



Centennial Coal



Traffic Management Plan

Airly Mine

July 2018

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1 Introduction

Airly Mine (Airly/the Mine) is an underground mine located in the Western Coalfields, within the Sydney Basin, approximately 40 km north-northwest of Lithgow on the Castlereagh Highway in the Western Coalfield of NSW (**Figure 1**).

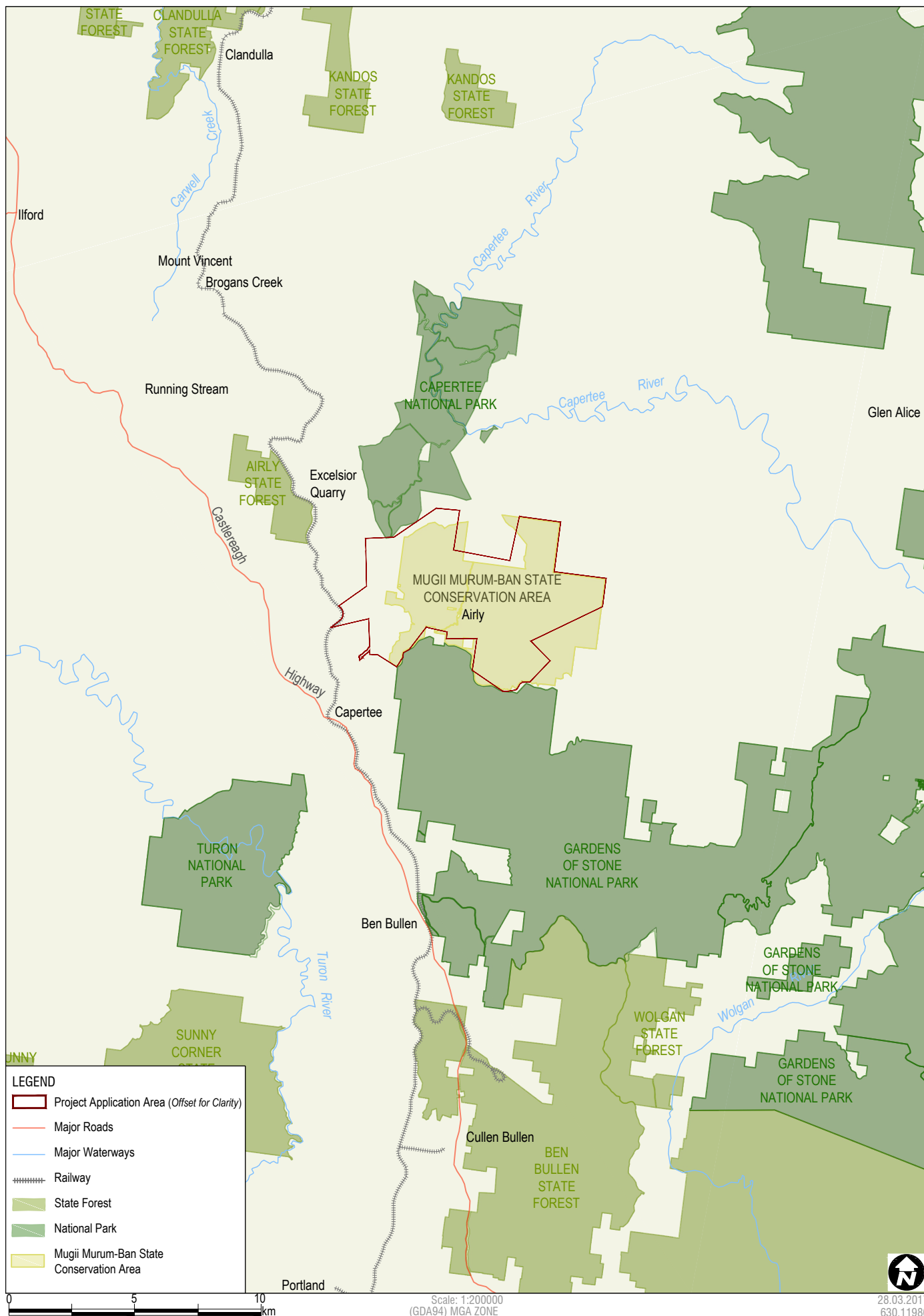
Centennial Airly Pty Limited (Centennial Airly) is the operator of Airly and is a wholly owned subsidiary of Centennial Coal Company Pty Limited (Centennial Coal).

Airly was granted development consent DA 162/91 on 14 April 1993 pursuant to Section 101 of the Environmental Planning and Assessment Act 1979 (EP&A Act). DA 162/91 allowed for the extraction of 1.8 million tonnes per annum (Mtpa) of run of mine (ROM) coal within Mining Lease (ML) 1331. Mining is undertaken using low impact board and pillar mining techniques to extract coal from the Lithgow Seam. Coal is supplied to both domestic and international markets by rail.

On 15 December 2016, Development Consent SSD-5581 for the Airly Mine Extension Project was approved by the Planning Assessment Commission (PAC) pursuant to Part 4 of the EP&A Act. Airly commenced operations under Development Consent SSD_5581 on 31 January 2017.

In accordance with the requirements of Schedule 4, Condition 19 of Development Consent SSD 5581, this Traffic Management Plan has been prepared to outline measures that will be implemented by Centennial Airly to mitigate potential traffic impacts to Glen Davis Road and the village of Capertee during the construction of new and/or upgraded surface infrastructure at Airly pit top.

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REGIONAL LOCALITY

FIGURE 1

2 Construction/Upgrade Activities

The existing site layout for Airly pit top is provided on **Figure 2**.

This plan applies to traffic during construction/upgrade works to be undertaken at Airly pit top during the Airly Mine Extension Project. The potential works include:

- Upgrading the existing ancillary surface facilities (mine access, underground ventilation, electricity, water, materials supply, and communications at the pit top), as required;
- Upgrading of the Train Refuelling Station;
- Upgrade of a Site Security Gate;
- Development of underground access roadways from the current mining area to the east to allow access to the proposed mining areas;
- Construction of Coal Preparation Plant (CPP) and associated overland conveyors with dedicated ROM stockpile area;
- CPP to be equipped with water recycling facility;
- Minor changes to conveyor systems required to allow material movement to incorporate the additional ROM coal stockpile and CPP;
- Construct a Reject Emplacement Area (REA) for the co-disposal of reject materials from the CPP;
- Land preparation required at the REA, CPP, ROM stockpile and Pit Top locations;
- Modifications to the existing water management structures to accommodate new infrastructure requirements;
- Construction of the water management structure for the life of mine REA;
- Construction/installation of an oil and water separator; and
- An additional water tank.

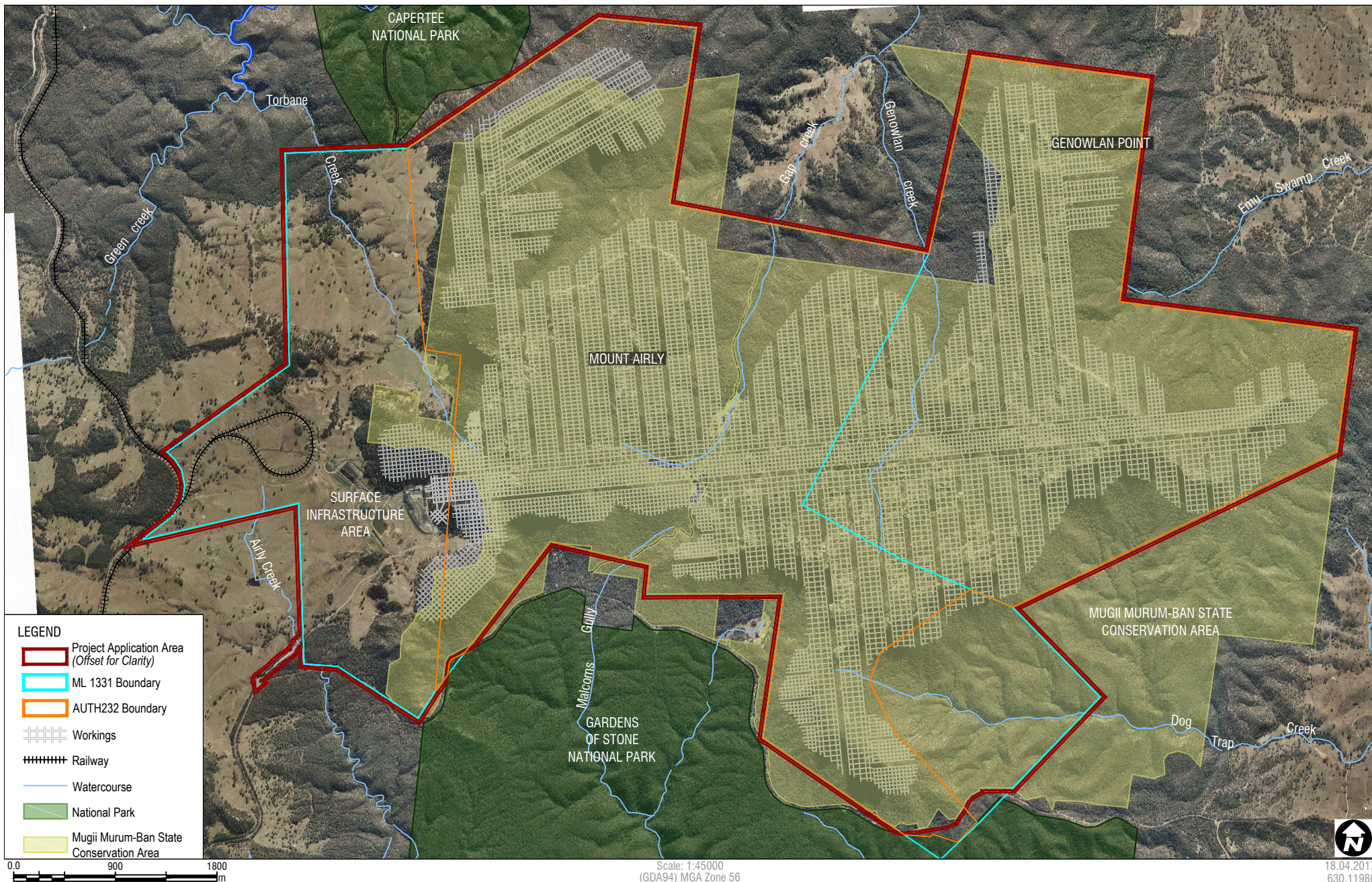
2.1 Construction Traffic Movements

External plant and equipment coming to Airly during construction will include delivery vehicles, contractor vehicles (light vehicles) and construction equipment. There will also be a continuation of the existing traffic coming to the site, such as employee vehicles.

2.2 Plan Objectives

The objectives of this Traffic Management Plan are to:

- Describe the measures that would be implemented to manage potential traffic impacts resulting to Glen Davis Road and the village of Capertee from the construction /upgrade of surface infrastructure at Airly;
- Reflect the outcomes of consultations with Roads and Maritime Services (RMS) and Council;
- Provide a means of monitoring and reporting on the effectiveness of traffic impact mitigation measures; and
- Satisfy the requirements of Development Consent SSD-5581, and other project conditions and commitments.



3 Regulatory Requirements

3.1 Relevant Legislation

This Traffic Management Plan has been completed in accordance with the following relevant legislative requirements, government policies and guidelines:

- *NSW Protection of the Environment Operations Act 1997* (POEO Act);
- *Heavy Vehicle National Law (NSW) 2013*;
- *NSW Road Transport (General) Regulation 2013*;
- *NSW Transport Administration Act 1988*; and
- *NSW Road Transport (Safety and Traffic Management) Act 1999*.

3.2 Project Approval Conditions

Development Consent SSD-5581 provides detail of the matters which should be included in this document. These matters are set out in **Table 1**, together with the notation of the section of this document in which each matter is addressed.

Table 1 – Relevant Development Consent Conditions

Condition	Condition Requirement	Section Addressed
Schedule 2, Condition 14	The Applicant must ensure that all plant and equipment used on site, or to monitor the performance of the development is:	Section 7.1
	a) maintained in a proper and efficient condition; and	Section 7.1
	b) Operated in a proper and efficient manner.	Section 7.1
Schedule 4, Condition 19	Prior to commencement of construction activities approved under this consent or within three months off the commencement of development under this consent (whichever is sooner), the Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Secretary. This plan must:	This Document
	a) Be prepared in consultation with RMS and Council;	Section 3, Appendix B
	b) Include measures to minimise the traffic impacts to Glen Davis Road and the village of Capertee that may occur during the construction of new and/or upgraded surface infrastructure at the pit top; and	Section 7
	c) A program to monitor and report on the effectiveness of these measures.	Section 7 and Section 8
	The Applicant must implement the approved Traffic Management Plan for the development.	Upon approval by DPE this Document will be implemented
Schedule 4, Condition 3	The applicant must: a) minimise the construction, road and rail noise of the development;	Section 7.1
Schedule 6 Condition 2	The applicant must ensure that the management plans required under this consent are prepared in accordance with any relevant guidelines, and include:	
	a) detailed baseline data;	Section 5
	b) a description of: <ul style="list-style-type: none"> the relevant statutory requirements (including any relevant approval, licence or lease conditions); Any relevant limits or performance measure/criteria; The specific performance indicators or triggers that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures; 	Section 3.1, 3.2, 3.3
	c) a description of the measures that would be implemented to comply with the relevant statutory requirements, limits, or performance measure/criteria;	Section 7

Condition	Condition Requirement	Section Addressed
	d) a program to monitor and report on the: <ul style="list-style-type: none"> impacts and environmental performance of the development; effectiveness of any management measures (see c above); 	Section 8
	e) a contingency plan to manage any unpredictable Impacts and their consequences;	Section 8.2.3
	f) a program to investigate and implement ways to improve the environmental performance of the development over time;	N/A
	g) a protocol managing and reporting any; <ul style="list-style-type: none"> incidents; complaints; non-compliance with statutory requirements; and 	Section 8.2
	h) exceedances of the impact assessment criteria and/or performance criteria; and a protocol for periodic review of the plan.	Section 10

3.3 Statement of Commitments

Table 2 provides commitments relevant to this Plan that were made by Centennial Airly in the Statement of Commitments, included in the Airly Mine Extension Environmental Impact Statement (EIS).

Table 2 – Relevant EIS Commitments

EIS Section	Commitment	Section Addressed
Chapter 11, Table 11.2	Construction Traffic Management plan	This Document
Chapter 11, Table 11.3	<p>Airly Mine will implement a construction management plan during construction of the CPP. This will include:</p> <ul style="list-style-type: none"> consideration of shift start and finish times to avoid excessive usage of intersections by both Airly and contraction workers consideration of delivery times for large items of plant during construction. 	Section 7.4

3.4 Mine Authority

Centennial Airly operate under Mine Authority AUTH 232. Conditions of the authority relevant to this Plan and where they have been addressed in this document are listed in **Table 3** below.

Table 3 – Relevant Mine Authority Conditions

Condition	Condition Requirement	Section Addressed
Condition 23	<p>Except where otherwise approved under condition 2, the licence holder must ensure that:</p> <ul style="list-style-type: none"> a) Existing roads and tracks are used in preference to constructing new roads and tracks. 	Section 6.1

3.5 Relevant Guidelines, Standards and Notices

This document has been prepared in accordance with the following guidelines and standards:

- *Guide to Traffic Generating Developments* RMS (2013);
- *Heavy Vehicle Driver Handbook* (RMS, 2016);
- *Additional Access Conditions for Oversize and Overmass Heavy Vehicles and Loads* (RMS, 2015);
- *NSW Light Vehicle Agricultural and Load Exemption Ministerial Order 2015* (RMS, 2015);
- *Guide to Road Design* (Austroads, 2015).

4 Consultation

4.1 Government Consultations

To satisfy the requirements of Development Consent SSD-5581 Centennial Airly has consulted with relevant stakeholders during the preparation of this Plan. A copy of the Plan was provided to the RMS and Council for review on 7 April 2017. Feedback from Council was received on 21 April 2017 (refer **Appendix 1**) and from RMS on 28 April 2017 (refer **Appendix 2**).

Feedback has been appropriately considered prior to submitting a copy of the final Plan to the Department of Planning and Environment (DPE) for approval on 28 April 2017.

Centennial Airly received additional feedback on the Plan from DPE on 1 June 2018. Feedback and where it has been addressed in this plan is presented in **Table 4**.

Table 4 – DPE Comment on Traffic Management Plan

Section	DPE Comment	Section Addressed
Table 2 – Relevant EIS Commitments	<p>It is noted that the EIS includes a commitment for ‘consideration of shift start and finish times to avoid excessive usage of intersections by both Airly and contraction (sic) workers’ and Section 7.4 states ‘<i>Construction traffic and delivery traffic will only be permitted between the hours of 7:00 am and 6:00 pm Monday to Friday, and Saturday 8:00 am to 1:00 pm. Site personnel arriving and leaving the work site will be before and after these times</i>’.</p> <p>It is recommended that site staff and employee traffic times be nominated in the TMP, supported by a description of how the mine avoids excessive usage of intersections.</p>	Section 7.4

4.2 Community Consultation

During the preparation of the Airly Mine Extension Project EIS the local community was consulted. During these consultations the community was informed of increased traffic predictions associated with the Airly Extension Project. The community will also be provided updates of any significant construction activities during the Airly Mine Community Consultative Committee meetings.

5 Existing Traffic Environment

Airly is accessed by Glen Davis Road via Castlereagh Highway at Capertee. The Annual Average Daily Traffic (AADT) on Glen Davis Road, 0.5 km east of the Capertee general store, was calculated as 144 vehicles per day (vpd) or 14 vehicles per hour (vph). The AADT on the Castlereagh Highway at the Ben Bullen railway crossing was calculated as 2,480 vpd or 248 vph. The Mine currently employs 80 people and has approval to employ up to 135 full-time employees and 20 contractors. Assuming that Airly's staff arrive and leave over a four hour period each day, it is a 160 vpd movement, or 40 vph.

Castlereagh Highway and Glen Davis Road intersect at Capertee. At the intersection the speed limit is 50 km/hr. Sight distances from the intersection are in excess of 500 m in both directions and the road surface is in good condition. The intersection is compliant with Austroads *Guide to Road Design*.

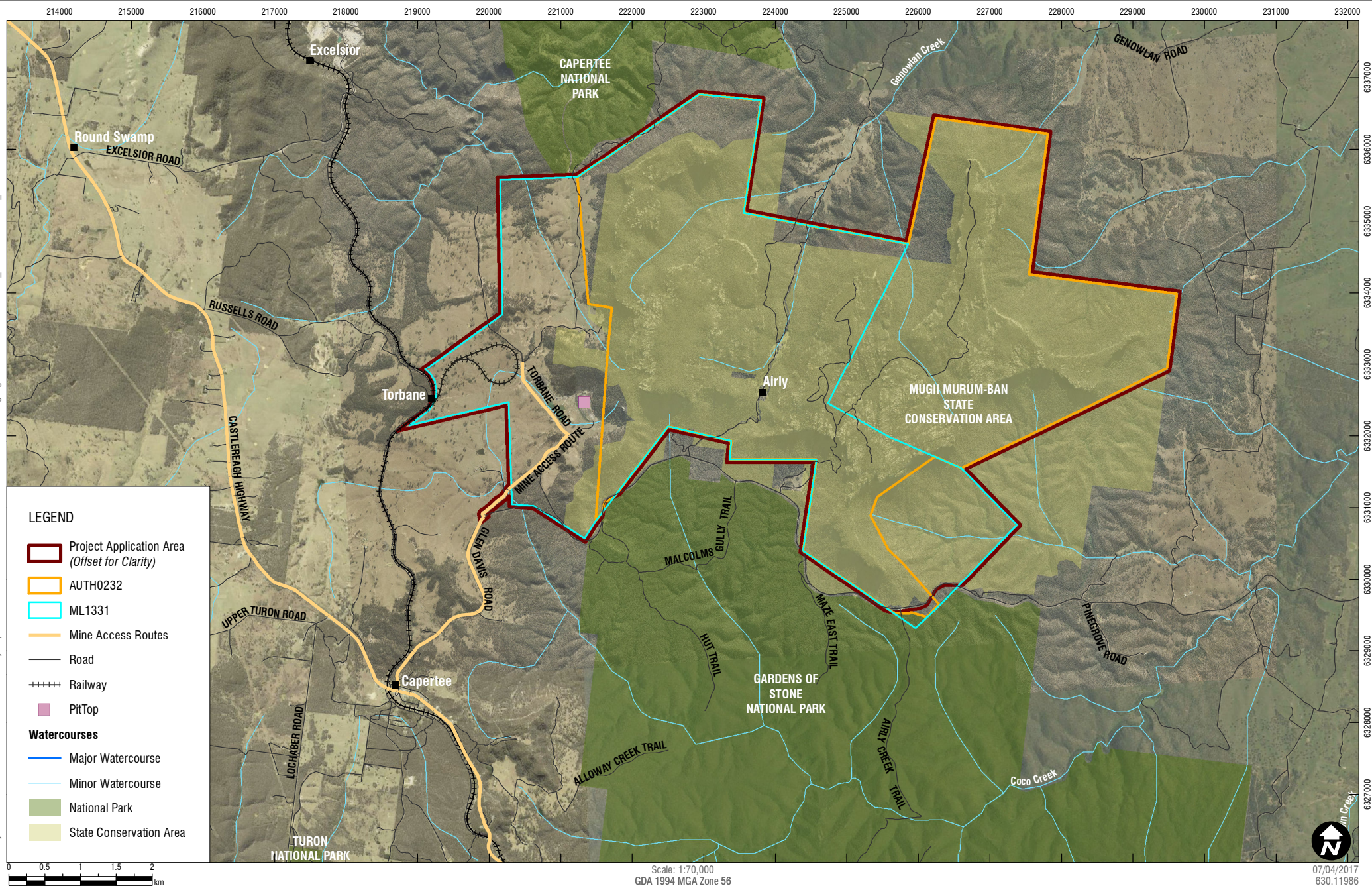
Glen Davis Road has guidepost and centre markings. The road surface is sealed. Generally, the width of the road complies with the Austroads *Guide to Road Design*.

The Glen Davis Road and Mine Access Road intersection was upgraded during January 2002. This intersection meets Austroads design requirements.

Traffic accident history data available for a five year period between 2007 and 2012 was reviewed. Records show that there were two minor accidents at Capertee but none near the Glen Davis Road intersection. On Glen Davis Road, there has been one accident on a narrow bridge, east of the Project area.

The Airly Mine traffic access routes are shown on **Figure 3**.

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6 Proposed Traffic Environment

The Airly Extension EIS incorporated a Traffic Impact Assessment (TIA) for construction and operational traffic. The results of the assessment is summarised in the sections below.

6.1 Road Traffic Impact Assessment

6.1.1 Operations

The operational workforce will increase to approximately 135 full time employees and up to 20 contractors. Shifts will be 3 x 8 hour (weekdays) and 2 x 12 hour shifts (weekends). Assuming staff and contractors arrive over a 4 hour period this equals an additional 70 vpd or 18 vph. During operations 2,550 vpd or 255 vdh are expected along Castlereagh highway and 454 vpd or 92 vph are expected along Glen Davis Road.

Roads will not be used to transport coal.

6.1.2 Construction

During the construction period it is expected that an additional 60 vpd will access/leave the site. Most construction work will be undertaken during 7.00 am – 5.00 pm (Monday to Friday). If all construction vehicles travel to and from the site over a 4 hour period, the vehicle hour rate is 15 vph.

Many types of construction vehicles, including; telehandler, mobile cranes, heavy trucks, concrete trucks and water carts, will access the site during construction and could remain for the entire length of the construction, reducing daily road movements.

6.1.3 TIA Conclusion

The TIA found there would be no significant impact on Castlereagh Highway or on local access roads. However, the assessment determined that Glen Davis Road would be operating at full capacity when the mine is in full operation and nearing the end of the construction period. Mitigation measures to reduce impacts from construction related traffic along Glen Davis Road are provided in **Section 6** of this Plan.

6.2 Traffic and Transport Risks

The effective management of potential impacts associated with the Airly Mine Extension Project is imperative to ensuring the continuation of safe and efficient operations. The Broad Brush Risk Assessment completed during the preparation of the EIS (Golder Associates, 2014) identified traffic and transport as a potential risk associated with the expanded mine. This risk was ranked as a moderate impact. The EIS recommended controls to minimise this risk from traffic and transport. These controls have been incorporated in **Section 7** of this Plan.

7 Traffic Management Activities and Controls

The management measures provided in the below sections aim to reduce the impact of construction traffic on Glen Davis Road and the village of Capertee.

7.1 Drivers' Code of Conduct

The following Code of Conduct must be observed by drivers at all times:

- All drivers must undertake a vehicle pre-start inspection before the start of each shift and ensure the vehicle is functioning properly;
- Trucks must not transport greater than their legal Gross Vehicle Mass (GVM) while hauling to or from Airly, in accordance with the NSW Road Transport (General) Regulation 2005;
- Loads of loose soil/aggregate etc. must be covered adequately;
- Transportation must be undertaken in accordance with the relevant RMS Standards;
- Drivers must use existing roadways when accessing and leaving the site;
- All incidents must be reported immediately to appropriate persons (see **Section 7.2**);
- Driver fatigue must be managed appropriately (see **Section 7.8**);
- All RMS and mine speed limits must be observed (see **Section 7.5**);
- Road and drainage issues will be reported to the site's Project Manager;
- A safe distance must be maintained behind other trucks, vehicles and plant when driving to and leaving the site;
- Overtaking on Glen Davis Road and Castlereagh Highway will only occur in designated overtaking lanes;
- Trucks and construction plant to be turned off when not in use;
- Use of two-way radios must be professional at all times. No obscene language is to be used;
- Persons climbing on or off vehicles must make use of foot and handholds provided and must not jump from moving vehicles;
- Persons in charge of the vehicle must ensure the vehicle is secure and parking brakes are engaged before climbing out of the vehicle;
- Avoid convoying of heavy vehicles through the village of Capertee and Glen Davis Road;
- Plant and equipment selection for use on the project should consider acoustic performance, and be fitted with silencers, where practical;
- Trucks to limit the use of compression release engine braking, where safe to do so;
- All loading/delivery will be completed within the site;
- No delivery vehicles will be permitted to stand on the external public road network;
- All construction light vehicles will be parked within the car park on site;
- For the purpose of oversize vehicles entering and leaving the site appropriate controls and road traffic requirements will be followed (see **Section 7.9**);
- All vehicles, trucks and plant are maintained in accordance with the manufacturer's specification to comply with all relevant regulations; and
- All vehicles and plant are operated in a proper and efficient manner.

7.2 Access to Site

In accordance with Mine Authority AUTH 232 existing roadways will be used by construction related traffic to access the site. All traffic will enter Airly Mine by the Mine Access Road, off Glen Davis Road.

7.3 Road Upgrades and Repairs

No upgrades to the road network will be undertaken. The Airly Mine Extension EIS traffic impact assessment found that the road system is adequate for the number of vehicle movements expected with the mine.

Repairs and maintenance of roads and tracks are included as part of Airly's subsidence management plan. This program is addressed in Airly's Extraction Plan.

7.4 Construction and Delivery Traffic Scheduling

Construction traffic and delivery traffic will only be permitted between the hours of 7:00 am and 6:00 pm Monday to Friday, and Saturday 8:00 am to 1:00 pm.

Approximate arrival and departure times for site personnel are listed below:

- Day Shift arrive 6:00 to 7:00 am and depart 3:30 to 4:00 pm;
- Afternoon Shift arrive 2:00 to 3:00 pm and depart 11:30 pm to 12:00 am; and
- Night Shift arrive 10:00 to 11:00 pm and depart 7:30 to 8:00 am.

Site staff arrival and departure times vary, but typically they arrive at site from 6:00 to 8:00 am and depart at 4:00 to 5:00 pm Monday to Friday.

Where possible, delivery times for large items of plant will be managed to avoid peak hour traffic on Glen Davis Road and on Castlereagh Highway.

Similarly, delivery times will be scheduled where possible to avoid the arrival and departure times of site personnel and staff as identified above. This will reduce traffic congestion at intersections and minimise the risk of traffic incidents.

Heavy vehicle movements through Capertee and along Glen Davis Road will also be scheduled, where possible, to avoid school bus hours:

- 7:45 am to 8:15 am; and
- 3:45 pm and 4:15 pm

7.5 Adherence to Speed Limits

All drivers will drive at a safe speed relevant to the existing conditions, including location and type of vehicle being driven. Conditions such as reduced visibility, rain, slippery or rough conditions must be taken into account and speeds reduced accordingly. All RMS and mine speed limits must be observed.

Emergency vehicles may only exceed the posted speed limits in emergency situations provided that:

- A declared emergency situation exists;
- Road conditions permit; and
- Doing so will not endanger anyone.

7.6 Emergency, Accident, Incident, Complaint or Non Compliance Response and Reporting

Airly has in place an emergency, accident, incident and community complaint line (02 6357 9200), which operates during business hours 7 days a week. All reports made will be dealt with accordingly

and action will be taken to alleviate the matter. Additional details regarding this response and reporting system is provided in **Section 7.2**.

7.7 Safety Procedures

Safety hazards including traffic hazards and driver fatigue will be managed through occupational health and safety procedures. Management of fatigue is outlined in the section below.

7.8 Fatigue Management Procedures

The following fatigue management procedures have been outlined in accordance with the *Heavy Vehicle National Law (NSW) 2013*, which is applicable to all heavy trucks that have a GVM of more than 12 tonnes, or when a combination of the GVM is more than 12 tonnes.

The RMS has provided three fatigue management procedures for heavy vehicle drivers:

- Standard hour work options;
- Basic fatigue management (BFM); and
- Advanced fatigue management (AFM).

As recommended by RMS, this procedure applies to all employees and contractors working at Airly (not only heavy vehicle operators). All personnel working or contracting at Airly must comply with at least one of the fatigue management procedures outlined below and take reasonable steps in reducing driver fatigue.

7.8.1 Standard Hour Work Options

Under standard hours, drivers can work for a maximum of 12 hours in any period of 24 hours with no more than 144 hours of work time in 14 days. Unlike BFM and AFM, there are no accreditation requirements. An operator requiring more flexible hours should consider applying for BFM.

Table 5 lists the standard hours worked and rest time required.

Table 5 – Standard Hours

Total Period	Maximum Work Time	Minimum Rest Time
In any period of...	A driver must not work for more than a total of...	And must have at least...
5 hours and 30 minutes	5 hours and 15 minutes	15 continuous minutes rest
8 hours	7 hours and 30 minutes	30 minutes rest, in blocks of 15 continuous minutes
11 hours	10 hours	60 minutes rest, in blocks of 15 continuous minutes
24 hours	12 hours	7 continuous hours stationary ¹ rest
7 days (168 hours)	72 hours	24 continuous hours stationary rest
14 days (336 hours)	144 hours	4 night rests (includes 2 consecutive night ² rests)

Note: ¹ Stationary rest is rest time that a driver spends out of a heavy vehicle or in an approved sleeper berth of a stationary fatigue-regulated heavy vehicle

² A night's rest means 7 continuous hours taken between 10pm and 8am or 24 continuous hours stationary rest.

7.8.2 Basic Fatigue Management Work Options

BFM gives accredited drivers greater flexibility in managing driver work and rest times, providing risks of working long and night hours are managed. Prior to a driver being able to work BFM they must be inducted into their operator's BFM system and meet the requirements relating to drivers under accreditation.

The 36 hour rule applies to BFM options. A driver can only work up to 36 'long and night' hours in any seven day period.

BFM hours are included in **Table 6**.

Table 6 – Basic Fatigue Management Hours

Total Period	Maximum Work Time	Minimum Rest Time
In any period of	A driver must not work for more than a total of...	And must have at least...
6 hours and 30 minutes	6 hours	15 continuous minutes rest
9 hours	8 hours and 30 minutes	30 minutes rest, in blocks of 15 continuous minutes
12 hours	11 hours	60 minutes rest, in blocks of 15 continuous minutes
24 hours	14 hours	7 continuous hours Stationary ² rest
7 days (168 hours)	36 hours long/night ¹	24 continuous hours stationary rest
14 days (336 hours)	144 hours	2 x 24 continuous hours stationary rest. First 24 hours rest must be taken after no more than 84 hours work. 4 nights off (including 2 consecutive)

Note: ¹ Long/night hours means any work time in excess of 12 hours in any 24 hour period or between 12 midnight and 6am.

² Stationary rest is rest time that a driver spends out of a heavy vehicle or in an approved sleeper berth of a stationary fatigue regulated heavy vehicle.

7.8.3 Advanced Fatigue Management

AFM hours are more flexible and less prescriptive than BFM and Standard Hours. Drivers can work AFM hours when they have been inducted into their operator's AFM system and meet the requirements relating to drivers under accreditation. Operators must specify the normal operating limits under which their drivers will usually work.

Table 7 provides Advanced Fatigue Management outer limits.

Table 7 – Advanced Fatigue Management Outer Limits

Total Period	Maximum Work Time	Minimum Rest Time
In any period of	A driver must not work for more than a total of...	And must have at least...
24 hours	15½ hours work time	7 continuous hours stationary* rest time
14 days (336 hours)	154 hours work time	30 continuous hours stationary rest time that includes the periods 12am to 6am on a day and 12am to 6am on the following day, using the time zone of the driver's base.

Total Period	Maximum Work Time	Minimum Rest Time
28 days (672 hours)	288 hours work time	At least 30 continuous hours stationary rest time that includes the periods 12am to 6am on a day and 12am to 6am on the following day, using the time zone of the driver's base.

Note: * Stationary rest is rest time that a driver spends out of a heavy vehicle or in an approved sleeper berth of a stationary regulated heavy vehicle.

7.9 Oversized and Overmass Loads

At times there is a requirement to carry oversized and overmass loads into and from the site. A separate permit will be required to carry these loads as per normal restriction and this permit will be submitted to the RMS for review and approval as required. The conditions of the permit will include the requirement for vehicles to escort the loads etc.

Where possible oversize and overmass loads will be timed so as not to coincide with peak hour traffic on Castlereagh Highway and Glen Davis Road.

An RMS Guideline has been prepared for *Additional Access Conditions for Oversize and Overmass Heavy Vehicles and Loads* (RMS, 2016). Generally, loads over 2.5m wide require a permit but no escort. If loads are 3.5 m or greater an escort will be required. An escort would likely be required for the following plant and equipment:

- Komatsu D475A Dozer;
- Cat 992 Loader;
- 30 tonne Excavators; and
- Articulated 40 tonne Dump Truck.

7.10 Management of Public Safety

Public safety is a priority management aspect at Airly. Centennial Airly recognises the proximity of the township of Capertee to Airly Mine and will accordingly implement procedures and controls to protect the safety of the public.

Centennial Airly will provide the skills and resources required to minimise the overall effect of the construction traffic on road users and the public to keep safety at front of mind. This will be done through the training of staff and contractors in the implementation of this Traffic Management Plan.

Airly will also manage public safety issues through planning and implementation of the project.

7.11 Training

A site induction will be required by all construction personnel and will include training in this Traffic Management Plan and Drivers' Code of Conduct.

8 Monitoring and Reporting

8.1 Environmental Inspections

8.1.1 Weekly Inspections and Site Meetings

The Project Manager (or their delegate) will undertake formal weekly inspections of the construction sites and will also attend weekly project meetings where specific issues, such as traffic and transport related issues, will be raised and/or discussed. If required, actions will then be assigned to the most appropriate responsible person.

8.1.2 Non-Conformance and Corrective and Preventative Action

Centennial Airly will document in a report any case of non-conformance with this Plan. The Project Manager (or their delegate) will investigate any such non-conformance by a contractor and/or subcontractor with the relevant contractor / subcontractor on a case by case basis.

8.2 Contacts, Complaints and Incidents

The contacts for traffic complaints and incidents are presented in **Table 8**.

Table 8 – Contact Details

Position	Contact Details
Mine Manager	Dennis Wallace T: (02) 6359 2101 E: dennis.wallace@centennialcoal.com.au
Environment & Community Coordinator	Sam Price T: (02) 6359 2108 E: sam.price@centennialcoal.com.au
Health, Safety & Training Superintendent	Greg Guest T: (02) 6359 2113 E: greg.guest@centennialcoal.com.au

8.2.1 Complaints Management

The Airly Community Complaints and Enquiries line (02 6359 2100) is made publically available on the Centennial Coal website. All complaints will be maintained in a register and reported internally to Centennial Airly for appropriate action. Any complaints will be reported externally within monthly complaints register and in the Annual Review (available on the Centennial Coal website).

8.2.2 Incident Reporting

In accordance with the requirements of Schedule 6, Condition 9 of Development Consent SSD-5581, Airly will immediately notify the DPE and any other relevant agencies once an incident has been identified.

8.2.3 Contingency Planning

Potential impacts resulting from construction/upgrade activities will be assessed in accordance with the requirements of this Plan.

The Mine Manager and Environment and Community Coordinator will be contacted in the event of unpredicted traffic impacts being identified to provide guidance on an appropriate course of action, including assessing whether the Airly incident procedure should be implemented.

Unpredicted impacts will be dealt with on a case by case basis. After appropriate action has been implemented, the need for review of this Plan, based on the unpredicted impact, will be assessed by the Environment and Community Coordinator.

8.2.4 Website

Airly publishes monthly and annual environmental reports on the Centennial Coal website. These reports provide detail around any incidents, non-compliances and community complaints. Additionally, site operational updates and planned construction/exploration activities are provided on the website within the CCC minutes and presentations.

9 Roles and Responsibilities

Each employee and contactor is responsible for adhering to this Traffic Management Plan. Whilst the obligation of complying with the Plan lies with the entire workforce, further environmental management responsibilities that are considered as a part of the normal functioning of some positions relevant to this Plan are described as follows:

Project Manager

The Project Manager (or their delegate) is responsible for overseeing the implementation of this Plan, consulting with the relevant government and public stakeholders as required and providing the relevant information to stakeholders as necessary. During construction, the Project Manager (or their delegate) will be responsible for:

- The overall implementation of this document;
- Maintaining accountability for all employees and contractors entering the sites for the purposes of construction;
- The conveyance of this Plan and its objectives to all contractors entering the construction sites;
- Maintaining accountability for the implementation, maintenance and monitoring of compliance with this Plan;
- Advising the Environment and Community Coordinator regarding potential issues;
- Maintenance of the complaints register, investigating complaints, and taking appropriate action to alleviate the impact of any complaints;
- Ensuring the Mine Manager is informed of all incidents and non-compliance and the corrective actions taken to mitigate any such incidents; and
- Ensuring the correct signage relevant to this Plan is appropriately located around the site.

Mine Manager

- Authorisation of this Plan;
- Reporting of significant incidents to external stakeholders as required;
- Delegation of resources to ensure traffic and transport risk mitigation strategies are implemented;
- Delegation of duties during the absence of the Environment and Community Coordinator;
- Providing adequate resources to implement this Plan;
- The maintenance of resources to achieve the main objectives of the document; and
- The ultimate responsibility and accountability for the performance of construction works traffic is consistent with the existing policies on health, safety, environment and community.

Environment and Community Coordinator

- Reporting of incidents as required to external stakeholders;
- Development and implementation of environmental strategies, plans, and procedures;
- Regulatory and community consultation;
- Registration of community complaints and regulatory liaison in the Environment and Community Database;
- Development and implementation of environmental work procedures;
- Development and implementation of environmental training and inductions;
- Auditing the effectiveness of the document;
- Compliance with all licences and approvals for environmental management of the site;
- Assisting the Project Manager with the overall implementation of this Plan;
- Providing advice on environmental pollution issues;

- Investigating environmental incidents, exceedances, complaints and/or enquiries;
- Coordinating the required monitoring activities and undertaking additional monitoring as required;
- Coordinating training to employees and contractors regarding the requirements of this document;
- Assist the Project Manager to undertake inspections on a regular basis to monitor the environmental performance of the construction phase; and
- Coordinating all reporting (both internally and externally) in relation to this document.

Employees and Contractors

- Compliance with this Plan;
- Immediately reporting incidents and community complaints or enquiries to the Environment and Community Coordinator;
- Conducting operations in compliance with this Plan;
- Identifying and implementing appropriate controls for environmental risks from any risk assessments and job safety analysis and communicating these with responsible staff.
- Undertake training in the content of this Plan during a site induction program; and
- During construction all contractors and employees will be responsible for carrying out actions as directed to ensure compliance with this document.

Delegation of roles or responsibilities may be determined by the Mine Manager at any time.

10 Review

10.1 Document Review

In accordance with the requirements of Schedule 6, Condition 3 of Development Consent SSD-5581, Airly will review this Plan within three months of the following:

- a) Submission of an incident report;
- b) Submission of an Annual Review;
- c) Submission of an Independent Environmental Audit; or
- d) Any modification to the conditions of SSD-5581.

If required, the proposed management strategies and control measures will be modified to address evolving site conditions, latent conditions and/or changes to the proposed construction sequence. Any changes to the Plan will then be communicated to the relevant site personnel via daily “toolbox talk” training and weekly project meetings.

This management plan is a controlled document and will be reviewed on an as needs basis.

Following amendments a copy of the revised Plan will be provided to the DPE for approval.

11 BIBLIOGRAPHY

Austrroads (2015) *Guide to Road Design*

Barnson (2014) *Traffic Impact Assessment - Airly Mine Extension Project*

Centennial Coal (2014) *Mining Operations Plan. 2014 – 2016. AIR-MP.*

Centennial Coal (2015) *Response to Submissions. Airly Mine Extension Project. State Significant Development 5581.*

DPE (2016) *Development Consent SSD_5581 – Airly Mine Extension Project.*

Golder Associates (2014) *Environmental Impact Statement- Airly Mine Extension Project. Report No. 137623024_061_R_Rev2_Ch1-12.*

RMS (2013) *Guide to Traffic Generating Developments.*

RMS (2015a) *Additional Access Conditions for Oversize and Overmass Heavy Vehicles and Loads.*

RMS (2015b) *NSW Light Vehicle Agricultural and Load Exemption Ministerial Order 2015.*

RMS (2016) *Heavy Vehicle Driver Handbook.*

APPENDICES

APPENDIX 1 – LITHGOW CITY COUNCIL FEEDBACK

Lithgow City Council Review Comments

Comment	Response	Section Addressed
<p>In assessing the current vehicle movements resulting from the mine and the impact of additional vehicle movements the following assumption is made;</p> <p>“Assuming that Airly’s staff arrive and leave over a four hour period each day”</p> <p>This may be overly simplistic. It is assumed (normally) that the peak vehicle movements would occur in a half hour period at the start of day shift (day shift and staff arriving, night shift leaving), with smaller peaks at the other 2 shift changeovers. However, if this assumption is valid then it should be justified in the report.</p>	<p>Traffic numbers are taken from the approved TIA prepared as part of the EIS. No amendment is made to the management plan as results from the TIA must be included in the management plan. No other Traffic Assessment is available for the site.</p> <p>Mitigation measures included in the Management Plan will ensure any impacts to existing road traffic is minimised.</p>	N/A
<p>The traffic management plan states that Glen Davis Road will be at full capacity during construction works. If this is based on the above assumption there <u>could</u> be times during the day (i.e. start of day shift) when Glen Davis Road is above full capacity which would need to be addressed in the traffic management plan</p>	<p>Glen Davis Road will be only operating at full capacity when the mine is in full operation and nearing the end of the construction period.</p> <p>Mitigation measures included in the Management Plan will ensure any impacts to existing road traffic is minimised.</p>	Section 6.1.3
<p>Also, it was found that the traffic impact assessment on which this plan is based was from 2014 and to get the traffic figures in that, the figures were extrapolated from traffic counts taken in 2005 to 2014. This isn’t very accurate and an actual present day figures should be undertaken for the report to be more accurate.</p>	<p>Traffic numbers are taken from the approved TIA prepared as part of the EIS which was approved on 15 December 2016.</p> <p>Mitigation measures included in the Management Plan will ensure any impacts to existing road traffic is minimised.</p>	N/A

APPENDIX 2 – RMS FEEDBACK

28 April 2017

SF2012/046020; WST12/00135/07

Mr Nathan Archer
Associate – Environmental Manager Permitting & Compliance
SLR Consulting
10 Kings Road
New Lambton, NSW 2305

Dear Mr Archer,

SSD5581; Airly Mine Extension Project; Traffic Management Plan

Thank you for your email dated 7 April 2017 referring a draft Traffic Management Plan (TMP) for the Airly Mine Extension Project to Roads and Maritime Services for review.

The draft TMP has been reviewed. Roads and Maritime notes that the TMP includes:

- An assessment of the impact of traffic generated by the development on the road network.
- Details of the transport routes to be used for development related traffic.
- Details of types and volumes of development related traffic.
- A procedure to monitor compliance with the TMP.
- An on-site fatigue management plan and driver code of conduct for workers.

Roads and Maritime suggests that the on-site fatigue management plan be extended to include workers travelling to and from the site. A high proportion of fatalities in the western region are mine commuter related, and as such, consideration to ensuring the safety of workers travelling by personal vehicle, especially after long shifts, should be given.

Should you require further information please contact the undersigned on (02) 6861 1453.

Yours faithfully



Andrew McIntyre
Manager Land Use Assessment
Western