Clean TeQ Sunrise Project

Traffic Management Plan

2020-CTEQ-0000-66AA-0032

8 July 2019

REVISION 1

CONTENTS

FIGURES

TABLES

1. INTRODUCTION

The Clean TeQ Sunrise Project (the Project) is situated near the village of Fifield, approximately 350 kilometres (km) west-northwest of Sydney, in New South Wales (NSW) (Figure 1).

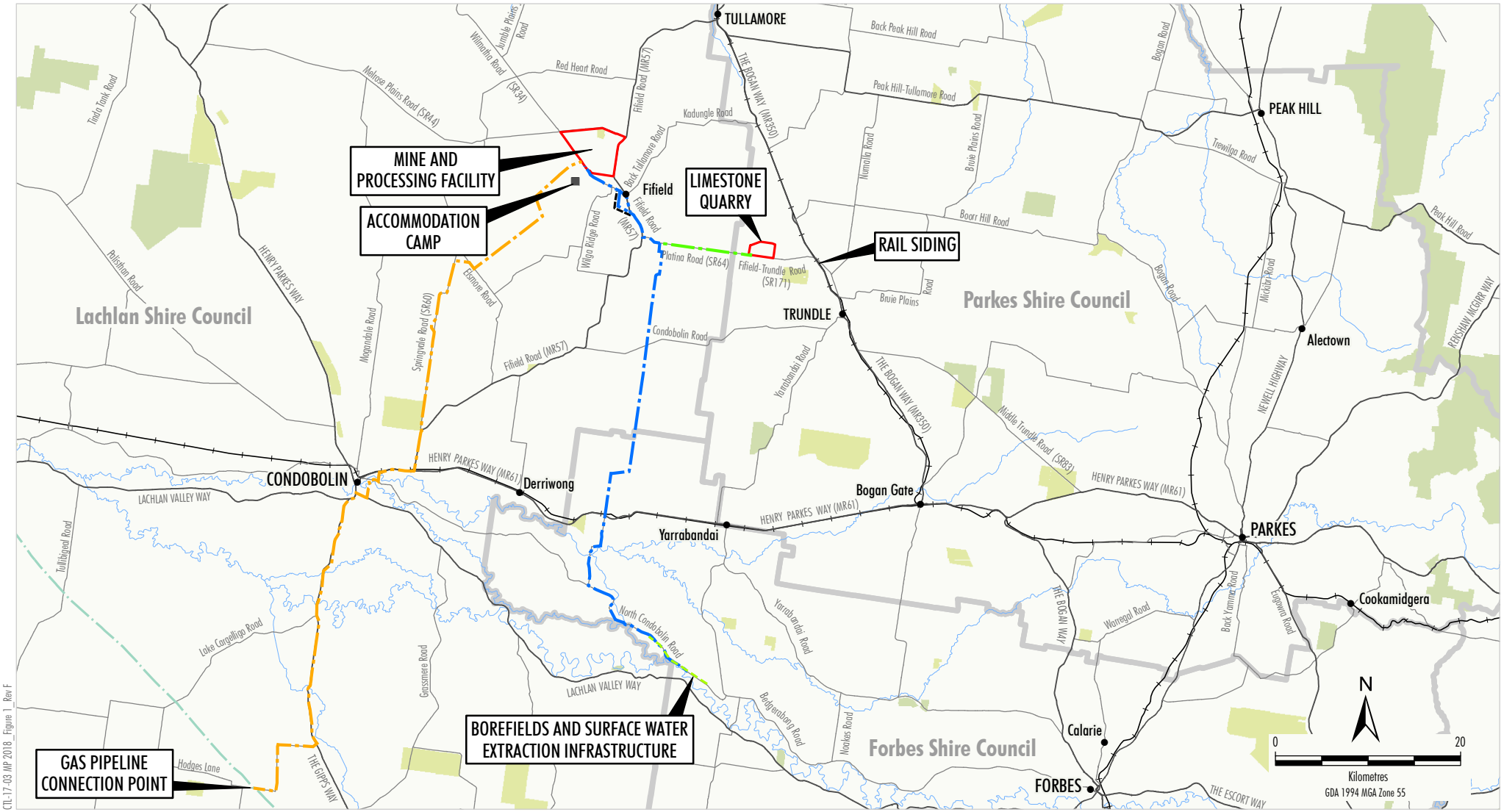
The Project includes the establishment and operation of the following (Figure 1):

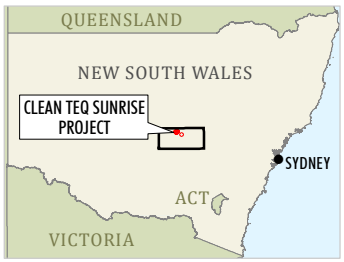
- mine (including the processing facility);
- limestone quarry;
- rail siding;
- gas pipeline;
- borefields, surface water extraction infrastructure and water pipeline;
- accommodation camp; and
- associated transport activities and transport infrastructure (e.g. the Fifield Bypass, road and intersection upgrades).

Clean TeQ Sunrise Pty Ltd owns the rights to develop the Project. Clean TeQ Sunrise Pty Ltd is a wholly owned subsidiary of Clean TeQ Holdings Limited (Clean TeQ).

Development Consent DA 374-11-00 for the Project was issued under Part 4 of the NSW *Environmental Planning and Assessment Act, 1979* (EP&A Act) in 2001. Six modifications to Development Consent DA 374-11-00 have since been granted under the EP&A Act:

- 2005 – to allow for an increase of the autoclave feed rate, limestone quarry extraction rate and adjustments to ore processing operations;
- 2006 – to allow for the reconfiguration of the borefields;
- 2017 – to allow for the production of scandium oxide;
- 2017 – to amend hazard study requirements;
- 2018 – to relocate the accommodation camp; and
- 2018 – to implement opportunities to improve the overall efficiency of the Project.





LEGEND

- National Park/Conservation Area
- State Forest
- Local Government Boundary
- Railway
- Existing Gas Pipeline
- Mining Lease Boundary (ML)
- Fifield Bypass
- Gas Pipeline
- Water Pipeline
- Limestone Quarry Water Pipeline
- Borefield Infrastructure Corridor

Source: Black Range Minerals (2000); Clean TeQ (2017, 2018); NSW Department of Industry (2018); NSW Land & Property Information (2017); Office of Environment and Heritage NSW (2017)

CLEAN TEQ SUNRISE PROJECT

Regional Location

Figure 1

CTL-17-03 MP 2018_Figure 1_Rev F

1.1 Purpose and Scope

This Traffic Management Plan (TMP) has been prepared by Clean TeQ in accordance with the requirements of Conditions 45 and 46, Schedule 3 of Development Consent DA 374-11-00 (Table 1).

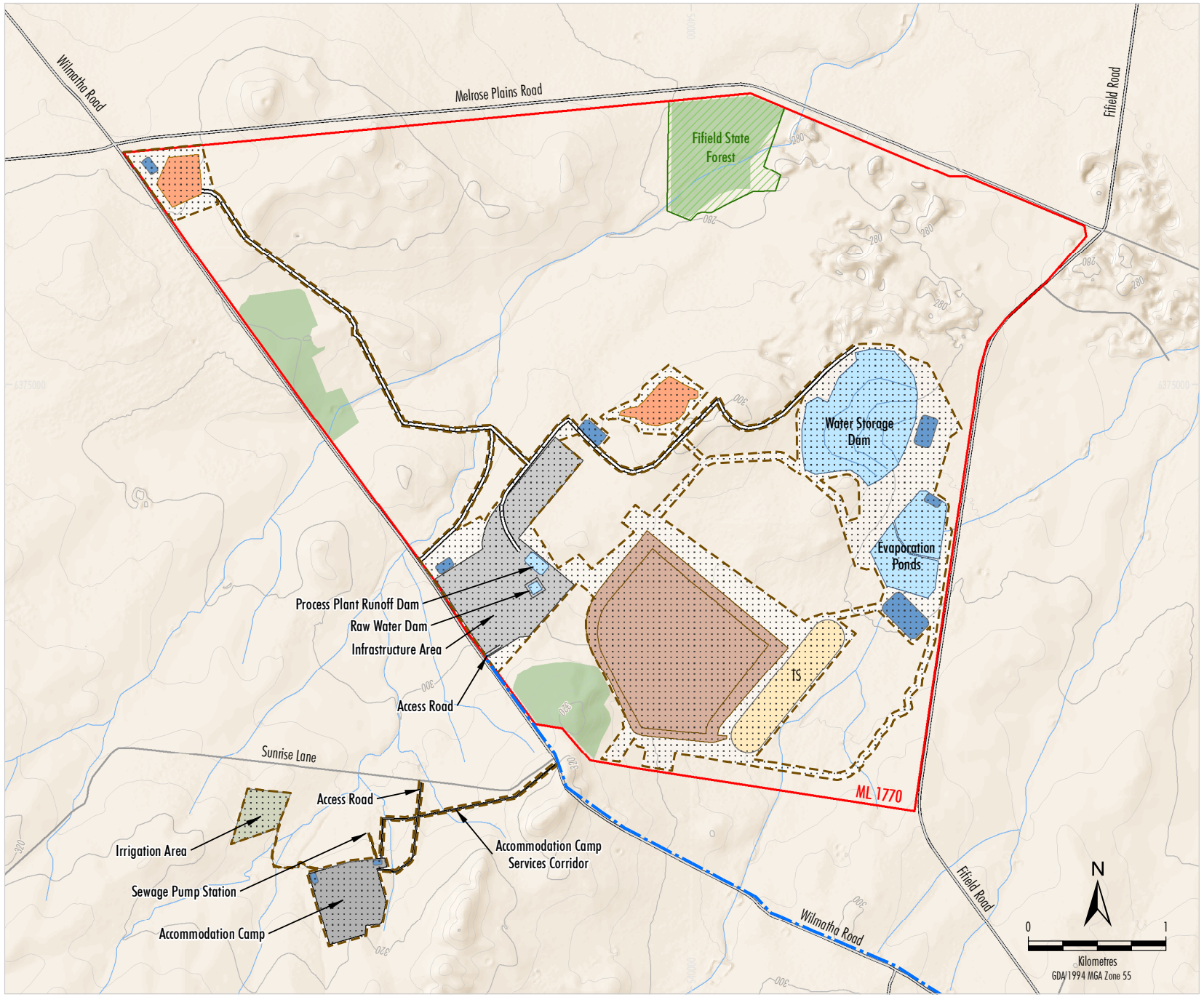
Table 1 – Specific Development Consent Conditions

Development Consent DA 374-11-00 Schedule 3	Section Where Addressed in this TMP
Traffic Management Plan 45. *Prior to carrying out any development under this consent after 6 May 2017, the Applicant must prepare a Traffic Management Plan for the development in consultation with the relevant road authority, and to the satisfaction of the Secretary. This plan must include:*	This TMP
a) details of all transport routes and traffic types to be used for development-related traffic;	Sections 4.1, 4.2 and 5
b) a program to monitor and report on the amount of metal sulphate precipitate, scandium oxide and ammonium sulphate transported from the mine;	Section 9.1
c) a program to monitor and report on the amount of limestone transported from the limestone quarry and third party suppliers;	Section 9.1
d) the measures that would be implemented to: • *minimise traffic safety issues and disruption to local users of the transport route/s during construction and decommissioning of the development, including:* – *temporary traffic controls, including detours and signage;* – *notifying the local community about development-related traffic impacts; and* – *a traffic management system for managing over-dimensional vehicles;* • *operate shuttle bus services to transport employees to and from Parkes, Forbes and Condobolin to the mine; and* • *operate high capacity trucks to transport limestone and other materials and products to and from the mine;*	Section 6 Section 6.4 Section 5.3
e) a Road Transport Protocol for all drivers transporting materials to and from the site with measures to: • *ensure drivers adhere to the designated transport routes, and prioritise use of national, state and regional roads over local roads;* • *verify that these heavy vehicles are completely covered whilst in transit;* • *co-ordinate the staggering of heavy vehicle departures to minimise impacts on the road network, where practicable;* • *minimise disruption to school bus timetables and rail services;* • *ensure travelling stock access and right of way to the adjacent travelling stock route;* • *maintain radio communications between all school buses and heavy vehicle operators operating on the transport route between the rail siding, limestone quarry or third party limestone quarries and the mine;* • *manage worker fatigue during trips to and from the site;* • *manage appropriate driver behaviour including adherence to speed limits, safe overtaking and maintaining appropriate distances between vehicles (i.e. a Driver Code of Conduct);* • *inform drivers of relevant drug and alcohol policies;* • *regularly inspect vehicles maintenance and safety records;* • *implement contingency procedures when the transport route is disrupted (e.g. flood events and other emergencies);* • *respond to emergencies;* • *transport processing reagents safely;* • *minimise disruption to community events and festivals, in consultation with event organisers;* • *implement reasonable and feasible measures to minimise amenity impacts to local communities, including minimising night time truck movements and compression braking in urban areas as far as practicable; and* • *ensure compliance with and enforcement of the protocol.*	Section 7.1 Section 7.2 Section 7.3 Section 7.11 and 7.4 Section 7.5 Section 7.11.2 Section 7.6 Section 7.8 Section 7.9 Section 7.10 Section 7.12 Section 7.13 Section 7.14 Section 6.6 Section 6.5 Section 7.16
46. *The Applicant must implement the approved Traffic Management Plan for the development.*	-

On 5 July 2018, the Secretary approved the progressive submission of environmental management plans for the Project in accordance with Condition 12, Schedule 2 of Development Consent DA 374-11-00. The scope of this TMP is specifically related to the following initial Project construction activities:

- development of the mine, including:
  - site establishment and earthworks;
  - construction of site access roads and haul roads;
  - processing facility earthworks;
  - establishment of temporary facilities required for construction activities (e.g. offices, lay down areas, communications infrastructure);
  - construction of the mine infrastructure area including the offices, workshops, warehouse, laboratory and amenities buildings, fuel storage areas, potable water treatment plant and car parking facilities;
  - construction of the tailings storage facility and evaporation pond;
  - construction of water management infrastructure including the raw water dam, water storage dam and sediment dams;
  - construction and operation of the concrete batch plant;
  - development of gravel and clay borrow pits (including blasting and crushing);
  - installation of appropriate fencing and barriers to ensure public safety and security for mining and construction; and
  - other associated minor infrastructure, plant, equipment and activities;
- development and operation of the accommodation camp;
- development and operation of the borefields, surface water extraction infrastructure and water pipeline; and
- road upgrades.

The approximate extent of the initial Project construction activities is shown on Figure 2.



LEGEND

- State Forest
- Mining Lease Boundary (ML)
- Initial Construction Activities
- Surface Development Area
- Tailings Storage Facility
- Borrow Pit
- TS Topsoil Stockpile
- Infrastructure Area
- Water Storage
- Sediment Dam
- Existing Open Woodland to be Maintained
- Water Pipeline

Note: The sediment dam located in the footprint of the evaporation ponds will be used during construction of the evaporation ponds and will be decommissioned once the evaporation ponds are constructed.

Source: Black Range Minerals (2000); Clean TeQ (2017, 2019); NSW Department of Industry (2018); NSW Land & Property Information (2017)

CLEAN TEQ SUNRISE PROJECT

Mine and Processing Facility General Arrangement (Initial Construction Activities)

Figure 2

1.2 Structure of this Traffic Management Plan

The remainder of this TMP is structured as follows:

Section 2: Describes the review and update of this TMP.

Section 3: Outlines the statutory requirements applicable to this TMP.

Section 4: Outlines the existing environment including baseline data.

Section 5: Describes the expected construction traffic.

Section 6: Describes the traffic management measures to be implemented during construction of the Project.

Section 7: Describes the Road Transport Protocol including management and control measures to be implemented, where relevant, at the Project.

Section 8: Details the performance measures and indicators that will be used to assess the Project.

Section 9: Outlines the Project traffic monitoring program.

Section 10: Describes the proposed road maintenance and Road Safety Audit.

Section 11: Provides a contingency plan to manage unprecedented impacts and their consequences.

Section 12: Describes the program to review and report on the effectiveness of management measures and improvement of environmental performance.

Section 13: Describes the protocol for management and reporting of incidents, complaints and non-compliances with statutory requirements.

Section 14: Provides references cited in this TMP.

2. TRAFFIC MANAGEMENT PLAN REVIEW AND UPDATE

This TMP has been provided to the NSW Roads and Maritime Services (RMS), Lachlan Shire Council (LSC), Forbes Shire Council (FSC) and Parkes Shire Council (PSC) for the purposes of consultation in accordance with Condition 45, Schedule 3 of Development Consent DA 374-11-00. Comments were received on 6 November 2018, 21 November 2018, 30 November 2018 and 21 December 2018 respectively, which have since been addressed in this TMP. Consistent with the Secretary's approval for the progressive submission of environmental management plans on 5 July 2018, this TMP will be re-submitted and approved prior to the commencement of construction of the limestone quarry, rail siding and gas pipeline, as well as prior to the commencement of mining operations.

In accordance with Condition 6, Schedule 5 of Development Consent DA 374-11-00, this TMP will be reviewed, and if necessary revised (to the satisfaction of the Secretary), within three months of the submission of:

- an Annual Review (Condition 5, Schedule 5);
- an incident report (Condition 8, Schedule 5);
- an Independent Environmental Audit (Condition 10, Schedule 5); or
- any modification to the conditions of Development Consent DA 374-11-00 (unless the conditions require otherwise).

The reviews will be undertaken to ensure this TMP is updated on a regular basis and to incorporate any recommended measures to improve the environmental performance of the Project.
Within four weeks of conducting a review of this TMP, the Secretary will be advised of the outcomes of the review and any revised documents submitted to the Secretary for approval.

If agreed with the Secretary, a revision to this TMP required under Development Consent DA 374-11-00 may be prepared without undertaking consultation with all parties nominated under the relevant condition of Development Consent DA 374-11-00.

The revision status of this TMP is indicated on the title page of each copy.

The approved TMP will be made publicly available on the Clean TeQ website, in accordance with Condition 12, Schedule 5 of Development Consent DA 374-11-00.

3. STATUTORY OBLIGATIONS

Clean TeQ's statutory obligations relevant to traffic management are contained in:

- the conditions of Development Consent DA 374-11-00;
- relevant licences and permits, including conditions attached to mining leases; and
- other relevant legislation.

Obligations relevant to this TMP are described below.

3.1 Development Consent DA 374-11-00

The conditions of Development Consent DA 374-11-00 relevant to the content and structure of this TMP are described below.

3.1.1 Traffic Management Plan Requirements

Condition 45, Schedule 3 of Development Consent DA 374-11-00 requires the preparation of a TMP. Table 1 presents these requirements and indicates where they are addressed in this TMP.

3.1.2 Management Plan (General) Requirements

In addition to the TMP requirements prescribed in Condition 45, Schedule 3;
Condition 4, Schedule 5 of Development Consent DA 374-11-00 outlines the management plan (general) requirements that are also applicable to the preparation of this TMP.

Table 2 presents these requirements and indicates where each is addressed within this TMP. As noted, the Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.

Table 2 – Management Plan (General) Requirements

Schedule 5, Development Consent DA 374-11-00	TMP Section
Management Plan Requirements *4. The Applicant must ensure that the management plans required under this consent are prepared in accordance with any relevant guidelines, are consistent with other plans prepared for other stakeholders, and include:*	-
a) detailed baseline data;	Section 4
b) a description of: • *the relevant statutory requirements (including any relevant approval, licence or lease conditions);*	Section 3
• *any relevant limits or performance measures/criteria;*	Section 8

Table 2 (Continued) – Management Plan (General) Requirements

Schedule 5, Development Consent DA 374-11-00	TMP Section
• *the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;*	Section 8
c) a description of the measures that would be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria;	Section 7
d) a program to monitor and report on the: • *impacts and environmental performance of the development;* • *effectiveness of any management measures (see c above);*	Sections 9, 10, 12 and 13
e) a contingency plan to manage any unpredicted impacts and their consequences;	Section 11
f) a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 12
g) a protocol for managing and reporting any: • *incidents;* • *complaints;* • *non-compliances with statutory requirements; and* • *exceedances of the impact assessment criteria and/or performance criteria; and*	Section 13.1 Section 13.2 Section 13.3 Sections 11 and 12
h) a protocol for periodic review of the plan. *Note: The Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.*	Section 2

3.1.3 Other Relevant Requirements

Condition 43, Schedule 3 of Development Consent DA 374-11-00 requires Clean TeQ to prepare a Road Upgrade and Maintenance Strategy in consultation with RMS, LSC, PSC and FSC and to the satisfaction of the Secretary. The strategy must identify the road and intersection upgrades required for the Project, include a road upgrade schedule and a program for the maintenance of relevant sections of the road network following upgrades. The strategy must also be consistent with the terms of the Voluntary Planning Agreement (VPA) outlined in Appendix 3 of the Development Consent DA 374-11-00. The Road Upgrade and Maintenance Strategy will be prepared as a separate document to this TMP.

Notwithstanding the above, relevant road and intersection upgrades and roads requiring maintenance are detailed in Section 10.3.

3.2 Licences, Permits and Leases

In addition to the requirements of Development Consent DA 374-11-00, all activities at or in association with the Project will be undertaken in accordance with the following licences, permits and leases which have been issued or are pending issue:

- Mining Lease 1770 issued by the NSW Minister for Resources under the NSW *Mining Act, 1992*.
- Mining Operations Plan(s) approved by the NSW Division of Resources and Geoscience.

- Environmental Protection Licence (EPL) 21146 issued under Part 3 of the NSW *Protection of the Environment Operations Act, 1997* (POEO Act).
- Water supply works, water use approvals and water access licences (WALs) issued by the NSW Department of Industry – Lands & Water under the NSW *Water Management Act, 2000* including:
  - Water Supply Works Approval 70CA614098 for the Project borefields.
  - WAL 32068 in the Upper Lachlan Alluvial Groundwater Source (Upper Lachlan Alluvial Zone 5 Management Zone) for 3,154 share components under the *Water Sharing Plan for the Lachlan Unregulated and Alluvial Water Sources 2012*.
  - WAL 39837 in the Upper Lachlan Alluvial Groundwater Source (Upper Lachlan Alluvial Zone 5 Management Zone) for 766 share components under the *Water Sharing Plan for the Lachlan Unregulated and Alluvial Water Sources 2012*.
  - WAL 28681 in the Lachlan Fold Belt Murray-Darling Basin (MDB) Groundwater Source (Lachlan Fold Belt MDB [Other] Management Zone), for 243 share components under the *Water Sharing Plan for the NSW Murray Darling Basin Fractured Rock Groundwater Sources 2011*.
  - WAL 6679 in the Lachlan Regulated River Water Source, for 123 share components (General Security) under the *Water Sharing Plan for the Lachlan Regulated River Water Source 2016*.
  - WAL 1798 in the Lachlan Regulated River Water Source, for 300 share components (General Security) under the *Water Sharing Plan for the Lachlan Regulated River Water Source 2016*.
  - WAL 42370 in the Lachlan Regulated River Water Source, for zero share components (High Security) under the *Water Sharing Plan for the Lachlan Regulated River Water Source 2016*.
- Groundwater licences for monitoring bores under the *Water Management Act 2000.*
- Aboriginal Heritage Impact Permits (AHIPs) (AHIP #C0003049 and AHIP #C0003887) issued by the Office of Environment and Heritage under the NSW *National Parks and Wildlife Act, 1974*.
- Mining and workplace health and safety related approvals granted by the NSW Department of Industry and SafeWork NSW.
- Approvals to undertake works in, on or over a public road under the NSW *Roads Act, 1993*.
- A Works Authorisation Deed between Clean TeQ and the RMS to undertake works on relevant roads, or Road Occupancy Licence if required.
- Heavy Vehicle Authorisation Permit 119039 issued by the National Heavy Vehicle Regulator under the *Heavy Vehicle National Law NSW.*
- Crown Land Licences issued under the *Crown Land Management Act, 2016*.

3.3 Other Legislation

Clean TeQ will conduct the Project consistent with the requirements of Development Consent DA 374-11-00 and any other legislation applicable to an approved Part 4 Project under the EP&A Act.

In addition to the statutory obligations described in Sections 3.1 and 3.2, the following NSW Acts (and their Regulations) may be applicable to the conduct of the Project:

- *Aboriginal Land Rights Act, 1983;*
- *Biodiversity Conservation Act, 2016;*
- *Biosecurity Act, 2015;*
- *Crown Land Management Act, 2016:*
- *Contaminated Land Management Act, 1997;*
- *Dams Safety Act, 2015;*
- *Dangerous Goods (Road and Rail Transport) Act, 2008;*
- *Energy and Utilities Administration Act, 1987;*
- *EP&A Act;*
- *Fisheries Management Act, 1994;*
- *Forestry Act, 2012;*
- *Mining Act, 1992;*
- *National Parks and Wildlife Act, 1974;*
- *Pipelines Act, 1967;*
- POEO Act;
- *Rail Safety (Adoption of National Law) Act, 2012;*
- *Roads Act, 1993;*
- *Soil Conservation Act, 1938*;
- *Water Act, 1912;*
- *Water Management Act, 2000;*
- *Work Health and Safety Act, 2011; and*
- *Work Health and Safety (Mines and Petroleum Sites) Act, 2013.*

Commonwealth Acts which may also be applicable to the conduct of the Project include:

- *Environment Protection and Biodiversity Conservation Act, 1999; and*
- *Native Title Act, 1993.*

Relevant licences or approvals required under these Acts will be obtained as required.

4. TRAFFIC NETWORK AND BASELINE DATA

4.1 Road Network

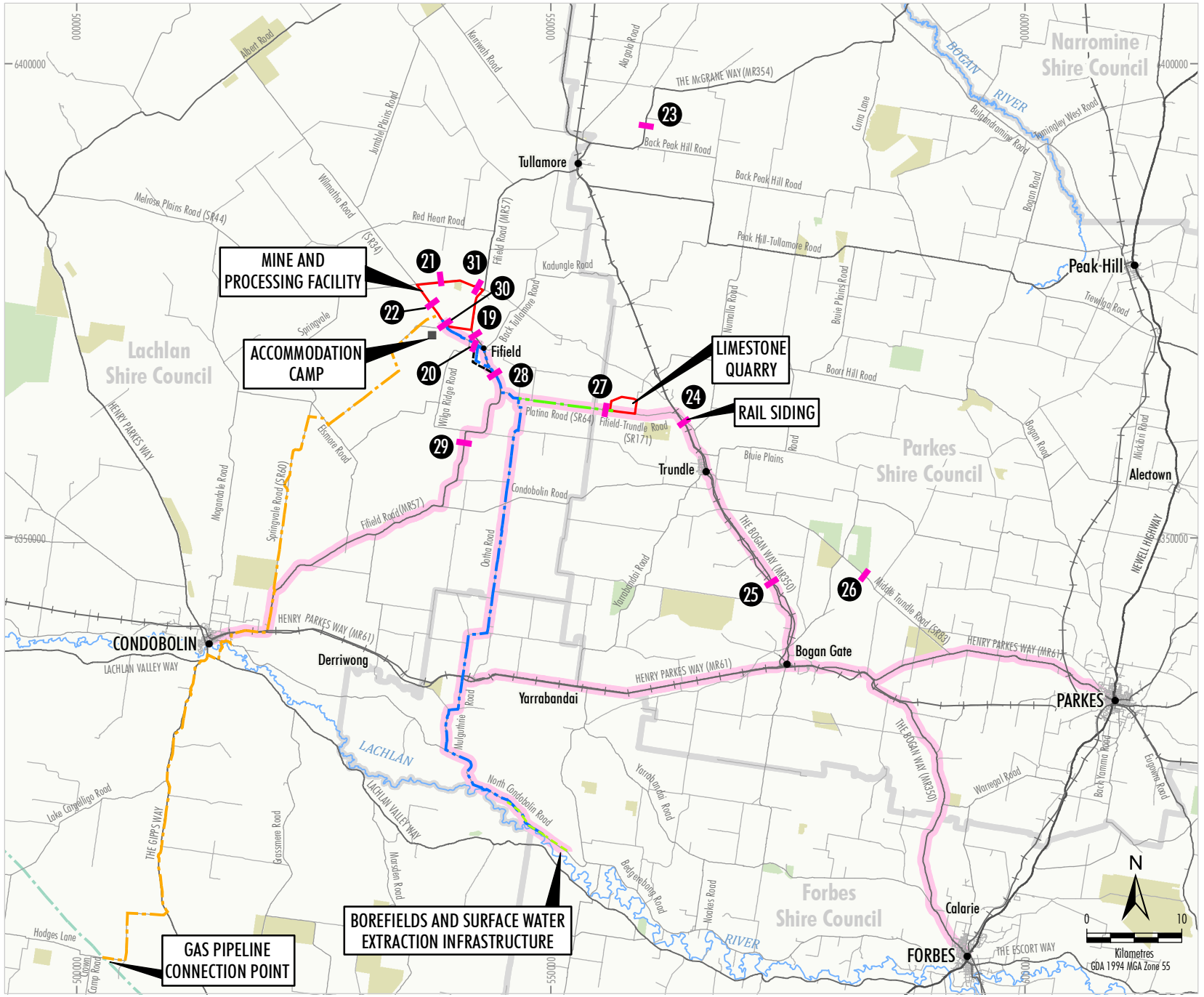
The following key roads are of relevance to the Project (Figure 3):

- Henry Parkes Way [MR61] – extends between Orange and Condobolin through Parkes.
- The Bogan Way [MR350]/Forbes Street – extends north from Forbes to Tullamore. The Bogan Way intersects Henry Parkes Way at Bogan Gate.
- Fifield-Trundle Road [SR171]/Platina Road [SR64] – provides an east-west link between The Bogan Way near Trundle to Fifield Road [MR57] south of Fifield.
- Fifield Road [MR57]/Slee Street – extends between Henry Parkes Way east of Condobolin to Tullamore.
- Wilmatha Road [SR34] – extends north-west from Fifield and past the mine site.
- Middle Trundle Road [SR83] – links Henry Parkes Way approximately halfway between Parkes and Bogan Gate to The Bogan Way south of Trundle.
- Sunrise Lane – extends south-west from Wilmatha Road, near the south-western corner of the mine site.

The road system in the vicinity of the Project is described below.

Henry Parkes Way (MR61E) forms part of Main Road 61 East, which provides an east-west link between Orange and Condobolin. It connects Parkes and Condobolin through Bogan Gate and Ootha, and is also known as Parkes-Condobolin Road. Henry Parkes Way typically has a single travel lane in each direction with gravel or grassed shoulders, and a speed limit of 100 kilometres per hour (km/h). Through Bogan Gate, the speed limit is reduced to 50 km/h. It has centre and edge line marking and guidance posts. It is crossed by the Bogan Gate Tottenham Railway at a passive level crossing at Bogan Gate, and by the Parkes Narromine Railway at an active level crossing approximately 5 km west of Parkes.

The Bogan Way (MR350) is a Regional Road and forms part of Main Road 350, which extends from the Newell Highway at Forbes to Henry Parkes Way near Bogan Gate then via Trundle and Kadungle to the Peak Hill-Tullamore Road (MR348) near Tullamore. The Bogan Way has a two lane sealed carriageway, with centre line marking and guidance posts. The road shoulder is unpaved and varies in width from 0 to 2 metres (m), with no edge line marking. The speed limit is generally 100 km/h, and 50 km/h through Trundle and at the southern end in Bogan Gate. There is a 40 km/h school zone at the southern end of Trundle. The Bogan Way is crossed by the Bogan Gate Tottenham Railway at three passive control level crossings between Trundle and Bogan Gate. As a Regional Road, RMS provides financial assistance to the PSC for its management.



LEGEND

- National Park/Conservation Area
- State Forest
- Local Government Boundary
- Railway
- Mining Lease Boundary (ML)
- Existing Gas Pipeline
- Gas Pipeline
- Water Pipeline
- Limestone Quarry Water Pipeline
- Borefield Infrastructure Corridor
- Fifield Bypass
- Traffic Survey Location
- Key Project-related Traffic Routes

Source: Black Range Minerals (2000); NSW Department of Industry (2017); NSW Land and Property Information (2017); Office of Environment and Heritage NSW (2017)

CLEAN TEQ

Powering innovation

CLEAN TEQ SUNRISE PROJECT

2016 - 2017 Traffic Survey Sites

Figure 3

CTL-17-03 MP 2018_Traffic_201E

Middle Trundle Road (SR83) runs northwest from Henry Parkes Way approximately midway between Parkes and Bogan Gate to The Bogan Way approximately 4 km south of Trundle. It is also known as Shire Road 83. The route between Parkes and Trundle along Middle Trundle Road is some 10 km shorter than via Bogan Gate. The intersections at each end of Middle Trundle Road are basic rural road T-intersections, without auxiliary lane treatments or channelisation. The intersection of Middle Trundle Road with The Bogan Way was constructed in 2013 and has some turning path deficiencies relating to B-doubles and B-triples, but is deemed suitable due to low volumes (Crossroads Civil Design, 2014). The entire length of Middle Trundle Road has been sealed.

Fifield Road (MR57N) is a Regional Road also known as Main Road 57 North, which runs northwards from Henry Parkes Way approximately 6 km east of Condobolin, through Fifield to Tullamore. In Fifield, it is known as Slee Street. It is crossed by the Orange-Broken Hill (OBH) railway line just to the north of its intersection with Henry Parkes Way at an active level crossing, and by the Bogan Gate Tottenham Railway at a passive level crossing at Tullamore. It is a two lane sealed road with centre line marking. The speed limit on Fifield Road is typically 100 km/h, and reduced to 50 km/h at Fifield. This portion of MR57 is a Regional Road, thus RMS provides financial assistance to the LSC for its management.

Fifield-Trundle Road (SR171)/Platina Road (SR64) is also known as Shire Road 171/Shire Road 64, and extends west from The Bogan Way approximately 6 km north of Trundle to Fifield Road approximately 5 km south of Fifield. The section of road in the Parkes Shire is Fifield-Trundle Road and the section of road in the Lachlan Shire is Platina Road. Fifield-Trundle Road typically has a 6.5 m wide formation with 6.0 m wide seal. Platina Road typically has a sealed surface approximately 4 m wide, with 1 m gravel shoulders. There is limited line marking. The intersections at the ends of Fifield-Trundle Road and Platina Road are basic rural T-intersections, without auxiliary lane treatments or channelisation.

Wilmatha Road (SR34), also known as Shire Road 34, runs northwest from Fifield past the mine site, and crosses Melrose Plains Road at the northwestern boundary of the mine site. It has an unsealed surface approximately 8 to 12 m wide and a speed limit of 100 km/h. The mine site access road will intersect with Wilmatha Road at an Austroads Type C intersection.

Melrose Plains Road (SR44) runs east-west along the northern boundary of the mine site and is also known as Shire Road 44. It intersects with Fifield Road northeast of the mine site at a four way intersection. At the northwestern boundary of the mine site, Melrose Plains Road intersects with Wilmatha Road (Shire Road 34) at a four way intersection, and farther to the west, it intersects with Springvale Road (Shire Road 60) at two offset T-intersections, at which Melrose Plains Road traffic has priority. Melrose Plains Road is unsealed, and approximately 8 to 12 m wide, through flat terrain and has a speed limit of 100 km/h.

Springvale Road (SR60), or Shire Road 60, extends in a northerly direction from Fifield Road north of Henry Parkes Way, crossing Melrose Plains Road some 8 km west of the mine site. It has a speed limit of 100 km/h, and follows a generally straight alignment through flat terrain. It is a sealed road approximately 6 m wide with limited line marking.

Sunrise Lane would be used by Project traffic travelling to and from the accommodation camp. The access road to the accommodation camp is off Sunrise Lane. Sunrise Lane is an unsealed road.

The water pipeline (Figure 1) is approved to be constructed along the following roads; North Condobolin Road, Mulguthrie Road, Henry Parkes Way, Ringwood Road, Burkes Road, Ootha North Road, Ootha Road, Bloomsfield Road, Platina Road, Fifield Road, Gobondry Street, Fifield Bypass and Wilmatha Road. These are local roads (with the exception of Henry Parkes Way and Fifield Road, which are described above) and are generally unsealed (with the exception of Henry Parkes Way, Fifield Road and Platina Road).

4.2 Heavy Vehicle Routes

The RMS website provides information on the enforceable network for all Restricted Access Vehicles (RAV) operating at General Mass Limits and Concessional Mass Limits. An interactive map provides the following information about use of the roads in the vicinity of the Project by heavy vehicles:

- Lachlan Shire is an approved area for the following road trains:
  - GML Type 1 A-double (with travel conditions);
  - GML Modular B-triple (with travel conditions);
  - GML B-triple;
  - GML AB-triple (with travel conditions);
  - HML B-triple; and
  - HML AB-triple.
- Lachlan Shire is an approved area for B-doubles (GML 25 m B-Double with travel conditions).

- Lachlan Shire, Parkes Shire and Forbes Shire are approved areas for travel by vehicles up to 4.6 m high.
- Road trains and B-doubles up to 25 m long are permitted without specific conditions on Henry Parkes Way and Fifield Road.
- B-doubles up to 25 m long are permitted on The Bogan Way, and road trains are permitted at a maximum speed of 80 km/h.
- Road trains and B-doubles up to 25 m long are permitted on Middle Trundle Road at a maximum of 80 km/h, with some additional conditions as follows:
  - No road train access between sunset and sunrise.
  - No road train travel permitted between 7.30 am and 9.00 am, and between 3.00 pm and 4.30 pm on school days.
  - No B-double travel permitted between Henry Parkes Way and Five Chain Lane between 7.30 am and 9.00 am, and between 3.00 pm and 4.30 pm on school days.
  - During periods of wet weather, PSC is to be consulted regarding possible road closures.
  - Road trains and B-doubles are permitted on The McGrane Way at a maximum of 80 km/h within Parkes Shire.

Construction deliveries to the mine site will generally use the following haulage route; Henry Parkes Way, The Bogan Way, Fifield-Trundle Road, Platina Road, Fifield Road, Slee St, Wilmatha Road and the mine site Access Road (refer to Section 4.1 for route extent).

Construction deliveries for the water pipeline will generally be via Henry Parkes Way and either Mulguthrie Road (southern sections) or Ringwood Road (northern sections), depending on the section of pipeline being constructed at the time. Pipeline sections will be laid progressively along the water pipeline route following completion of any necessary surveying and clearing of the site.

4.3 Existing Traffic Volumes and Capacity

Traffic survey data in the Project area are summarised in Table 3 and the traffic survey locations are shown on Figure 3.

Table 3 – Surveyed Average Traffic

Site[1]	Road	Survey Location	Peak Hour (vehicles per hour)	Daily (vehicles per day)	Heavy Vehicles (%)	Survey Timing
19	Fifield Road	Between Tullamore and Fifield	21	185	9.5	November 2016
20	Slee Street	In Fifield	26	246	28.5	
21	Melrose Plains Road	East of Wilmatha Road	2	13	49.4	
22	Wilmatha Road	South of Melrose Plains Road	2	21	38.1	

Table 3 (Continued) – Surveyed Average Traffic

Site[1]	Road	Survey Location	Peak Hour (vehicles per hour)	Daily (vehicles per day)	Heavy Vehicles (%)	Survey Timing
23	The McGrane Way	North of Back Peak Hill Road	14	124	24.1	
24	The Bogan Way	Between Trundle and Fifield-Trundle Road	43	367	19.3	January to March 2017
25	The Bogan Way	Between Bogan Gate and Middle Trundle Road	41	388	24.0	
26	Middle Trundle Road	Between The Bogan Way and Henry Parkes Way	17	118	22.0	
27	Fifield-Trundle Road	Between The Bogan Way and Platina Road	11	78	17.9	
28	Fifield Road	Between Slee Street and Platina Road	28	253	28.9	
29	Fifield Road	Between Platina Road and Springvale Road	20	198	35.4	
30	Wilmatha Road	North of Sunrise Lane	2	19	15.8	
31	Melrose Plains Road	Between Fifield Road and Wilmatha Road	4	11	27.3	

Source: After GTA Consultants (2017).

[1] Refer to Figure 3 for locations.

Review of the data indicates existing daily and peak hour traffic volumes are low and the peak periods occur in the morning and in the mid to late afternoon (GTA Consultants, 2017). The proportion of heavy vehicles varies significantly across the road network (9.5% to 49.4%). The total number of heavy vehicles on the road network is low, however, as the background traffic volumes are low (GTA Consultants, 2017).

Austroads (2013) defines theoretical capacities for two-way two lane rural roads. Taking into account the proportion of heavy vehicles, the peak hourly flows on the road network around the Project are very low in comparison to the Austroads (2013) theoretical capacities and a detailed assessment of midblock road capacity is not warranted (GTA Consultants, 2017).

There are no intersection operation capacity concerns in the vicinity of the Project (GTA Consultants, 2017).

4.4 Existing Rail Network

There are two railway lines that operate in the vicinity of the Project, the OBH railway line operated by the Australia Rail Track Corporation and the Bogan Gate-Tottenham (BGT) railway line operated by John Holland Group Pty Ltd (John Holland). The BGT railway line services seasonal grain trains.

Project vehicle traffic may have some interaction with the railway line crossings between Parkes and Condobolin on the BGT railway line.

There are level crossings at the following locations that will be used by Project-related heavy vehicles hauling materials to the Project (GTA Consultants, 2017):

- Henry Parkes Way in Bogan Gate on the BGT railway line; and
- Three level crossings on The Bogan Way between Bogan Gate and Trundle on the BGT railway line.

The four level crossings have Give Way signs on the approach from both directions.

5. PROJECT TRAFFIC DETAILS

5.1 Operating Hours

The hours of operation for the Project are specified in Table 1 of Schedule 3 of Development Consent DA 374-11-00, which is reproduced below:

Activity	*Operating Hours*
• *Construction of the:* – *gas pipeline;* – *water pipeline and borefields;* – *rail siding;* – *accommodation camp; and* – *road upgrades* • *Construction materials haulage along the transport route*	• *7 am to 6 pm, Monday to Sunday*
• *All quarrying operations (excluding truck loading on the limestone quarry site)*	• *7 am to 5 pm, Monday to Sunday*

Note: All other operations are permitted 24 hours per day, seven days per week.

The locations of the sites/areas listed above are shown on Figures 1 and 2.

During construction, deliveries to the mine site will arrive and depart the mine site between 7.00 am to 6.00 pm.

Once the Project is operational, haulage of materials to and from site will occur 24 hours per day, seven days a week.

5.2 Construction Traffic

Construction activities for the Project will be required for the development of the mine (including the processing facility), accommodation camp, borefields, surface water extraction infrastructure, water pipeline and road upgrades and are anticipated to last approximately two years.

Key Project-related traffic during the construction stage of the Project will consist of:

- employees and visitors travelling to and from the mine site and accommodation camp (typically light vehicles);
- delivery of construction materials to the mine site, accommodation camp, borefields, surface water extraction infrastructure and water pipeline (typically heavy vehicles and some oversize vehicles); and
- delivery of consumables to the mine site and accommodation camp (e.g. supplies, diesel) (typically heavy vehicles).

The key Project-related traffic routes are shown on Figure 3.

The Syerston Nickel Cobalt Project Environmental Impact Statement (Black Range Minerals, 2000) estimated the construction traffic during peak and average periods. It was estimated there would be a total of approximately 420 vehicle trips generated per day by the mine and processing facility on average throughout the construction period, and approximately 580 vehicle trips per day during the peak construction month.

5.3 Operational Traffic

As described in Section 1.1, the scope of this TMP is specifically related to the initial Project construction activities and therefore this TMP does not cover operational traffic.

This TMP will be re-submitted and approved prior to the commencement of construction of the limestone quarry, rail siding and gas pipeline, as well as prior to the commencement of mining operations (Section 2).

Notwithstanding, in accordance with Condition 45, Schedule 3 of Development Consent DA 374-11-00, Clean TeQ will operate high capacity trucks to transport limestone and other material and products to and from the site.

6. TRAFFIC MANAGEMENT MEASURES DURING CONSTRUCTION

6.1 Temporary Traffic Controls

Clean TeQ will liaise with the relevant councils, and where necessary the RMS, to obtain the necessary permits and approvals prior to implementing any temporary traffic controls. Temporary traffic controls (e.g. detours) will be implemented with the assistance of the relevant council and authorities where necessary. Temporary traffic controls will generally only be required during water pipeline construction and road and intersection upgrade works.

Details of the road and intersection upgrades are provided in the Road Upgrade and Maintenance Strategy in accordance with Condition 43, Schedule 3 of Development Consent DA 374-11-00.

Where practicable, temporary traffic controls will be implemented outside of peak traffic hours to minimise disruption to road users.

Prior to commencement of construction at each construction site, Clean TeQ will prepare Traffic Control Plans specific to each construction site (including construction of the borefields and surface water extraction infrastructure, water pipeline and road upgrades) generally in accordance with RMS's *Traffic Control at Work Sites* (RMS, 2018a).

6.2 Notifications of Relevant Stakeholders

Prior to the commencement of Project construction, Clean TeQ will notify residents on the key Project-related traffic routes (refer Figure 3) via a letter drop. The letter will include details of proposed transport routes, proposed timing of construction activities and contact details of a Clean TeQ representative.

Clean TeQ will also notify nearby residents of any major works to roads (e.g. water pipeline construction and road and intersection upgrade works) that are required by the Project.

6.3 Over-Dimensional Vehicles

Clean TeQ will liaise with the National Heavy Vehicle Regulator, RMS and relevant councils, rail providers and other relevant authorities to obtain the permits to use over-dimensional vehicles and loads to deliver goods, limestone and other materials to and from the mine site. In accordance with the RMS's *Oversize and/or overmass (OSOM) vehicles and loads* requirements (RMS, 2018b), the transportation of all Project-related over-dimensional vehicles and loads will:

- complete the NSW Load Declaration for trips on or east of the Newell Highway;

- obtain the relevant permits and ensure vehicle configuration, overall dimension and total mass of loaded combination complies with permit conditions;
- be supported by an accredited escort vehicle; and
- be undertaken in accordance with an RMS approved Transport Management Plan specific to the over-dimensional trip where it is classified as High Risk (due to dimension, weight and/or route) or the load is Critical/Sensitive. The OSOM traffic management plan will address the following:
  - vehicle and load details;
  - route survey details of the proposed routes;
  - traffic management arrangements;
  - stakeholder and community consultations; and
  - Rail Infrastructure Manager approval.

6.4 Shuttle Bus Services

Clean TeQ will operate shuttle buses to transport the majority of employees to and from the mine site during construction and operational phases of the Project, to minimise the number of employee movements (and associated road traffic noise) and reduce driver fatigue. During construction, shuttle buses will operate between the accommodation camp and the mine site, as well as between the mine site and Condobolin, Parkes and Forbes. Shuttle buses will continue to operate between the mine site and Condobolin, Parkes and Forbes during the operational phase of the Project.

6.5 Road Traffic Noise

Clean TeQ will implement the following traffic mitigation and management measures to reduce potential road traffic noise:

- regulating Project-related driver behaviour through implementation of the Road Transport Protocol (Section 7) (e.g. Project-related drivers will remain within posted speed limits and exhaust and compression braking will be avoided);
- operating shuttle buses to transport employees to and from the mine site during construction and operational phases of the Project (as described in Section 6.4);
- Project-related heavy vehicle movements will be staggered and movements during night-time will be minimised where practicable; and
- Project-related vehicles will be well maintained.

6.6 Minimisation of Disruption to Community Events

Prior to community events and festivals (e.g. the Trundle ABBA Festival and Trundle Bush Tucker Day), Clean TeQ will consult with event organisers to determine appropriate strategies to minimise potential impacts from Project-related traffic movements. Strategies may include:

- alternative safe transport routes for Project-related heavy vehicles throughout the duration of the event; and/or
- reduction or cessation of Project-related heavy vehicles throughout certain periods of the event.

7. ROAD TRANSPORT PROTOCOL

This section describes the road transport protocol relating to the transportation of materials to and from the Project.

7.1 Use of Designated Haulage Routes by Heavy Vehicles

The key Project-related heavy vehicle routes (Figure 3) prioritise the use of national, state and regional roads over local roads. Other local roads will only be used in case of an emergency to avoid the loss of life, property and/or to prevent environmental harm.

The key Project-related heavy vehicles routes (Figure 3) will be included in the contracts for transport contractors used for the Project. All Project-related heavy vehicle drivers will be made aware of the key Project-related traffic routes during training.

Once the Project is operational, the Project-related heavy vehicles used in the transportation of materials between the mine site and rail siding will be fitted with GPS units to monitor the correct haulage routes are being used (refer Sections 7.7 and 7.10.2).

Clean TeQ will undertake heavy vehicle operations in accordance with the *Heavy Vehicle Operations – Chain of Responsibility* (RMS, 2017) (e.g. preparation of a Chain of Responsibility Management Plan).

7.2 Covering of Heavy Vehicles

All Project-related heavy vehicles will be equipped with appropriate load covers. Operators will undertake visual inspections to ensure loads are covered prior to heavy vehicles entering the public road network. The load covers will be maintained such that they remain in place during transit.

7.3 Heavy Vehicle Departure Staggering

During construction, haulage of materials to the mine site will occur between 7.00 am to 6.00 pm (Section 5.1).

Once the Project is operational, haulage of materials to and from site will occur 24 hours per day, seven days a week (Section 5.1). Project-related heavy vehicles trips will be staggered and minimised during the night-time period where practicable to minimise impacts on the road network. The Project-related heavy vehicle trips should naturally be staggered due to the time taken to load the trucks.

7.4 Minimisation of Rail Disruption

As described in Section 4.4, the BGT railway line services seasonal grain trains and therefore operates intermittently. Clean TeQ will liaise with John Holland to determine when trains will commence and cease use of the BGT line each year.

Prior to the commencement of Project construction, Clean TeQ will notify John Holland. John Holland will be advised of proposed timing of construction activities and contact details of a Clean TeQ representative.

Potential interactions with the BGT railway line will be included in driver training, and Project-related drivers will be notified each year of the commencement and end of the grain transport season. As described in Section 4.4, Project traffic will generally not interact with the OBH railway line.

7.5 Stock Movement

As described in Section 6.2, Clean TeQ will notify residents on the key Project-related traffic routes (refer Figure 3) via a letter drop prior to the commencement of Project construction. The letter will include details of proposed transport routes, proposed timing of construction activities and contact details of a Clean TeQ representative.

Prior to the commencement of the transport of limestone to the mine site or materials from the rail siding, Clean TeQ will further consult with landholders moving livestock in the vicinity of the key Project-related traffic routes between the rail siding and mine site. In the event graziers notify Clean TeQ of upcoming stock movements, Project-related heavy vehicle drivers will be notified of the planned stock crossing so the use of relevant roads, where practicable, is minimised when livestock are being moved. Further consultation will also allow graziers to notify Clean TeQ if they have obtained a permit for use of a Travelling Stock Reserve along the key Project-related traffic routes.

Once Clean TeQ has been notified of an intended stock movement or use of a Travelling Stock Reserve, Clean TeQ will advise all Project-related heavy vehicle drivers of the potential stock interaction. Clean TeQ will also adjust transport movements, where practicable, to minimise potential stock interaction (e.g. departure times may be delayed).

In the event a Project-related heavy vehicle driver observes stock on or within the key Project-related traffic route corridors and they have not received prior notification, they will contact the mine site immediately so all other Project-related heavy vehicle drivers can be notified. The driver will also advise whether stock movement warning signs were visible.

Drivers of all Project-related vehicles will be reminded to observe all stock movement warning signs and reduce speed when approaching stock.

Clean TeQ has developed specific management measures in consultation with a number of landholders that move livestock in the vicinity of the key Project-related traffic routes between the rail siding and mine site. Table 4 describes the specific management measures that will be implemented.

Table 4 – Specific Stock Movement Management Measures

Landowner	Management Measure
All Landowners Between the Rail Siding and Mine Site	• Clean TeQ will install permanent stock movement warning signs (with a cover that can be opened and closed) along sections of the Project-related traffic route between the rail siding and mine site. • Landholders will be able to use the signs (i.e. open the cover) when moving stock in the road reserve in accordance with relevant permits. The sign cover can then be closed once stock has moved out of the road reserve.

Notwithstanding the above, in the event of any livestock losses attributable to Project traffic or other Project activities, Clean TeQ will consult with relevant leaseholders and negotiate appropriate compensation (e.g. reimbursement at the current market values).

It is noted that farm machinery (e.g. tractors) may utilise the public road network at times. Project-related heavy vehicles will have radios on Channel 40 to allow for communication with farm machinery operators to manage potential interactions on the public road network (e.g. passing). In addition, Clean TeQ will liaise with landholders regarding machinery movements during sowing/harvest. In the event landholders notify Clean TeQ of the intent to move machinery, Clean TeQ will inform Project-related heavy vehicle drivers using the affected routes.

7.6 Fatigue Management

Employees

Clean TeQ will operate shuttle buses to transport employees to and from the mine site during the construction and operational phases of the Project to minimise potential road transport and fatigue impacts. During construction, shuttle buses will operate between the accommodation camp and the mine site, as well as between the mine site and Condobolin, Parkes and Forbes. Shuttle buses will continue to operate between the mine site and Condobolin, Parkes and Forbes during the operational phase of the Project. The use of the accommodation camp located adjacent the mine site during construction will significantly reduce travel distance and time for employees further reducing potential road transport and fatigue impacts.

Notwithstanding the above, prior to the commencement of construction, a Fatigue Management Strategy will be prepared by Clean TeQ in accordance with the *Guidelines for Managing Heavy Vehicle Driver Fatigue* (National Transport Commission, 2007) and the *Fatigue Management Guide* (NSW Resources Regulator, 2018), and in consultation with the RMS. The Fatigue Management Strategy will address fatigue management for employees travelling to and from the Project site and will include:

- consultation with the workforce;
- identification of factors that contribute to fatigue (e.g. roster and shift arrangements, unplanned work requirements, non-work-related factors);
- fatigue risk assessment that considers:
  - how likely is it that workers could become fatigued; and
  - the severity of the consequences that may be expected because of fatigue impairment.
- control measures (identified through the risk assessment) that will be implemented so that hazards that pose risk to workers or to others are properly controlled.

Heavy Vehicles

The transport contractors engaged for delivery of site equipment and materials will be required to have a driver fatigue management procedure issued as part of the driver induction process for all employees. This procedure shall be developed in accordance with *Guidelines for Managing Heavy Vehicle Driver Fatigue* (National Transport Commission, 2007).

In accordance with *Guidelines for Managing Heavy Vehicle Driver Fatigue* (National Transport Commission, 2007), Project-related heavy vehicle drivers on long haul consignments will be encouraged to:

- take naps before the start of a long haul to help prevent fatigue;
- plan their trips to make use of safe stopping locations for resting;
- incorporate exercise into short rest breaks;
- consume sufficient water and fresh food; and
- engage in mental games (e.g. trivia) or other habits to stay alert.

Companies with proactive driver management initiatives and policy will also be given preference.

7.7 Code of Conduct for Drivers

All drivers of Project-related light and/or heavy vehicles must adhere to the following Code of Conduct for Drivers:

- obey all the laws and regulations that apply to vehicles on public and private roads;
- respect the rights of others, including drivers and pedestrians, to use and share the road space;
- maintain a safe following distance between vehicles;
- ensure the Project-related vehicle is clean and in good mechanical condition to reduce environmental impacts;
- do not travel in convoys unless under approved escorts;
- follow the designated access routes for the Project;
- abide by all NSW/interstate road rules and vehicle regulations;
- ensure a high level of courtesy; and
- turn off flashing/rotating beacons when on public roads.

The Code of Conduct for Drivers will form part of the contractual arrangements entered into by Clean TeQ with transport contractors. Clean TeQ will include the Code of Conduct for Drivers in its inductions/training and it will be reinforced during toolbox talks. Contractors and employees will be required to sign the Code of Conduct for Drivers at the commencement of their employment/contract.

All Clean TeQ owned/leased heavy vehicles will be branded with Clean TeQ logos and will display an identification number and the Community Complaints Line (1800 952 277) to facilitate public reporting of unacceptable Project-related driver behaviour.

In addition, all Project-related heavy vehicles transporting materials between the rail siding, limestone quarry and the mine site (i.e. regular haulage vehicles) (including transport contractors) will be also be branded with Clean TeQ logos and will display an identification number and the Community Complaints Line (1800 952 277).

All Project-related heavy vehicles transporting materials between the mine site and rail siding (i.e. regular haulage vehicles) (including transport contractors) will be equipped with Global Positioning System (GPS) units. Clean TeQ will use the GPS system to review Project-related heavy vehicle speeds (e.g. where a complaint has been made) so that a Project-related driver can be re-trained and disciplinary actions carried out (if required).

Clean TeQ will maintain a record of complaints received from the community, including those regarding Project-related heavy vehicles (refer to Section 13.2).

7.8 Adherence to Drug and Alcohol Policies

All Project-related drivers will be subjected to Clean TeQ's drug and alcohol policies. Contractors and employees will be required to sign this policy at the commencement of their employment/contract.

7.9 Vehicle Maintenance and Safety

All Project-related vehicles will be subject to regular maintenance and compliance in alignment with Original Equipment Manufacturer guidelines.

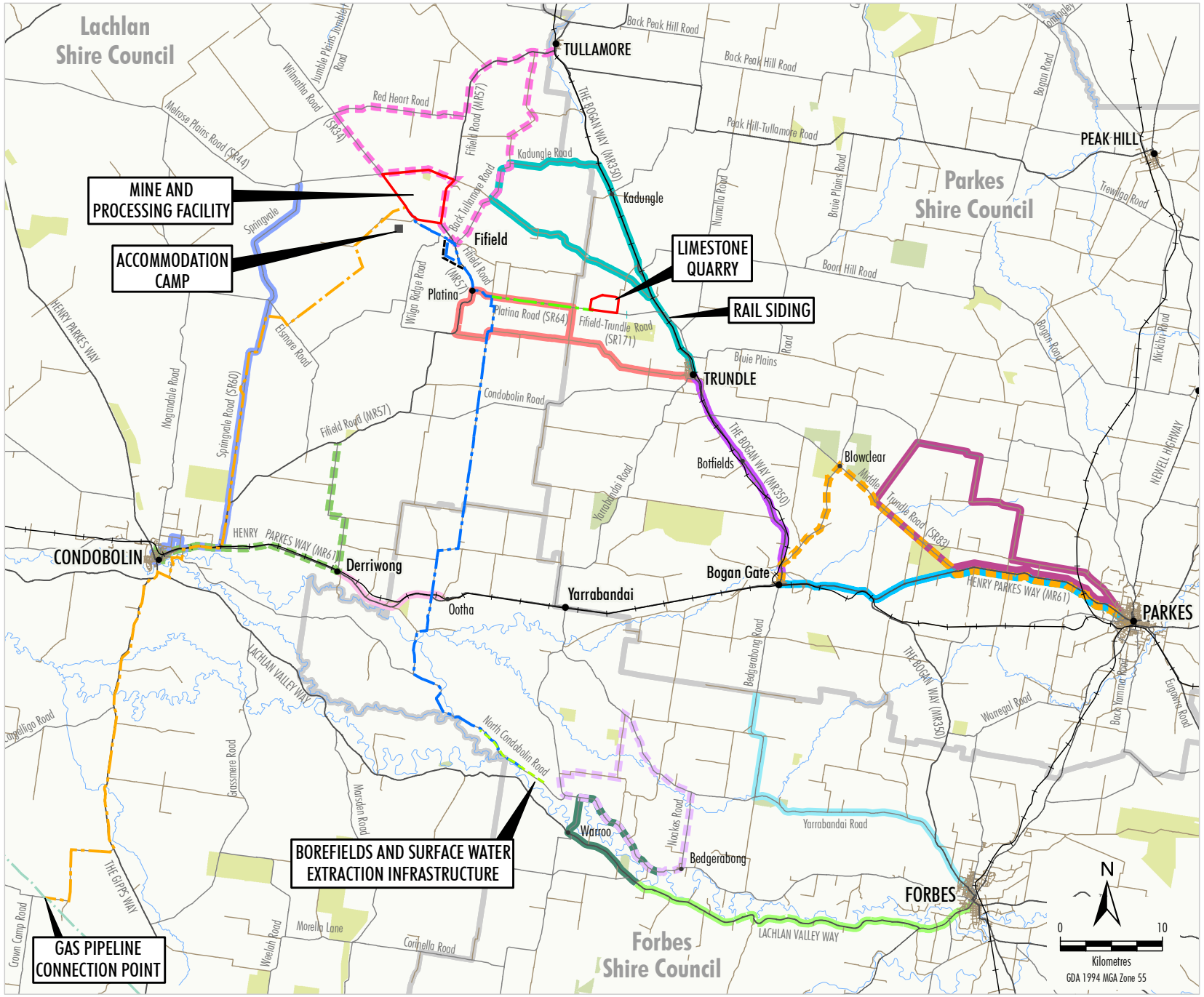
Pre-start inspections will be conducted for all Project-related heavy vehicles each day.

7.10 School Bus Interactions

7.10.1 School Bus Routes

Clean TeQ has consulted with local schools and school bus service operators on the proposed haulage routes. The bus routes, operating companies and operating times have been identified. The following school bus routes operate in the vicinity of the Project (Figure 4):

- Bogan Gate to Parkes via Henry Parkes Way;
- Bogan Gate to Parkes via The Bogan Way, Blow Clear Road and Middle Trundle Road;
- Trundle to Bogan Gate via The Bogan Way;
- Trundle to Gillenbine/Kadungle via Back Tullamore Road, Kadungle Road, The Bogan Way, Melrose Plains Road and Gillenbine Road;
- Tullamore to Fifield via Fifield Road, Red Heart Road, Wilmatha Road, Melrose Plains Road and Back Tullamore Road;
- Trundle to Wilga Ridge Run via Carlisle-Trundle Road, Halls Road, Platina Road and Gillenbine Road;
- Fifield to Condobolin via Springvale Road; and
- Derriwong to Condobolin via Derriwong Road and Henry Parkes Way.
- Lachlan Valley Way to Straneys Bridge via Newell Highway and Lachlan Valley Way;
- Bedgerabong to Straneys Bridge via North Condobolin Road, Warroo Bridge Road and Lachlan Valley Way;
- Bedgerabong to Bedgerabong Public School via Noakes Road, Yarrabandai Road, Carroboblin Road, Monwonga Road and return to Yarrabandai Road;
- Bogan Gate to Forbes via Yarrabandai Road and Corridgery Road;
- Henry Parkes Way to Back Trundle Road via Henry Parkes Way, Middle Trundle Road, Five Chain Lane and Back Trundle Road; and
- Ootha to Derriwong via Ootha Road, Ringwood Road and Henry Parkes Way.



LEGEND

- National Park/Conservation Area
- State Forest
- Local Government Boundary
- Railway
- Mining Lease Boundary (ML)
- Existing Gas Pipeline
- Gas Pipeline
- Water Pipeline
- Limestone Quarry Water Pipeline
- Borefield Infrastructure Corridor
- Fifield Bypass

Bus Routes

- Route 1 - Bogan Gate to
- Route 2 - Bogan Gate to Parkes via Middle Trundle Road
- Route 3 - Trundle to Bogan
- Route 4 - Trundle to Gillenbine
- Route 5 - Trundle to Wilga Ridge Run via Carlisle Road, Platina Road and Halls Road
- Route 6 - Tullamore to
- Route 7 - Fifield to Condobolin via Springvale
- Route 8 - Derriwong to Condobolin via Derriwong Road and Henry Parkes Way
- Route 9 - Lachlan Valley Way to Straneys
- Route 10 - Bedgerabong to Straneys
- Route 11 - Bedgerabong to Bedgerabong Public School
- Route 12 - Bogan Gate to
- Route 13 - Henry Parkes Way to Back Trundle
- Route 14 - Ootha to

Source: Black Range Minerals (2000); Clean Teq (2018); NSW Department of Industry (2017); NSW Land & Property Information (2017); Office Of Environment and Heritage NSW (2017)

CLEAN TEQ SUNRISE PROJECT

School Bus Routes in the Vicinity of the Project

Figure 4

CTL-17-03 MP 2018_Traffic_207J

Clean TeQ will continue to consult with the local school bus operators to confirm the latest bus routes, school children pick up/ drop off points and service times. This will include annual checks by Clean TeQ as well as providing each local school bus operator with the contact details of a Clean TeQ representative so they can advise if any changes occur. Where practicable, staff and contractor shift changes will be scheduled to avoid coinciding with drop off and pick up times along school bus routes.

School bus operators are required to install warning signs and lights on their school buses. The warning system comprises signs, flashing headlights and wigwag lights that, when activated, warn approaching motorists that school children are boarding or disembarking from the bus. It is required by law that drivers must not overtake or pass a bus with flashing lights at more than 40 km/h.

7.10.2 Management Measures

Project Road Upgrades

The road and intersection upgrades required for the Project (Section 10.3) will improve road safety for all road users, including school buses.

In particular, along the Project heavy vehicle route between The Bogan Way and the mine and processing facility access road (with the exception of Slee Street in Fifield), the road pavement will be widened to 8.0 m and 1 m wide gravel road shoulders will be developed. The road shoulders adjacent to private access roads/driveways (i.e. where children are likely to be boarding or disembarking school buses) will be further widened to 3.0 m for 30 m each side of private access roads. These 60 m long, 3.0 wide bays will provide an improved area for school buses to park during boarding/disembarkation.

In addition, the road safety audit (Section 10.3) will also consider interactions between school buses and Project-related vehicles along other roads that are not currently required to be upgraded. Clean TeQ will establish formal bus stops (if required) based on the outcomes of the road safety audit and in consultation with councils and bus operators.

Notification

Clean TeQ will notify local schools and school bus operators of the commencement of Project construction via a letter. The letter will include details of the key Project-related traffic routes, proposed timing of construction activities and contact details of a Clean TeQ representative.

Radio Communication

During the construction phase of the Project, positive radio communication will be used to manage interaction of Project-related heavy vehicles and local school buses.

Clean TeQ will erect signage at the following locations to advise Project-related heavy vehicle drivers when to switch to the dedicated radio channel:

- Fifield Trundle Road (i.e. when turning from The Bogan Way onto Fifield-Trundle Road);
- Platina Road (i.e. when turning from Fifield Road onto Platina Road);
- Fifield Road (i.e. when turning from Platina Road onto Fifield Road); and
- Wilmatha Road (approaching Fifield).

When Project-related heavy vehicle drivers pass the signs during school bus hours (7.00 am to 9.00 am and 3.00 pm to 5.00 pm), they will advise local school bus operators of their location and direction of travel.

Positive radio communication with local school bus operators will be included in the contracts for all Project-related heavy vehicle drivers and Clean TeQ will include the school bus communication in its inductions/training.

GPS Tracking of Regular Haulage Vehicles (Operations)

Once the mine is operational, and in consultation with the local school bus operators, Clean TeQ will equip Project-related heavy vehicles transporting materials between the rail siding, limestone quarry or third-party limestone quarries and the mine site as well as all school buses on the relevant routes identified in Section 7.10.1 with radio communication devices and GPS units. The tracking and communication protocol between the buses and Project-related heavy vehicles will be agreed in liaison with the relevant bus operators.

The tracking and communication protocol is likely to include:

- automatic notification of both the buses and Project-related heavy vehicle drivers when they are within 1 km range of each other;
- school bus operators will advise of their location, direction the bus is travelling and the location of any school children that have recently been dropped off or are due to be dropped off;
- Project-related heavy vehicle drivers will acknowledge receipt of communication and advise of location and direction of travel; and
- Project-related heavy vehicle drivers will begin slowing down where the Project-related heavy vehicle and bus will intercept to ensure they can comply with the 40 km/h passing speed in the event the bus is stopped and its warning signs and lights are activated (Section 7.10.1).

Education Programs

Clean TeQ will engage with local schools to implement and support road safety education programs. Clean TeQ will also engage with local school bus operators to ensure school bus drivers receive adequate training with regard to potential interactions with Project-related heavy vehicles.

Inductions for drivers of Project-related heavy vehicles will include adequate training regarding potential interaction with school buses, including details of school bus routes and operating times and the radio communication protocol.

7.11 Contingency Plan for Disruption to Transportation Routes

Clean TeQ will liaise with the relevant councils to determine safe alternative transportation routes in the circumstance where a road is closed (e.g. closures resulting from flood events and other emergencies).

7.12 Emergency Response

Clean TeQ will ensure that Transport Emergency Response Plans (TERPs) are prepared and implemented as per the guidelines for transportation of materials to site.

The objective of the TERP is to:

- minimise any adverse effects on people, damage to property or harm to the environment in a transport emergency;
- facilitate a rapid and effective emergency response and recovery;
- provide assistance to emergency and security services; and
- communicate vital information to all relevant persons involved in the transport emergency (both internal personnel and external agencies) with a minimum of delay.

The TERP will provide the following details for Project-related emergencies:

- plan activation;
- response tasks;
- resources; and
- preparedness.

Each transportation contractor will be responsible for the implementation of their respective TERPs.

All transport contractors will comply with Regulation 14.5 of the Road Transport Reform (Dangerous Goods) Regulations 1997.

7.13 Safe Transport of Processing Reagents

As described in Section 1.1, the scope of this TMP is specifically related to the initial Project construction activities and therefore this TMP does not cover the transport of processing reagents.

This TMP will be re-submitted and approved prior to the commencement of construction of the limestone quarry, rail siding and gas pipeline, as well as prior to the commencement of mining operations (Section 2).

Notwithstanding, Clean TeQ will require a Safety Data Sheet specific to any reagent being transported to site. Clean TeQ will engage suitably qualified and experienced contractors for the transportation of reagents to site.

Prior to commissioning of the mine and processing facility a Transport of Hazardous Materials Study will be prepared in accordance with Condition 53(a), Schedule 3 of Development Consent DA 374-11-00. The study will cover the transport of hazardous materials, including details of the routes to be used.

In addition, a Safety Management System will be prepared for the Project by Clean TeQ in accordance with Condition 53(c), Schedule 3 of Development Consent DA 374-11-00. The Safety Management System will cover Project transport activities involving hazardous materials and include safety-related procedures, responsibilities and policies, along with details of mechanisms for ensuring adherence to procedures.

7.14 Road Occupancy Licence and Works Authorisation Deed

Prior to commencing any road upgrades for the Project, Clean TeQ will liaise with RMS' Field Traffic Manager to determine if a Road Occupancy Licence is needed.

Clean TeQ will seek to obtain a Works Authorisation Deed with the RMS prior to undertaking any works on Henry Parkes Way.

7.15 Compliance with and Enforcement of the Road Transport Protocol

Compliance with all approvals, plans and procedures will be the responsibility of all personnel (staff and contractors) employed on or in association with the Project.

The Clean TeQ Environmental Superintendent will undertake regular inspections, internal audits and initiate directions identifying any remediation/rectification work required, and areas of actual or potential non-compliance.

Clean TeQ will notify the Secretary of the NSW Department of Planning and Environment (DP&E) and any other relevant agencies including the relevant Council immediately after the authorised person becomes aware of the incident (as described in Section 13.1).. Within seven days of the date of the incident, Clean TeQ will provide the Secretary of the DP&E and any relevant agencies with a detailed report on the incident.

A review of Clean TeQ's compliance with all conditions of the Development Consent, mining leases and all other approvals and licences will be conducted prior to (and included within) each Annual Review. The Annual Review will be made publicly available on the Clean TeQ website.

8. PERFORMANCE MEASURES AND INDICATORS

Table 5 outlines the performance indicators that will be used to assess the performance of the Project during construction activities.

Monitoring that will be conducted to assess the performance indicators is also described in Table 5.

Table 5 – Performance Indicators – Construction

Performance Measure	Performance Indicator	Monitoring
Implement the Road Transport Protocol.	No non-vexatious complaints regarding Project-related driver behaviour.	Monitoring entries in the complaints register described in Section 13.2.
	No livestock losses attributable to Project traffic.	Monitoring and reporting will be undertaken in accordance with the incident reporting described in Section 13.1.
	No Clean TeQ employee or contractor driver fatigue.	Monitoring and reporting will be undertaken in accordance with the incident reporting described in Section 13.1.
	No unsafe interactions between school buses and Project-related heavy vehicles.	Monitoring and reporting will be undertaken in accordance with the incident reporting described in Section 13.1.
	No complaints associated with Project-related traffic numbers.	Monitoring entries in the complaints register described in Section 13.2.
	Temporary traffic controls are undertaken in accordance with Traffic Control Plan.	Monitoring of the implementation of Traffic Control Plans.

9. MONITORING

9.1 Monitoring of Products, Limestone and other Consumables Transported

As described in Section 1.1, the scope of this TMP is specifically related to the initial Project construction activities and therefore this TMP does not cover the transport of products, limestone and other consumables.

This TMP will be re-submitted and approved prior to the commencement of construction of the limestone quarry, rail siding and gas pipeline, as well as prior to the commencement of mining operations (Section 2).

Notwithstanding, in accordance with Condition 45, Schedule 3 of Development Consent DA 374-11-00, Clean TeQ will implement a material transport monitoring program during the operational phase of the Project.

9.2 Monitoring of Performance Indicators

Monitoring that will be conducted to assess the performance indicators is described in Table 5.

10. ROAD MAINTENANCE AND SAFETY

10.1 Road Safety Audit

Clean TeQ has a VPA with LSC, PSC and FSC. In accordance with the terms of the VPA, a road safety audit will be conducted prior to the commencement of commissioning of the limestone quarry and/or rail siding to determine appropriate road upgrade requirements for the operational phase of the Project.

The audit will aim to identify potential safety risks to road users, including identifying deficiencies or non-conformances along a route. The non-conformances are allocated a risk rating based on the likelihood and severity of a poor safety outcome. Clean TeQ will review all non-compliances and determine whether any action needs to be carried out. The proposed road safety audit locations are discussed further in Section 10.3.

10.2 Road Maintenance

Road maintenance contributions will be made to the relevant councils in accordance with the VPA and are to be used to maintain the following roads:

Parkes Shire Council

- **Middle Trundle Road [SR83]** (between Henry Parkes Way [MR61] and The Bogan Way [MR350]);
- **The Bogan Way [MR350]** (between Henry Parkes Way [MR61] and Fifield-Trundle Road [SR171]);
- **Fifield-Trundle Road [SR171]** (between The Bogan Way [MR350] and the Parkes Shire boundary);
- **Fifield Road [MR 57]** (between the Parkes Shire Boundary and The Bogan Way [MR350]);
- **The Bogan Way [MR350]** (between Fifield Road [MR57] and The McGrane Way [MR354]);
- **The McGrane Way [MR354]** (between The Bogan Way [MR350] and the Parkes Shire boundary); and
- **Scotson Lane** (between the rail siding access road and The Bogan Way [MR350]).

Lachlan Shire Council

- **Fifield Road [MR57]** (between Henry Parkes Way [MR61] and Slee St [in Fifield Village] and between Slee St [in Fifield Village] and Red Heart Road [SR41];
- **Platina Road [SR64]** (between the Lachlan Shire boundary and Fifield Road [MR57]);
- **Slee St [in Fifield Village]** (between Fifield Road [MR57] and Wilmatha Road [SR34]);
- **Wilmatha Road [SR34]** (between Slee St [in Fifield Village] and Mine Access Road);
- **Fifield Road [MR57]** (between Red Heart Road [SR41] and the Lachlan Shire Boundary);

Forbes Shire Council

- **North Condobolin Road** (between the borefields and Ootha-Mulguthrie Road);
- **Ootha-Mulguthrie Road** (between North Condobolin Road and Henry Parkes Way [MR61]);
- **Ootha-Ringwood Road** (between Henry Parkes Way [MR61] and Burkes Road);
- **Burkes Road** (between Ootha- Ringwood Road and Ootha North Road); and
- **Ootha North Road** (between Burkes Road and the Forbes Shire boundary).

Clean TeQ shall maintain Sunrise Lane (between the accommodation camp site access road and Wilmatha Road [SR34]), to the satisfaction of LSC, during the construction and operation phase of the mine and processing facility.

10.3 Road and Intersection Upgrades

Road and intersection upgrade contributions will be made to the LSC and PSC in accordance with the VPA. Figures 5, 6 and 7 show the locations of road and intersection upgrades, the extent of the road safety audit and the road maintenance contributions, in the LSC, PSC and FSC (road maintenance only) local government areas, respectively. The currently proposed road and intersection upgrades are as follows.

Prior to the commissioning of the Clean TeQ Sunrise Accommodation Camp, Clean TeQ shall pay for and require the completion of the upgrade of Sunrise Lane (between the Sunrise Accommodation Camp access road and Wilmatha Road [SR34]) to the following:

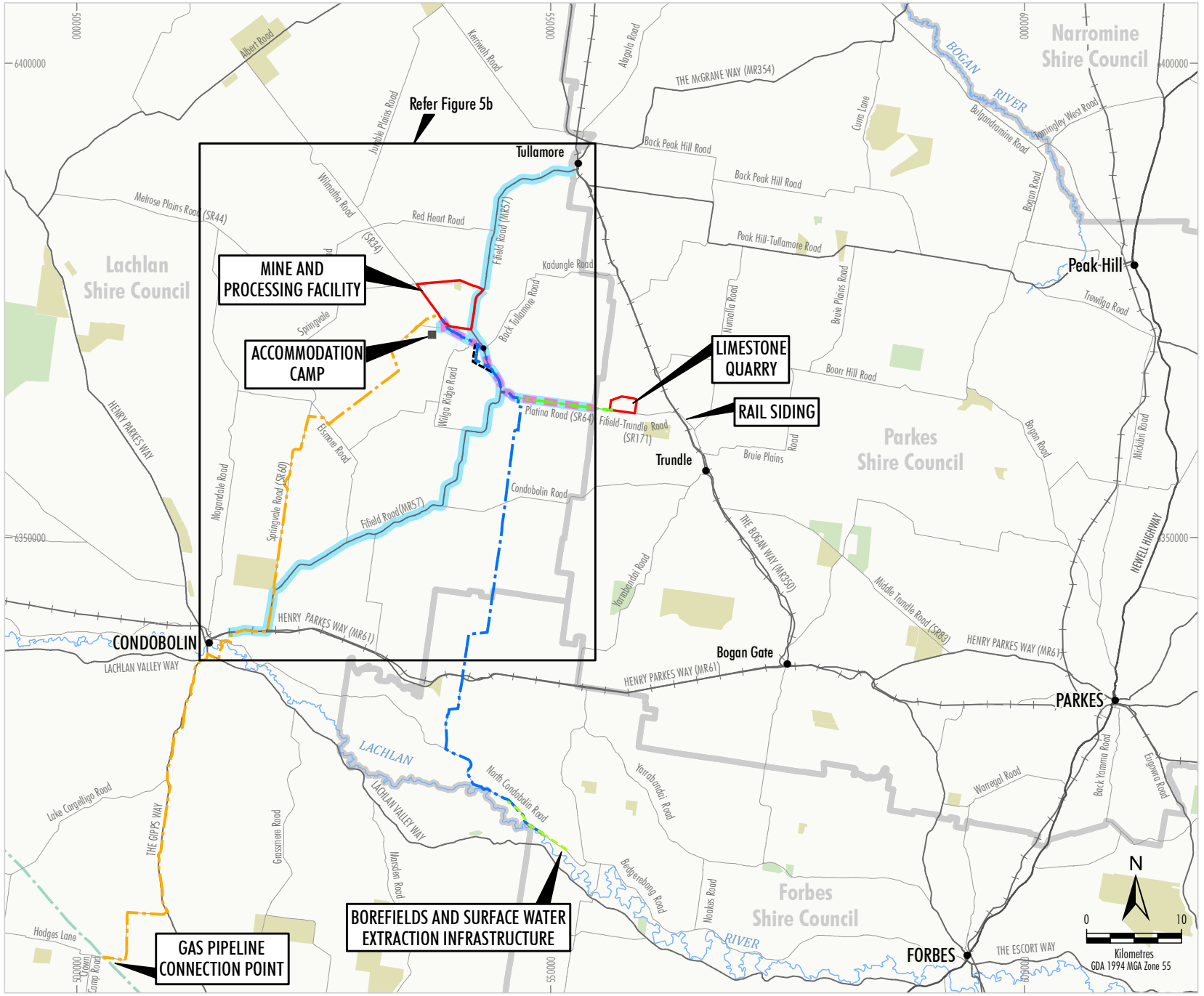
- *all weather unsealed surface for an operating speed standard of 80 km/h; and*
- *carriageway width of 9 m (equivalent to two 3.5 m lanes and two 1.0 m wide shoulders).*

Prior to the Commissioning of the Development (meaning the date on which the testing of the Mine Processing Facility to verify that it functions according to its design objectives and specifications is completed), Clean TeQ shall pay for and be responsible for the delivery of the following upgrades:

- *road pavement (8.0 m sealed pavement and 1.0 m gravel shoulders); and*
- *all private access roads (3.5 m sealed private access road approach and 3.0 m gravel shoulders along road 30 m either side of all private access roads).*

to the following roads:

- ***Platina Road [SR64]** (between the Lachlan Shire boundary and Fifield Road [MR57]);*
- ***Fifield Road [MR57]** (between Platina Road [SR64] and Slee St [in Fifield Village]);*
- ***Wilmatha Road [SR34]** (between Slee St [in Fifield Village] and the mine and processing facility access road); and*
- ***Fifield-Trundle Road [SR171]** (between The Bogan Way [MR350] and the Parkes Shire boundary).*



LEGEND

- National Park/Conservation Area
- State Forest
- Local Government Boundary
- Railway
- Mining Lease Boundary (ML)
- Existing Gas Pipeline
- Gas Pipeline
- Water Pipeline
- Limestone Quarry Water Pipeline
- Borefield Infrastructure Corridor
- Fifield Bypass
- Extent of Road Upgrade
- Extent of Road Safety Audit/ Extent of Road Maintenance

Source: Black Range Minerals (2000); NSW Department of Industry (2017); NSW Land and Property Information (2017); Office of Environment and Heritage NSW (2017)

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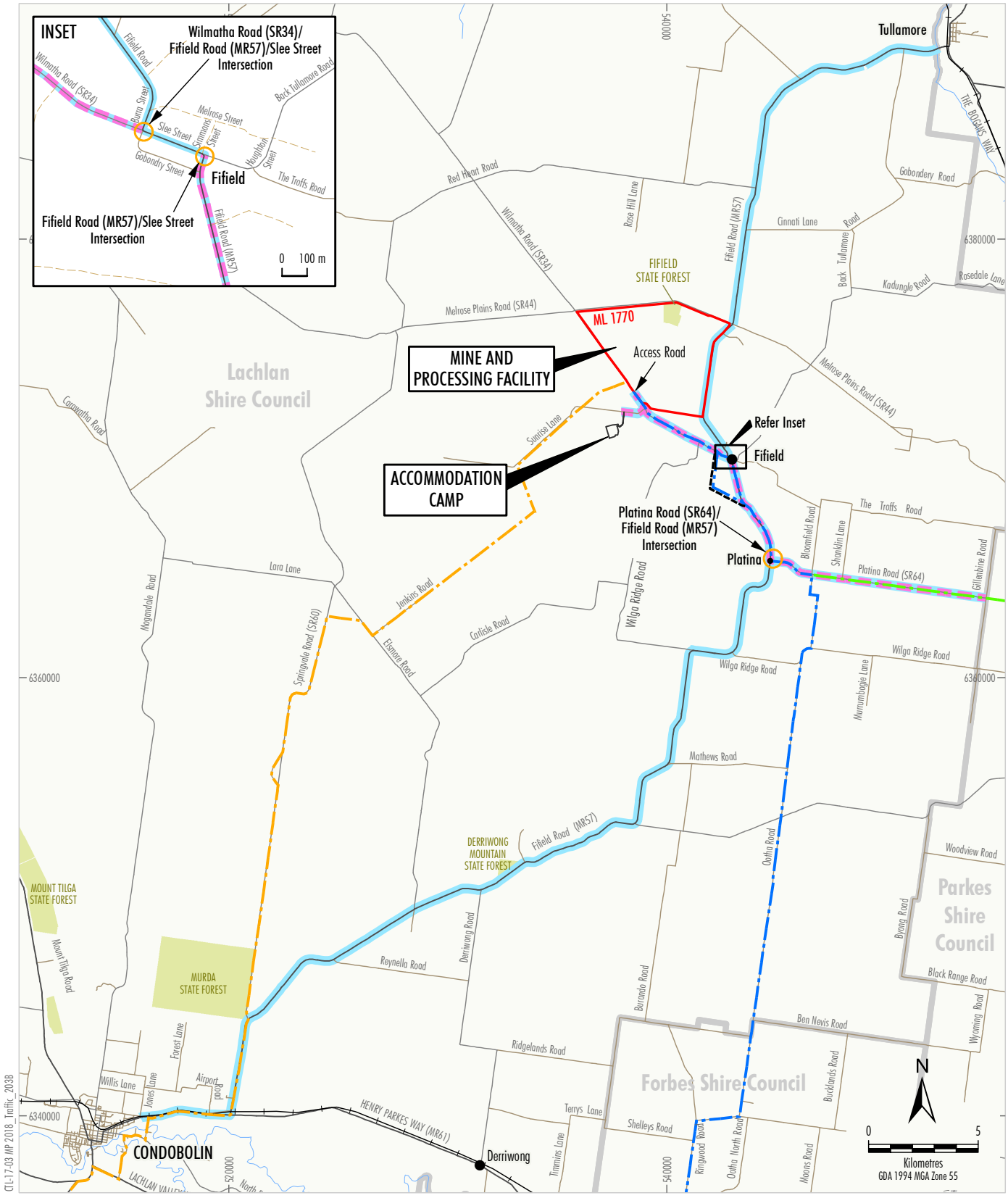
CLEAN TEQ SUNRISE PROJECT

Road Upgrades, Road Maintenance and Road Safety Audit - Lachlan Shire Council

Figure 5a

CTL-17-03 MP 2018_Traffic_202B



LEGEND

- State Forest
- Local Government Boundary
- Railway
- Mining Lease Boundary (ML)
- Gas Pipeline
- Water Pipeline
- Limestone Quarry Water Pipeline
- Fifield Bypass
- Extent of Road Upgrade
- Extent of Road Safety Audit/ Extent of Road Maintenance

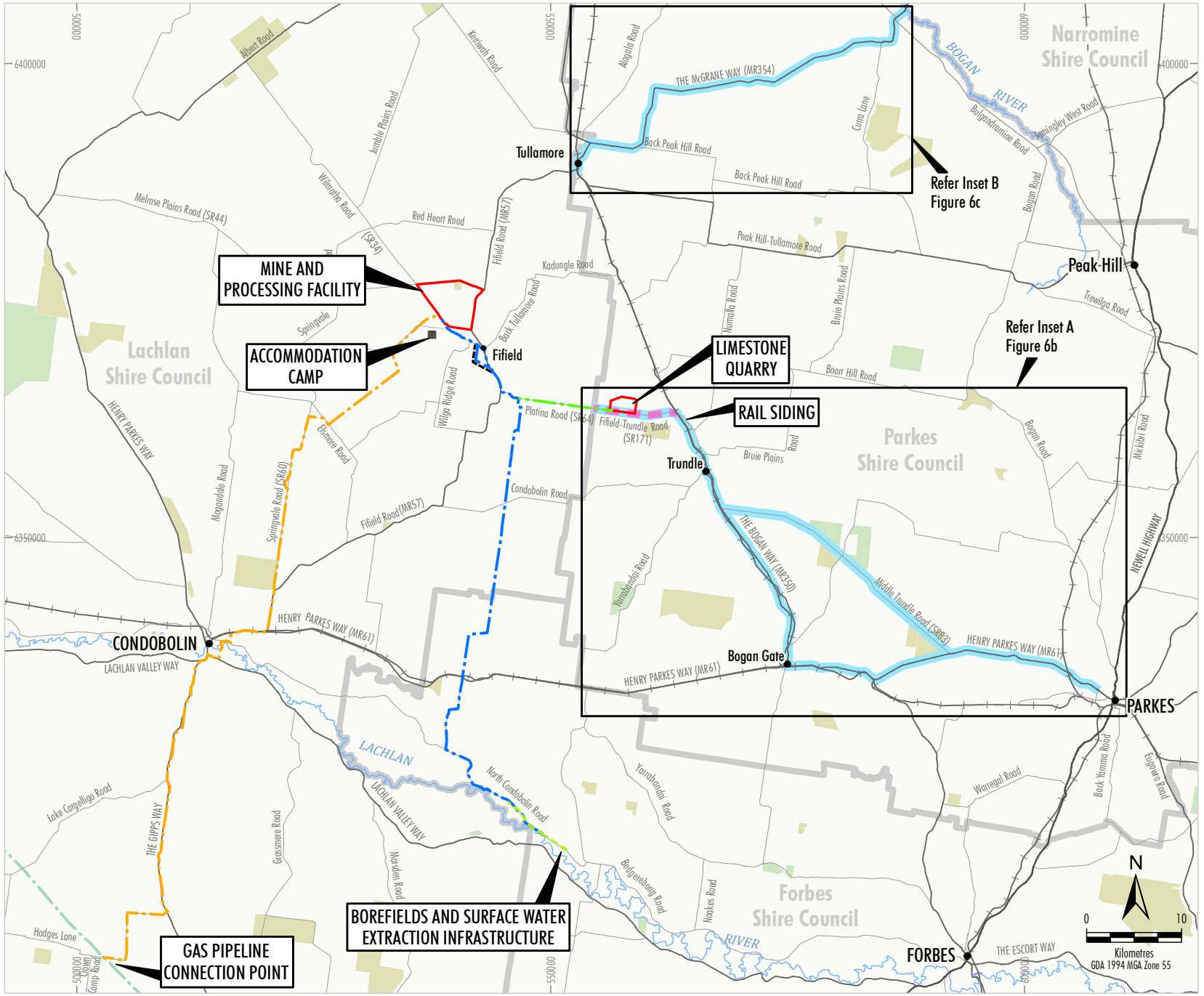
Source: Black Range Minerals (2000); NSW Department of Industry (2017); NSW Land & Property Information (2017)

CTL17-03 MP 2018_Traffic_203B

CLEAN TEQ SUNRISE PROJECT

Road Upgrades, Road Maintenance and Road Safety Audit - Lachlan Shire Council Inset

Figure 5b



LEGEND

- National Park/Conservation Area
- State Forest
- Local Government Boundary
- Railway
- Mining Lease Boundary (ML)
- Existing Gas Pipeline
- Gas Pipeline
- Water Pipeline
- Limestone Quarry Water Pipeline
- Borefield Infrastructure Corridor
- FifieldBypass
- Extent of Road Upgrade
- Extent of Road Safety Audit/ Extent of Road Maintenance

Source: Black Range Minerals (2000); NSW Department of Industry (2017); NSW Land and Property Information (2017); Office of Environment and Heritage NSW (2017)

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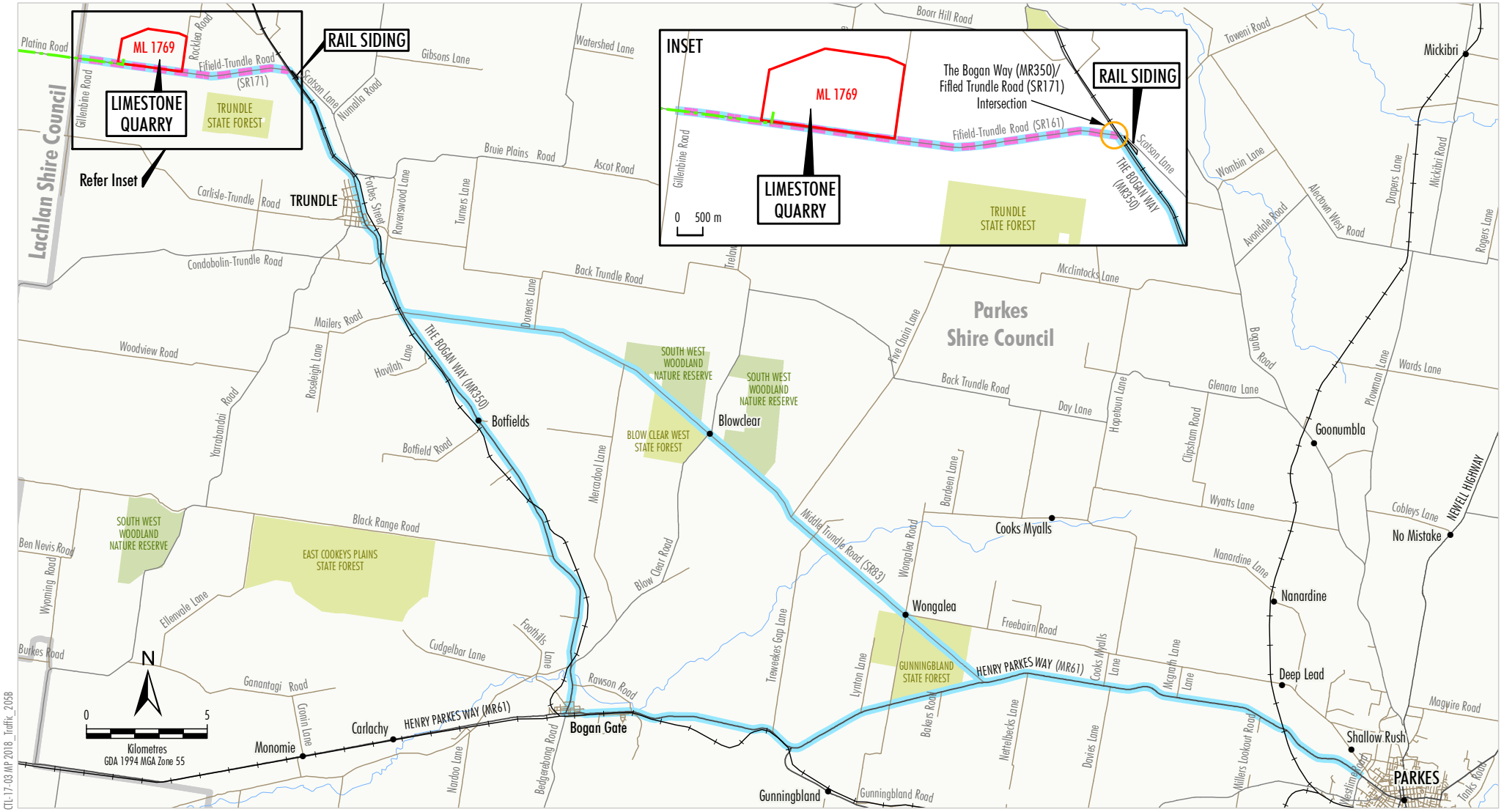
CLEAN TEQ SUNRISE PROJECT

Road Upgrades, Road Maintenance and Road Safety Audit - Parkes Shire Council

Figure 6a

CTL-17-03 MP 2018_Traffic_204B



LEGEND

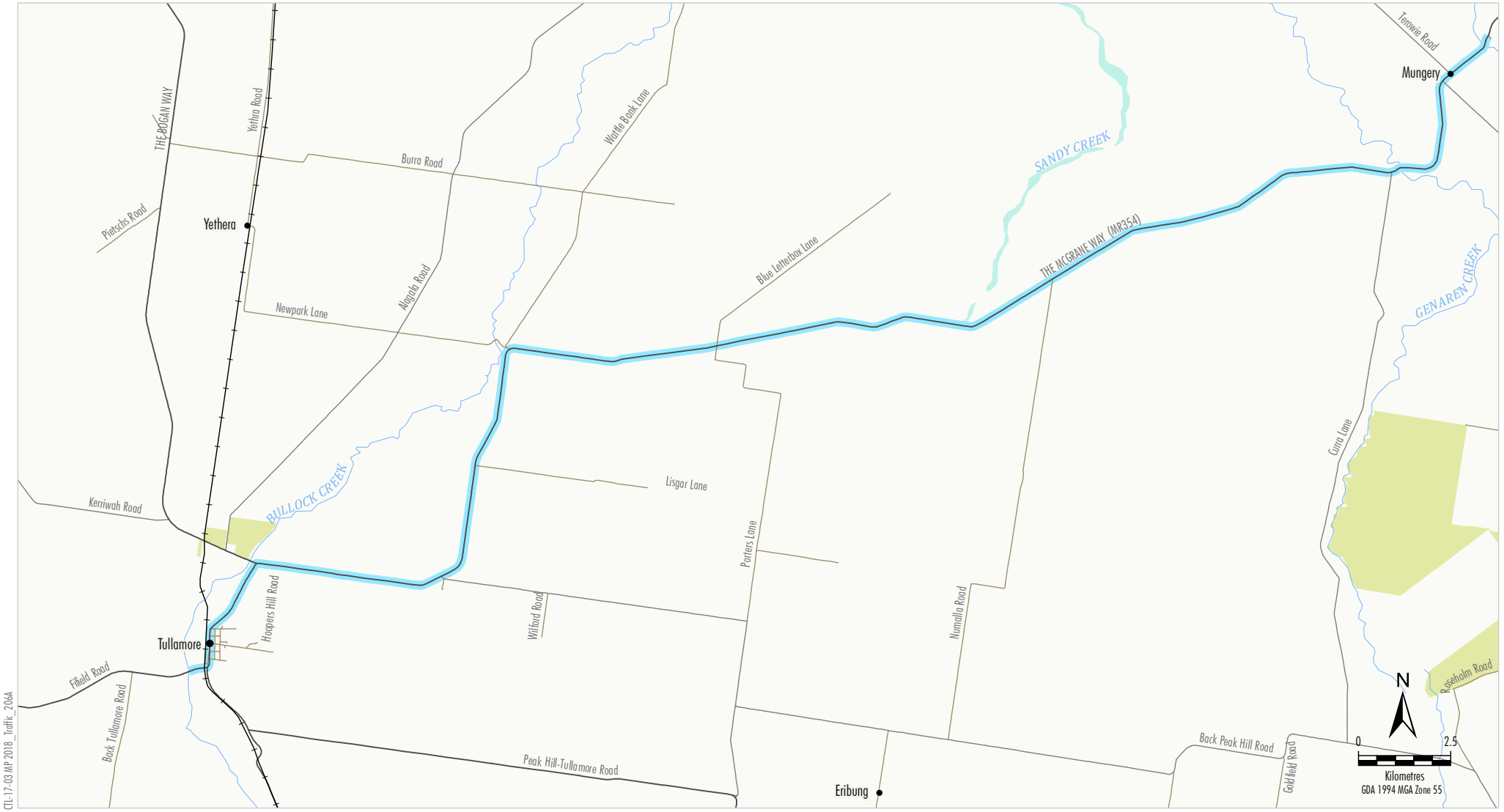
- National Park/Conservation Area
- State Forest
- Local Government Boundary
- Railway
- Mining Lease Boundary (ML)
- Limestone Quarry Water Pipeline
- Extent of Road Upgrade
- Extent of Road Safety Audit/ Extent of Road Maintenance

Source: Black Range Minerals (2000); NSW Department of Industry (2017); NSW Land & Property Information (2017)

CLEAN TEQ SUNRISE PROJECT

Road Upgrades, Road Maintenance and Road Safety Audit - Parkes Shire Council Inset A

Figure 6b



CTL-17-03 MP 2018_Traffic_206A

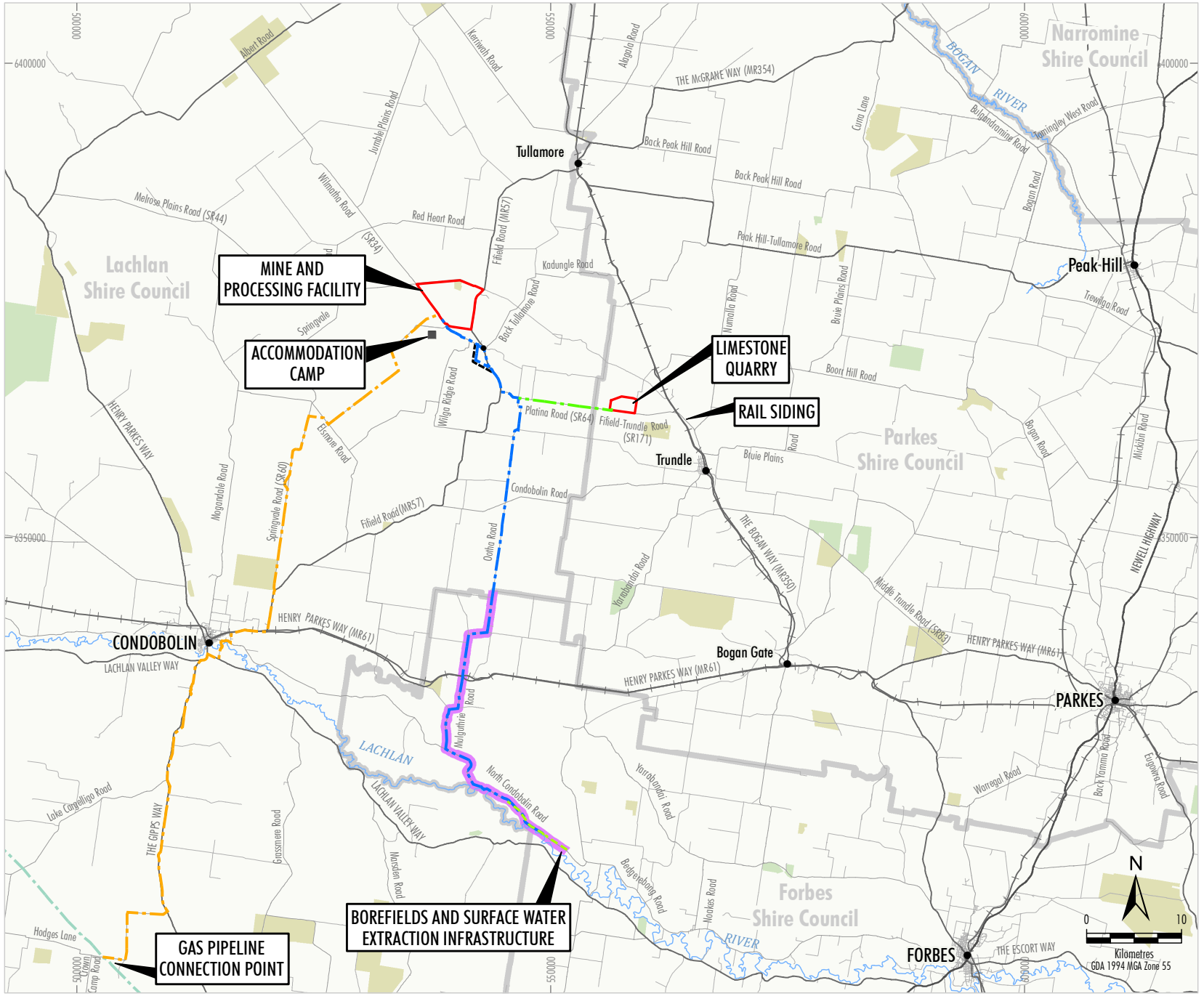
LEGEND
- State Forest
- Railway
- Extent of Road Safety Audit/ Extent of Road Maintenance

Source: Black Range Minerals (2000); NSW Department of Industry (2017); NSW Land & Property Information (2017)

CLEAN TEQ SUNRISE PROJECT

Road Upgrades, Road Maintenance and Road Safety Audit - Parkes Shire Council Inset B

Figure 6c



LEGEND

- National Park/Conservation Area
- State Forest
- Local Government Boundary
- Railway
- Mining Lease Boundary (ML)
- Existing Gas Pipeline
- Gas Pipeline
- Water Pipeline
- Limestone Quarry Water Pipeline
- Borefield Infrastructure Corridor
- Fifield Bypass
- Road Maintenance

Source: Black Range Minerals (2000); NSW Department of Industry (2017); NSW Land and Property Information (2017); Office of Environment and Heritage NSW (2017)

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Road Maintenance - Forbes Shire Council

Figure 7

CTL-17-03 MP 2018_Traffic_209A

Clean TeQ shall prepare a road construction programme detailing the work specifications. timing and scheduling of road upgrades required. The programme shall be prepared by Clean TeQ in consultation with the relevant Councils. The road upgrades shall be undertaken in accordance with the road construction programme unless otherwise agreed the relevant Councils.

Intersection Upgrades

Prior to the commissioning of the development (as defined in the VPA), Clean TeQ shall pay for the following intersection upgrades:

- ***Platina Road [SR64] /Fifield Road [MR57];***
- ***Fifield Road [MR57] /Slee Street [in Fifield Village];***
- ***Slee Street [in Fifield Village]/Wilmatha Road [SR34]/Fifield Road;***
- ***The Bogan Way [MR350] /Fifield Trundle Road [SR171] and Scotson Lane;***
- ***Henry Parkes Way [MR61] and Middle Trundle Road [SR83];***
- ***Henry Parkes Way [MR61] and The Bogan Way [MR350]; and***
- ***Sunrise Lane/Wilmatha Road [SR34] – remove the transition between the gravel and dirt surfaces while Wilmatha Road remains unsealed, then seal a minimum of 30 m of Sunrise Lane on the approach to the intersection once Wilmatha Road is sealed.***

Clean TeQ shall prepare a road construction programme detailing the work specifications, timing and scheduling of road intersections upgrades required. The programme shall be prepared by Clean TeQ in consultation with the relevant Councils. The intersection upgrades shall be undertaken in accordance with the road construction programme unless otherwise agreed by the relevant Councils.

Road Safety Audits

Prior to commissioning of the development, Clean TeQ shall pay for a road safety audit to determine road upgrade requirements on the following roads (including intersections and rail crossings):

- ***Henry Parkes Way [MR61]*** *(between Jones Lane [eastern outskirts of Condobolin] and Fifield Road [MR57]);*
- ***Fifield Road [MR57]*** *(between Henry Parkes Way [MR61] and Slee St [in Fifield Village] and between Slee St [in Fifield Village] and Red Heart Road [SR41]);*
- ***Platina Road [SR64]*** *(between the Lachlan Shire Boundary and Fifield Road [MR57]);*
- ***Slee St [in Fifield Village]*** *(between Fifield Road [MR57] and Wilmatha Road [SR34]);*
- ***Wilmatha Road [SR34]*** *(between Slee St [in Fifield Village] and Mine Access Road);*
- ***Fifield Road [MR57]*** *(between Red Heart Road [SR41] and the Lachlan Shire Boundary);*
- ***Henry Parkes Way [MR61]*** *(between Westlime Road [western outskirts of Parkes] and The Bogan Way* [North] *[MR350]);*
- ***Middle Trundle Road [SR83]*** *(between Henry Parkes Way [MR61] and The Bogan Way [MR350]);*
- ***The Bogan Way [MR350]*** *(between Henry Parkes Way [MR61] and Fifield Trundle Road [SR171]);*

- ***Fifield Road [MR 57]*** *(between the Parkes Shire Boundary and The Bogan Way [MR350]);*
- ***The Bogan Way [MR350]*** *(between Fifield Road [MR57] and The McGrane Way [MR354]);*
- ***Fifield-Trundle Road [SR171]*** *(between The Bogan Way [MR350] and the Parkes Shire boundary); and*
- ***The McGrane Way [MR354]*** *(between The Bogan Way [MR350] and the Parkes Shire Boundary).*

Prior to the commissioning of the development, Clean TeQ shall reach an agreement with the relevant Councils on funding and the timing of works as to any additional, specific road safety matters relevant to the Project as deemed necessary by the road safety audit.

10.4 Pedestrian Access Review

In consultation with PSC, Clean TeQ proposes to implement the recommendations of the Pedestrian Access Review (GTA Consultants, 2018) in Trundle:

- a modified kerb extension treatment near 61/63 Forbes Street;
- a modified kerb extension treatment between Croft Street and East Street;
- threshold treatments at the northern and southern entries to Trundle;
- speed reduction warning signs on the northern and southern approaches to Trundle; and
- audit of Project-related heavy vehicles and consultation with the Trundle community within 12 months of commencement of operations at the Project.

These will be implemented in consultation with PSC and included in the Road Upgrade and Maintenance Strategy.

11. CONTINGENCY PLAN

In the event a performance measure for the Project (detailed in Section 8) may not have been met or a performance indicator is considered to have been exceeded, Clean TeQ will implement the following Contingency Plan:

- The Clean TeQ Environmental Superintendent will report the incident in accordance with Section 13.1.
- Clean TeQ will apply adaptive management (Section 11.1).
- Clean TeQ will identify an appropriate course of action in consultation with the haulage contractor identified as being responsible for the exceedance. The course of action may include contingency measures such as, but not limited to, those described in Section 11.2.
- Clean TeQ will submit the proposed course of action to the DP&E for approval.
- Clean TeQ will implement the approved course of action to the satisfaction of the DP&E.

11.1 Adaptive Management

In accordance with Condition 3, Schedule 5 of Development Consent DA 374-11-00, Clean TeQ will assess and manage risks to comply with the criteria and/or performance measures outlined in Schedule 3 of Development Consent DA 374-11-00.

Where any exceedance of these criteria and/or performance measures occurs, at the earliest opportunity Clean TeQ will:

- take all reasonable and feasible measures to ensure that the exceedance ceases and does not recur;
- consider all reasonable and feasible options for remediation and submit a report to the DP&E describing these options and preferred remediation measures; and
- implement remediation measures as directed by the Secretary of the DP&E.

11.2 Specific Contingency Measures

Specific contingency measures for an exceedance of the performance measures specified in Section 8 may include:

- the conduct of additional monitoring (e.g. increase in monitoring frequency), which may inform further specific contingency measures;
- an audit of the transport management system, including existing transport management measures;
- the adoption of alternative haulage routes or schedules; and
- the provision of suitable compensation if warranted (e.g. in the event of loss of livestock due to Project-related traffic).

Clean TeQ will also implement any preferred contingency measures identified to address an incident (Section 13.1).

12. REVIEW AND IMPROVEMENT OF ENVIRONMENTAL PERFORMANCE

12.1 Annual Review

In accordance with Condition 5, Schedule 5 of Development Consent DA 374-11-00, Clean TeQ will review the environmental performance of the Project by the end of March each year (for the previous calendar year) to the satisfaction of the Secretary.

In relation to traffic and offsite project transportation management, the Annual Review will (where relevant):

- describe the development that was carried out in the past calendar year, and the development that is proposed to be carried out over the current calendar year;
- include a comprehensive review of the monitoring results and complaints records of the development over the past year, which includes a comparison of these results against the:
  - relevant statutory requirements, limits or performance measures/criteria;
  - monitoring results of previous years; and
  - relevant predictions in the Syerston Nickel Cobalt Project Environmental Impact Statement (Black Range Minerals, 2000) and subsequent environmental assessments;
- identify any non-compliance over the last year, and describe what actions were (or are being) taken to ensure compliance;
- identify any trends in the monitoring data over the life of the development;
- identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and
- describe what measures will be implemented over the next year to improve the environmental performance of the development.

12.2 Independent Environmental Audit

In accordance with Condition 10, Schedule 5 of Development Consent DA 374-11-00, an independent environmental audit of the Project will be conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary.

The independent environmental audit will assess the environmental performance of the Project and review the adequacy of this TMP. If necessary, appropriate measures or actions to improve the environmental performance of the Project or this TMP will be recommended.

An independent environmental audit will be conducted within one year of the commencement of the development under this consent, after 6 May 2017.

The independent environmental audit, and Clean TeQ's response to the recommendations in the audit, will be made publicly available on the Clean TeQ website, in accordance with Condition 12, Schedule 5 of Development Consent DA 374-11-00.

13. REPORTING PROTOCOL

In accordance with Condition 4(g), Schedule 5 of Development Consent DA 374-11-00, Clean TeQ has developed protocols for managing and reporting the following:

- incidents;
- complaints;
- non-compliances with statutory requirements; and
- exceedances of the impact assessment criteria and/or performance criteria.

These protocols are described in detail in Clean TeQ's Environmental Management Strategy.

In accordance with Condition 9, Schedule 5 of Development Consent DA 374-11-00, Clean TeQ will provide regular reporting on the environmental performance of the Project on the Clean TeQ website.

13.1 Incident Reporting

An incident is defined as a set of circumstances that causes or threatens to cause material harm to the environment and/or breaches or exceeds the limits or performance measures/criteria in Development Consent DA 374-11-00.

In the event that review of monitoring data or a complaint indicates an incident has occurred, the incident will be reported in accordance with Condition 8, Schedule 5 of Development Consent DA 374-11-00. Clean TeQ will notify the Secretary and any other relevant agencies including the relevant Council immediately after it becomes aware of the incident. Clean TeQ will also notify any affected landholders of any incident that has caused, or threatens to cause, material harm to the environment.

Within seven days of the date of the incident, Clean TeQ will provide the Secretary and any other relevant agencies with a detailed report on the incident and such further reports as may be requested. The report will:

- describe the date, time and nature of the exceedance/incident;
- identify the cause (or likely cause) of the exceedance/incident;
- describe what action has been taken to date; and
- describe reasonable and feasible options to address the incident and identify the preferred option to address the incident (Section 11.1).

13.2 Complaints

Clean TeQ will maintain a Community Complaints Line (tel: 1800 952 277) and email address (community@cleanteq.com) for the sole purpose of receiving community contacts and complaints. The Community Complaints Line number will be available on the website and included in Clean TeQ's advertising and community communication tools. The Community Complaints line will be staffed 24 hours a day, seven days a week during construction and operations. Clean TeQ will respond to callers on the next business day. If the issue is urgent a member of the leadership team will be contacted immediately.

Clean TeQ has developed a procedure that outlines its commitment to receiving, resolving and recording complaints received from the community. Detailed records of each complaint resolution are kept in Clean TeQ's record management systems.

Complaints will be investigated within 24 hours of receipt. The cause of the complaint will be analysed and actions to resolve the complaint taken as soon as possible. In complex cases where resolution will take more than 48 hours, Clean TeQ will commit to update the community member regularly until the complaint is resolved.

In accordance with Condition 12(a), Schedule 5 of Development Consent DA 374-11-00, a complaints register will be made available on the Clean TeQ website and updated monthly.

13.3 Non-Compliances with Statutory Requirements

A protocol for managing and reporting non-compliances with statutory requirements has been developed as a component of Clean TeQ's Environmental Management Strategy and is described below.

Compliance with all approvals plans and procedures is the responsibility of all personnel (staff and contractors) employed on or in association Clean TeQ and the Project.

The Clean TeQ Environmental Superintendent will undertake regular inspections, internal audits and initiate directions identifying any remediation/rectification work required, and areas of actual or potential non-compliance.

As described in Section 13.1, Clean TeQ will report incidents in accordance with Condition 8, Schedule 5 of Development Consent DA 374-11-00 and in accordance with the protocol for industry notification of pollution incidents under Part 5.7 of the POEO Act. Clean TeQ will notify the Secretary and any other relevant agencies including the relevant Council immediately after the authorised person becomes aware of the incident which causes or threatens to cause material harm to the environment.

Within seven days of the date of the incident, Clean TeQ will provide the Secretary and any other relevant agencies with a detailed report on the incident and such further reports as may be requested.

A review of compliance with all conditions in Development Consent DA 374-11-00, Mining Lease 1770 and all other approvals and licences will be undertaken prior to (and included within) each Annual Review (Section 12.1).

Additionally, in accordance with Condition 10, Schedule 5 of Development Consent DA 374-11-00, an independent environmental audit (Section 12.2) will be conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary to assess whether Clean TeQ is complying with the requirements in Development Consent DA 374-11-00, and any other relevant approvals, EPLs, and/or mining leases.

14. REFERENCES

Austroads (2013) *Guide to Traffic Management Part 3: Traffic Studies and Analysis*.

Black Range Minerals (2000) *Syerston Project Environmental Impact Statement*. October 2000.

Crossroads Civil Design (2014) *Route Investigation Report Freight Route Investigation MR350 'The Bogan Way' from Tullamore to Forbes Shire Boundary*.

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National Transport Commission (2007) *Guidelines for Managing Heavy Vehicle Driver Fatigue.*

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NSW Roads and Maritime Services (2017) *Heavy Vehicle Operations – Chain of Responsibility. Website:* http://www.rms.nsw.gov.au/safety/work-health-safety/documents/procedure-pn066p32.pdf Accessed: February 2019.

NSW Roads and Maritime Services (2018a) *Traffic Control at Work Sites. Website:* https://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/traffic-control-at-worksites-manual.pdf Accessed: January 2019.

NSW Roads & Maritime Services (2018b) *Oversize and/or Overmass (OSOM) Vehicles and loads. Website:* https://www.rms.nsw.gov.au/business-industry/heavy-vehicles/road-access/restricted-access-vehicles/oversize-overmass/index.html Accessed: August 2018.