



**Centennial Coal**



# **Construction Traffic Management Sub-Plan**

**Mandalong 33 kV Power Line**

**MEMS-CEMP-8190-CTMP-8191**

**December 2019**

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|      |                             |                  |



## GLOSSARY

| Term                                    | Definition   |
|---|--|
| CEMP                                    | Construction Environmental Management Plan.  |
| Centennial Mandalong                    | Centennial Mandalong Pty Limited.  |
| Centennial Environmental Representative | A suitably qualified and experienced person employed by Centennial Coal for the duration of construction. The principal point of advice in relation to all questions and complaints concerning environmental performance.                      |
| Construction Zone                       | The work area including pole sites and access tracks.  |
| Contractor                              | The contracting company engaged by Centennial Mandalong to undertake the construction works.   |
| CTMSP                                   | Construction Traffic Management Sub-Plan.  |
| DPIE                                    | Department of Planning Industry and Environment.   |
| Resources Regulator                     | Planning Industry and Environment – Resources Regulator  |
| EIS                                     | Environmental Impact Statement.  |
| EMS                                     | Environmental Management Strategy.   |
| Environmental aspect                    | Defined by AS/NZS ISO 14001: 2016 as an element of an organisation's activities, produces or services that can interact with the environment.  |
| Environmental impact                    | Defined by AS/NZS ISO 14001: 2016 as any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects.   |
| Environmental incident                  | An unexpected event that has, or has the potential to, cause harm to the environment and requires some action to minimise the impact or restore the environment.   |
| Environmental objective                 | Defined by AS/NZS ISO 14001: 2016 as an overall environmental goal, consistent with the Environmental policy, that an organisation sets itself to achieve.   |
| Environmental policy                    | A written statement outlining an organisation's intention and principles for environmental performance.  |
| Environmental target                    | Defined by AS/NZS ISO 14001: 2016 as a detailed performance requirement, applicable to the organisation or parts thereof, that arises from the environmental objectives and that needs to be set and met in order to achieve those objectives. |
| EP&A Act                                | Environmental Planning and Assessment Act 1979.  |
| EPA                                     | NSW Environment Protection Authority.  |
| EPBC Act                                | Commonwealth Environment Protection & Biodiversity Conservation Act 1999.  |
| EPL                                     | Environment Protection Licence.  |
| ESA                                     | Environmentally Sensitive Areas  |
| EWMS                                    | Environmental Work Method Statement.   |
| LMCC                                    | Lake Macquarie City Council.   |
| Minister                                | NSW Minister for Planning.   |
| MMAS                                    | Mandalong Mine Access Site.  |
| MSSS                                    | Mandalong South Surface Site.  |
| Non-compliance                          | Failure to comply with the requirements of the development consent or any applicable licence, permit or legal requirement.   |

| Term            | Definition  |
|-----------------|---|
| Non-conformance | Failure to conform to the requirements of the Project system documentation including this CEMP or supporting documents.       |
| NPW Act         | NSW National Parks & Wildlife Act 1974.   |
| OEH             | NSW Office of Environment and Heritage(now replaced by BCD)..   |
| Project         | The Mandalong 33 kV Power Line Project as described in the Project's Statement of Environmental Effects (SLR, February 2019). |
| Project Team    | Centennial personnel and any contractors authorised by Ausgrid to work on the Project.  |
| PESCP           | Progressive Erosion and Sediment Control Plan.  |
| SEE             | Statement of Environmental Effects.   |
| Secretary       | Secretary of the Department of Planning, Industry and Environment.  |
| SISD            | Safe intersection sight distance.   |
| SSD             | State Significant Development, as defined in the Instrument of Approval.  |
| TCP             | Traffic control plan.   |
| VMP             | Vehicle movement plan.  |
| vtph            | Vehicle trips per hour.   |

# 1 Introduction

## 1.1 Purpose

This Construction Traffic Management Sub Plan (CTMSP) details the requirements for the management of traffic impacts during the construction of the 33 kV power line from the Mandalong Mine Access Site (MMAS) to the Mandalong South Surface Site (MSSS). This CTMSP is a management sub-plan of the Construction Environmental Management Plan (CEMP) for the Project, developed to comply with the requirements of the Development Consent (SSD-5144) and the SEE Statement of Commitments (SLR, 2019).

The purpose of this CTMSP is to provide a structured approach to the management of traffic during construction of the Project. In particular, this CTMSP:

- Describes mitigation measures and controls to be applied on-site to avoid or minimise impacts to local traffic during construction;
- Provides mechanisms for compliance with applicable policies, approvals, licences, permits, and legislation;
- Describes the traffic management related roles and responsibilities of all Project personnel;
- States objectives and targets for the management of traffic impacts during construction;
- Outlines a monitoring and reporting regime to check the adequacy of traffic management controls as they are implemented during construction; and
- Provides a Drivers' Code of Conduct which summarises the key points of the CTMSP.

## 1.2 Consultation

This CTMSP has been prepared in consultation with Lake Macquarie City Council (LMCC), residents affected by construction traffic and Ausgrid. The CTMSP will be forwarded to The Department of Planning, Industry and Environment (DPIE) to be approved by the Secretary, as per the condition of consent, before construction begins.

## 1.3 Distribution

This CTMSP is available to all Project personnel via the Project document control management system. An electronic copy can also be found on the Centennial Coal - Mandalong website (<http://www.centennialcoal.com.au/Operations/OperationsList/Mandalong.aspx>). The document is uncontrolled when printed. One controlled hard copy of this document will be maintained by the Environmental Representative at Mandalong Mine. Registered copies (including updated versions) will be distributed via the Project document management system to:

- Centennial's Project Manager;
- Centennial's Environmental Representative; and
- Contractor's Project Manager.

## 1.4 Review, Revision and Improvement

A document review process ensures that the Project's environmental management documents, including this CTMSP, are updated as appropriate for the specific works that are occurring on-site. Should the document review process identify any issues or items within this document that are either redundant or in need of updating, it is the responsibility of the Centennial Environmental

Representative to update any documents as necessary.

Any revisions of this document will be provided to relevant stakeholders for review and comment and forwarded to the Secretary of DPIE for approval as required by Schedule 6 Condition 7 of the Development Consent (SSD-5144).

Revised versions of the CEMP will be made available to Project personnel through the processes described in Section 1.3.

Key events that will trigger a requirement to review, and if necessary, revise this CTMSP include:

- Changes to the detailed design for the Project which affect traffic management;
- Changes to the construction methodology;
- Relevant changes to legislation;
- Incidents, non-conformances or non-compliances as identified through monitoring, inspections and auditing; and
- Relevant modifications to the Development Consent, Environment Protection Licence (EPL), Mining Lease (ML), or other relevant lease, licence or approval.

## **1.5 Project Description**

A description of the existing operations at Mandalong Mine and the Project is provided in Section 2 of the CEMP.

## **1.6 Environmental Management Plan Context**

Environmental management during construction of the Project is addressed in the CEMP. This CTMSP forms part of the Project's environmental management framework. It is one of many integrated management plans and monitoring programs that have been developed to support the overriding CEMP. The mitigation and management measures identified in this document will be implemented during the Project.

### **1.6.1 Development Consent Requirements and EIS Commitments**

This document was based on the requirements of the Mandalong Southern Extension Project and they are described below.

Requirements for the management of traffic during construction of the 33 kV Power Line Project are driven by conditions of Centennial's Development Consent (SSD-5144) and management commitments made in the EIS Statement of Commitments (GSS Environmental, 2013) and the 33 kV Power Line Project SEE (SLR, 2019). These requirements are set out below, together with reference to where each one is addressed.

**Table 1-1 - Development Consent Conditions**

| Source   | Requirement  | Section Addressed   |
|--|--|---|
| Development Consent SSD – 5144 schedule 3, condition 27A | The Applicant must prepare a Construction Traffic Management Plan for the construction activities for Modification 7 to the satisfaction of the Secretary. This plan must:   | This Document   |
|  | (a) be prepared in consultation with LMCC and any residents likely to be affected by construction traffic;   | Section 1.2   |
|  | (b) be approved by the Secretary prior to the commencement of any construction activities associated with the Modification 7 33 kV powerline;  | Section 1.2   |
|  | (c) include details of all transport routes and traffic types to be used for construction-related traffic;   | Section 3.1   |
|  | (d) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users during construction activities, including:<br>(i) employee / contractor parking;<br>(ii) notifying the local community about construction-related traffic impacts;<br>(iii) responding to any emergency repair requirements or maintenance during construction activities; and<br>(iv) a traffic management system for managing over-dimensional vehicles; and  | Sections 3.10<br><br>Section 3.3<br>Section 5.1.4<br><br>Section 5.5<br><br>Section 3.4 |
|  | (e) include a drivers' code of conduct that addresses;<br>(i) travelling speeds; and<br>(iii) procedures to ensure that drivers implement safe driving practices.  | Appendices A.   |
|  | The Applicant must implement the management plan as approved by the Secretary.   |   |
| Statement of Environmental Effects                       | A Construction Traffic Management Plan will form an appendix to the CEMP to address the impacts of the construction works on the local road network.   | This sub-plan.  |
| Statement of Environmental Effects                       | A Construction Traffic Management Plan will be prepared as part of the CEMP and will include details on: <ul style="list-style-type: none"> <li>Ensuring all material deliveries in vehicles larger than a heavy rigid vehicle will be piloted to the site by accredited traffic pilots;</li> <li>Suitable on-site car parking areas provided for construction traffic; and</li> <li>The temporary accesses will operate under an approved traffic control plan with temporary advanced warning signage on the local roads either side of the proposed accesses during construction works.</li> <li>Regular monitoring of the road and emergency maintenance will be carried out during the construction works as required.</li> <li>Vehicles will adhere to a 40 km/hr speed limit on dirt tracks.</li> </ul> | Section 3.4<br><br>Section 3.3<br><br>Section 3.1<br><br>Section 3.7<br><br>Section 3.8 |

| Source | Requirement   | Section Addressed |
|--------|---|-------------------|
| DPI    | DPI Fisheries - Waterway crossings such as causeways, culverts and similar structures have an impact on fish and aquatic habitats. The waterway crossings for the access track must be designed and constructed in accordance with the following guidelines.<br>DPI, Guidelines for watercourse crossings on waterfront land. | Section 3.9       |

### 1.6.2 Regulatory requirements

Identified regulatory requirements relevant to traffic management include:

- *LMCC Engineering guidelines to the Development Control Plan – Part 2 Construction guidelines, (December 2013);*
- *AS1742.3 2009 Traffic control for works on roads*
- *AS2890.2 2018 Off-street commercial vehicle facilities; and*
- *NSW Road Rules.*

Other documents relevant to this Construction Traffic Management Sub Plan include:

- *RTA Traffic Control at Worksites Manual - Version 5 (2018).*

## 1.7 Objectives and Targets

The objectives and targets listed in **Table 1-2** have been established by Centennial for the management of traffic impacts during construction of the Project.

**Table 1-2 Objectives and Targets for Traffic Management during Construction**

| Objective   | Target  |
|---|---|
| Maintain compliance with the Development Consent, Statement of Commitments and other relevant legislation for the duration of the construction programme. | No non-compliances recorded for the duration of construction. |
| Minimise impact on local traffic.   | Zero incidents. Minimise complaints.                          |
| Minimise impact on other road users (e.g. pedestrians, cyclists and horse riders).  | Zero incidents and/or injuries.                               |
| Arrange work so that workers can work safely and are separated from road users wherever possible.   | Zero incidents and/or injuries.                               |

## 2 Implementation

### 2.1 Risk Assessment

Centennial Coal has adopted the Stature Risk Assessment Program which was developed to ensure consistency in all risk assessments across the Centennial Coal operations. The Stature Risk Assessment Program sets out an environmental consequences table and risk ranking matrix for managing identified risks.

All construction and operational processes undertaken at Centennial Coal are subject to the risk assessment process prior to implementation. Potential impacts are considered as part of all risk assessments utilising the Stature Risk Assessment Program. Issues identified in the Project risk assessment relating to construction traffic include:

- Construction traffic impacts resulting in community complaints or noise impacts to sensitive receivers;
- Construction traffic impacts resulting in impacts on road safety and serviceability; and
- Construction traffic impacts resulting in air quality exceedances.

Prior to the start of construction, a construction specific risk assessment will be carried out with the Principal Contractor. This will include traffic related hazards in the Construction Zone and along Mandalong Road.

### 2.2 Baseline Data

#### 2.2.1 Existing Environment

The exiting road network within the project area is shown in **Figure 1** and is summarised below.

##### **Mandalong Road**

Mandalong Road is a two-way, two lane, local sealed, minor collector rural road that connects the Mandalong area to Morisset and the M1 Pacific Motorway under the care and control of LMCC. Mandalong Road is speed zoned 80 km/h and at the time of inspection was considered to be in good to fair condition.

##### **Old Maitland Road**

Old Maitland Road is a two-way, two lane, local sealed minor collector rural road that provides access to the properties along its length as well as collecting traffic from Crooks Road and Midway Road and distributing this to Mandalong Road under the care and control of LMCC and is in a satisfactory condition.

##### **Crooks Road**

Crooks Road is a two-way, two lane, local sealed rural road with limited narrow unsealed shoulders that provides access to the properties along its length. The road is currently in satisfactory condition and is under the care and control of LMCC.

##### **Wyee Farms Road**

Wyee Farms Road is a two-way, two lane, local sealed minor collector rural road that provides access to the properties along its length as well as collecting traffic from Manhire Road and distributing it to Hue Hue Road under the care and control of LMCC and is in a satisfactory condition.

##### **Manhire Road**

Manhire Road is a two-way, two lane, local sealed and unsealed (near Schofield Road) minor collector rural road, with limited narrow unsealed shoulders, that provides access to the properties along its length as

well as collecting traffic from Schofield Road and distributing it to Wyee Farms Road and Hue Hue Road under the care and control of LMCC and is in a satisfactory condition.

#### **Schofield Road**

Schofield Road is a two-way, two lane, local unsealed minor collector rural road that provides access to the properties along its length as well as collecting traffic from Dyce Road and distributing it to Manhire Road under the care and control of LMCC.

#### **Dyce Road**

Dyce Road is a two-way, two lane, local unsealed rural road that provides access to the properties along its length under the care and control of LMCC.

Under a functional road hierarchy, Mandalong Road performs the function of a minor collector road in that it collects traffic from a number of tributary local access roads and distributes traffic to the main arterial road network.

Under the Roads Act 1993, RMS in partnership with local government established administrative framework of State, Regional and Local Road categories where state roads are managed and financed by RMS and Regional and Local Roads are managed and financed by councils. Mandalong Road is therefore under the management of LMCC.

#### **Existing Traffic data**

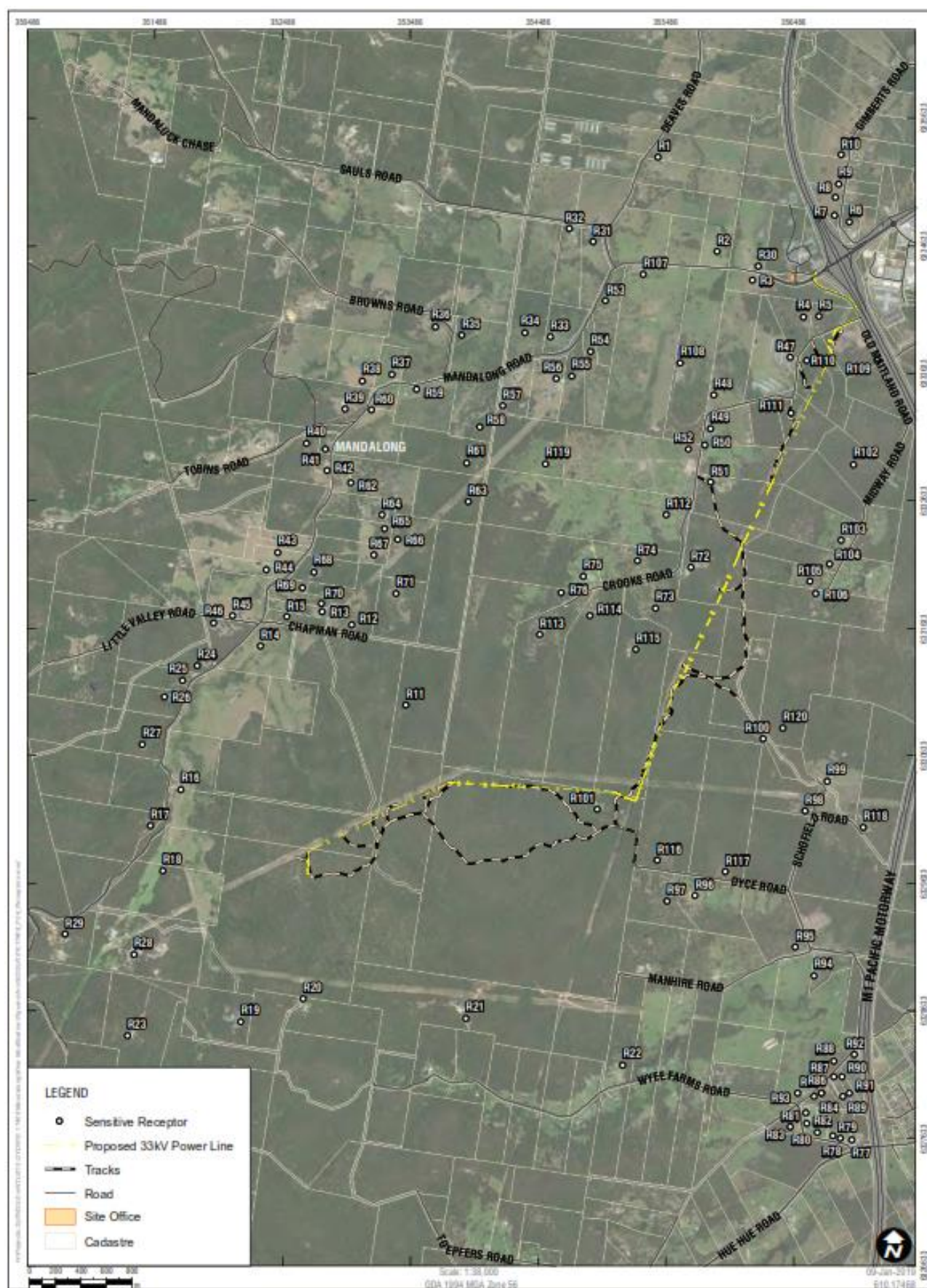
Intersect Traffic undertook a traffic survey in March 2018. A summary of the results of the survey are shown below.

**Table 2-1 Existing Traffic Volume Data (March 2018)**

| Road              | Location                        | AM peak (vtph) | PM peak (vtph) | % heavy vehicles |
|-------------------|---------------------------------|----------------|----------------|------------------|
| Mandalong Road    | 500 m west of Old Maitland Road | 281            | 337            | 10%              |
| Mandalong Road    | 50 m north of Chapman Road      | 42             | 44             | 14%              |
| Old Maitland Road | 100 m south of Mandalong Road   | 38             | 51             | 20%              |
| Crooks Road       | 100 m west of Old Maitland Road | 35             | 48             | 28%              |
| Hue Hue Road      | 100 m west of Wyee Farms Road   | 230            | 351            | 8%               |
| Wyee Farms Road   | 200 m west of Hue Hue Road      | 50             | 65             | 17%              |
| Manhire Road      | 50 m east of Wyee Farms Road    | 30             | 34             | 21%              |
| Schofield Road    | 200 m north of Manhire Road     | 38             | 46             | 9%               |
| Dyce Road         | 500 m west of Schofield Road    | 36             | 48             | 13%              |



### Figure 1 Existing Road Network and Sensitive Receivers



### 2.2.2 Proposed traffic on Mandalong Road

A construction program will be developed for the Project to cover the required works. These works will be referred to as works in the Construction Zone. It is anticipated that the construction will take approximately 9 months to complete.

The traffic impacts generated by the Project will only relate to construction traffic. It is estimated that the Project will require up to 50 temporary construction personnel throughout the construction period. The project will however be undertaken in series with the Ventilation Shaft Construction Project and the cumulative impact of this will be in the order of 90 vtp, of which 15 % to 20 % would be heavy vehicle traffic. The peak traffic generation periods associated with the Project and the Ventilation Shaft Construction Project being constructed in parallel will occur in the AM and PM peak hour periods associated with construction employees commencing and finishing work.

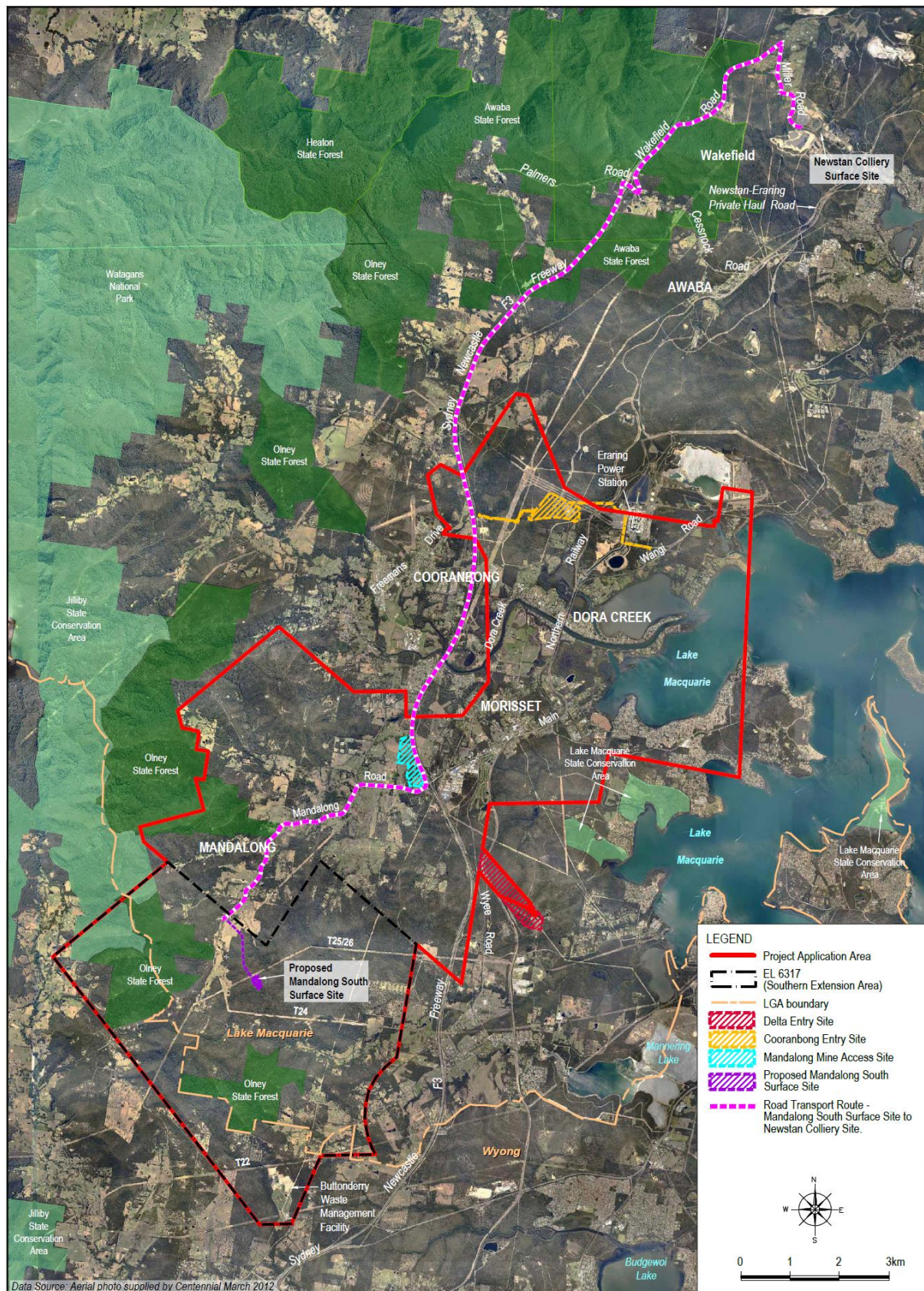
It is expected that excess spoil material during power line construction will be utilised locally for cut and fill of pads. However, material may be required to be transported to the Newstan Colliery Surface Site generating in the order of a maximum of five heavy vtp (Intersect 2018). The proposed road transport route between MSSS and Newstan Colliery Surface Site is shown in **Figure 2**.

#### **Intersection Safety**

Intersect (2019) determined that existing site accesses at the MSSS and the MMAS which will be utilised during construction were considered suitable for use by the construction traffic. The construction accesses to the site off Crooks Road, Schofield Road and Dyce Road were also deemed suitable for heavy vehicle use. By observation on site Intersect (2019) determined that satisfactory sight distance is available, and that forward entry and exit was achievable at all of the site accesses.



Figure 2 Road transport route Mandalong South Surface Site to Newstan Colliery





## 3 Traffic Management Activities and Controls

### 3.1 Traffic Management for the Works

The aim of the plan is to minimise the impacts of the construction work on the local road network and ensure suitable safe conditions throughout the construction period. Key components of the CTMP that will be included in the plan, specific to the Construction Zone include;

- **Traffic Control Plans (TCP)** – these are diagrams showing signs and devices arranged to warn traffic and guide it around, past or through a work site or temporary hazard.
- **Vehicle Movement Plan (VMP)** – the VMP is required to ensure that traffic associated with the works can safely manoeuvre in and around the work sites and stockpile areas. The VMP for the works will also consider and include pedestrian movements for each site.

Traffic Control Plans will be required for each of the temporary intersections to be situated along Crooks, Schofield and Dyce Roads. These TCPs will be drafted by a person who holds a current 'Prepare a Work Zone Traffic Management Plan' qualification in line with the Roads and Maritime Services *Traffic control at work sites Version 5 (July 2018)*.

TCPs and VMPs will need to consider the local residents and make allowance for pedestrian, horse riding and cycling access through any temporary intersections.

### 3.2 Working Hours

All construction activity will occur between the standard hours of 7.00 am to 6.00 pm Monday to Friday and 8.00 am to 1.00 pm on Saturday (no construction on Sundays or public holidays). Exceptions to this include emergency works or delivery of equipment or materials outside of standard hours as requested by police or other authorities for safety reasons. There may be a requirement for the Contractor to undertake some stringing or cutting in activities outside of the daytime hours stipulated if any of the required outages on the lines are not possible during normal construction times.

### 3.3 Parking

Construction parking for the vehicles associated with the 33kV Power line Project will be available at various locations, as listed below (**Figure 3**). Parking for the construction will be at various construction sites along the route where it is safe and legal to do so and where road/verge width allows. The pole sites are remote from the public road system such that there will be no need for any construction vehicle parking on public roads. Car sharing will be maximised to the various construction sites along the corridor to the greatest extent possible to reduce vehicle numbers with the following serving as key overflow car parks:

- TL24 laydown area (capacity for up to 10 vehicles);
- Site office area (capacity for up to 15 vehicles);
- Old Maitland Rd adjacent to Mandalong Mine Access Site (capacity for up to 15 vehicles); and
- The main MMAS carpark (capacity for up to 10 vehicles within the currently provisioned 50 contractor carparks).

The following additional traffic management measures will also be implemented to reduce the number of vehicles parking on site:

- Mini buses will be utilised where there is insufficient parking at a particular location. Mini buses will shuttle contractors to and from the construction site and will pick-up from a designated location with adequate parking as flagged above.
- Where a small number of contractors are required to travel to a site, vehicle numbers will be reduced as much as possible through car-pooling in site utilities.
- Contractors will be advised that any parking on access tracks will only be permitted where there is adequate road width to allow another vehicle to safely pass, and that vehicles will only be parked where there is clear visibility (i.e. not on corners).

### **3.4 Deliveries, Loading and Unloading Zones**

Deliveries will travel along the various public roads to the access points (Figure 4). Vehicles larger than Heavy Rigid will report to the construction office at the entrance to Mandalong Mine and wait to be piloted to the final sites by accredited traffic pilots.

All loading and unloading will be undertaken on site within the Construction Zone and not on any of the public roads.

### **3.5 Temporary Intersections**

Intersect (2019) determined that existing site accesses at the MSSS and the MMAS which will be utilised during construction were considered suitable for use by the construction traffic. The construction accesses to the site off Crooks Road, Schofield Road and Dyce Road were also deemed suitable for heavy vehicle use. By observation on site Intersect (2019) determined that satisfactory sight distance is available, and that forward entry and exit was achievable at all of the site accesses.

The temporary accesses will operate under an approved traffic control plan with temporary advanced warning signage on the local roads either side of the proposed accesses during construction works.

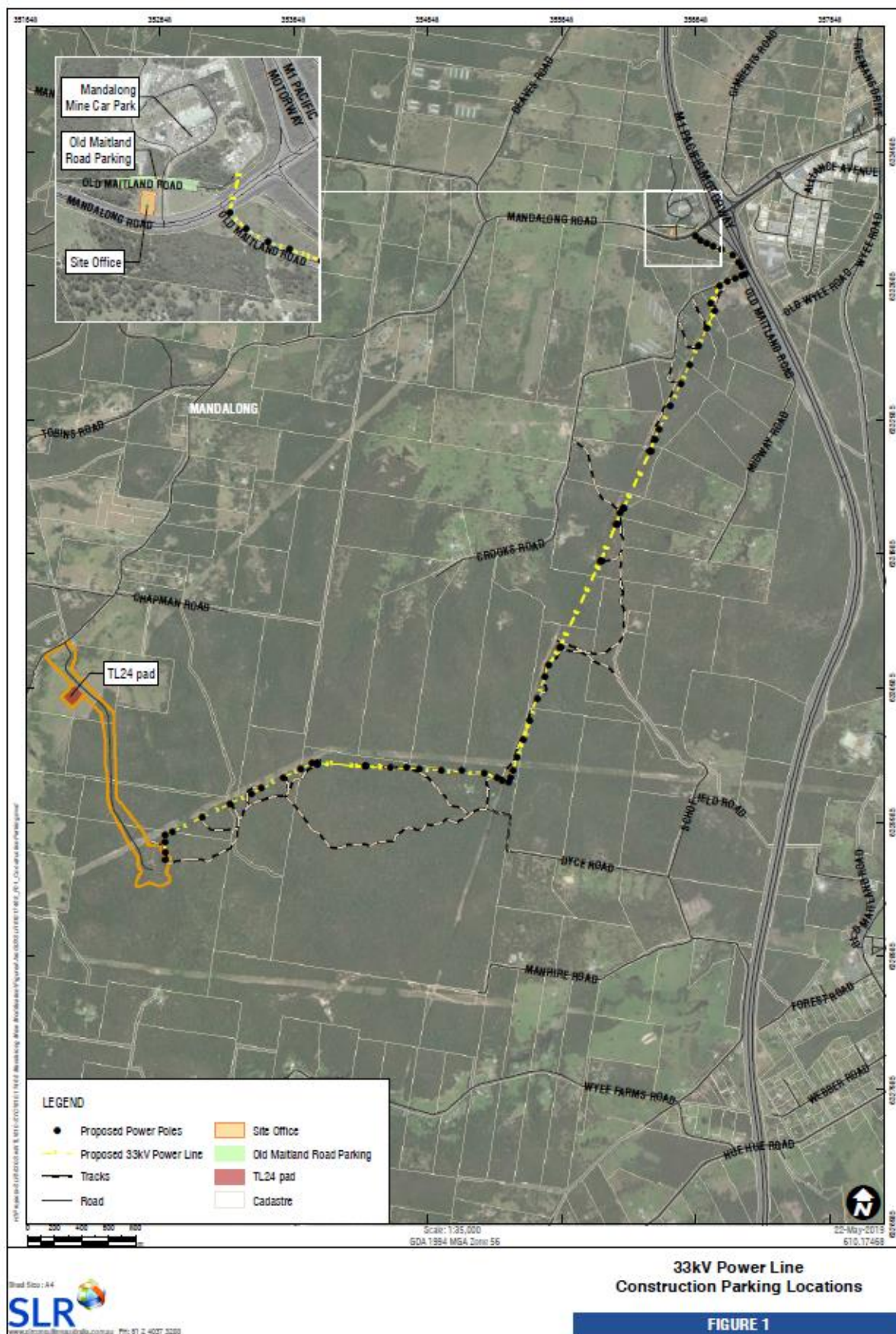
In addition, to maintain suitable levels of road safety the all material deliveries in vehicles larger than a heavy rigid vehicle (HRV) will be piloted to the site by accredited traffic pilots.

### **3.6 Mandalong South Surface Site Alternate Egress Route**

The alternate egress route in the event of an emergency / evacuation from the MSSS will be via the eastern track to Chapman Road as shown in Figure 5. The route will be able to carry vehicles of a carrying capacity of up to 15 tonnes.

Additional egress points along the power line easement may be established prior to the commencement of construction.

Figure 3 Construction Parking Locations





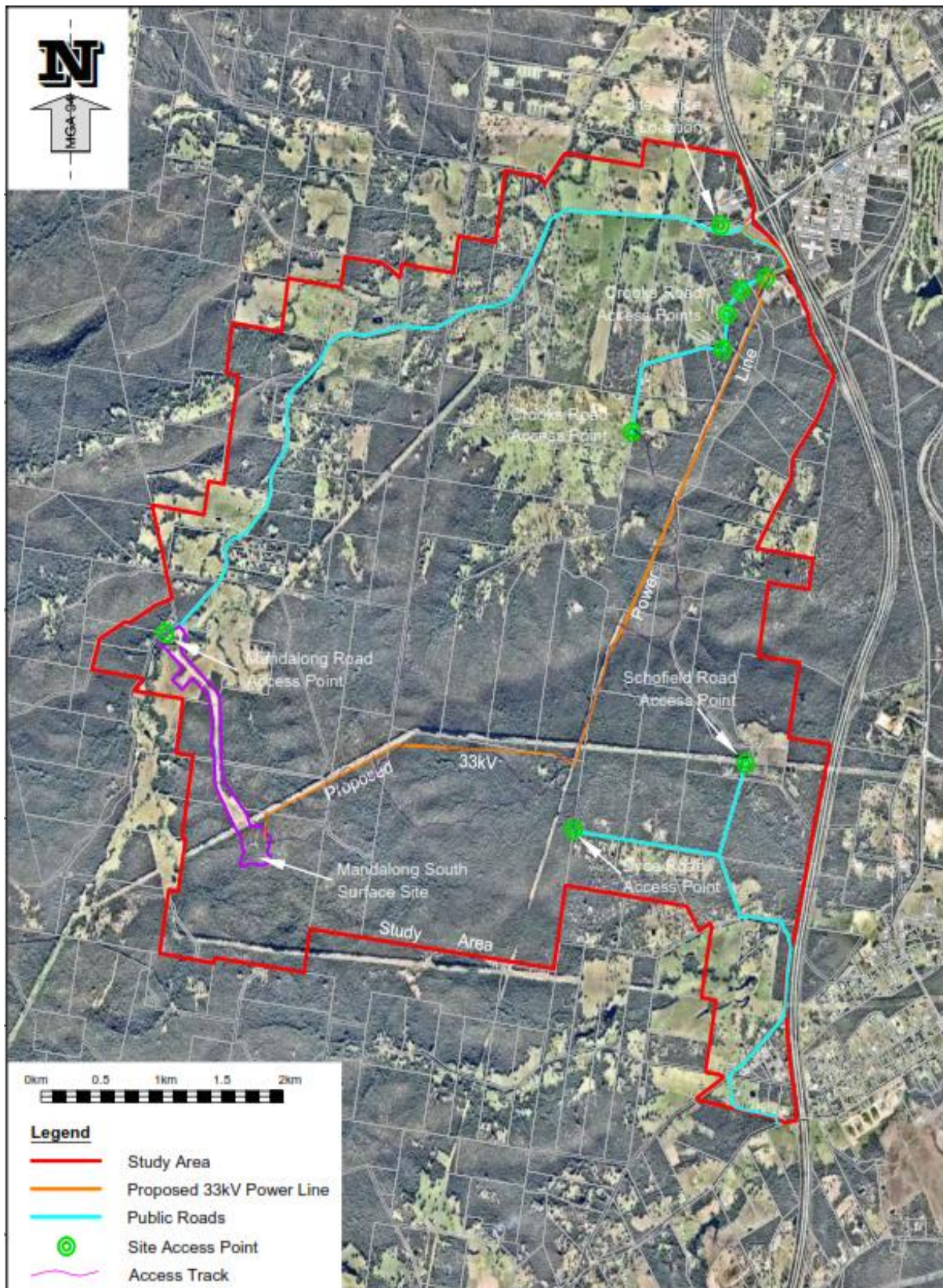


Figure 4 Public Roads and Access Points



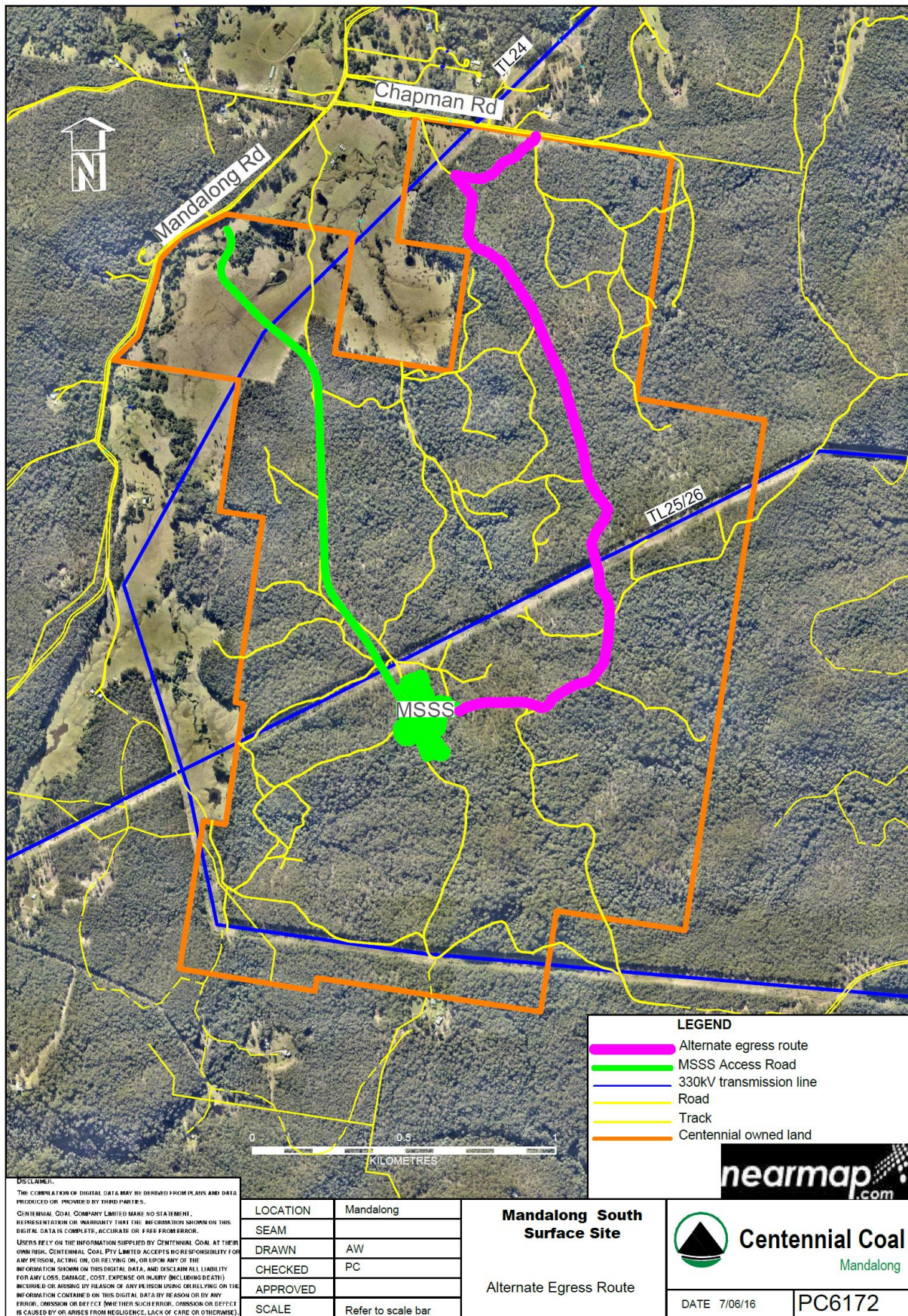


Figure 5 Alternate Egress Route



### 3.7 Ongoing Monitoring and Repair of Roads

The large number of heavy vehicle movements may impact on the condition of the road pavement. The increased heavy vehicle traffic may result in accelerated pavement deterioration with particular impact on the lower standard roads such as Old Maitland Road, Crooks Road, Wyee Farms Road, Manhire Road, Schofield Road and Dyce Road.

Regular monitoring of the road and emergency maintenance is to be undertaken during the construction works. Daily inspections, during construction, of the condition of Mandalong Road between the M1 Motorway and the MSSS Access Road intersection, Old Maitland Road, Crooks Road, Wyee Farms Road, Manhire Road, Schofield Road and Dyce Roads will identify new road damage or an increase in the extent of existing damage (refer to **Table 5-1**). Centennial Mandalong will report damage requiring repair through the existing LMCC process as detailed in section 5.5.

### 3.8 Speed limit

A voluntary speed limit of 40 km/h is to be enforced for dirt track access to the construction zone and in the construction zone.

A voluntary 60km/h speed limit zone for heavy vehicles travelling to and from the Construction Zone, at the MSSS, on Mandalong Road extends from 500m north of Chapman Road to the MSSS Access Road intersection. The section of road is identified on the Construction Traffic Management Plan MG13657, in the Drivers Code of Conduct (**Appendix A**).

### 3.9 Water Crossings

Waterway crossings such as causeways, culverts and similar structures have an impact on fish and aquatic habitats. The waterway crossings for the access track must be designed and constructed in accordance with the Department of Industry (DPI) Guidelines for watercourse crossings on waterfront land (**Appendix B**).

### 3.10 Mitigation measures

**Table 3-1** contains a summary of the traffic management measures to be undertaken and assigns management responsibility for each.

**Table 3-1 Mitigation measures**

| Issue   | Measure   | Management Responsibility    |
|---|---|------------------------------|
| Safety and amenity of road users on public roads to the various access points | Site induction required by all construction personnel will include training in the Construction Traffic Management Sub Plan and the Drivers' Code of Conduct. | Contractor's Project Manager |
|   | Copy of the Drivers' Code of Conduct to be sent to any suppliers when ordering goods to be delivered.   | Contractor's Project Manager |
|   | Plant and equipment selection for use on the project will consider acoustic performance, and will be fitted with silencers where practical.                   |                              |
|   | Trucks to limit the use of compression release engine   |                              |

| Issue       | Measure  | Management Responsibility    |
|-------------|--|------------------------------|
|             | <p>braking.</p> <p>Avoid convoying of heavy vehicles. A separation distance of &gt;300m to be observed.</p> <p>No heavy vehicle movements on Mandalong Road from the MMAS to the MSSS Access Road intersection during school bus hours:</p> <ul style="list-style-type: none"> <li>• 7:45am to 8:15am; and</li> <li>• 3:45pm and 4:15pm.</li> </ul> <p>Voluntary 60km/h speed limit zone for heavy vehicles travelling to and from the Construction Zone – extends from 500m north of Chapman Road to the MSSS Access Road intersection.</p> <p>Traffic control plans will be implemented to regulate speed and control traffic at the driveway access points.</p> <p>Temporary advanced warning signage is required at temporary accesses on local roads either side of the proposed accesses.</p> <p>Vehicles larger than Heavy Rigid will be piloted to the final sites by accredited traffic pilots.</p> |                              |
| Limit noise | <p>Construction work and delivery traffic only permitted during approved times:</p> <ul style="list-style-type: none"> <li>• Monday to Friday 7am to 6pm;</li> <li>• Saturday 8am to 1pm.</li> </ul> <p>Note: site personnel arriving and leaving the Work site will be before and after these times.</p> <p>Plant and equipment selection for use on the project will consider acoustic performance, and will be fitted with silencers where practical.</p> <p>Trucks to limit the use of compression release engine braking.</p> <p>Avoid convoying of heavy vehicles. A separation distance of &gt;300m to be observed.</p> <p>Trucks and construction plant to be turned off when not in use.</p> <p>Vehicle Movement Plan to arrange traffic flow to minimise the need for reversing at the driveway access points and in</p>   | Contractor's Project Manager |

| Issue                    | Measure   | Management Responsibility   |
|--------------------------|---|---|
|                          | the Construction Zones.   |   |
| Limit dust               | <p>40 km/hr speed limit on dirt tracks</p> <p>Water carts will spray exposed surfaces in the Construction Zone to prevent dust.</p> <p>Construction plant and traffic in the Construction Zone will be confined to defined access roads and work areas to minimise vehicle movements on exposed areas.</p> <p>Suitable onsite car parking areas to be provided for construction traffic.</p> <p>Trucks transporting gravel / sand into the Construction Zones or spoil from the Construction Zone will be required to cover their loads to eliminate dust during transport.</p> | Contractor's Project Manager  |
| Damage to Mandalong Road | <p>Regular monitoring of road and emergency maintenance is to be carried out during construction works as required.</p> <p>Follow LMCC procedure for reporting road and drainage issues.</p>  | <p>Contractor's Project Manager</p> <p>Centennial Project Manager</p> |
| Department of Industry   | <p>The access track water crossings must be designed and constructed in accordance with the following guidelines.</p> <p>DPI, Guidelines for watercourse crossings on waterfront land.</p>  | Contractor's Project Manager  |

## 4 Roles and Responsibilities

Roles and responsibilities for implementation of traffic management during construction are described below in **Table 4-1**. The individual responsibilities listed are in addition to those already specified in the CEMP.

**Table 4-1 Roles and Responsibilities for Traffic Management during Construction**

| Role                                    | Responsibility  |
|---|---|
| Centennial Project Manager              | <p>The responsibilities of the Centennial Project Manager include (but are not limited to) the following:</p> <ul style="list-style-type: none"> <li>• Liaising with the Centennial Environmental Representative and government authorities as required regarding traffic management issues;</li> <li>• Liaising with the community and deal with complaints;</li> <li>• Arranging for incident investigation if required in accordance with HSMS-SE-1030 (Centennial Mandalong Incident Investigation System);</li> <li>• Monitoring contractor performance;</li> <li>• Following the LMCC procedure for reporting damage to roads and drainage in the event that damage to Mandalong Road is discovered during inspections or as a result of a complaint;</li> <li>• Reporting of any incidents or consent non-conformances to the Secretary as required by Schedule 6, Condition 10;</li> <li>• Meet with Centennial Environmental Representative and the Contractor's Project Manager at least weekly to discuss any issues with environmental management on-site, any amendments to plans that might be required or any new / changes to construction activities.</li> <li>• Maintain regular contact with the Centennial Mandalong Operational Management Team to ensure all parties are aware of construction activities and issues that may impact operational activities at Mandalong Mine or vice versa.</li> </ul> |
| Centennial Environmental Representative | <p>The responsibilities of the Centennial Environmental Representative include (but are not limited to) the following:</p> <ul style="list-style-type: none"> <li>• Ensuring that the CTMSP is reviewed in accordance with <b>Section 1.4</b>;</li> <li>• Meet with Centennial Project Manager and the Contractor's Project Manager and at least weekly to discuss any issues with environmental management on-site, any amendments to plans that might be required or any new / changes to construction activities.</li> <li>• Maintain regular contact with the Centennial Mandalong Operational Management Team to ensure all parties are aware of construction activities and issues that may impact operational activities at Mandalong Mine or vice versa.</li> <li>• Act as main point of contact with regulatory agencies regarding Project environmental and community issues and report as required to regulatory agencies such as EPA, Resources Regulator and DPIE.</li> </ul>  |
| Contractor's Project Manager            | <p>The traffic responsibilities of the Contractor's Project Manager include (but are not limited to) the following:</p> <ul style="list-style-type: none"> <li>• Managing the implementation of the Construction Traffic Management Sub Plan;</li> </ul>  |

| Role | Responsibility   |
|------|--|
|      | <ul style="list-style-type: none"> <li>• Ensuring that all Project personnel receive appropriate training regarding the management of traffic during construction;</li> <li>• Preparation of TCPs and VMPs as required;</li> <li>• Managing the inspection and maintenance of the traffic control measures;</li> <li>• Ensuring Contractor construction activities comply with relevant licences, approval limits and permits for the Project;</li> <li>• Ensuring legislative requirements are clearly defined and communicated to the Contractor's Project Team and sub-contractors;</li> <li>• Scheduling construction work and delivery traffic during permitted times only (Monday – Friday 7am to 6pm and Saturday 8am to 1pm);</li> <li>• Scheduling heavy vehicle movements on Mandalong Road from the MMAS to the MSSS Access Road intersection to avoid school bus hours (7:45am to 8:15am and 3:45pm to 4:15pm school days);</li> <li>• Investigating, providing advice and reporting on Contractor-related traffic safety incidents and accidents (including damage to public roads) quickly and effectively to the Centennial Coal Project Team and taking disciplinary action as required;</li> <li>• Selecting plant and equipment for use on the project with consideration to acoustic performance;</li> <li>• Ensuring the induction required by all construction personnel includes training in the Construction Traffic Management Sub Plan and Drivers' Code of Conduct;</li> <li>• Arranging for a copy of the Drivers' Code of Conduct to be sent to any suppliers when ordering goods to be delivered;</li> <li>• Establishing a voluntary 60km/h speed limit zone for heavy vehicles travelling to and from the MSSS Construction Zone – extends along Mandalong Road from 500m north of Chapman Road to the MSSS Access Road intersection;</li> <li>• Arranging for water carts to spray exposed surfaces in the Construction Zone to prevent dust;</li> <li>• Managing construction plant and traffic in the Construction Zone to be confined to defined access roads and work areas to minimise vehicle movements on exposed areas;</li> <li>• Requiring that trucks transporting gravel / sand into the Construction Zone or spoil from the Construction Zone are covered to eliminate dust during transport;</li> <li>• Assisting the Centennial Project Manager and Centennial Environmental Representative with liaising with the community and deal with complaints;</li> <li>• Stopping work immediately if an unacceptable impact on local traffic is likely to occur;</li> <li>• Daily inspection of public roads as noted in <b>Section 3.7</b> to identify new road damage or increase in the extent of existing damage, as well as driver compliance with Drivers' Code of Conduct;</li> <li>• Controlling field works and implementing effective traffic controls during the works; and</li> <li>• Providing assistance and advice to all Project personnel to fulfil the requirements of this CTMSP;</li> </ul> |

| Role  | Responsibility   |
|---|--|
|   | <ul style="list-style-type: none"> <li>• Inform the Centennial Project Manager of any breaches of the Drivers' Code of Conduct and take appropriate action; and</li> <li>• Meet with Centennial Project Manager and Environmental Representative, at least weekly to discuss any issues with environmental management on-site, any amendments to plans that might be required or any new / changes to construction activities.</li> </ul>  |
| Wider Project Team (including all Centennial and Contractor construction personnel) | <p>The traffic responsibilities of the wider Project Team include (but are not limited to) the following:</p> <ul style="list-style-type: none"> <li>• Undertaking any traffic control duties as instructed by the Contractor's Project Manager, Contractor's Project Engineer or Foreman/Leading Hand;</li> <li>• Undertaking all activities in accordance with the requirements of this CTMSP; and</li> <li>• Informing supervisors of any traffic management issues, incidents or breaches of the Drivers' Code of Conduct as they arise.</li> </ul>  |
| Drivers (light and heavy vehicles)  | <ul style="list-style-type: none"> <li>• Follow the requirements of the Drivers' Code of Conduct;</li> <li>• Report road condition deterioration to a Centennial or Contractor Manager;</li> <li>• Limiting truck compression release braking;</li> <li>• Avoid convoying of heavy vehicles and maintain separation distances &gt;300m;</li> <li>• Construction work and delivery traffic only permitted during approved times (Monday to Friday 7am to 6pm and Saturday 8am to 1pm). Note: site personnel arriving and leaving the Work site will be before and after these times;</li> <li>• Heavy vehicle drivers to avoid driving on Mandalong Road from the MMAS to the MSSS Access Road intersection during school bus hours (7:45am to 8:15am and 3:45pm to 4:15pm school days);</li> <li>• Heavy vehicle drivers to comply with the voluntary 60km/h speed limit zone travelling to and from the MSSS Construction Zone – extends along Mandalong Road from 500m north of Chapman Road to the MSSS Access Road intersection;</li> <li>• Heavy and light vehicle drivers in the Construction Zone to be confined to defined access roads and work areas to minimise vehicle movements on exposed areas; and</li> <li>• Drivers transporting gravel / sand into the Construction Zone or spoil from the Construction Zone to cover their load to eliminate dust during transport.</li> <li>• A voluntary speed limit of 40 km/h is to be enforced for dirt track access to the construction zone and in the construction zone.</li> <li>• A voluntary 60km/h speed limit zone for heavy vehicles travelling to and from the Construction Zone, at the MSSS, on Mandalong Road extends from 500m north of Chapman Road to the MSSS Access Road intersection. The section of road is identified on the Construction Traffic Management Plan MG13657, in the Drivers Code of Conduct (Appendix A).</li> </ul> |

## 5 Communication

Communication mechanisms for the management of traffic control during construction will be consistent with those outlined in **Section 13** of the CEMP.

### 5.1.1 Internal Communication

The Centennial Environmental Representative, Centennial Project Manager and Contractor's Project Manager will meet at least weekly to discuss any issues with environmental management on-site, any amendments to plans that might be required or any new / changes to construction activities.

### 5.1.2 Communication with Centennial Mandalong

The Centennial Environmental Representative and the Centennial Project Manager will maintain regular contact with the Centennial Mandalong Operational Management Team to ensure all parties are aware of construction activities and issues that may impact operational activities at Mandalong Mine or vice versa.

### 5.1.3 Agency Communication

The Centennial Environmental Representative will be the main point of contact with regulatory agencies regarding Project environmental and community issues. The Contractor's Project Manager will be responsible for reporting on the ongoing environmental performance of the project to the Centennial Environmental Representative, who in turn, will have the responsibility to report to regulatory agencies such as EPA, Resources Regulator and DPIE.

### 5.1.4 Community and other stakeholder communication

Mandalong Mine operates a Community Consultative Committee (CCC) to keep the community informed about operational, environmental and community issues associated with the Mine. The CCC meets on a regular basis and includes representatives from Centennial Mandalong, community groups and other members of the local community. Information typically reported at CCC meetings includes:

- Progress at the mine – operational issues;
- Monitoring and environmental performance; and
- Community complaints and the response to complaints.

Throughout the duration of the Project, the Centennial Environmental Representative and Centennial Project Manager will also be required to attend these meetings to provide an update on construction activities and field any construction-related questions from CCC members. Where required, the Centennial Project Manager or Centennial Environmental Representative will then provide feedback to the Project team members regarding Project-related community issues or concerns.

The local community will also be kept informed of construction progress in the Mandalong Mailbox which is a regular newsletter produced by the Mine.

### 5.1.5 Complaints and Enquiries

Mandalong Mine has a community information number (**1800 730 919**) that can be called to make an enquiry or to lodge a complaint regarding construction or operational activities. The number is advertised at the entrance to the Mandalong Mine, in community newsletters to landowners, in the yellow pages and in the local media (Lake's Mail Newspaper). It can also be found on the

Company's website (<http://www.centennialcoal.com.au/Contact/Contact-Us.aspx>). Complaints are lodged by calling the 24-hour number and providing details of the complaint to the Mine's Control Room Operator. Mine personnel will record the details of complaints and inquiries and respond in accordance with the Mine's procedure *"WP1371 - Dealing with Community Complaints and Enquiries"*.

The details of investigations, mitigation actions and follow-up liaison with the complainant will be maintained in the Mandalong Mine complaints register referred to as the Environment and Community Database (ECD). Centennial makes available a summary of recorded complaints, excluding confidential landowner information, to the Community Consultative Committee and relevant Government agencies. A copy of the Mandalong Mine complaints register will also be made available on the Centennial Coal website.

## 5.2 Training

### 5.2.1 Inductions

All Project personnel (including Sub-contractors) are required to attend a compulsory site induction that includes an environmental component, prior to commencement onsite. This is to ensure all personnel are aware of the requirements of the CEMP and associated management measures (including this CTMSP). Short-term visitors to site for purposes such as deliveries will be required to be under the control of inducted personnel at all times. A copy of the Drivers' Code of Conduct will be sent to all suppliers when ordering goods to be delivered.

The site induction and training process for Project personnel (including Sub-contractors) will outline the key requirements of this CTMSP, including but not limited to:

- The key traffic issues and measures, as outlined in Section 3;
- The requirements of the Drivers' Code of Conduct;
- Providing clear instructions to personnel in regard to the use of local public roads and access to site;
- Speed limits for traffic whilst traveling along Mandalong Road and in the Construction Zone; and
- Outlining expectations for appropriate behaviour toward traffic management.

During construction works, all personnel involved will have access to a copy of this CTMSP.

### 5.2.2 Toolbox Talks

Toolbox meetings will be conducted regularly to maintain and improve awareness of traffic issues. All Project personnel will be provided with a toolbox talk on relevant traffic issues prior to commencement of works on the public road. A toolbox meeting will also be held in the event of a non-conformance with this CTMSP. It will be responsibility of the Contractor's Project Manager to deliver toolbox talks relevant to traffic management issues.

## 5.3 Monitoring and Response

The implementation of traffic management requirements will be monitored and records kept of inspections. **Table 5-1** details the proposed traffic monitoring during the construction phase.



**Table 5-1 Summary of Traffic Monitoring during Construction**

| Type of monitoring                        | Purpose and Scope  | Frequency/Trigger                        | Reporting  | Personnel / Responsibility    |
|---|--|--|--|-------------------------------|
| Set-out of Traffic controls               | All signs and controls to be set-out as required by the approved Traffic Control Plan            | Undertaken at the start of construction  | N/a  | Contractor's Project Engineer |
| Operational inspection                    | Traffic management controls at the Construction Zone and any others along driveway access points | Daily                                    | Traffic control checklist                                    | Contractor's Project Engineer |
| Road Condition inspection                 | New damage or increase in extent of existing damage to public roads                              | Daily                                    | Report to Contractor Project Manager                         | Contractor's Project Engineer |
| Implementation of Drivers Code of Conduct | Driver awareness of Drivers' Code of Conduct and compliance with requirements                    | Daily                                    | Traffic control checklist                                    | Contractor's Project Engineer |
| Pre-opening inspection                    | Inspection of new work at driveway access points   | Prior to putting traffic on any new work | Record of inspection and any LMCC requirements               | Contractor's Project Engineer |
| Hydrocarbon spills                        | Identify any hydrocarbon spills that can be attributable to the Project                          | Weekly                                   | Report to Centennial Environmental Representative for action | Contractor's Project Engineer |

## 5.4 Trigger Action Response Plans

A TARP has been developed to summarise the actions and response to be implemented as part of this CTMSP (refer to Table 5-2).

The system for managing complaints is included in Section 5.1.5.

**Table 5-2 Traffic Trigger Action Response Plan**

| Trigger   | Action   | Response   |
|---|--|--|
| Traffic safety incident or accident on public road involving construction vehicle(s). | Engage emergency response plan if required.<br>Conduct incident investigation as per HSMS-SE-1030 (Centennial Mandalong Incident Investigation System).  | Inspection of all traffic control devices. Review of TCP.  |
| Dust complaints.  | Cease work in area and use watercart to settle dust.<br>Confirm if this is a Development Consent non-conformance.  | Inspect and review work methods.<br>In case of non-conformance refer to <b>Section 14.1</b> of CEMP.   |
| Noise complaints.   | Remove equipment from service, repair and check emission before being used.<br>Reduce duration of noisy activities or co-ordinate to a different time of day.<br>Confirm if this is a Development Consent non-conformance. | Inspect and review work methods.<br>In case of non-conformance refer to <b>Section 14.1</b> of CEMP.   |
| Complaints about condition of traffic area in Construction Zone.                      | Undertake repairs to roadway within current shift.   | Continue daily inspections.  |
| Mud/debris deposited on public roads.   | Section of road to be swept and/or watered.  | Contractor to investigate source and mitigate as needed.   |
| Hydrocarbon spill attributable to the Project.  | Report to Centennial Environmental Representative and engage Centennial Pollution Incident Response Management Plan.   | Section to be dealt with as per Centennial Pollution Incident Response Management Plan   |
| Complaints about damage to public roads, or damage discovered during inspection.      | Inspect area.<br>Implement traffic control if urgent.  | Follow LMCC procedure for reporting road and drainage issues – call Customer Service Centre (02 4921 0333) and report issue (this is 24 hrs for urgent repairs) or via LMCC website.           |
| Breach of access requirements.  | Report to Centennial Project Manager.<br>Inform affected parties and work with them to develop a remedial action plan (e.g. remove equipment, rehabilitation, etc.).   | Contractor will be required to develop a plan to describe the process for managing non-conforming work practices and initiating corrective/preventative actions or system improvements (as per |

| Trigger                            | Action  | Response   |
|------------------------------------|---|--|
|                                    |   | <b>Section 13.4</b> of the CEMP)   |
| Breach of Drivers' Code of Conduct | Inform driver of breach and report to Contractor's Project Manager. | Contractor's Project Manager will investigate the reason for the breach and determine appropriate disciplinary action in consultation with Centennial Project Manager. |

## 5.5 Procedure for Reporting Road Damage

The Centennial Environmental Representative or Centennial Project Manager will report road damage on public roads to LMCC through Council's process. This is:

- Phone Council's Customer Service Centre on 02 4921 0333; or
- Complete the online feedback form (<https://www.lakemac.com.au/council/report-an-issue/road-and-drainage-damage>).

Council will address the report by:

- Erecting signage and appropriate safety measures when required; and/or
- Arranging for repair of the road.

Note: Council's road network has different hierarchies for roads according to traffic volumes. The hierarchy of a road determines the response time for road repairs including unplanned maintenance.

For urgent repairs the Contractor's Project Manager will contact the 24-hour emergency line on 02 4921 0333. If required and as advised by Council, Centennial will install signage until Council can attend to the issue.

## 5.6 Corrective Action and Contingency Plans

Incidents and corrective actions in relation to traffic will be managed in accordance with the procedure detail in Section 13. of the CEMP. Incidents relating to traffic may include, but are not limited to:

- Excessive dust or noise;
- Traffic accident;
- Public road damage; and
- Breach of access requirements.

## 5.7 Emergency Contacts and Response

The details of emergency contact personnel and the external incident reporting procedure are provided in **Section 14.1** of the CEMP and reproduced in Table 5-3.

**Table 5-3 Emergency Contacts**

| Role   | Contact Details |
|--|-----------------|
| Mandalong Mine Control Room (24 hrs)                         | 02 4973 0901    |
| Centennial Mandalong Mine Manager                            | 02 4973 0911    |
| Centennial Project Manager                                   | 02 4973 0922    |
| Centennial Environmental Representative                      | 02 4973 0947    |
| Centennial Health and Safety Representative                  | 02 4973 0937    |
| Contractor's Project Manager                                 | TBA             |
| Lake Macquarie City Council<br>Emergency Road Works (24 hrs) | 02 4921 0333    |

## 6 References

- Australian Standards. (2018). *AS 2890.2 Parking facilities - Off-street commercial vehicle facilities*.
- Centennial Coal. (2016). *Noise Management Plan - Northern Region*.
- Intersect Traffic. (2019). *Traffic Impact Assessment, Mandalong Mine, Mandalong 33 kV Power Line Project*.
- NSW Office of Water. (2012). *Guidelines for Water Course Crossings on Waterfront Land*. DPIE.
- NSW Planning. (2007). *Guidelines for Establishing and Operating Community Consultative Committees for Mining Projects*. Department of Planning.
- NSW Roads and Maritime Services. (2018). *Traffic Control at Work Sites*.
- Resources Regulator. (2013). *ESG3: Mining Operations Plan (MOP) Guidelines September 2013*. Department of Planning, Industry and Environment.

## 7 Appendices

## Appendix A - DRIVERS' CODE OF CONDUCT

Centennial Mandalong has engaged XXX as Principal Contractor for the construction of the 33 kV Power Line Project located at Mandalong, NSW. For the Project, a Construction Traffic Management Sub Plan (CTMSP) has been developed and approved by the NSW Department of Planning, Industry and Environment (DPIE). This Drivers' Code of Conduct (DCC) is an important part of the CTMSP and applies to drivers of both light vehicles and heavy vehicles involved in the construction of the Project.

An Information Guide for Drivers plan is included on the back page of this DCC highlighting key points along Mandalong Road from the M1 Motorway interchange to the Mandalong South Surface Site Access Road intersection.

All light and heavy vehicle drivers involved in the construction are required to comply with this DCC. Failure to do so will result in disciplinary action.

### Hours of Operation

Construction work and delivery traffic only permitted during approved times which are:

- Monday to Friday 7am to 6pm;
- Saturday 8am to 1pm.

Heavy vehicles must avoid travelling along Mandalong Road between the Mandalong Mine Access Site and the Mandalong South Surface Site Access Road intersection during school bus hours:

- 7:45am to 8:15am; and
- 3:45pm and 4:15pm (school days).

During these times heavy vehicles should park opposite the Mandalong Mine Access Site (see the Information Guide to Drivers plan) or remain at the Mandalong South Surface Site Access Road.

### Driver Obligations – light and heavy vehicles

- Drivers must take care of other road users, particularly pedestrians, bike riders and horse riders and slow down when approaching. Only overtake when it is safe to do so.
- Drivers must report any traffic incidents or traffic management issues to a Centennial or Contractor manager, coordinator or engineer as they arise.
- In the event of a spill, drivers must report the incident to a supervisor and clean up the spill.
- Drivers must obey all signage along public roads and in the Construction Zones.
- Drivers must not litter.
- Drivers must not use mobile phones when driving.
- Drivers must notify their employer if they are not fit for duty prior to commencing their shift.
- Drivers must at all times obey road transport laws.
- Drivers must obey the applicable driving hours specific to the NSW legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness.
- Drivers must practice and maintain safe load restraint practices.
- Drivers agree to notify their employer or operator immediately should the status or conditions of their driver's licence change in any way.
- **The speed limit on access tracks is 40 km/hr.**

### Driver Obligations – heavy vehicles only

- Drivers to comply with the voluntary 60km/h speed limit zone for heavy vehicles travelling to and from the MSSS Construction Zone extending along Mandalong Road from 500m north

of Chapman Road to the MSSS Access Road intersection (see the Information Guide to Drivers plan).

- Trucks transporting gravel / sand onto the Construction Zone or spoil from the Construction Zone are required to cover their loads to eliminate dust during transport.
- Trucks to limit the use of compression release engine braking.
- Avoid convoying of heavy vehicles and maintain a separation distance of >300m.
- Trucks and construction plant to be turned off when not in use.
- Vehicles >5t are not to travel on Deaves Rd (as per existing road signs).
- Trucks larger than Heavy Rigid are to report to the Construction Office at Kerry Anderson Drive and wait to be assigned a pilot to escort the large load to the required site.

#### **Road Worthiness**

- All vehicles operated by Centennial Mandalong, the Principal Contractor and its' sub-contractors must be maintained in a safe and roadworthy condition.

#### **Regulations**

- All vehicles are to be maintained in compliance to the appropriate Australian Vehicle Standards and Design Rules (AVSRs and ADRs).
- No driver will be required to drive a mechanically unsafe vehicle at any time.

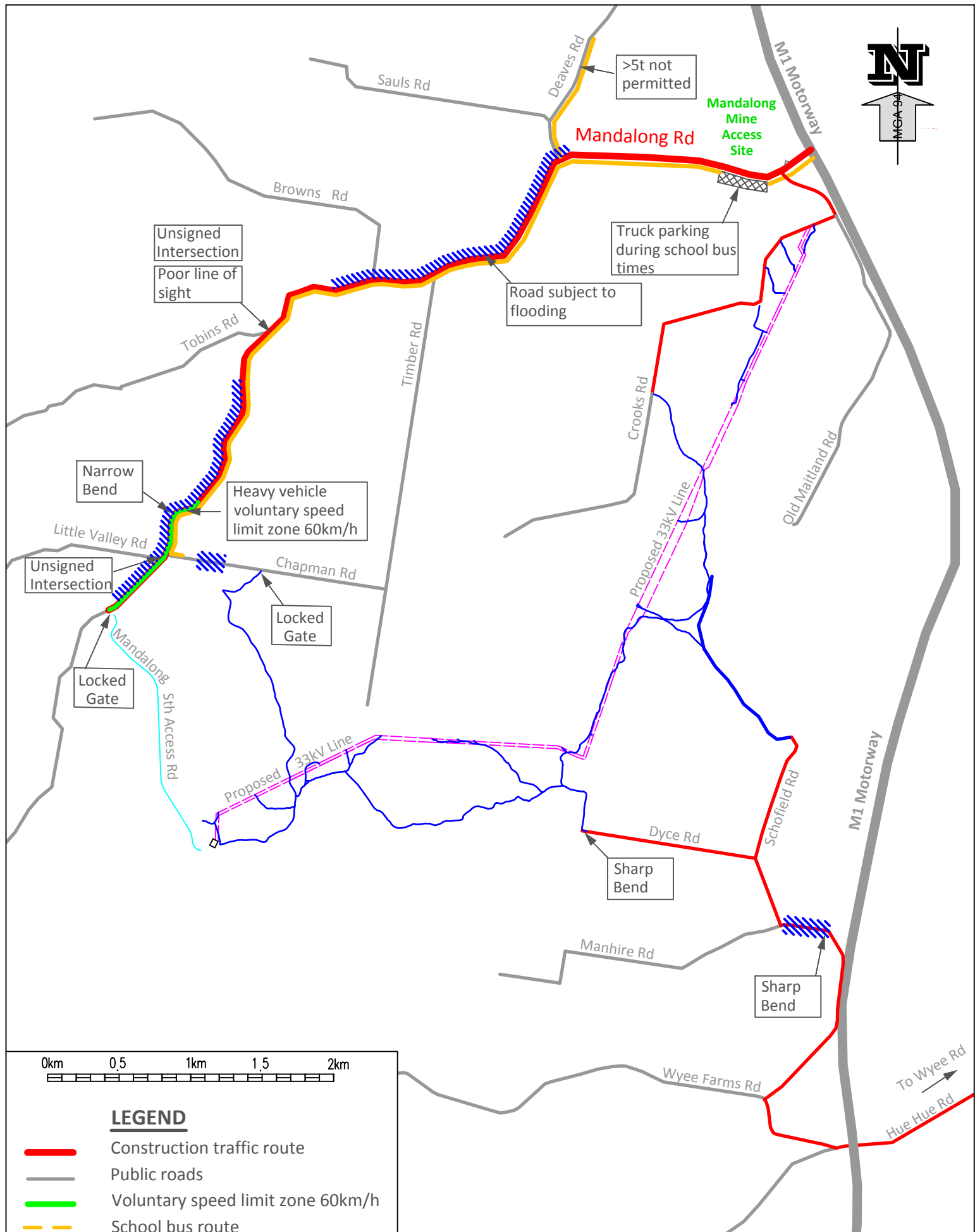
#### **Driver Health**

- All drivers are to participate in the Principal Contractor's random health screen program.
- Drivers identified as 'Not Fit to Drive' must not be allowed to continue driving.

#### **Management**

- Centennial Mandalong, the Principal Contractor and its sub-contractors must conduct all business in a safe, professional and legal manner.
- Centennial Mandalong, the Principal Contractor and its sub-contractors as well as their employees must be familiar with and address their respective duty of care requirements in accordance with the applicable NSW Work Health and Safety legislation.
- Drivers must be afforded sufficient time to conduct trips in a legal, compliant and safe manner.
- Vehicle speed limiters will be maintained to the legal requirement as specified by ADR 65/00 and must in no way be tampered with.
- Vehicles will not, in any manner, be knowingly overloaded.
- All personnel must not, by their actions or requirements, force or coerce others to break the law.





**LEGEND**

- Construction traffic route
- Public roads
- Voluntary speed limit zone 60km/h
- School bus route
- Unsealed Road
- Road subject to flooding
- Truck parking during school bus times
- Power Line Easement



**Centennial Coal**  
Mandalong

**Centennial Mandalong  
33kV Power Line Construction  
Traffic Management Plan**

|                  |                |   |
|------------------|----------------|---|
| CONTRACT No.     |                | - |
| PLOTFILE No.     |                | - |
| <b>A4</b>        | <b>MG13657</b> |   |
| DRAWING REVISION |                | 0 |

## **Appendix B - DPI Guidelines For Watercourse Crossings**

## CONTROLLED ACTIVITIES ON WATERFRONT LAND

# Guidelines for watercourse crossings on waterfront land

These guidelines relate to the design and construction of watercourse crossings and ancillary works, such as roads on waterfront land. Crossings have the potential to disrupt the hydrologic, hydraulic, and geomorphic functions of a watercourse affecting flows, bed and bank stability and the ecological values and functions of the riparian corridor. Refer to NSW Office of Water guidelines for riparian corridors.

Watercourse crossings are a controlled activity under the *Water Management Act 2000* (WM Act). The NSW Office of Water administers the WM Act and is required to assess the impact of any proposed controlled activity to ensure that no more than minimal harm will be done to waterfront land as a consequence of carrying out the controlled activity.

Waterfront land includes the bed and bank of any river, lake or estuary and all land within 40 metres of the highest bank of the river, lake or estuary.

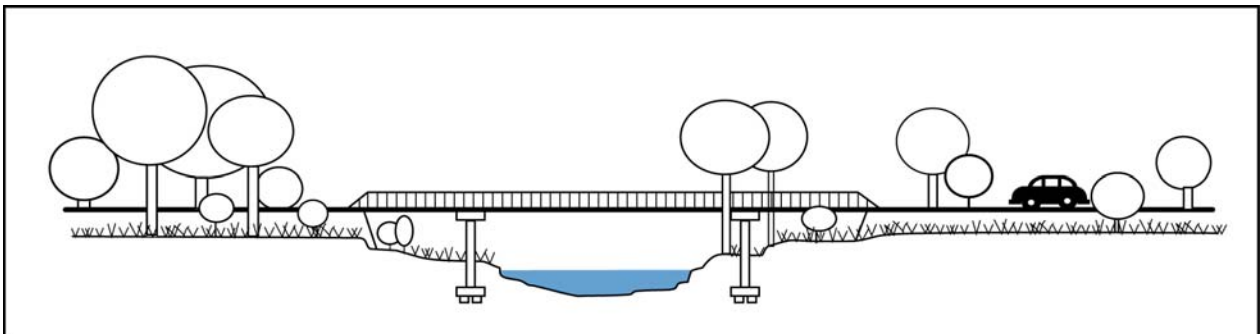
This means that a controlled activity approval must be obtained from the NSW Office of Water before commencing the controlled activity.

## How can I minimise the impact of watercourse crossings?

The design and construction of works or activities within a watercourse or adjoining waterfront land should protect and enhance water flow, water quality, stream ecology and existing riparian vegetation. Impacts on the hydrologic, hydraulic and geomorphic functions of a watercourse should also be minimised.

Bed level crossings or bridges which fully span the watercourse channel provide the best opportunities for maintaining channel functions, as illustrated in Figure 1. However, alternative structures such as box culverts which can achieve equivalent riparian functions may also be considered in accordance with the NSW Office of Water guidelines for riparian corridors.

**Figure 1. Bridge crossing over watercourse and riparian corridor**



## What should be considered in the design and construction of watercourse crossings?

The design and construction of crossing structures should consider, but not be limited to, the following:

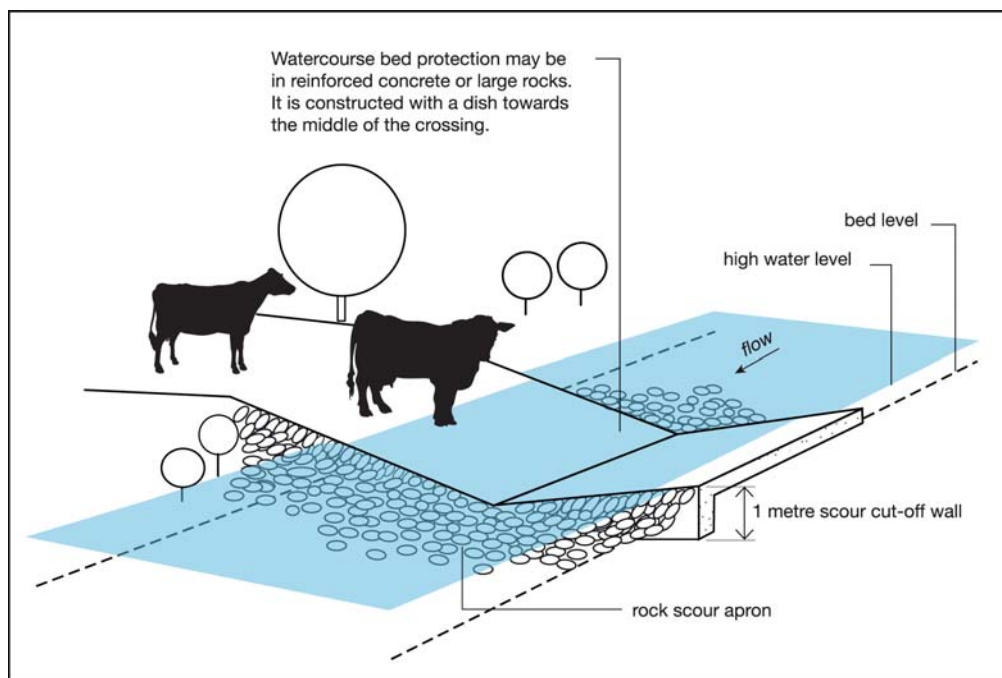
- Identify the width of the riparian corridor in accordance with the NSW Office of Water guidelines for riparian corridors.
- Consider the full width of the riparian corridor and its functions in the design and construction of crossings. Where possible, the design should accommodate fully structured native vegetation.
- Minimise the design and construction footprint and extent of proposed disturbances within the watercourse and riparian corridor.
- Maintain existing or natural hydraulic, hydrologic, geomorphic and ecological functions of the watercourse.
- Demonstrate that where a raised structure or increase in the height of the bed is proposed there will be no detrimental impacts on the natural hydraulic, hydrologic, geomorphic and ecological functions.
- Maintain natural geomorphic processes.
  - Accommodate natural watercourse functions.
  - Maintain the natural bed and bank profile.
  - Ensure the movement of sediment and woody debris is not inhibited.
  - Do not increase scour and erosion of the bed or banks in any storm events.
  - Avoid locating structures on bends in the channel.
  - Where bed degradation has occurred, address bed degradation to protect the structure and restore channel and bed stability.
- Maintain natural hydrological regimes.
  - Accommodate site hydrological conditions.
  - Do not alter natural bank full or floodplain flows or increase water levels upstream.
  - Do not change the gradient of the bed except where necessary to address existing bed and bank degradation.
  - Do not increase velocities by constricting flows, for example filled embankments on approaches.
- Protect against scour.
  - Provide any necessary scour protection, such as rock rip-rap and vegetation.
  - Ensure scour protection of the bed and banks downstream of the structure is extended for a distance of either twice the channel width or 20 metres whichever is the lesser.
  - If cutting into banks, protect cuttings against scour.
- Stabilise and rehabilitate all disturbed areas including topsoiling, revegetation, mulching, weed control and maintenance in order to adequately restore the integrity of the riparian corridor.

### Bridges - additional design considerations

- Ideally, bridges shall be elevated and span the riparian corridor.
- Bridge piers or foundations should not be located within the main channel of the watercourse.
- The bridge design must be certified by a suitably qualified engineer.

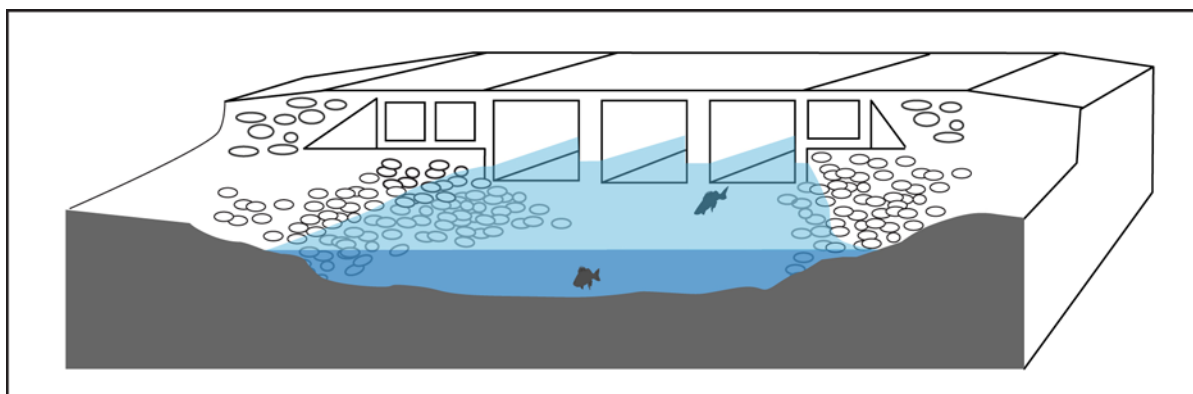
### Causeways or bed level crossings - additional design considerations

- The deck of the crossing shall be at the natural bed elevation.
- The crossing should have a vertical cut-off wall on the downstream side of the crossing to a minimum depth of one metre and minimum width of 100 millimetres.
- Approaches to crossings should be sealed and incorporate appropriate roadside drainage, such as stabilised table drains where necessary.

**Figure 2. Splash crossing for livestock and vehicles on small intermittent watercourses**

### Culverts - additional design considerations

- Box culverts are preferred to pipes.
- Align culverts with downstream channel.
- Incorporate elevated dry cells and recessed wet cells with the invert at or below the stable bed level.
- The culvert design must be certified by a suitably qualified engineer.

**Figure 3. Road crossing allowing fish passage**

### What information should be submitted for assessment?

When seeking approval for watercourse crossings, the NSW Office of Water will rely on the above information to undertake its assessment and to determine if the activity should be approved. All works and activities should be designed by suitably qualified persons.

The following additional information may also be required:

- Detailed design drawings which include a surveyed plan, cross sections across the watercourse and a long section of the watercourse, showing proposed works relative to existing and proposed bed and bank profiles and water levels. The cross section should extend to the landward limit of the identified riparian corridor. All plans must include a scale bar.
- Detailed crossing design plans should include a location plan, plan view, elevation view and cross-section of the proposed crossing structure.

- Detailed report of pre and post construction hydraulic conditions. The report should address - bank full discharge, velocity, tractive force or shear stress, afflux (modified RTA method is acceptable), and Froude and Manning 'n', relative to the proposed structure.
- Plans showing the extent and designs of permanent bed and bank stabilisation works necessary for scour protection. See NSW Office of Water guidelines for instream works.
- A vegetation management plan prepared in accordance with the NSW Office of Water guidelines for vegetation management plans.
- Sediment and erosion control plan.
- A site management plan incorporating a works schedule, sequence and duration of works, contingencies such as in case of flooding, erosion and sediment controls and proposed monitoring and reporting periods.
- Costing of all works including materials and labour and stages of works including crossing construction and rehabilitation.
- Copies of other relevant approvals, for example a land owner's or development consent.

### Will a maintenance period be necessary?

Applicants will also need to provide for a maintenance period of between three and five years after practical completion of each stage or until site is stable. The maintenance period will depend on the scope, size and level of risk. Engineering certification may be required at the end of the maintenance period. Maintenance should include sediment and erosion control, replacement of any works and areas damaged or destroyed by flows and flooding or vandalism and any other requirements necessary to ensure a naturalised stable watercourse system is functioning by the end of the maintenance period.

### Will a security deposit be required?

Applicants should note that if the likelihood of significant impact on the watercourse or waterfront land is identified, security (as bank guarantees) may be required before the controlled activity is commenced. The amount of security is usually based on the costings provided.

### Where do I go for additional information?

Find out more about controlled activities at the Office of Water website [www.water.nsw.gov.au](http://www.water.nsw.gov.au).

### Contact us

Contact a water regulatory officer as listed on the Office of Water website [www.water.nsw.gov.au](http://www.water.nsw.gov.au), free call the licensing information on 1800 353 104 or email [information@water.nsw.gov.au](mailto:information@water.nsw.gov.au).

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Disclaimer: The information contained in this publication is based on knowledge and understanding at the time of writing (June 2012). However, because of advances in knowledge, users are reminded of the need to ensure that information upon which they rely is up to date and to check currency of the information with the appropriate officer of the Department of Primary Industries or the user's independent adviser.

Published by the Department of Primary Industries, a division of NSW Department of Trade and Investment, Regional Infrastructure and Services.

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## Appendix C – Summary of LMCC and Community Feedback on Traffic Management Sub Plan

| Person ID | Community Submission  | Centennial Response   |
|-----------|---|---|
| <b>R1</b> | <p>I have had a look at the traffic management plan. There are two areas I would like to comment on.</p> <p>The area I am most concerned about is labelled SHARP BEND on pg 37 of your document. This is more than simply a sharp bend. It is barely wide enough for two 4WD to pass comfortably. It has no line markings and is blind in both directions. There is no space to get off the road in this area as the road drops away on both sides . The trees are right on the edge of the road and there are no warning signs.</p> <p>Could you also please tell me what an ACCESS POINT entails (pg. 19) The Schofield Road access point is adjacent to my property and I am curious as to what it exactly means for my family and others who regularly access the property.</p> | <p>In regards to your concerns about the sharp bends, our construction traffic management plan commits to ensuring all material deliveries in vehicles larger than a heavy rigid vehicle will be piloted to the site by accredited traffic pilots (refer section 3.4 pg 11). The sharp bends have also been identified on our Drivers Code of Conduct which will be provided to all construction personnel and delivery drivers. Centennial will ensure the construction contractor strictly abide by this code of conduct.</p> <p>As for the access point at Schofields Rd, you shouldn't see any noticeable impacts, apart from a minor increase in through traffic during periods of the site construction duration, as the project will be using the existing Ausgrid access to the current 132kV easement. If deemed required, a traffic control plan (approved by Council) may be developed - which may include some temporary road-side warning signage on Schofields Rd during the construction period.</p> |
| <b>R2</b> | <p>Lake Macquarie City Council, Traffic Engineer Assets Strategy, Email 20/01/2020.</p> <p>I have reviewed the Construction Traffic Management Plan and have no objections to the plan.</p>   |   |

## **Appendix D – Mandalong Mine Community News Letter November 2019**



# MANDALONG MAILBOX



**CENTENNIAL**

**November 2019 Newsletter**



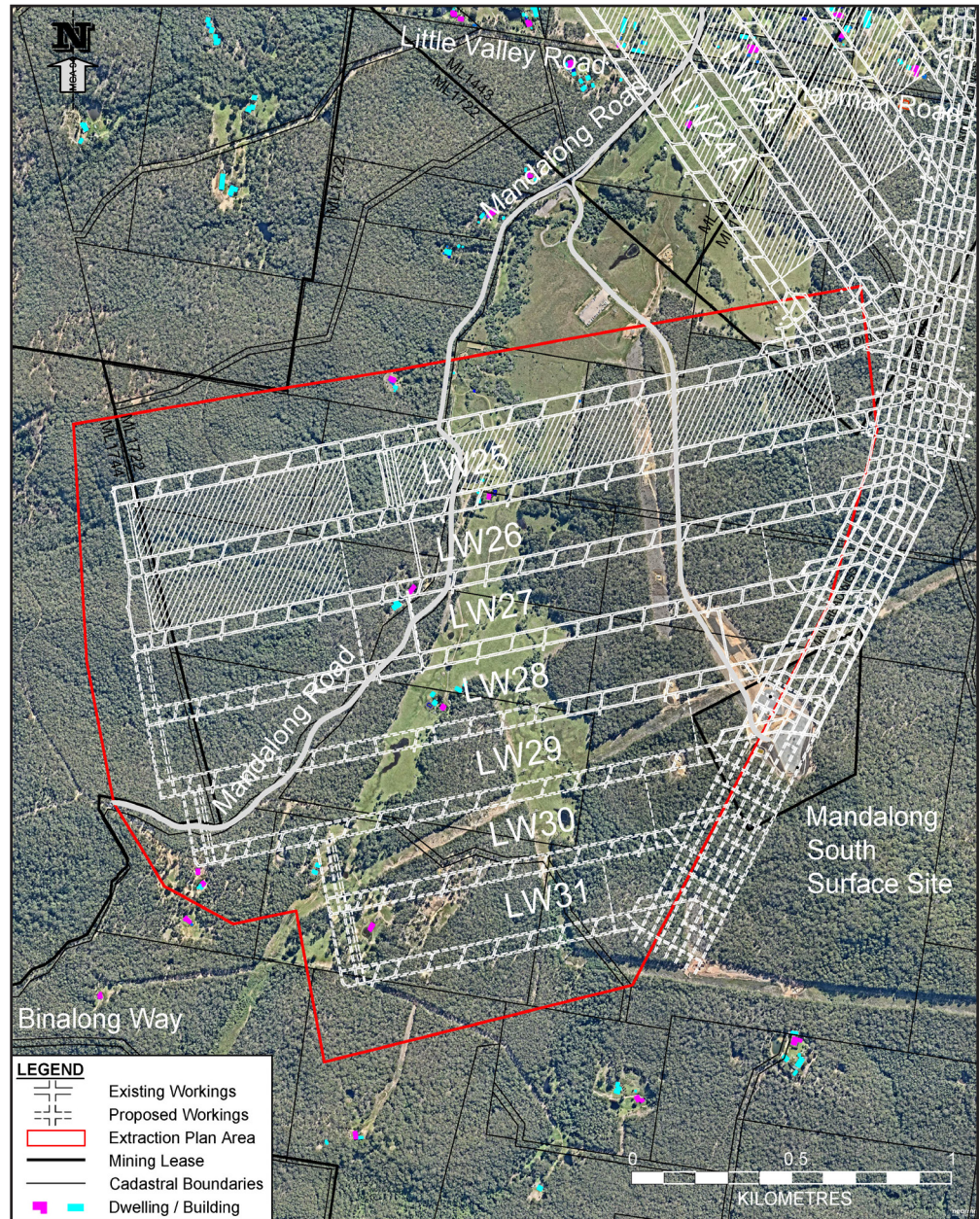
# MANDALONG MINING UPDATE

Mandalong Mine has now completed mining in the original mining area that was approved in 1998 (Development Consent DA97/800). Longwall mining started in January 2005 with Longwall 1 and continued mining for the next 14 years completing extraction with Longwall 24A in January 2019. A total of 25 longwalls were mined.

During this time, Mandalong Mine has consulted with each landowner to develop their individual Property Subsidence Management Plan (PSMP) to communicate and explain the proposed mining and to manage subsidence impacts to their properties, buildings and homes.

Over the 14 years of mining, a total of 113 properties and 70 homes have been mined beneath. In all cases, the 70 homes affected by subsidence remained safe, serviceable and repairable.

In accordance with each landowner PSMP, any subsidence damage to property and homes were repaired by Centennial Mandalong and Subsidence Advisory NSW (formerly the Mine Subsidence Board).



Mandalong Mine has now commenced mining in the Mandalong South Extension Area under Development Consent SSD-5144, approved in 2015. Mining in this new area is a continuation of the existing operation, with Longwall 25 being the first longwall panel which commenced at the start of 2019 and was completed in September. Mining is currently underway in Longwall 26.

Prior to longwall mining in the new area, an Extraction Plan for Longwalls 25 to 31 was sought and approved by the Department of Planning, Industry and Environment (DPIE). The Extraction Plan manages the impact of subsidence on both natural and built features and includes Environmental Management Plans (water and ecology etc.), Build Features Management Plans (transmission lines and public roads etc.) and PSMP's for each private landowner.

Mandalong Mine has commenced preparing the Extraction Plan application for the next series of longwall panels, Longwalls 32 to 37. Each landowner affected by the mining application will be contacted by Mr Phil Enright (Mining Approvals Coordinator) over the coming months.

If you have any questions regarding current or proposed mining, the Mining Approvals Coordinator can be contacted by phone on 02 4973 0948 or by email at [phil.enright@centennialcoal.com.au](mailto:phil.enright@centennialcoal.com.au).



# CONSTRUCTION OF THE MANDALONG SOUTH SURFACE SITE

Six kilometres along Mandalong Road, Mandalong is constructing the MSSS that will service the underground workings in the southern areas of the mine (Mandalong South). Infrastructure at MSSS will include ventilation fans, hydrocarbon storage and bulk material storages for stone dust, concrete and ballast. Construction has continued at a steady pace with drilling of the first ventilation shaft now over 50% complete. Fabrication of composite shaft liners is complete with 113 liners successfully fabricated onsite. Lining of the ventilation shaft is expected to commence in March 2020, once drilling is complete.

In October 2019, a water treatment plant was commissioned to allow for controlled discharge of surface water after large rainfall events (in accordance with the strict conditions laid out in Modification 6 and our Environmental Protection License).

Onsite substation construction commenced in July and is proceeding well. Civil works are almost complete and electrical switchrooms and transformers due to be delivered to site in December 2019.

Offsite the ventilation fans are being designed and fabricated in Melbourne with site construction expected to commence early in 2020. Once complete, ventilation fans will sit upon shaft 1 and provide necessary ventilation to the underground mining operation.



**Mandalong South Surface Site and Access Road  
Aerial Overview - August 2019**



**Mandalong South Surface Site - Shaft Drilling and Substation Construction - October 2019**



## 33 KV POWERLINE CONSTRUCTION TRAFFIC

In July 2019 development consent was granted for the construction of the 33kV Powerline connecting the MSSS to the Ausgrid network. Construction activities for the 33kV Powerline will be managed via a Construction Environmental Management Plan (CEMP). Due to the location of the powerline construction, traffic routes will be different to the existing construction traffic heading along Mandalong Road to the MSSS. Construction traffic for the 33kV Powerline is an important part of the CEMP and will be managed as part of a Construction Traffic Management Sub-Plan.

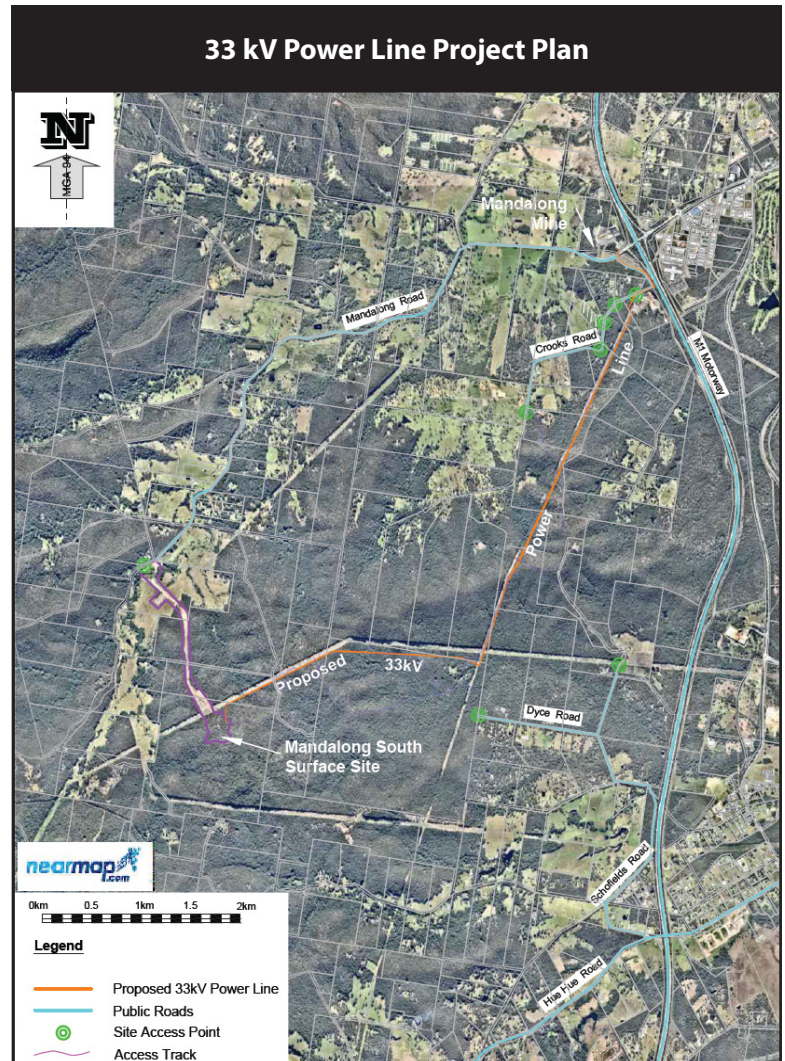
Centennial is now asking for community input into this Construction Traffic Management Sub-Plan prior to Friday 13 December 2019. The plan is available via the following web link:

<https://www.centennialcoal.com.au/Operations/OperationsList/Mandalong#Environmental-Management-Plans,-Strategies-and-Programs>

Feed back on the Construction Traffic Management Sub-Plan can be provided to the following email address - [mandalongmine@centennialcoal.com.au](mailto:mandalongmine@centennialcoal.com.au)

After community consultation, the Construction Traffic Management Sub-Plan will be provided to Lake Macquarie City Council for final consultation and then to the Department of Planning, Industry and Environment for approval.

It should be noted that this 33kV Powerline Construction Traffic Management Sub-Plan complements the existing MSSS Construction Traffic Management Sub-Plan which manages the existing construction traffic along Mandalong Road to the MSSS.



## EDL TO POWER MANDALONG MINE WITH WASTE COAL MINE GAS

Methane gas extracted during mining operations at Mandalong will now be converted into electricity. Global sustainable energy producer EDL has announced a 20-year contract to build, own and operate a waste coal mine gas (WCMG) power station for Centennial's Mandalong Mine. When completed in late 2020, the power station will have installed capacity of 8MW and convert waste gas into electricity to power the mine.

EDL Chief Executive Officer James Harman said the company was pleased to welcome Centennial Coal aboard as a new customer. "For decades, EDL has supported our customers in the mining industry to achieve greenhouse gas abatement and cost savings with our waste coal mine gas power stations," he said. "We are delighted to provide Centennial Coal with this reliable, sustainable energy solution and look forward to a long, collaborative partnership."

Centennial Deputy Chief Executive Officer Peter Parry welcomed the partnership.

"As well as fuelling nearly 40% of NSW's coal fired electricity, Centennial is also a significant energy consumer to power our mines. EDL, by converting the methane gas we extract during the process of mining to generate electricity to meet our energy needs, provides a practical and cost-effective arrangement that also reduces our emissions," he said.

# MANDALONG EXPLORATION UPDATE

Exploration drilling will continue within Exploration Licence (EL) 6317 over the next few months with up to six boreholes being completed in late 2019 to target the West Wallarah Coal Seam and the location and extent of the igneous sill. These exploration programs will focus on Mandalong South, which will enable the mine to define geological boundaries of mining and help plan the future of the operation. Exploration drilling is expected to continue into 2020.

## COMMUNITY CONSULTATIVE COMMITTEE

The Mandalong CCC meets three times per year at the Mandalong Mine and meetings are chaired by an independent chairperson appointed by the (DPIE). There are six community representatives of Mandalong, Mandalong South and Dora Creek communities who are also appointed to the CCC. Some of the information reported at the CCC meetings includes:

- Progress at the mine - operational issues;
- Monitoring and environmental performance;
- Community complaints and the response to complaints; and
- Project updates.

The minutes and presentations from the CCC meetings are available on Centennial's Coal website [www.centennialcoal.com.au](http://www.centennialcoal.com.au)

## LOCAL COMMUNITY SUPPORT

Mandalong's Environment & Community Coordinator, Jeff Dunwoodie with students from St Mary's Catholic College Gateshead, winner of the Natural Environment Category at the 2019 LMCC School Environment Awards. Centennial has supported the LMCC School Environment Awards for the past 10 years.

Mandalong continues to actively engage with and invest in the community in which it operates. Applications for sponsorship can be made to:  
[mandalongmine@centennialcoal.com.au](mailto:mandalongmine@centennialcoal.com.au)

**Jeff Dunwoodie with Students from St Mary's Catholic College Gateshead**



**Mandalong Community Information Line 1800 730 919**

## **Appendix E – Communication With Mandalong Mine CCC, Affected Residents and the LMCC.**



Fw: Mandalong 33kV Power Line Construction Traffic Management Sub-Plan to:  
05/12/2019 03:17 PM

Cc:  
Bcc:  
From:  
To:  
Cc:  
Bcc

2 Attachments



02\_Mandalong 33kV Construction Traffic Management Sub Plan.pdf



Mandalong Mailbox November 2019.pdf

Dear CCC members,

Due to a printing issue and a delay with the mail-out of the Mandalong Mine newsletter we will accept comments on the Construction Traffic Management Sub-Plan until Friday 13 December 2019 by email or post.

An updated and final version of the newsletter is attached.

*(See attached file: Mandalong Mailbox November 2019.pdf)*

----- Forwarded by on 05/12/2019 03:10 PM -----

From: CentennialCoal  
To:  
Cc:  
Date: 19/11/2019 02:19 PM  
Subject: Mandalong 33kV Power Line Construction Traffic Management Sub-Plan

---

Dear CCC members,

Please find attached to this email a copy of the November 2019 edition of the Mandalong Mine Newsletter and also a draft version of the Centennial Mandalong 33kV Power Line Construction Traffic Management Sub-Plan. The 33kV Power Line Construction Traffic Management Sub-Plan is also available on the Centennial Coal website.

If you have any suggestions or comments on the plan then please provide them to myself by 5pm Friday, 6 December 2019 by email or post (Mandalong Mine, PO Box 1000, Toronto, NSW 2283).

*(See attached file: 02\_Mandalong 33kV Construction Traffic Management Sub Plan.pdf)*





RE: Mandalong Mine - 33kV Powerline Construction Traffic Management Plan  
 Timothy Mitchell to: Jeffrey Dunwoodie 20/01/2020 09:51 AM  
 From: "Timothy Mitchell" <titchell@lakemac.nsw.gov.au>  
 To: "Jeffrey Dunwoodie" <Jeffrey.Dunwoodie@centennialcoal.com.au>

Hi Jeff,

I have reviewed the Construction Traffic Management Plan and have no objections to the plan.

Regards

**Timothy Mitchell**

Traffic Engineer Assets Strategy



T 02 4921 0058

E titchell@lakemac.nsw.gov.au

lakemac.com.au



**From:** Jeffrey Dunwoodie <Jeffrey.Dunwoodie@centennialcoal.com.au>

**Sent:** Monday, 13 January 2020 9:17 AM

**To:** Timothy Mitchell <titchell@lakemac.nsw.gov.au>

**Subject:** Fw: Mandalong Mine - 33kV Powerline Construction Traffic Management Plan

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Tim,

As per the emails below, have you had a chance to review the CTMP?

Regards

**Jeff Dunwoodie**

Environment and Community Coordinator

p: +61 (0) 2 4973 0947 | m: +61 (0) 448 490 023 | Internal: 3947



**Centennial Coal Company Limited | Mandalong**

12 Kerry Anderson Drive, Mandalong NSW 2264 Australia

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

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----- Forwarded by Jeffrey Dunwoodie/CentennialCoal on 13/01/2020 09:15 AM -----

From: "Len Hermans" <lhermans@lakemac.nsw.gov.au>

To: "Timothy Mitchell" <titchell@lakemac.nsw.gov.au>

Cc: "Simon Gulliver" <sgulliver@lakemac.nsw.gov.au>, "Jeffrey.Dunwoodie@centennialcoal.com.au"

<Jeffrey.Dunwoodie@centennialcoal.com.au>

Date: 16/12/2019 04:18 PM

Subject: FW: Mandalong Mine - 33kV Powerline Construction Traffic Management Plan



Tim

Could you please review the attached CTMP and advise Jeffrey Dunwoodie whether proposal is acceptable.

**Len Hermans**

Projects and Technical Officer Asset Management



T 02 4921 0438

E [lhermans@lakemac.nsw.gov.au](mailto:lhermans@lakemac.nsw.gov.au)

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



**From:** Jeffrey Dunwoodie [<mailto:Jeffrey.Dunwoodie@centennialcoal.com.au>]

**Sent:** Monday, 16 December 2019 2:55 PM

**To:** council council; Len Hermans

**Cc:** Joshua Van Bezouwen

**Subject:** Mandalong Mine - 33kV Powerline Construction Traffic Management Plan

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Dear Len,

Centennial Mandalong is required to prepare a Construction Traffic Management Plan (CTMP) for our 33kV powerline project under our Development Consent SSD-5144. Schedule 3, Condition 27A of the Development Consent requires that Centennial Mandalong consult with LMCC. A draft version of the CTMP has been prepared and is attached. I would welcome any comments and feedback. If you could provide any comments by Friday 10 January 2020 that would be much appreciated.

At this stage, we are looking to commence construction of the 33kV powerline from the Mandalong Mine Site to the Mandalong South Surface Site in early 2020.

If you would like to discuss anything regarding the plan before that date then please don't hesitate to contact me.

Regards

**Jeff Dunwoodie**

Environment and Community Coordinator

p: +61 (0) 2 4973 0947 | m: +61 (0) 448 490 023 | Internal: 3947



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12 Kerry Anderson Drive, Mandalong NSW 2264 Australia

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From:  
To: "Nick Hinton" <Nick.Hinton@centennialcoal.com.au>  
Cc:  
Date: 02/12/2019 05:03 PM  
Subject: RE: Mandalong Newsletter & 33kV Power Line Construction Traffic Management Sub-Plan

---

Hello Nick

I have had a look at the traffic management plan.  
There are two areas I would like to comment on.

The area I am most concerned about is labelled SHARP BEND on pg 37 of your document.  
This is more than simply a sharp bend. It is barely wide enough for two 4WD to pass comfortably. It has no line markings and is blind in both directions. There is no space to get off the road in this area as the road drops away on both sides. The trees are right on the edge of the road and there are no warning signs.

Could you also please tell me what an ACCESS POINT entails (pg. 19) The Schofield Road access point is adjacent to my property and I am curious as to what it exactly means for my family and others who regularly access the property.

Regards

email:  
ph: (+61)

ACN:  
ABN

**From:** Nick Hinton <Nick.Hinton@centennialcoal.com.au>  
**Sent:** Monday, 2 December 2019 1:49 PM  
**To:**  
**Subject:** Mandalong Newsletter & 33kV Power Line Construction Traffic Management Sub-Plan

Dear ,

Please find attached to this email a copy of the November 2019 edition of the Mandalong Mine Newsletter, which has also been distributed to the community in the mail. Under the 33kV Power Line Construction section of the Newsletter we are requesting community input into the draft version of the Centennial Mandalong 33kV Power Line Construction Traffic Management Sub-Plan which can be accessed through the following link:

<https://www.centennialcoal.com.au/Operations/OperationsList/Mandalong#Environmental-Management-Plans,-Strategies-and-Programs> (under Environmental Management section).

If you have any suggestions or comments on the plan then please provide them to myself or our community email address [mandalongmine@centennialcoal.com.au](mailto:mandalongmine@centennialcoal.com.au) by 5pm Friday, 13 December 2019.

Regards

**Nick Hinton**  
Electrical Engineering Coordinator

p: +61 (0) 2 4973 0153 | Internal: 4153



**Centennial Coal Company Limited | Mandalong**

12 Kerry Anderson Drive, Mandalong NSW 2264 Australia

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

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