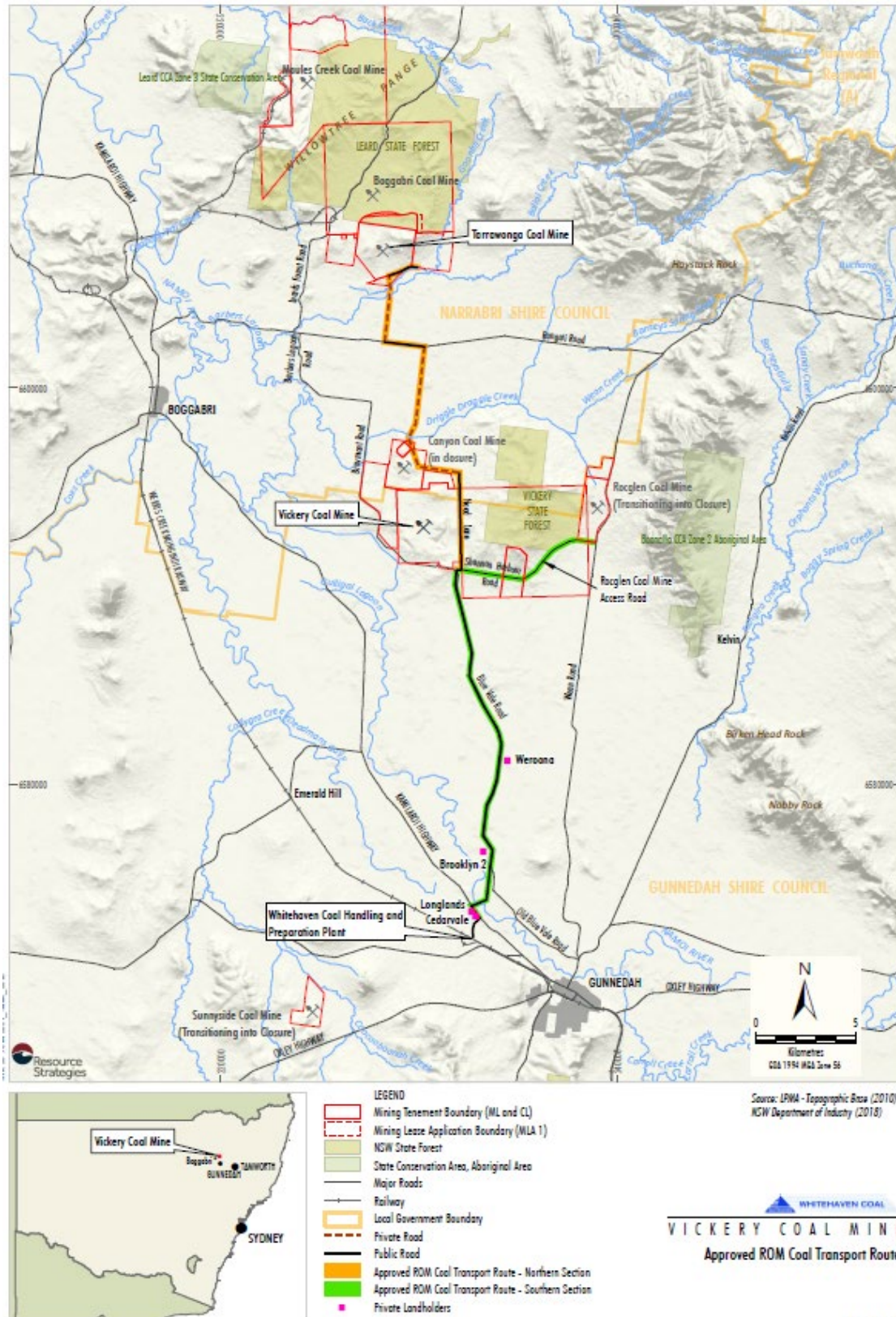


Figure 1

Figure 1: Regional Location and Approved Road Transport Route



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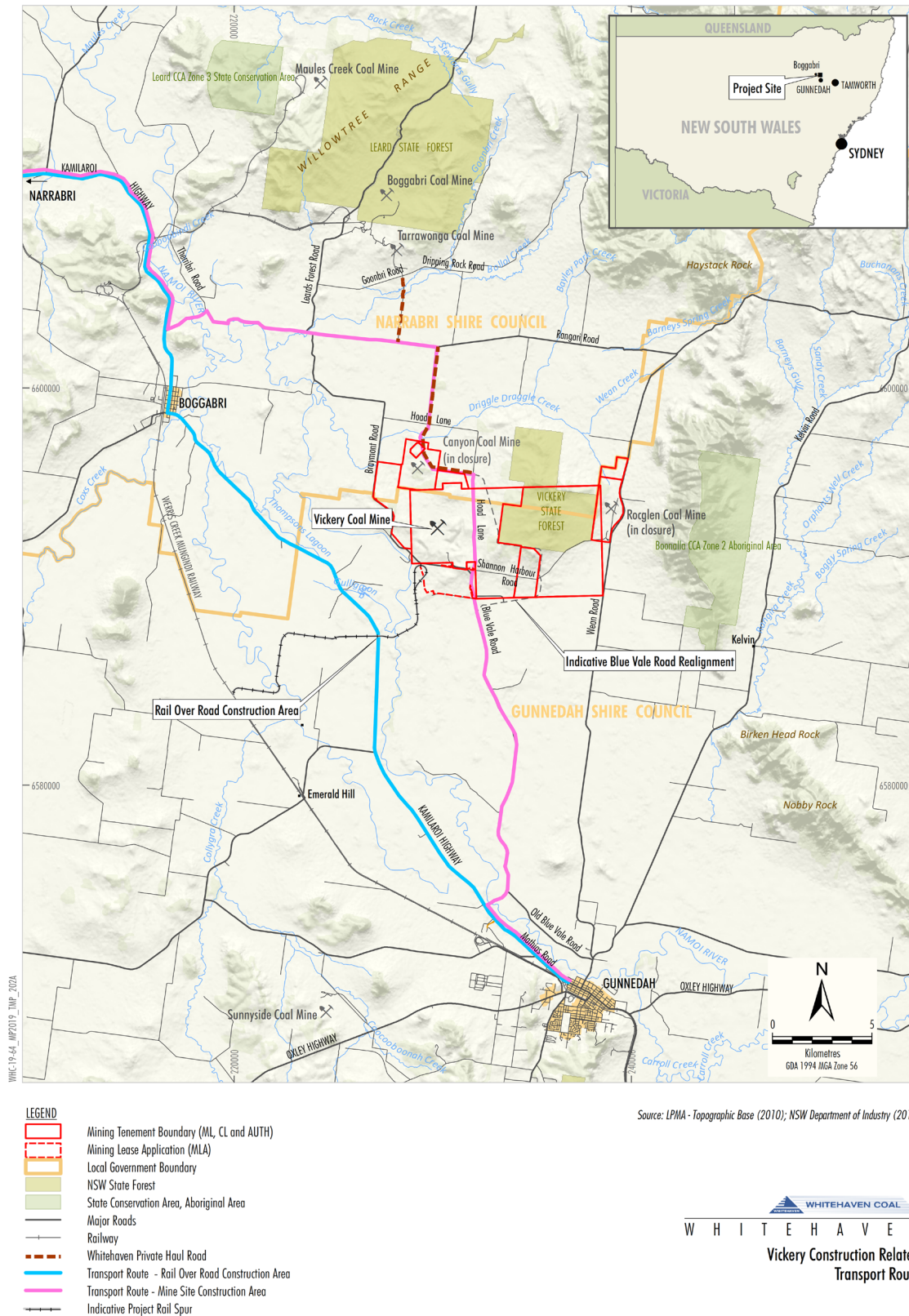


Figure 2: VCM Construction Related Transport Route

Figure 2

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2 STATUTORY REQUIREMENTS

2.1 TRAFFIC MANAGEMENT PLAN REQUIREMENTS

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

This TMP has been prepared by experienced and qualified traffic experts [Penny Dalton of The Transport Planning Partnership (TPPP)], endorsed by the Secretary of the Department of Planning, Infrastructure and Environment [DPIE] on 21 October 2020 to satisfy the requirements of Condition B86(a), Schedule 2 of SSD-7480. It has been reviewed to incorporate relevant project updates and the document history is listed in Appendix B.

2.2 TCM TRAFFIC MANAGEMENT REQUIREMENTS

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

Table 1 – Specific Traffic Management Conditions of TCM Project Approval

TCM Project Approval (11_0047) Schedule 3	Relevant TMP Section
54A. The Proponent shall prepare and implement a traffic management plan for the Project, to the satisfaction of the Secretary. This plan must:	This TMP
(a) be prepared in consultation with RMS, Gunnedah Shire Council, Narrabri Shire Council and the owners of the Rocglen and Vickery coal mines;	Section 2.1, Appendix B
(b) be submitted to the Secretary for approval by 31 March 2017;	-
(c) include a program for implementing Whitehaven's commitments in the EA;	Section 3
(d) include transport protocols that describe control measures for coal haulage:	-
• during school bus hours;	Section 3.3.4
• on the Kamilaroi Highway; and	Section 3.3.6
• during seasonal and event based peak traffic periods.	Section 3.3.5
(e) include a driver's Code of Conduct to include but not limited to:	Section 3.3.3 and Appendix A
• behavioural safety practises and initiatives used by drivers to implement the transport protocols;	
• induction process for vehicle operators and regular toolbox meetings; and	
• complaint resolution and disciplinary procedures;	
(f) describe measures to minimise dust from roads that may be used for access to the mine site;	Section 3.3.11
(g) arrangements to comply with cumulative coal haulage limits from the project and the Rocglen and Vickery coal mines; and	Section 3.3.1
(h) a monitoring program to audit vehicle movements, including the origin and destination of employees, against predictions in the EA.	Section 5.1

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2.3 RCM TRAFFIC MANAGEMENT REQUIREMENTS

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

Table 2 – Specific Traffic Management Conditions of RCM Project Approval

RCM Project Approval (10_0015) Schedule 3	Relevant TMP Section
27. <i>The Proponent shall prepare and implement a traffic management plan for the Project, to the satisfaction of the Secretary. This plan must:</i>	This TMP
(a) <i>be prepared in consultation with RMS, Gunnedah Shire Council, Narrabri Shire Council and the owners of the Tarrawonga and Vickery coal mines;</i>	Section 2, Appendix B
(i) <i>be submitted to the Secretary for approval by 31 March 2017;</i>	-
(j) <i>include a program for implementing Whitehaven's commitments in the EA;</i>	Section 3
(k) <i>transport protocols that describe control measures for coal haulage:</i>	-
• <i>during school bus hours;</i>	Section 3.3.4
• <i>on the Kamilaroi Highway; and</i>	Section 3.3.6
• <i>during seasonal and event based peak traffic periods.</i>	Section 3.3.5
(l) <i>include a driver's Code of Conduct to include but not limited to:</i>	Section 3.3.3 and Appendix A
• <i>behavioural safety practises and initiatives used by drivers to implement the transport protocols;</i>	
• <i>induction process for vehicle operators and regular toolbox meetings; and</i>	
• <i>complaint resolution and disciplinary procedures;</i>	
(m) <i>describe measures to minimise dust from roads that may be used for access to the mine site;</i>	Section 3.3.11
(n) <i>arrangements to comply with cumulative coal haulage limits from the project and the Rocglen and Vickery coal mines; and</i>	Section 3.3.1
(o) <i>a monitoring program to audit vehicle movements, including the origin and destination of employees, against predictions in the EA.</i>	Section 5.1

2.4 VCM TRAFFIC MANAGEMENT REQUIREMENTS

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

Table 3 – Specific Traffic Management Conditions of VCM Development Consent

VCM Development Consent (SSD-7480)	TMP Section
Transport	-
<i>Monitoring of Coal Transport</i>	-
B76. <i>The Applicant must:</i>	-
(a) <i>keep accurate records of the:</i>	-
(i) <i>amount of coal transported from the site (on a daily basis); and</i>	Section 5.2
(ii) <i>date and time of each train movement generated by the development; and</i>	Not applicable to the construction and initial mining period of the VCM.

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VCM Development Consent (SSD-7480)	TMP Section
(b) publish these records in the Annual Review.	Section 5.2
Road Maintenance	-
B77. The Applicant shall maintain the existing road maintenance agreement with GSC for the maintenance of public roads affected by the development, to the satisfaction of GSC. The Applicant and GSC shall review and/or renew the agreement once cumulative road haulage exceeds 3.5 Mtpa or ceases following commissioning of the Project rail spur. If there is any dispute in relation to these agreements, then either party may refer the matter to the Planning Secretary for resolution.	Section 3.3.13
Restriction on Transport Routes	-
B78. The Applicant must ensure that	
(a) all over-dimensional vehicle access to and from the site is via Blue Vale Road and Hoad Lane; and	Section 3.3.12
(b) all heavy vehicle access to and from the site is via Blue Vale Road and Hoad Lane, unless the applicable roads authority agrees otherwise.	Section 3.2.2; 3.2.3
Note: The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimension vehicles on the road network.	
Braymont Road	-
B79. No development-related traffic shall use Braymont Road to get to or from the site, except in an emergency to avoid the loss of lives, property and/or environmental harm. This condition does not apply to any employees that may reside on Braymont Road, or to the infrequent use of the road for consultation, environmental monitoring, and inspection and maintenance of nearby infrastructure.	Section 3.3.10
Road Upgrades	-
B80. The Applicant shall:	-
(a) construct the Blue Vale Road and Hoad Lane re-alignments as described and shown conceptually in the EIS;	Not applicable to the construction and initial mining period of the VCM.
(b) construct all roads and intersections in accordance with Austroads guidelines; and	Section 3.2.2, 3.2.4
(c) install appropriate lighting and advance warning signs at entry points to the private haul road and mine access road, to the satisfaction of the relevant roads authority.	Section 3.2.2
Note: Under the Roads Act 1993, the Applicant may require separate approvals from TfNSW, and/or the relevant Councils as the appropriate road's authorities prior to construction of, closure of or conducting mining operations within public roads.	
B81. If there is any dispute between the Applicant and the relevant roads authority in implementing these requirements, then any of the parties may refer the matter to the Planning Secretary for resolution.	Noted
B82. The Applicant shall design, construct and maintain the Kamilaroi Highway rail spur overpass to the satisfaction of TfNSW and GSC, and shall bear all costs associated with the construction, maintenance and decommissioning of the overpass.	Section 3.2.4.
B83. The Applicant shall design, construct and maintain the Kamilaroi Highway haul road overpass to the satisfaction of TfNSW and GSC, and shall bear all costs associated with the construction, maintenance and decommissioning of the overpass.	Section 3.2.4.
B84. If the Kamilaroi Highway overpass or project rail spur have not been commissioned within 5 years of the date of commencement, and every 5 years thereafter, the Applicant shall commission an Independent Traffic Audit of haulage operations on the Kamilaroi Highway and its intersections with Blue Vale Road and the CHPP access road, unless the Secretary agrees otherwise. This audit must:	Section 5.4
(a) be prepared by a suitably qualified person whose appointment has been approved by the Secretary;	
(b) review haulage records;	

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VCM Development Consent (SSD-7480)		TMP Section
(c) recommend measures to reduce or mitigate any adverse (or potentially adverse) impacts in the event that the road network is not performing satisfactorily; and		
(d) be submitted to the Secretary within 2 months of being commissioned.		
Note: The Planning Secretary may agree to alternative timing for the audits if the development has not commenced prior to December 2025.		
B85. If the Independent Traffic Audit demonstrates that the intersections and section of haul route on the Kamilaroi Highway are not performing satisfactorily, the Applicant shall:		Section 5.4
(a) implement any reasonable and feasible recommendations from the audit to reduce or mitigate adverse impacts until the overpass is commissioned; or		
(b) construct and commission the Kamilaroi Highway overpass within 3 years of the date of the audit,		
unless the Planning Secretary agrees otherwise.		
Traffic Management Plan		-
B86. The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. This plan must:		This TMP
(a) be prepared by a suitably qualified and experienced person/s whose appointment has been endorsed by the Planning Secretary;		Section 2
(b) be prepared in consultation with TfNSW, GSC and NSC;		Section 2, Appendix B
(c) include details of all transport routes and traffic types to be used for development-related traffic;		Sections 3.1, 3.2.2 and 3.3.10
(d) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users during construction or decommissioning works, including:		-
(i) temporary traffic controls, including detours and signage;		Section 3.2.1
(ii) notifying the local community about development-related traffic impacts;		Section 3.2.1
(iii) minimising potential for conflict with school buses and stock movements;		Sections 3.3.4 and 3.3.8
(iv) responding to any emergency repair requirements or maintenance during construction and/or decommissioning; and		Section 3.2.1
(v) a traffic management system for managing over-dimensional vehicles;		Section 3.3.12
(e) include arrangements to comply with cumulative coal haulage limits from the development and the Tarrawonga Coal Project;		Section 3.3.1
(f) a protocol to facilitate graziers access to the Travelling Stock Route from Blue Vale Road, subject to site safety and operational requirements;		Section 3.3.8
(g) include a monitoring program to audit vehicle movements, including the origin and destination of employees, against predictions in the EIS; and		Section 5.1
(h) include a Drivers' Code of Conduct that includes procedures to ensure that drivers:		Sections 3.3.3 and 3.3.9, and Appendix B
(i) adhere to posted speed limits or other required travelling speeds;		
(ii) adhere to the designated transport routes; and		
(iii) implement safe driving practices.		
B87. If the construction and/or decommissioning of the development is to be staged, the obligations in this condition apply to each stage of construction and/or decommissioning.		Section 3
B88. The Applicant must not commence construction until the Traffic Management Plan is approved by the Planning Secretary.		-
B89. The Applicant must implement the Traffic Management Plan as approved by the Planning Secretary.		-
Management Plan Requirements		-
E4. Management plans required under this consent must be prepared in accordance with relevant guidelines, and include where relevant:		-
(a) summary of relevant background or baseline data;		Sections 3 and 5.1

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VCM Development Consent (SSD-7480)		TMP Section
(b)	<i>details of:</i>	
(i)	<i>the relevant statutory requirements (including any relevant approval, licence or lease conditions);</i>	
(ii)	<i>any relevant limits or performance measures and criteria; and</i>	
(iii)	<i>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;</i>	
(c)	<i>any relevant commitments or recommendations identified in the document/s listed in condition A2(c)</i>	
(d)	<i>a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;</i>	Sections 2, 3, 4 and 5
(e)	<i>a program to monitor and report on the:</i>	Sections 5 and 6
(i)	<i>impacts and environmental performance of the development; and</i>	
(ii)	<i>effectiveness of the management measures set out pursuant to paragraph (d);</i>	
(f)	<i>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;</i>	Section 4.3
(g)	<i>a program to investigate and implement ways to improve the environmental performance of the development over time;</i>	Section 5
(h)	<i>a protocol for managing and reporting any:</i>	Sections 4, 5 and 6
(i)	<i>incident, non-compliance or exceedance of any impact assessment criterion or performance measure;</i>	
(ii)	<i>complaint; or</i>	
(iii)	<i>failure to comply with other statutory requirements;</i>	
(i)	<i>public sources of information and data to assist stakeholders in understanding environmental impacts of the development; and</i>	
(j)	<i>a protocol for periodic review of the plan.</i>	Section 5
Note: <i>The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.</i>		-

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

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3 TRAFFIC MANAGEMENT MEASURES

3.1 APPROVED ROAD TRANSPORT ROUTE

The Approved Road Transport Route for haulage of ROM coal and waste rejects associated with the TCM, RCM and VCM (Figure 1) comprises:

- Private haul road north-south between TCM and Rangari Road;
- Rangari Road (between the two sections of private haul road);
- Private haul road south of Rangari Road, which crosses Hoad Lane and passes through the former Canyon Coal Mine and east-west to Hoad Lane;
- Hoad Lane between the private haul road and Blue Vale Road;
- Shannon Harbour Road between RCM and Hoad Lane;
- Blue Vale Road between Hoad Lane and Kamilaroi Highway (noting that realignment of Blue Vale Road is approved with commencement of the VCM);
- Kamilaroi Highway between Blue Vale Road and Whitehaven CHPP;
- Quia Road between the turn off to access the Whitehaven CHPP rail loop and Torrens Road;
- Torrens Road to the southern access point for Whitehaven CHPP;
- the Whitehaven CHPP access road.

3.2 VCM CONSTRUCTION AND INITIAL MINING STAGE TRAFFIC MANAGEMENT

The scope of this section relates to the construction of the VCM (including construction of the rail spur) and initial mining activities at VCM, including the transport of ROM coal (sourced from VCM early mining operations) by road to the Whitehaven CHPP. This TMP will be revised upon commissioning of the VCM CHPP, train load-out facility and rail spur, at which time the transport of ROM coal by road from the VCM to the Whitehaven CHPP will cease. VCM Construction and Initial Mining Stage Traffic

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

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

GTA Consultants (2018) estimates that during the peak of the construction activity, the VCM construction activity will generate approximately:

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- 750 light vehicle trips¹ per day by the construction workforce; and
- 168 light and 84 heavy vehicle trips per day by construction visitors and deliveries.

These forecasts assume a peak construction workforce of 450 personnel being present each day, including activities occurring at both the main VCM site (Section 3.2.2) and the rail spur construction site (Section 3.2.3).

The total daily traffic forecast for the peak VCM construction activity as forecast in GTA Consultants (2018) is:

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

3.2.1 VCM Construction and Initial Mining Stage General Measures

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

- Temporary traffic controls, including detours and signage, will be in place where required.
- For construction activities that are undertaken within close proximity of public roads, detailed traffic control work and work zone traffic management plans will be prepared by suitably qualified personnel recognised by SafeWork NSW and implemented by WHC.
- Notification to the local community regarding changed traffic conditions will be undertaken via roadside signage.
- Emergency repair response or maintenance will occur as per WHC's internal safety and environmental standards and include notification of relevant road users and/or emergency authorities (if required) and use of temporary traffic controls (signage, detours, etc.) to ensure safe access for repairing and/or removing the hazard. Repair of the road section will be implemented in consultation with GSC and be conducted as soon as practicable.
- Access to the Travelling Stock Route (TSR) from Blue Vale Road will be facilitated by a protocol which includes (but is not limited to) WHC discussing access requirements with the grazier (e.g. timing, duration, etc.); WHC implementing site safety and operational requirements (i.e. ensuring that any mine-related traffic that enters the TSR is limited and undertaken after consultation when in use by the grazier); and WHC establishing when stock movement is completed and TSR access is no longer required by the grazier. During periods of grazier's accessing the TSR and requiring to move stock along the current access off Blue Vale Road the road haulage operators will be provided with information as part of pre-shift communications. Any obligations required to be met by graziers in order to access the TSR, including for stock movements in the vicinity of public roads, will be the responsibility of the grazier.

¹ A trip is a one-way movement, excluding the return journey. A vehicle arriving at the VCM and departing the VCM generates two vehicle trips.

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- Road noise management is described in the VCM Noise Management Plan. As required by Condition B9, Schedule 2, Table 5 of the VCM Development Consent (SSD-7480), WHC will ensure that the noise generated on public roads by the VCM and TCM does not exceed the specified criteria at any existing residence in privately owned land.

3.2.2 VCM Principal Access and Routes

Prior to construction of the Blue Vale Road Realignment (Figure 2), the principal access to the MIA will be provided by the section of Braymont Road that will be closed to public access, via Blue Vale Road. Temporary access roads to the infrastructure area (south of Braymont Road) and the temporary infrastructure area and box cut (north of Braymont Road) will also be constructed off the portion of Braymont Road closed to public access.

Following construction of the Blue Vale Road Realignment (not during the construction and initial mining stage of the VCM), access to the MIA will be provided from the Blue Vale Road Realignment south of Shannon Harbour Road.

The access road intersections will be constructed in accordance with the Austroads design requirements for rural road intersections (Austroads, 2023), and in consultation with GSC. Appropriate lighting and advance warning signs will be installed at entry points to the private haul road and VCM access road, to the satisfaction of the relevant roads authority.

There will also be continued use of ancillary site accesses from Hoad Lane, private sections of the Approved Road Transport Route, Blue Vale Road, Shannon Harbour Road and the portions of Braymont Road closed to public access for environmental monitoring, general land management, exploration activities, construction, initial mining, emergency vehicle access and other ancillary activities.

Routes used by construction and initial mining stage vehicles (i.e. including light, heavy and over-dimensional vehicles) accessing the main VCM site off Blue Vale Road and that portion of Braymont Road closed to public access are shown on Figure 2 and include:

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

3.2.3 Construction Access and Routes

As part of the VCM construction, a rail spur will be constructed for transporting coal from the VCM to the Werris Creek Mungindi Railway and on to the Port of Newcastle via the Main Northern Railway.

The following accesses will be required for construction of the rail spur:

- A. Internal access via Namoi River Temporary Rail Crossing (refer to Area A in Figure 3).
- B. Main access via Kamilaroi Highway (refer to Area B in Figure 3).

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C. Signalling equipment access via Goolhi Road and Francis Studdy Road (refer to Area C in Figure 3).

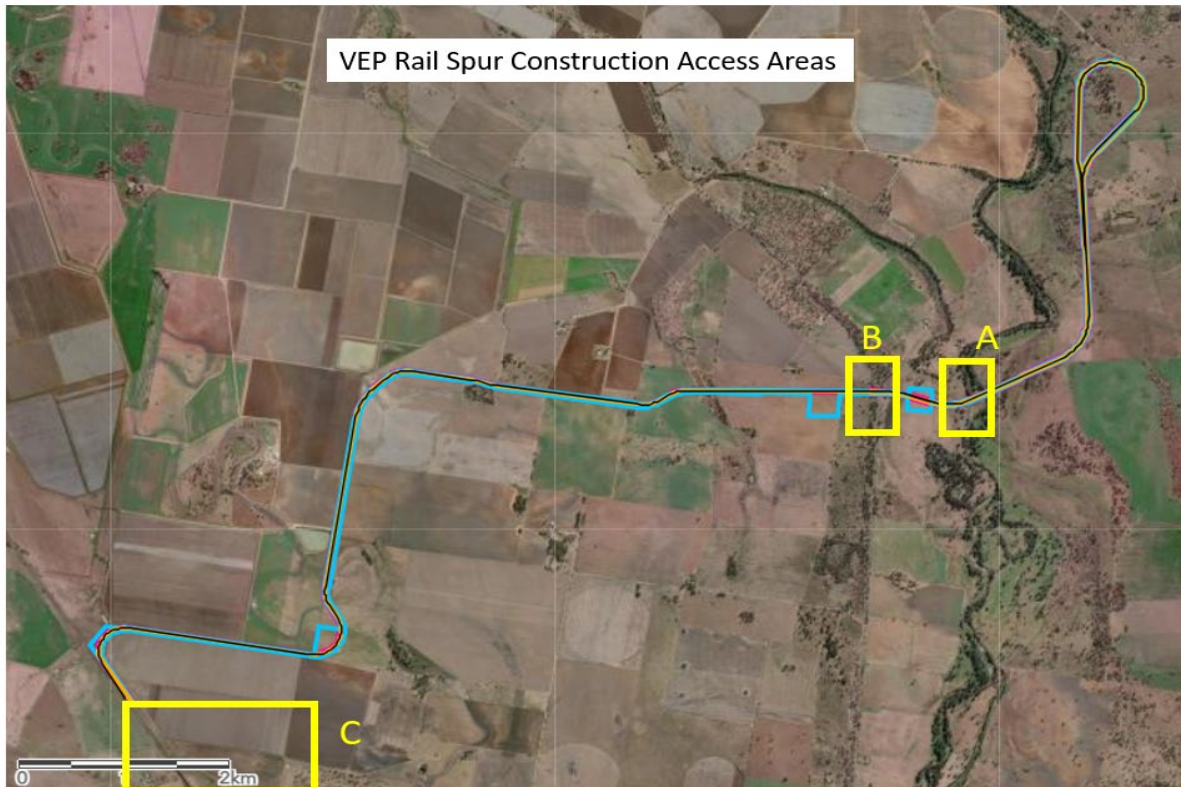


Figure 3: VCM Rail Spur Construction Accesses

A. Namoi River Temporary Rail Construction Access:

A temporary bridge on the internal haul road will be installed across the Namoi River for the duration of the rail spur construction and removed following the completion of the VCM construction works.

The temporary bridge will be used to transport construction materials and equipment from the VCM site to be used in construction of the rail spur on the western side of the Namoi River.

The temporary bridge will allow for spoil to be transported along the internal haul road from the VCM site to the western side of Kamilaroi Highway to be used in construction of the rail formation. This will reduce the reliance on the importation of soil for embankment construction and will reduce truck movements on public roads.

B. Kamilaroi Highway Construction Access

The intersection of the rail corridor and Kamilaroi Highway approximately 5.8 km north of Goolhi Road will be a main point of access for rail spur construction traffic, plant mobilisation and material deliveries. As a secondary use, it will also provide a designated crossing location for rail spur construction traffic travelling along the rail corridor construction site, from one side of the highway to the other.

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A rail-over-road crossing over Kamilaroi Highway (the Rail Spur Overpass) will be constructed at the location indicatively shown in Figure 4. In accordance with Condition C4, Schedule 2 of SSD-7480, WHC has worked collaboratively with TfNSW on the design and operational requirements for the Rail Spur Overpass and construction access requirements. A Works Authorisation Deed (WAD) is signed by both parties covering this. The access and crossing location will be located on the southern side of the Rail Spur Overpass.

The VCM shall bear all costs associated with the construction, maintenance and decommissioning of the Rail Spur Overpass, and revise the TMP to reflect consultation and details of the overpass upon satisfaction by TfNSW and GSC in accordance with Condition B82, Schedule 2 of SSD-7480.

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Figure 4: Kamilaroi Highway Construction Access Location

The current design includes the use of Super T concrete girders that are pre-stressed and accommodate a ballasted track. Kamilaroi Highway will be crossed in a single span with piles placed approximately 10m away from the road on either side. The rail height above Kamilaroi Highway will provide minimum 6.75m vertical clearance to satisfy the Environmental Impact Statement and Austroads requirements. Figure 5 presents a 3D model image of the rail crossing.

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Figure 5: 3D Model of the Rail Spur Overpass of Kamilaroi Highway (Facing North)

Prior to construction of the rail spur and Rail Spur Overpass, a site-specific work zone traffic management plan will be prepared by appropriately qualified personnel, to safely manage all vehicle movements, both on the highway and into and out of the rail spur construction area for construction traffic.

Routes used by all construction-related vehicles (i.e. including light, heavy and over-dimensional vehicles) accessing the rail spur construction area off Kamilaroi Highway are shown on Figure 2 and include:

- to/from Boggabri via Kamilaroi Highway;
- to/from Gunnedah via Kamilaroi Highway; and
- to/from Narrabri via Kamilaroi Highway.

Traffic entering and exiting the construction site via the Kamilaroi Highway will include:

- Material deliveries from offsite locations including steel, lime, precast products, quarry materials, sleepers, rail, signalling infrastructure, concrete and other general construction-related materials.
- Rail contractor only access to the work site at the start and end of every shift.
- Mobilisation of plant and equipment for construction works including earthworks plant, batch plant, piling rigs, cranes and rail construction plant and equipment.

The estimated volume of construction traffic for the mobilisation/demobilisation of plant is approximately 120 trucks. Daily construction crews are expected to have 40 light vehicles and 8 buses and will mainly be accommodated in the camp facility in Boggabri. It is expected to have up

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to approximately 90 to 100 vehicle movements per day that will utilise the Kamilaroi Highway interchange during the construction period. The majority of the vehicles delivering materials will be coming from Gunnedah, heading north along the Kamilaroi Highway, then turning right or left into the construction access road.

C. Goolhi Road, Emerald Hill and Francis Studdy Road Construction Access:

The rail signalling equipment is located on the western side of the Werris Creek Mungindi Railway opposite the rail spur. Construction crews will access the signalling area from Kamilaroi Highway, along Goolhi Road to Emerald Hill, across the Werris Creek Mungindi Railway at the actively controlled (boom gates and flashing lights) level crossing, and Francis Studdy Road. Figure 6 displays the access route. Approval will be sought from GSC prior to utilising this access route for construction works.



Figure 6: Goolhi Road, Emerald Hill and Francis Studdy Road Construction Access

The construction access along these roads is expected to be required for approximately one month. It is estimated to have three light vehicles and three heavy vehicles travelling on these routes on a daily basis, i.e., 12 vehicle trips per day.

WHC will consult with GSC to seek approval and any conditions for Francis Studdy Road access requirements.

3.2.4 VCM Road Construction and Road Closure Mitigation Measures

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

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infrastructure area (south of Braymont Road) and the temporary infrastructure area and box cut (north of Braymont Road) will also be constructed off the portion of Braymont Road closed to public access.

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

Design, construction and maintenance of the Rail Spur Overpass of Kamilaroi Highway (Section 3.2.3) will be undertaken to the satisfaction of TfNSW and GSC, with associated costs borne by WHC, in accordance with Condition B82, Schedule 2 of SSD-7480. Required approvals under the *Roads Act 1993* will be obtained for the necessary work and required safety measures within the road corridor. WHC will bear all costs associated with the construction, maintenance and decommissioning of the overpass, and revise the TMP to reflect consultation and details of the overpass upon satisfaction by TfNSW and GSC in accordance with condition B82.

An activity-specific TMP will be prepared by suitably qualified personnel and submitted to the relevant authority for approval prior to the issuing of a Road Occupancy Licence (ROL) for construction activities impacting public roads. Adherence to any conditions of a ROL and any activity specific TMP will be addressed using VCM's compliance management system and in consultation with TfNSW. Records of audits, inspections and corrective measures taken will be maintained.

Traffic controls, including signage relating to the construction and initial mining activity and closure of Braymont Road will be planned and implemented in accordance with Australian Standard 1742.3 *Traffic Control for Works on Roads* (Standards Australia, 2019) and/or *Traffic control at work sites Technical Manual* (TfNSW, 2022) and/or *Guide to Temporary Traffic Management* (Austroads, 2019) as relevant and/or versions applicable at the time.

Traffic controls will include appropriately located signage to inform the community of the closure of Braymont Road and the alternative route via Hoad Lane.

The construction of the Kamilaroi Highway haul road overpass is required prior to cumulative coal haulage exceeding 3.5Mtpa. There is no anticipated increase in haulage above 3.5Mtpa and, if required, the construction of this overpass will be described in future updates of this plan.

The Blue Vale Road Realignment will not be constructed during the construction and initial mining stage of the VCM and will be constructed prior to the mine expansion east of the current Blue Vale Road alignment. Future updates to this plan describe traffic measures relevant to the Blue Vale Road realignment construction.

Limited blasting will occur within 500 m of a public road during the construction and initial mining stage. Public road closures for blasting activities will be required occasionally. Blast management activities with regards to temporary road closures for blasting are detailed in the VCM Blast Management Plan.

3.3 TCM, RCM AND VCM GENERAL TRAFFIC MANAGEMENT MEASURES

The scope of this section relates to the general management of traffic arising from the cumulative activities at the TCM, RCM and VCM. This TMP will be revised upon commissioning of the VCM rail

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spur, at which time the transport of ROM coal by road from the VCM to the Whitehaven CHPP will cease.

3.3.1 Coal Haulage Limits

ROM coal haulage from TCM and VCM and waste coal reject transport from the Whitehaven CHPP will only use the Approved Road Transport Route (Section 3.1 and Figure 1). RCM is currently in closure and coal haulage has ceased from this operation.

Prior to the commissioning of the Kamilaroi Highway overpass, the haulage of ROM coal along the Approved Road Transport Route (Figure 1) is approved subject to the following limits:

- Up to 3.5 million tonnes per annum (Mtpa) ROM coal in any calendar year from TCM, of which, up to 150,000 tonnes per annum (tpa) may be for direct distribution to domestic markets and all remaining coal must be transported to the Whitehaven CHPP.
- Up to 3.5 Mtpa may be transported from the VCM in any financial year, of which up to 150,000 tpa may be for direct distribution to domestic markets and all remaining coal must be transported to the Whitehaven CHPP.
- Up to 3.5 Mtpa of ROM coal from TCM and VCM combined is approved in any financial or calendar year.

Following commissioning of the Kamilaroi Highway overpass and prior to commissioning of the VCM rail spur, the haulage of ROM coal along the Approved Road Transport Route (Figure 1) is approved subject to the following limits:

- Up to 3.5 Mtpa ROM coal in any calendar year from TCM, of which up to 150,000 tonnes per annum (tpa) may be for direct distribution to domestic markets and all remaining coal must be transported to the Whitehaven CHPP.
- Up to 4.5 Mtpa may be transported from the VCM in any financial year, of which up to 150,000 tpa may be for direct distribution to domestic markets and all remaining coal must be transported to the Whitehaven CHPP.
- Up to 4.5 Mtpa of ROM coal from TCM and VCM combined is approved in any financial year.

Following commissioning of the VCM CHPP, rail load-out facility and rail spur, the haulage of ROM coal along the Approved Road Transport Route (Figure 1) is approved subject to the following limits:

- Up to 3.5 Mtpa ROM coal in any calendar year from TCM to the VCM CHPP or Whitehaven CHPP, of which, up to 150,000 tonnes per annum (tpa) may be for direct distribution to domestic markets.
- Up to 150,000 tpa ROM coal from VCM for direct distribution of domestic markets.

As RCM's Project Approval (10_0015) permitted mining operations until the end of December 2022, no haulage of ROM coal is now permitted from RCM on the eastern portion of the Approved Road Transport Route between the RCM and Blue Vale Road.

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

3.3.2 Coal Haulage Hours

Haulage of ROM coal by road from the VCM and receipt of coal reject at the VCM from the Whitehaven CHPP will occur only between the hours of 6:00 am to 9:15 pm Monday to Friday, 7:00 am to 5:15 pm Saturday, and at no time on Sundays or public holidays. In the event that the haulage hours are amended under a modification to SSD 7480 to align with the Tarrawonga haulage hours (MOD 10 to MP11_0047), then these hours will be amended accordingly.

Haulage of coal by road from the TCM and receipt of coal reject at the TCM from the Whitehaven CHPP will occur only between the hours of 4:00 am to 11:15 pm Monday to Friday, 5:00 am to 7:15 pm Saturday, and at no time on Sundays or public holidays.

As RCM's Project Approval (10_0015) permitted mining operations until the end of December 2022, no haulage of coal rejects is now permitted to RCM on the eastern portion of the Approved Road Transport Route between the RCM and Blue Vale Road.

3.3.3 Drivers Code of Conduct

The Drivers' Code of Conduct (DCC) applies to coal haulage truck drivers associated with the TCM, RCM and VCM ROM coal and rejects haulage activities. The DCC covers the requirements of the TCM, RCM and VCM project approval requirements and is shown in Appendix A.

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

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

3.3.4 Operation of Coal Haulage Trucks During School Bus Hours

The DCC requires that ROM coal haulage trucks will not exceed 40 kilometres per hour (km/h) when passing the school bus when it is operating/waiting at school bus stops along the Approved Road Transport Route. Drivers of ROM coal haulage trucks will also maintain positive communication with the school bus driver via UHF radio, as required. School bus hours are 7:50 am to 8:40 am and 3:20 pm to 4:00 pm weekdays between the TCM, RCM, VCM and Whitehaven CHPP. Regular contact is maintained between WHC and the school bus operator to ensure that haulage drivers are aware of which bus stops are in use as this may change from time to time.

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3.3.5 Event Based Peak Traffic Periods

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

3.3.6 Interaction with Kamilaroi Highway Traffic

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

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

3.3.7 Coal Spillage

Coal haulage trucks are required to be covered, and any spillage from coal haulage vehicles will be managed by internal reporting protocols, coal recovery and/or mechanical road cleaning. Regular inspections are conducted of the Approved Road Haulage Route.

3.3.8 Community Consultation

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

Communication between Graziers and WHC will be undertaken to ensure the safe passage of stock through the TSR from Blue Vale Road, to minimise interaction between stock and mine-related traffic.

3.3.9 Employees and Contractors

Employees and contractors are required to undertake the WHC generic induction and site-specific induction(s) for the activity they are undertaking. Site access induction will include instruction for all employees and contractors to adhere to the mine-related traffic access routes (Section 3.3.10) and driver behavioural expectations including safe driving practices and adherence to speed limits.

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3.3.10 Mine-Related Traffic Access Routes

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

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

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

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

Temporary water haulage from the VCM groundwater bore to TCM (Figure 7) is permitted along the approved haulage route (Figure 1).

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

All heavy vehicles transporting ROM coal from TCM, RCM and VCM and coal reject from the Whitehaven CHPP must use the Approved Road Transport Route only.

Appropriate advance warning signage will be maintained on the Approved Road Transport Route in consultation with NSC and GSC.

3.3.11 Minimisation of Dust

To minimise dust, unsealed roads will not be used for access to or from the TCM, RCM and VCM, except for the circumstances described in 3.3.10. The alternative sealed routes to be used by mine-related traffic are as described in Section 3.3.10.

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

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

3.3.12 Over-Dimensional Vehicles

The movement for any oversize or overmass vehicles to/from the TCM, RCM or VCM will be negotiated with TfNSW and relevant local councils on a case-by-case basis. All oversize loads will be transported with the relevant permits obtained from NHVR, and in accordance with *Additional Access Conditions Oversize and overmass heavy vehicles and loads* (TfNSW, October 2020) or its current version, and any other licences and escorts as required by the regulatory authorities.

In accordance with Condition B78(a), Schedule 2 of SSD-7480, all over-dimensional vehicle access to and from the VCM site will be via Blue Vale Road and Hoad Lane; unless the applicable roads authority agrees otherwise.

3.3.13 Road Maintenance

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

The road maintenance agreements include commitments in previously established maintenance agreements prepared in consultation with local councils to maintain applicable sections of the designated haulage route, with items such as visibility of signage, guideposts, pavement repair and clearing of roadside vegetation. This program will continue to be implemented. In accordance with B77 of SSD-7480, the road maintenance agreements will be revised or renewed if triggered by the cumulative haulage volume exceeding 3.5Mtpa or when the Vickery Project rail spur is commissioned.

The cleanliness and visibility of road signage and lane/road verge indication delineators will be maintained through periodic inspections. Any actions required to maintain visibility of road signage will be implemented as soon as practicable.

3.3.14 Road Noise Monitoring

To measure compliance against MP11_0047 Schedule 3, Condition 8 and SSD-7480 Condition B9 Road Noise monitoring is undertaken bi-annually. Current monitoring locations are provided in Table 4. The noise monitoring locations are currently at the private properties “Weroona”, “Brooklyn 1”, “Brooklyn 2”, “Longlands” and “Cedarvale”.

More detail on the road noise monitoring program methodology can be found in the Noise Management Plans for each operation and each Noise Management Plan’s method and content will

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prevail to the extent of any inconsistency with the above. All noise investigations are carried out in accordance with the NSW Noise Policy for Industry (NPfI), NSW Road Noise Policy and applicable Australian Standards.

Table 4: Road Haulage Road Noise Monitoring Locations

Monitoring Point	Easting	Northing	Residence/Property	Parameter	Frequency
Road noise	234418	6581187	“Weroona” on public road, 320m from residence	Day: 60 dB(A), L _{Aeq} (1 hour) Night: 55 dB(A), L _{Aeq} (1 hour)	Bi Annually
Road noise	233222	6576597	“Brooklyn 2” on public road 480m from residence	Day: 60 dB(A), L _{Aeq} (1 hour) Night: 55 dB(A), L _{Aeq} (1 hour)	Bi Annually
Road noise	232836	6573551	“Longlands” and “Cedarvale” On public road between adjacent residences.	Day: 60 dB(A), L _{Aeq} (1 hour) Night: 55 dB(A), L _{Aeq} (1 hour)	Bi Annually

3.3.15 Other

It is noted that the RCM is currently in closure with progressive rehabilitation occurring across the site, and coal haulage is no longer occurring from RCM. Mining operations at RCM were approved to the end of December 2022 and have now ceased.

Internal and external transport at the RCM will be conducted in accordance with the relevant commitments in Appendix 7 of the RCM Project Approval (MP10_0015), including watering internal roads, speed restrictions, clearly defining internal roads and prompt removal of obsolete internal roads.

3.3.16 Private Agreements

The noise criteria contained in Condition B9, Schedule 2 of SSD-7480 and Schedule 3, Condition 8 of MP11_0047 do not apply if WHC has a written agreement with the relevant landowner to exceed the applicable noise criteria, and the relevant Department has been advised in writing of the terms of agreement. All required notifications to the Department regarding private agreements with respect to road transport traffic noise have been submitted.

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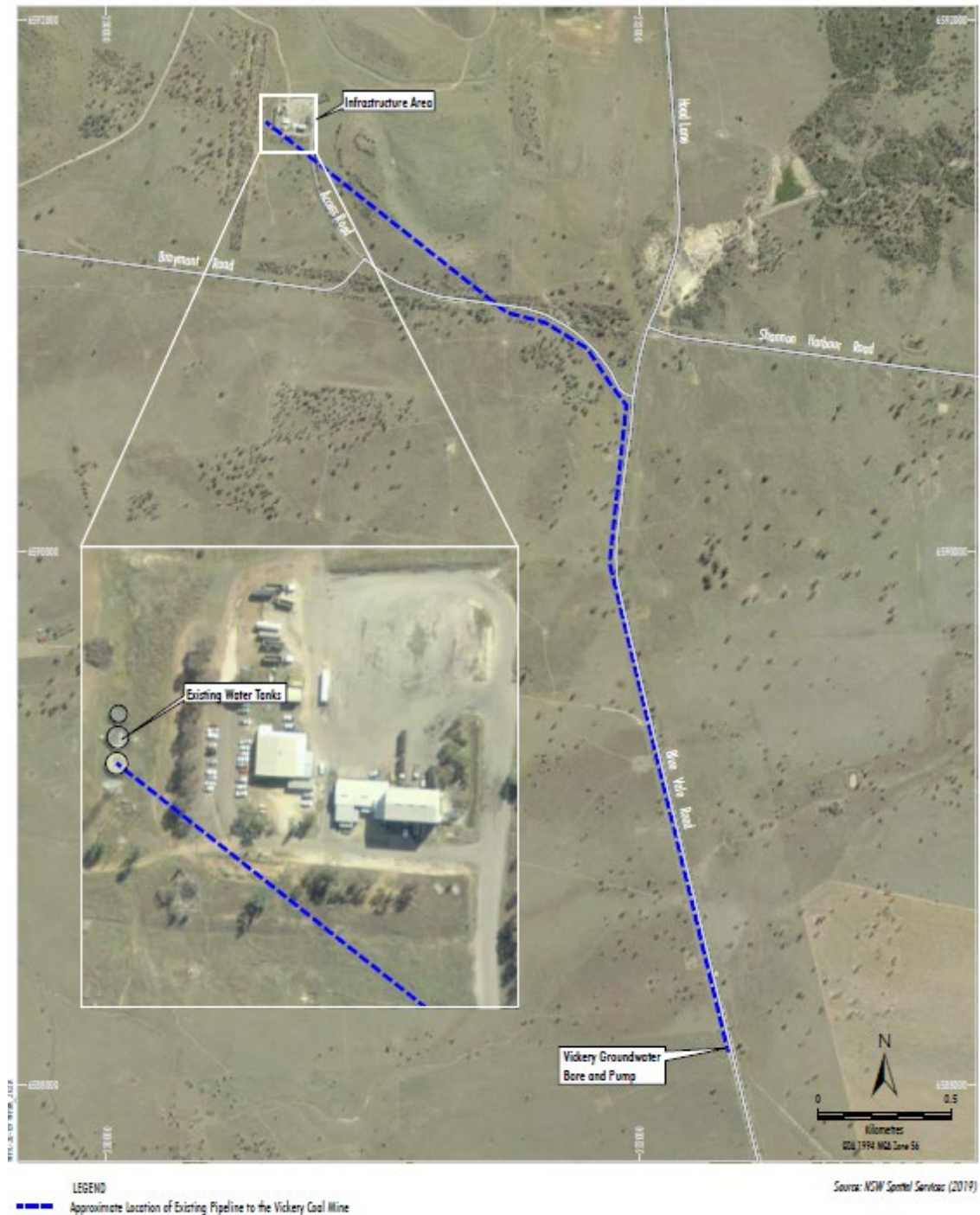


Figure 7: Vickers Coal Mine Groundwater Extraction and Water Storage Infrastructure

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4 MANAGEMENT OF COMPLAINTS AND NON-COMPLIANCE

4.1 COMPLAINTS

WHC will maintain a publicly advertised Community Contact Line and facilitate online contact via the WHC website (www.whitehavencoal.com.au) for the sole purpose of receiving community complaints, feedback or enquiries. The Community Contact Line number will be available on the website and will be staffed 24 hours a day, seven days a week during construction and operations. WHC will provide an initial response to callers within 24 hours of receipt of a complaint.

Detailed records of each complaint or query are kept in WHC's stakeholder consultation record management system.

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

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

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

Additional measures will be undertaken as required to address the complaint. This may include visiting the complainant, or inviting the complainant to the mine site. Once the identified measures are undertaken, the WHC representative will sign off on the relevant complaint within the Complaints Registers. If necessary, follow-up monitoring will take place to confirm the source of the complaint is adequately mitigated.

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

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4.2 **NON-COMPLIANCE AND INCIDENTS**

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

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

WHC will notify the Planning Secretary and any other relevant agencies immediately after the authorised person becomes aware of the incident which causes or threatens to cause material harm to the environment. Within 7 days of becoming aware of any non-compliance WHC will notify the Planning Secretary. Within seven days (or other specified or approved time period) of the date of confirmation of the incident, WHC will provide the Secretary and any other relevant agencies with a report on the incident. Following notification of an incident or non-compliance WHC will provide the Secretary with any subsequent information that may be requested.

4.3 **CONTINGENCY MEASURES**

In the event that unpredicted or unforeseen impacts are identified, a contingency protocol will be adopted (Table 5).

Table 5 — Contingency Protocol

Step	Procedure
1	Review the unpredicted impact including consideration of: - any relevant monitoring data; and - activities in the vicinity of the issue.
2	Commission an investigation by an appropriate specialist into the unpredicted impact.
3	Develop appropriate ameliorative measures based on the results of the above investigations, in consultation with relevant government departments.
4	Implement additional monitoring, where relevant, to measure the effectiveness of the improvement measures.

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5 REVIEW AND IMPROVEMENT OF ENVIRONMENTAL PERFORMANCE

5.1 MONITORING PROGRAM TO AUDIT VEHICLE MOVEMENTS

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

- Tarrawonga Coal Project Road Transport Assessment (Halcrow, 2011).
- Rocglen Coal Mine Extension Project Environmental Assessment (GSS Environmental, 2011).
- Vickery Extension Project Road Transport Assessment (GTA Consultants, 2018).
- Tarrawonga Coal Mine Life of Mine Modification Road Transport Assessment (TTPP, 2019)
- Tarrawonga Coal Mine Haulage Hours Modification Road Transport Assessment (TTPP, 2023)

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

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

5.2 ANNUAL REVIEW

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

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

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The Annual Review will be made publicly available on the WHC website in accordance with Condition 12, Schedule 5 of MP 11_0047, Condition 10, Schedule 5 of MP 10_0015 and Condition E14, Schedule 2 of SSD-7480.

5.3 **TRAFFIC MANAGEMENT PLAN REVISION**

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

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

Revisions of the management plan will also occur where required to cater for a modification to the development consents of MP10_0015, MP11_0047 or SSD-7480 and/or to incorporate improvements to environmental performance. Revised documents will be submitted to the Planning Secretary for approval within 6 weeks of the completion of the review. The reviews will be undertaken to ensure the TMP is updated on a regular basis and to incorporate and recommended measures to improve the environmental performance of the TCM, RCM and VCM.

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

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

5.4 **INDEPENDENT ENVIRONMENTAL AUDIT**

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

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

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

In accordance with Condition B84, Schedule 2 of SSD-7480, if the Kamilaroi Highway overpass or the VCM rail spur has not been commissioned within 5 years of the date of commencement of the VCM, and every 5 years thereafter, WHC will commission an Independent Traffic Audit of haulage operations on the Kamilaroi Highway and its intersections with Blue Vale Road and the Whitehaven CHPP access road, unless the Secretary agrees otherwise. This audit is due to be commissioned by 22 April 2027 unless the Planning Secretary agrees otherwise. This audit will be prepared by a suitably qualified person whose appointment will be approved by the Planning Secretary prior to commissioning. The audit will review haulage records, recommend measures to mitigate any adverse (or potentially adverse) impacts if the road network is not performing satisfactorily and be submitted to the Planning Secretary within 2 months of commissioning. If the Independent Traffic Audit demonstrates that the intersections and section of haul route on the Kamilaroi Highway are not performing satisfactorily, WHC will implement any reasonable and feasible recommendations and construct the Kamilaroi Highway overpass as per the requirements of Condition B85, Schedule 2 of SSD-7480.

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6 REPORTING PROCEDURES

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

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

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

6.1 INCIDENT AND NON-COMPLIANCE REPORTING

An incident is defined as an occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance. A non-compliance is defined as an occurrence, set of circumstances or development that is a breach of the conditions of MP 11_0047, MP 10_0015 and/or SSD-7480.

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

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

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

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

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7 REFERENCES

Austroads (2019) *Guide to Temporary Traffic Management*.

Austroads (2023) *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*.

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

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

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

Standards Australia (2019) *Australian Standard 1742.3 Traffic Control for Works on Roads*.

Transport for New South Wales (2020) *Additional Access Conditions Oversize and overmass heavy vehicles and loads*.

Transport for New South Wales (2022), *Traffic control at work sites Technical Manual*.

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

The Transport Planning Partnership (2023) *Tarrawonga Coal Mine Haulage Hours Modification Road Transport Assessment*.

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Appendix A Drivers Code of Conduct

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WHITEHAVEN COAL

PROCEDURE

DRIVERS CODE OF CONDUCT

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1 **PURPOSE**

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

2 **SCOPE**

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

3 **PROCEDURE**

3.1 **TRAINING AND INDUCTION**

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

3.2 **APPROVED HAULAGE ROUTE**

All drivers are to travel along the approved haulage route in all circumstances. The approved route is shown in Figure 1 and described below. Travel outside the approved haulage route whilst hauling coal or reject material is not permissible.

The approved road transport route extends from the Tarrawonga Mine access south along the sealed private haul road to Rangari Road. A small section of Rangari Road is utilised to rejoin the private haul road continuing south, crossing Hoad Lane, continuing towards the northern extent of the Vickery Coal Mine lease. The haul route turns to the East continuing along a straight section that rejoins the southern portion of Hoad Lane. The route continues along Hoad Lane, merges with Blue Vale Road immediately north of Shannon Harbour Road and continues to the junction of Blue Vale Road and the Kamilaroi Highway. A small section of Kamilaroi Highway is approved to be utilised to connect the haul route to the CHPP access road.

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

- Hoad Lane – use alternative sealed access via the Approved Road Transport Route (Figure 1);
- Braymont Road (other than the portion closed to public access by the development of the Vickery CHPP and rail spur) – use alternative sealed access to/from Gunnedah via the Approved Road Transport Route, and to/from Boggabri or Narrabri via Rangari Road and the Approved Road Transport Route;
- Barbers Lagoon Road – use alternative sealed access to/from Gunnedah via the Approved Road Transport Route, and to/from Boggabri or Narrabri via Rangari Road and the Approved Road Transport Route; and
- Blair Athol Lane – use alternative sealed access to/from Gunnedah or Tamworth/Barraba via the Approved Road Transport Route and Rangari Road.



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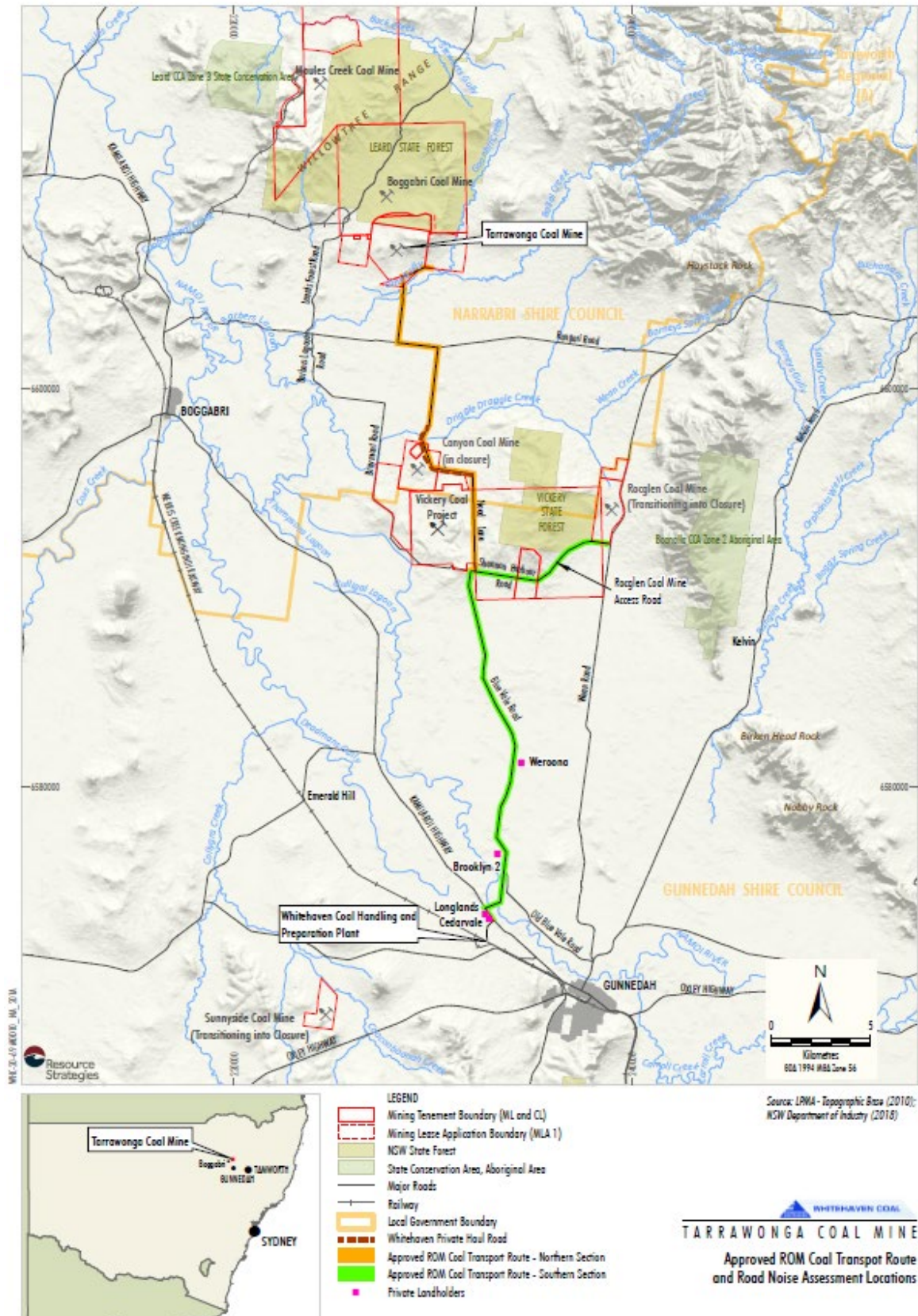


Figure 1 – Regional location

"If it's not safe, don't do it."

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REFER TO INTRANET FOR LATEST VERSION

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3.3 SPEED LIMITS

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

The local school bus travels along portions of the approved haulage route, particularly on Blue Vale Road. The school bus operates on weekdays between 7:50 am to 8:40 am and 3:20 pm to 4:00 pm. During these times, travel speeds are not to exceed 40 km/hr when passing the school bus stop during these periods.

3.4 SAFE DRIVING PRACTICES

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

All drivers are to follow the WHC Fatigue Management standard and protocols to reduce the risk of fatigue related incidents.

All drivers are to ensure that any installed safety systems such as GPS tracking, fatigue/alertness monitoring equipment and cameras are not tampered with and that any defects in any installed safety system is reported to their Supervisor or Maintenance as soon as possible.

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

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

3.5 COMPLAINTS RESOLUTION

All complaints are recorded and responded to, as appropriate as described in the Traffic Management Plan. Each respective site details these procedures in the Environment Management System (EMS). Drivers found to be in breach of the DCC will be subject to disciplinary action which may result in suspension or termination, subject to review by the Company Representative.

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Appendix B Consultation Log

Date	Consultee	Comment
26/10/20	Narrabri Shire Council	Included reference to road maintenance agreements.
26/10/20	Gunnedah Shire Council	No comment.
28/10/20	TfNSW	No comment.
February 2021	GSC	Consultation feedback from GSC noting no further comment.
December 2021	DPIE	Included comment from review
April 2022	TfNSW	Consultation feedback from TfNSW noting measures provided in TMP appear to address cumulative impact.
August 2022	DPE	Consultation feedback from DPE
November 2023	DPE, TfNSW, GSC, NSC	Version 1.4 provided for comment
May 2024	DPHI	Version 1.5 submitted for review and approval

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Document History

Edition	Rev.	Comments	Date
1	0	Initial draft following consultation as first submitted	18/12/20
	1	Feedback from DPIE incorporated into TMP	October 2021
	2	Final	November 2021
	3	Final incorporating agency feedback	October 2022
	4	Version incorporating updates for VEP and TCM	November 2023
	5	Updated following consultation with TfNSW, GSC, NSC	May 2024
	6	Updated in response to DPHI comments received	October 2024