



**sunrise**  
energy metals

# Sunrise Project

## Traffic Management Plan



April 202



SUNRISE PROJECT

TRAFFIC MANAGEMENT PLAN

REVISION 2



13 APRIL 2023  
Project No. CTL-17-03  
2020-CTEQ-0000-66AA-0032

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## 1. INTRODUCTION

The 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;
- borefield, 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).

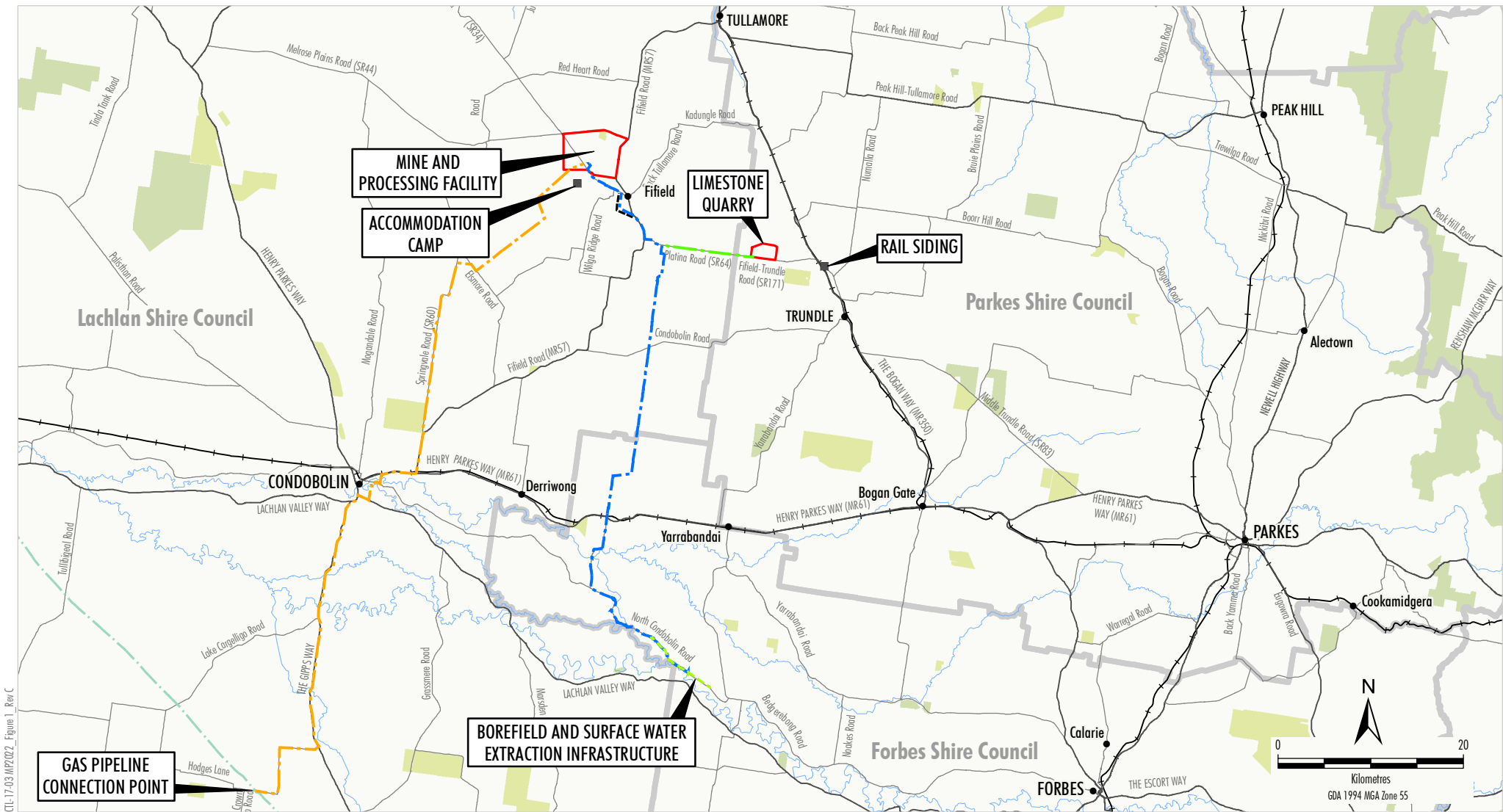
SRL Ops Pty Ltd owns the rights to develop the Project. SRL Ops Pty Ltd is a wholly owned subsidiary of Sunrise Energy Metals Limited (SEM)<sup>1</sup>.

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. Seven 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 borefield;
- 2017 – to allow for the production of scandium oxide;
- 2017 – to amend hazard study requirements;
- 2018 – to relocate the accommodation camp;
- 2018 – to implement opportunities to improve the overall efficiency of the Project; and
- 2022 – to implement changes to optimise the construction and operation of the Project.

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<sup>1</sup> SEM was previously Clean TeQ Holdings Limited (Clean TeQ).



CLT-17-03 MIP2022\_Figure 1\_Rev C



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

Source: Sunrise Energy Metals (2021); Clean TeQ (2017, 2018, 2020);  
Black Range Minerals (2000); NSW Spatial Services (2022)

  
**SUNRISE PROJECT**  
 Regional Location

**Figure 1**



## 1.1 PURPOSE AND SCOPE

This Traffic Management Plan (TMP) has been prepared by SEM 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**

<b>Development Consent DA 374-11-00 Schedule 3</b>	<b>Section Where Addressed in this TMP</b>
<b><i>Traffic Management Plan</i></b>	
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 Planning Secretary. This plan must include:	This TMP
a) details of all approved transport routes, traffic types and traffic numbers to be used for development-related traffic;	Sections 4.1, 4.2 and 5
a1) a program to monitor compliance with the approved transport routes, traffic types and traffic numbers associated with the development including the use of shuttle buses to demonstrate consistency with the EIS assumptions on construction and operational workforce travel to and from the site,	Section 9.2
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: <ul style="list-style-type: none"> <li>minimise traffic safety issues and disruption to local users of the transport route/s during construction and decommissioning of the development, including: <ul style="list-style-type: none"> <li>temporary traffic controls, including detours and signage;</li> <li>notifying the local community about development-related traffic impacts; and</li> <li>a traffic management system for managing over-dimensional vehicles;</li> <li>operate shuttle bus services to transport employees to and from Parkes, Forbes and Condobolin to the mine; and</li> <li>minimise the number of heavy vehicle movements required to transport limestone and other materials and products to and from the mine, as far as practicable</li> </ul> </li> </ul>	Section 6



**Table 1 (Continued)**  
**Specific Development Consent Conditions**

Development Consent DA 374-11-00 Schedule 3	Section Where Addressed in this TMP
<p>e) a Road Transport Protocol for all drivers transporting materials to and from the site with measures to:</p> <ul style="list-style-type: none"> <li>• ensure drivers adhere to the designated transport routes;</li> <li>• verify that these heavy vehicles are completely covered whilst in transit;</li> <li>• co-ordinate the staggering of heavy vehicle departures to minimise impacts on the road network, where practicable;</li> <li>• minimise disruption to school bus timetables and rail services;</li> <li>• ensure travelling stock access and right of way to the adjacent travelling stock route;</li> <li>• 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;</li> <li>• manage worker fatigue during trips to and from the site;</li> <li>• manage appropriate driver behaviour including adherence to speed limits, safe overtaking and maintaining appropriate distances between vehicles (i.e. a Driver Code of Conduct);</li> <li>• inform drivers of relevant drug and alcohol policies;</li> <li>• regularly inspect vehicles maintenance and safety records;</li> <li>• implement contingency procedures when the transport route is disrupted (e.g. flood events and other emergencies);</li> <li>• respond to emergencies;</li> <li>• transport processing reagents safely;</li> <li>• minimise disruption to community events and festivals, in consultation with event organisers;</li> <li>• 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</li> <li>• ensure compliance with and enforcement of the protocol.</li> </ul>	<p align="center">Section 7.1</p> <p align="center">Section 7.2</p> <p align="center">Section 7.3</p> <p align="center">Section 7.11 and 7.4 Section 7.5</p> <p align="center">Section 7.11.2</p> <p align="center">Section 7.6 Section 7.8</p> <p align="center">Section 7.9 Section 7.10 Section 7.12</p> <p align="center">Section 7.13 Section 7.14 Section 6.6</p> <p align="center">Section 6.5</p> <p align="center">Section 7.16</p>
46. The Applicant must implement the approved Traffic Management Plan for the development.	Section 3.1.1

On 5 July 2018, the Planning 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 (Attachment 3). 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);

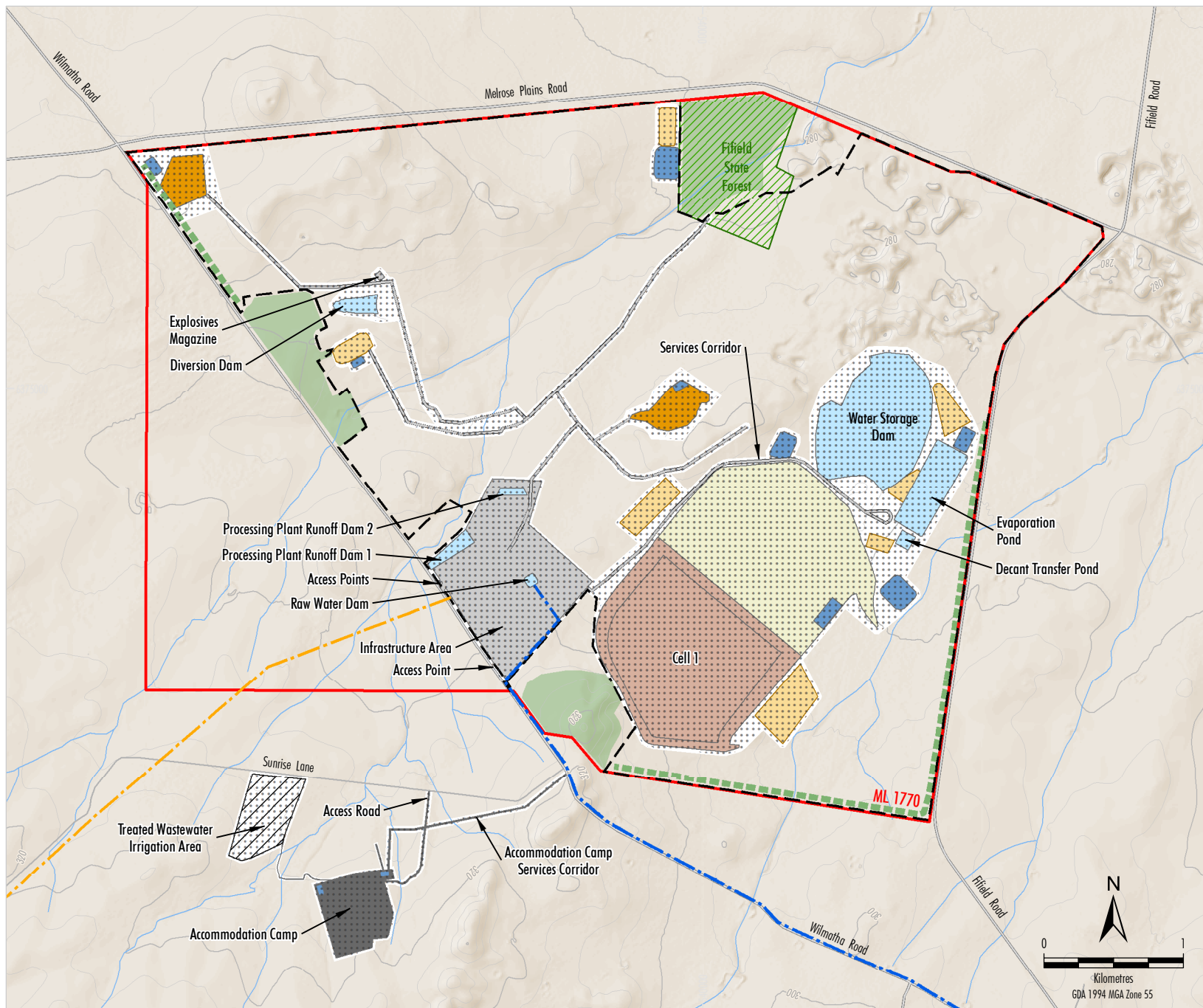
- construction of the mine infrastructure area including the offices, workshops, warehouse, laboratory and amenities buildings, fuel storage areas, potable water treatment plant and car parking facilities;
- construction of the tailings storage facility and evaporation pond;
- construction of water management 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 borefield, surface water extraction infrastructure and water pipeline; and
- road upgrades.

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



**LEGEND**

- State Forest
- Mining Lease Boundary (ML)
- Approved Surface Development Area
- Initial Construction Activities
- Processing Facility
- Tailings Storage Facility
- Topsoil Stockpile
- Accommodation Camp
- Water Storage
- Sediment Dam
- Laydown Area
- Borrow Pit
- Vegetation Screening
- Existing Open Woodland to be Maintained
- Gas Pipeline
- Water Pipeline

Source: Sunrise Energy Metals (2021); Clean TeQ (2017, 2018, 2020); Black Range Minerals (2000); NSW Spatial Services (2022)

## 2. TRAFFIC MANAGEMENT PLAN REVIEW AND UPDATE

The previous version of the TMP was provided to Transport for NSW (TfNSW) (formerly 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 were addressed in the previous version of the TMP.

This TMP has been updated to include minor revisions and to reflect the determination of Modification 7. This TMP was provided to TfNSW, LSC, FSC and PSC for the purposes of consultation in accordance with Condition 45, Schedule 3 of Development Consent DA 374-11-00. Comments were received from TfNSW on 28 June 2022, which were addressed in this TMP. LSC, FSC and PSC reviewed the TMP and indicated that they had no comments on the TMP.

Consistent with the Planning Secretary's approval for the progressive submission of environmental management plans on 5 July 2018, this TMP, the scope of which will cover the initial Project construction activities, will be re-submitted for approval 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 Planning 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 Planning Secretary will be advised of the outcomes of the review and any revised documents submitted to the Planning Secretary for approval.

If agreed with the Planning 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 SEM website, in accordance with Condition 12, Schedule 5 of Development Consent DA 374-11-00.

### 3. STATUTORY OBLIGATIONS

SEM'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. In accordance with Condition 46, Schedule 3 of Development Consent DA 374-11-00, SEM will implement this TMP.

In addition, specific traffic related requirements in Development Consent DA 374-11-00 are provided in Attachment 1.

##### 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 Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans. Other general Development Consent DA 374-11-00 requirements relevant to the preparation of this TMP are provided in Attachment 2.

**Table 2**  
**Management Plan (General) Requirements**

Schedule 5, Development Consent DA 374-11-00	TMP Section
<b>Management Plan Requirements</b>	
4. <i>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:</i>	-
a) <i>detailed baseline data;</i>	Section 4
b) <i>a description of:</i>	Section 3
<ul style="list-style-type: none"> <li>• <i>the relevant statutory requirements (including any relevant approval, licence or lease conditions);</i></li> </ul>	
<ul style="list-style-type: none"> <li>• <i>any relevant limits or performance measures/criteria;</i></li> </ul>	Section 8



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

<b>Schedule 5, Development Consent DA 374-11-00</b>	<b>TMP Section</b>
<ul style="list-style-type: none"> <li>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;</li> </ul>	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: <ul style="list-style-type: none"> <li>impacts and environmental performance of the development;</li> <li>effectiveness of any management measures (see c above);</li> </ul>	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: <ul style="list-style-type: none"> <li>incidents;</li> <li>complaints;</li> <li>non-compliances with statutory requirements; and</li> <li>exceedances of the impact assessment criteria and/or performance criteria; and</li> </ul>	Section 13.1 Section 13.2 Section 13.3 Sections 11 and 12
h) a protocol for periodic review of the plan. <i>Note: The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.</i>	Section 2

### 3.1.3 Other Relevant Requirements

Condition 43, Schedule 3 of Development Consent DA 374-11-00 requires SEM to prepare a Road Upgrade and Maintenance Strategy in consultation with TfNSW, LSC, PSC and FSC and to the satisfaction of the Planning 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 (2020-CTEQ-1220-41PA-0001 dated 27 March 2019) was prepared as a separate document to this TMP and approved by the Planning Secretary on 14 November 2022.

Notwithstanding the above, roads requiring maintenance and relevant road and intersection upgrades are detailed in Section 10.2 and Section 10.3 respectively.

## 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*.
- Rehabilitation Management Plan prepared under the NSW *Mining Act 1992*.

- Environmental Protection Licence (EPL) 21146 issued the NSW *Protection of the Environment Operations Act 1997* (POEO Act).
- Water supply works, water use approvals and water access licences (WALs) issued under the NSW *Water Management Act 2000* including:
  - Water Supply Works Approval 70CA614098 for the Project borefield.
  - Water Supply Works Approval 70WA617095 for the surface water extraction infrastructure and water pipeline.
  - 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 Alluvial Groundwater Sources 2020*.
  - 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 Alluvial Groundwater Sources 2020*.
  - 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 2020*.
  - 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 under the NSW *National Parks and Wildlife Act 1974*.
- Mining and workplace health and safety related approvals.
- Consent and concurrence under the NSW *Roads Act 1993*.
- A Works Authorisation Deed between SEM and TfNSW to undertake works on relevant roads and Road Occupancy Licence if required.
- Heavy Vehicle Authorisation Permit 119039v3 issued by the National Heavy Vehicle Regulator under the *Heavy Vehicle National Law Act 2012*.
- Crown Land Licences issued under the *Crown Land Management Act 2016*.

### 3.3 OTHER LEGISLATION

SEM 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.
- Scotson Lane – a local unsealed road extending between The Bogan Way near Fifield-Trundle Road and Numalla Road.
- 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 Kadungla 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.

**Scotson Lane** is a local unsealed road extending between The Bogan Way near Fifield-Trundle Road and Numalla Road, crossing the Bogan Gate Tottenham Railway at a passive level crossing. Its intersection with The Bogan Way is slightly offset to the south from the intersection of Fifield-Trundle Road with The Bogan Way.

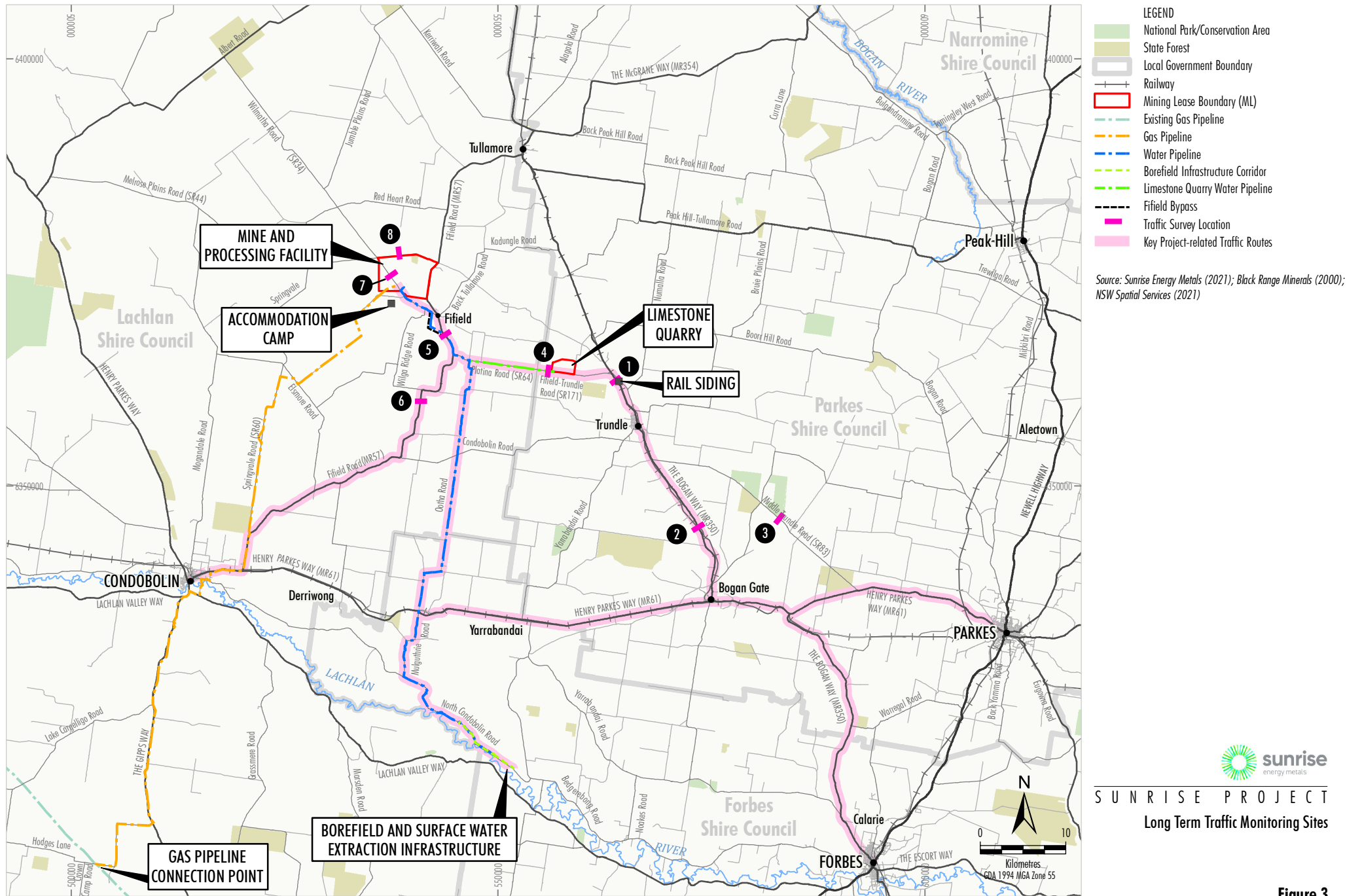


Figure 3

**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** will 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** 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, Burra Street, Gobondry Street, Fifield Bypass<sup>2</sup> and Wilmatha Road. These are local streets and 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 TfNSW website provides information on the enforceable network for all Restricted Access Vehicles (RAV) operating at General Mass Limits (GML) 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);
  - Higher Mass Limits (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).

<sup>2</sup> The Fifield Bypass is mainly located on SEM-owned land.

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 Annual Average Daily Traffic Volumes**

Site <sup>1</sup>	Location	2017			2018		
		Light	Heavy	Total	Light	Heavy	Total
1	The Bogan Way between Trundle and Fifield-Trundle Road	329	76	405	332	51	383
2	The Bogan Way between Bogan Gate and Middle Trundle Road	291	86	377	285	43	328
3	Middle Trundle Road between The Bogan Way and Henry Parkes Way	170	30	200	243	19	262
4	Platina Road/Fifield-Trundle Road between The Bogan Way and Fifield Road	66	15	81	61	6	67
5	Fifield Road between Slee Street and Platina Road	200	95	295	187	148	335
6	Fifield Road between Platina Road and Springvale Road	139	99	238	147	150	297
7	Wilmatha Road north of Sunrise Lane	14	4	18	15	5	20
8	Melrose Plains Road between Fifield Road and Wilmatha Road	9	4	13	7	2	9

Source: TTPP (2021).

<sup>1</sup> Refer to Figure 3 for locations.

Traffic volumes are generally low and the proportion of heavy vehicles varies from low (7%) to relatively high (51%) (TTPP, 2021).

There are no intersection operation capacity concerns in the vicinity of the Project (TTPP, 2021).

Further detail is provided in *Project Execution Plan Modification Road Transport Assessment* (TTPP, 2021).

### 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 UGL Regional Linx.

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 (TTPP, 2021):

- Henry Parkes Way approximately 5 km west of Parkes on the OBH railway line (active level crossing);
- Henry Parkes Way in Bogan Gate on the BGT railway line (Give Way signs);
- Three level crossings on The Bogan Way between Bogan Gate and Trundle on the BGT railway line (Give Way signs);
- The Bogan Way south of Henry Parkes Way at Gunningbland on the OBH railway line (active level crossing);
- Fifield Road in Tullamore on the BGT railway line (Give Way signs);
- Scotson Lane near The Bogan Way on the BGT railway line (Give Way signs); and
- Fifield Road north of its intersection with Henry Parkes Way on the OBH railway line (active level crossing).



## 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:

<b>Activity</b>	<b>Operating Hours</b>
<ul style="list-style-type: none"> <li>• Construction of the:               <ul style="list-style-type: none"> <li>– gas pipeline;</li> <li>– water pipeline and borefields;</li> <li>– rail siding;</li> <li>– accommodation camp; and</li> <li>– road upgrades</li> </ul> </li> <li>• Construction materials haulage along the transport route</li> </ul>	<ul style="list-style-type: none"> <li>• 7 am to 6 pm, Monday to Sunday</li> </ul>
<ul style="list-style-type: none"> <li>• All quarrying operations (excluding truck loading on the limestone quarry site)</li> </ul>	<ul style="list-style-type: none"> <li>• 7 am to 5 pm, Monday to Sunday</li> </ul>

*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, rail siding, borefield, surface water extraction infrastructure, water pipeline and road upgrades and are anticipated to last approximately three years.

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

- shuttle buses travelling to and from the mine site and accommodation camp for the majority of the workforce (Section 6);
- light vehicles travelling to and from the mine site and accommodation camp for select employees and visitors;
- delivery of construction materials to the mine site, accommodation camp, borefield, 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.

Daily traffic movements associated with the mine and processing facility during the construction phase will peak at approximately 308 movements/day (excluding movements between the mine and processing facility and accommodation camp). A summary of the forecast Project traffic numbers on the road network during the construction phase is provided in Table 4.

**Table 4**  
**Project Construction Phase Traffic**

Location	Daily (movements per day)			
	Light Vehicles	Buses	Heavy Vehicles	Total Vehicles
Fifield Road Fifield to Tullamore	18	0	6	24
Fifield Road Fifield to Platina Road	158	26	100	284
Fifield Road Platina Road to Henry Parkes Way	52	4	24	80
Fifield-Trundle Road Platina Road to Limestone Quarry	118	22	88	228
Fifield-Trundle Road Limestone Quarry to The Bogan Way	118	22	86	226
Henry Parkes Way Condobolin to Fifield Road	50	4	24	78
Henry Parkes Way Fifield Road to Ootha	2	0	0	2
Henry Parkes Way Bogan Gate to Gunningbland	16	4	70	90
Henry Parkes Way Middle Trundle Road to Parkes	96	14	78	188
Middle Trundle Road	96	14	8	118
Platina Road	118	22	88	228
Scotson Lane The Bogan Way to Rail Siding	4	4	16	24
Sunrise Lane Wilmatha Road to Camp Access	204	70	4	278
The Bogan Way Fifield-Trundle Road to Trundle	118	18	78	214
The Bogan Way Trundle to Middle Trundle Road	114	18	78	210
The Bogan Way Middle Trundle Road to Bogan Gate	18	4	70	92
The Bogan Way Henry Parkes Way to Forbes	16	4	0	20
The McGrane Way Tullamore to Narromine	8	0	6	14
Wilmatha Road Fifield Road to Sunrise Lane	176	26	106	308
Wilmatha Road Sunrise Lane to mine and processing facility	76	72	102	250

Source: TTPP (2021).

### **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, SEM will minimise the number heavy vehicles movements associated with the transport of limestone and other materials and products to and from the mine site as far as practicable.

## **6. TRAFFIC MANAGEMENT MEASURES DURING CONSTRUCTION**

### **6.1 TEMPORARY TRAFFIC CONTROLS**

SEM will liaise with the relevant councils, and where necessary the TfNSW, 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, SEM will prepare Traffic Control Plans specific to each construction site (including construction of the borefield and surface water extraction infrastructure, water pipeline and road upgrades) generally in accordance with TfNSW's *Traffic Control at Work Sites* (TfNSW, 2022).

### **6.2 NOTIFICATIONS OF RELEVANT STAKEHOLDERS**

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

SEM 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**

SEM will liaise with the National Heavy Vehicle Regulator, TfNSW 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 TfNSW's *Oversize and/or overmass (OSOM) vehicles and loads* requirements (RMS, 2018), 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 a TfNSW 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 planned routes;
  - traffic management arrangements;

- stakeholder and community consultations; and
- Rail Infrastructure Manager approval.

#### **6.4 SHUTTLE BUS SERVICES**

SEM will operate shuttle buses to transport the majority of employees to and from the mine site during the construction phase 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.

#### **6.5 ROAD TRAFFIC NOISE**

SEM 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 the construction phase 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.

SEM will take all reasonable steps to minimise road traffic noise associated with the development.

Noise management and control measures associated with construction activities are described in the Noise Management Plan in accordance with Conditions 9 and 10, Schedule 3 of Development Consent DA 374-11-00.

## **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), SEM 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.

## **6.7 MINIMISATION OF HEAVY VEHICLE MOVEMENTS**

SEM will implement the following traffic measures to minimise the number of heavy vehicle movements to and from the mine site during construction, as far as practicable:

- schedule construction material requirements so that materials can be delivered in larger quantities (i.e. smaller number of larger loads rather than a larger number of smaller loads);
- combine deliveries from similar sources; and
- operate high capacity trucks to transport materials to and from the site.

## **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).

SEM 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).

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. SEM will liaise with UGL Regional Linx to determine when trains will commence and cease use of the BGT line each year.

Prior to the commencement of Project construction, SEM will notify UGL Regional Linx of the planned Project construction commencement date. UGL Regional Linx will be advised of planned timing of construction activities and contact details of a SEM 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.



In addition, the Project may include upgrades to the BGT railway line (e.g. loading siding at the rail siding) that may disrupt operations on the BGT railway line. The design and construction of any rail upgrades will be undertaken in accordance with the requirements of UGL Regional Linx to minimise disruption to its operations.

SEM will consult with TfNSW and UGL Regional Linx regarding relevant secondary approval requirements and obtain necessary secondary approvals for any rail upgrades.

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, SEM 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 planned transport routes, planned timing of construction activities and contact details of a SEM representative.

Prior to the commencement of the transport of limestone to the mine site or materials from the rail siding, SEM 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 SEM 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 SEM if they have obtained a permit for use of a Travelling Stock Reserve along the key Project-related traffic routes.

Once SEM has been notified of an intended stock movement or use of a Travelling Stock Reserve, SEM will advise all Project-related heavy vehicle drivers of the potential stock interaction. SEM 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.

SEM 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 5 describes the specific management measures that will be implemented.

**Table 5**  
**Specific Stock Movement Management Measures**

<b>Landowner</b>	<b>Management Measure</b>
All Landowners Between the Rail Siding and Mine Site	<ul style="list-style-type: none"> <li>SEM 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.</li> <li>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.</li> </ul>

Notwithstanding the above, in the event of any livestock losses attributable to Project traffic or other Project activities, SEM 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, SEM will liaise with landholders regarding machinery movements during sowing/harvest. In the event landholders notify SEM of the intent to move machinery, SEM will inform Project-related heavy vehicle drivers using the affected routes.

## **7.6 FATIGUE MANAGEMENT**

### ***Employees***

SEM will operate shuttle buses to transport employees to and from the mine site during the construction phase 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. 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 of the mine (including the processing facility), a Fatigue Management Strategy will be prepared by SEM 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 TfNSW. 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 (including adhering to speed limits);
- respect the rights of others, including drivers and pedestrians, to use and share the road space;
- maintain a safe following distance between vehicles;
- undertake overtaking manoeuvres in a safe manner;
- 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 SEM with transport contractors. SEM 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 SEM owned/leased heavy vehicles will be branded with SEM 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 also be branded with SEM 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. SEM 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).

SEM 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 SEM'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.

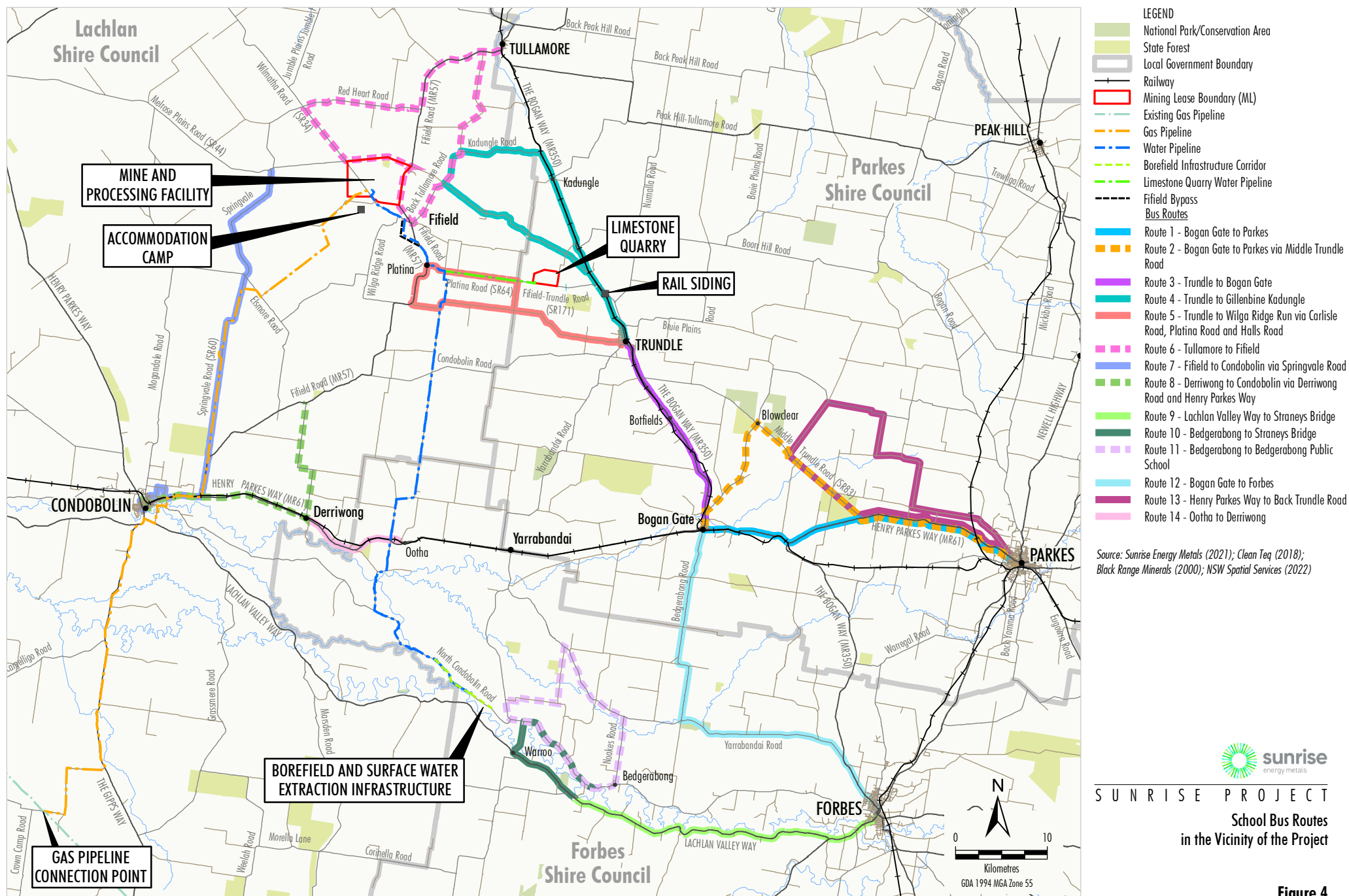
## 7.10 SCHOOL BUS INTERACTIONS

### 7.10.1 School Bus Routes

SEM has consulted with local schools and school bus service operators on the planned 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;
- 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.

SEM 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 SEM as well as providing each local school bus operator with the contact details of a SEM 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 points (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. SEM 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**

SEM 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, planned timing of construction activities and contact details of a SEM 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.

SEM 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 SEM 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, SEM 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**

SEM will engage with local schools to implement and support road safety education programs.

SEM 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**

SEM 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**

SEM 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 (Emergency Plans) 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, SEM will require a Safety Data Sheet specific to any reagent being transported to site. SEM 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 SEM 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, SEM will liaise with TfNSW's Field Traffic Manager to determine if a Road Occupancy Licence is needed. Prior to commencing any road upgrades for the Project, SEM will obtain a Road Occupancy Licence when advised by TfNSW.

SEM will seek to obtain a Works Authorisation Deed with TfNSW 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.

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

SEM will notify the Planning Secretary of the NSW Department of Planning and Environment (DPE) 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, SEM will provide the Planning Secretary of the DPE and any relevant agencies with a detailed report on the incident.

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

## 8. PERFORMANCE MEASURES AND INDICATORS

Table 6 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 6.

**Table 6**  
**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 SEM 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.
Project transport routes, mode type and volumes	Project traffic is generally in accordance with approved transport routes, mode type and volumes (Section 5).	Monitoring in accordance with Section 9.2.

## **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, SEM will implement a material transport monitoring program during the operational phase of the Project.

### **9.2 MONITORING OF PROJECT TRAFFIC**

SEM will implement a program to monitor compliance with the approved transport routes, traffic types and numbers including the use of shuttle buses (Section 5).

SEM will conduct an annual traffic monitoring program, which will monitor traffic numbers and traffic types at the following locations on the approved transport routes during the initial construction activities:

- mine and processing facility site access points;
- Wilmatha Road (between Sunrise Lane and Mine Access Road);
- Sunrise Lane (between Wilmatha Road to the accommodation camp access road);
- Wilmatha Road (between Fifield and Sunrise Lane);
- Fifield Road (between Fifield and Platina Road);
- Fifield Road (between Platina Road to Henry Parkes Way);
- Fifield-Trundle Road (between the Limestone Quarry and The Bogan Way);
- The Bogan Way (Fifield-Trundle Road to Trundle);
- Middle Trundle Road;
- The Bogan Way (between Middle Trundle Road to Henry Parkes Way);
- Henry Parkes Way (between Middle Trundle Road and Parkes); and
- Henry Parkes Way (between Condobolin to Fifield Road).

In addition, SEM will record shuttle bus numbers and usage during the same week that the annual traffic monitoring is conducted.

SEM will engage a suitably qualified technical specialist to review the traffic monitoring data to estimate Project traffic types and volumes on the Project transport routes and compare against the approved traffic movements (Section 5).

In accordance with Condition 46A, Schedule 3 of Development Consent DA 374-11-00, SEM will submit an annual report summarising the results of the annual traffic monitoring program to the satisfaction of the Planning Secretary. If the annual monitoring program identifies that shuttle bus usage (taking into account the actual workforce size) is lower than forecast in the Modification 7 Road Transport Assessment (TTPP, 2021), the annual report will also include an updated traffic impact assessment, including:

- measures to increase shuttle bus usage by the Project workforce;
- an assessment of the potential impacts of the Project traffic on the capacity, function and safety of the local road network; and
- an assessment of whether additional road and/or rail upgrades are required as a result of the Project traffic.

The annual report will be submitted with the Annual Review (Section 12.1).

SEM will consult with the DPE to determine whether additional EP&A Act approvals are required for the Project based on the outcomes of the annual monitoring program and updated traffic impact assessment.

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 all of the Project construction activities (e.g. rail siding, limestone quarry) or the operational activities. 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).

### **9.3 MONITORING OF PERFORMANCE INDICATORS**

Monitoring that will be conducted to assess the performance indicators is described in Table 6.

## 10. ROAD MAINTENANCE AND SAFETY

### 10.1 ROAD SAFETY AUDIT

SEM 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 commissioning of the Project to determine appropriate road upgrade requirements (including intersections and level crossings).

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. SEM will review all non-compliances and determine whether any action needs to be carried out. The planned 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:

#### *Parke 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); and
- **Fifield Road [MR57]** (between Red Heart Road [SR41] and the Lachlan Shire Boundary).

#### *Forbes Shire Council*

- **North Condobolin Road** (between the borefield 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).

SEM 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 planned road and intersection upgrades are as follows<sup>3</sup>.

*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).*

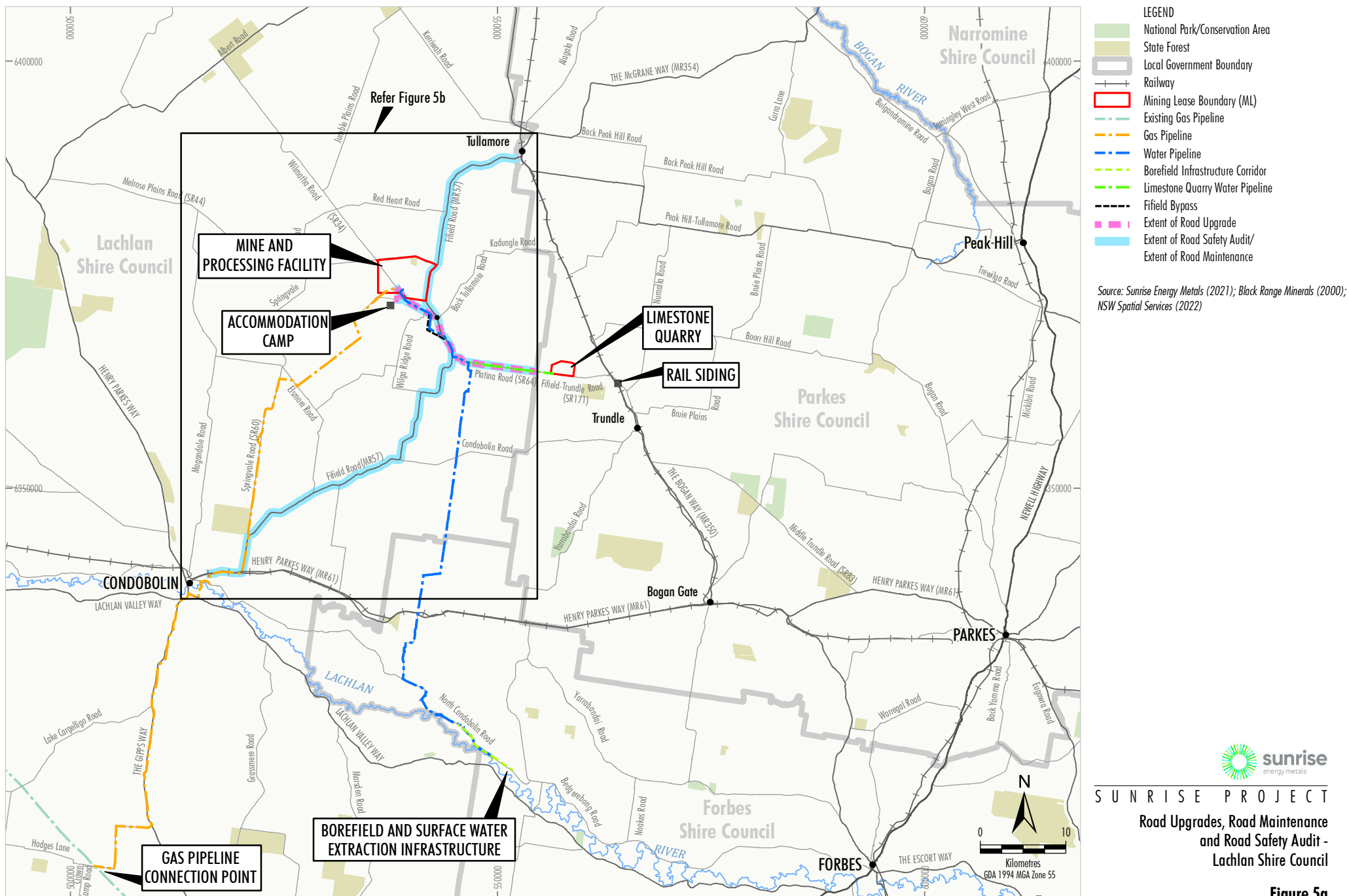
*to the following roads:*

- ***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).*

*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.*

<sup>3</sup> As described in Section 1, SEM was previously Clean TeQ.





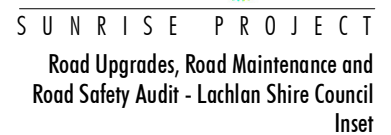
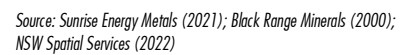
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SUNRISE PROJECT

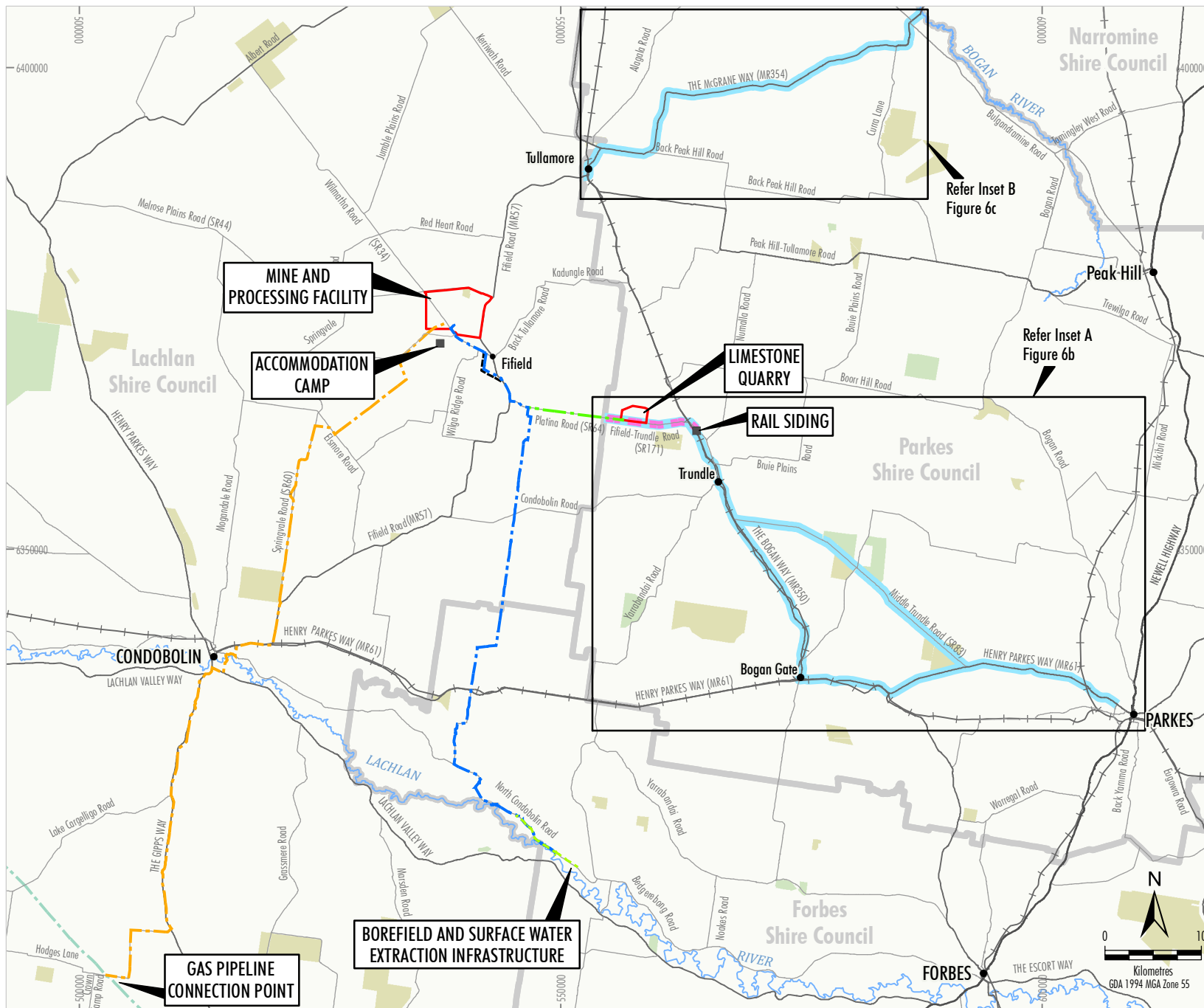
Road Upgrades, Road Maintenance  
and Road Safety Audit -  
Lachlan Shire Council

Figure 5a



**Figure 5b**

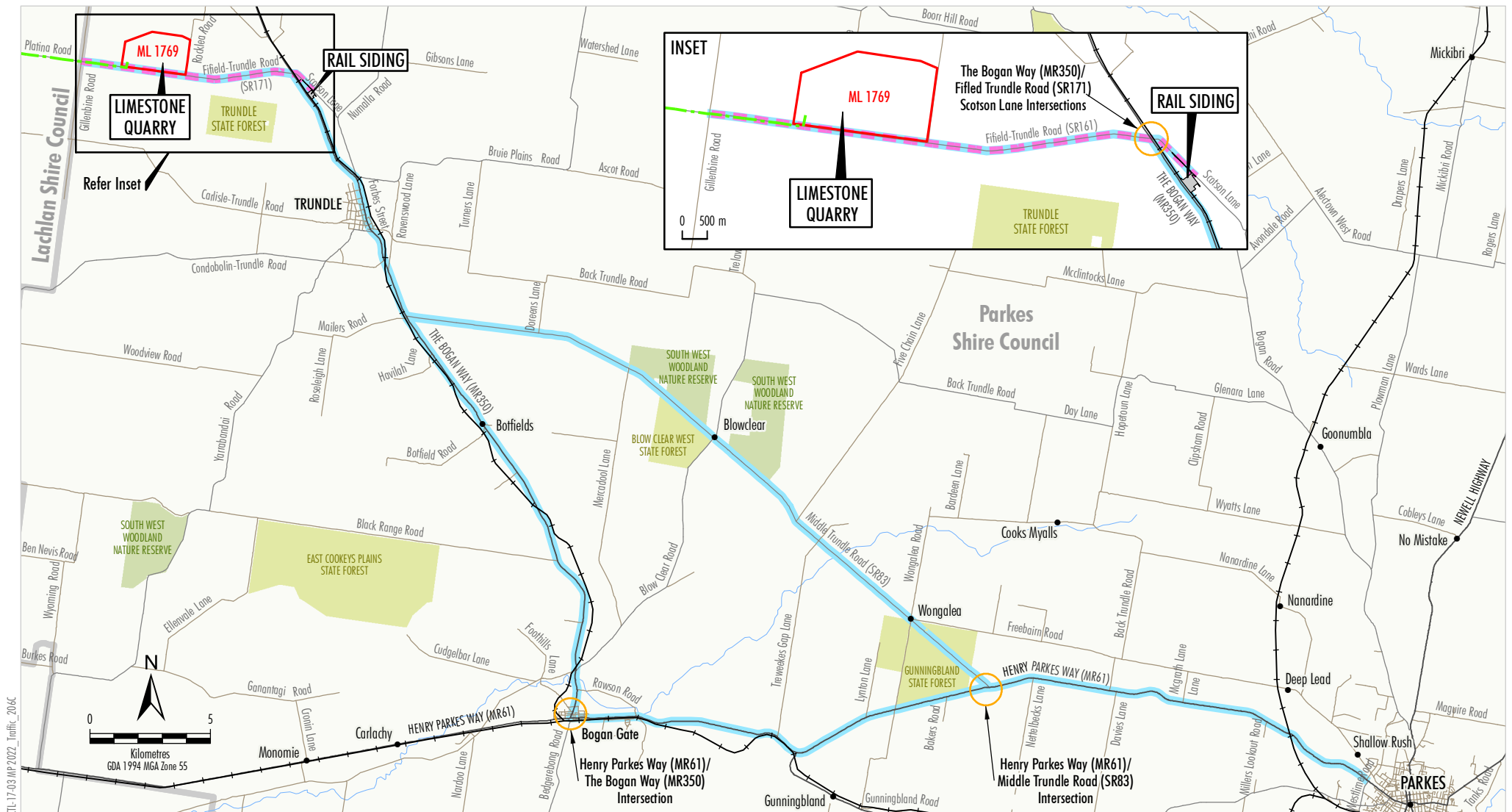
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SUNRISE PROJECT

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

Figure 6a



CLL-17-03 MP 2022 Traffic 2066

- 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

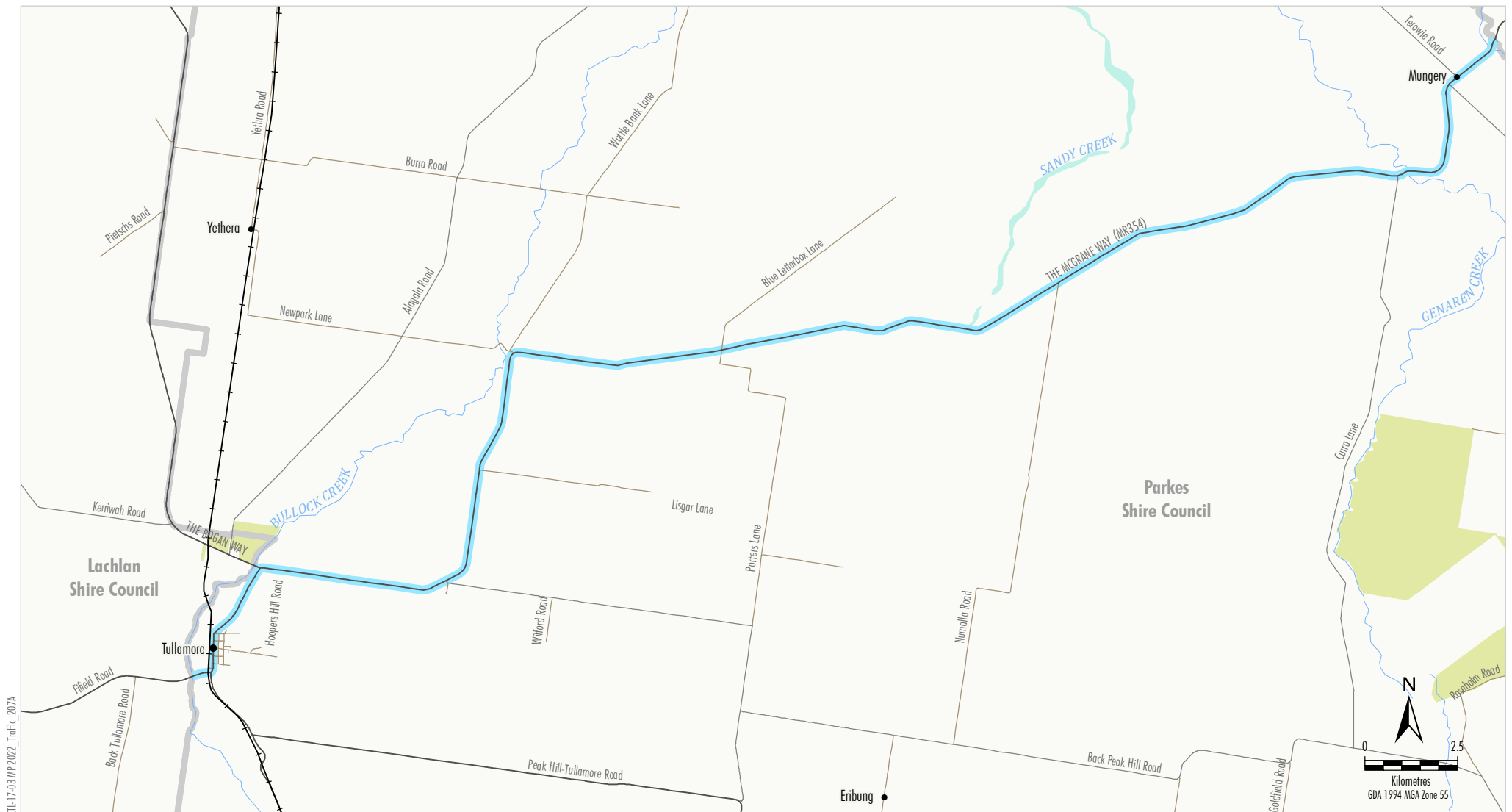
Source: Sunrise Energy Metals (2021); Black Range Minerals (2000);  
NSW Spatial Services (2022)



SUNRISE PROJECT

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

Figure 6b



CTL-17-03-2022\_Traffic\_2017A

- LEGEND**
- State Forest
  - Local Government Boundary
  - Railway
  - Extent of Road Safety Audit/  
Extent of Road Maintenance

Source: Sunrise Energy Metals (2021); Black Range Minerals (2000);  
NSW Spatial Services (2022)

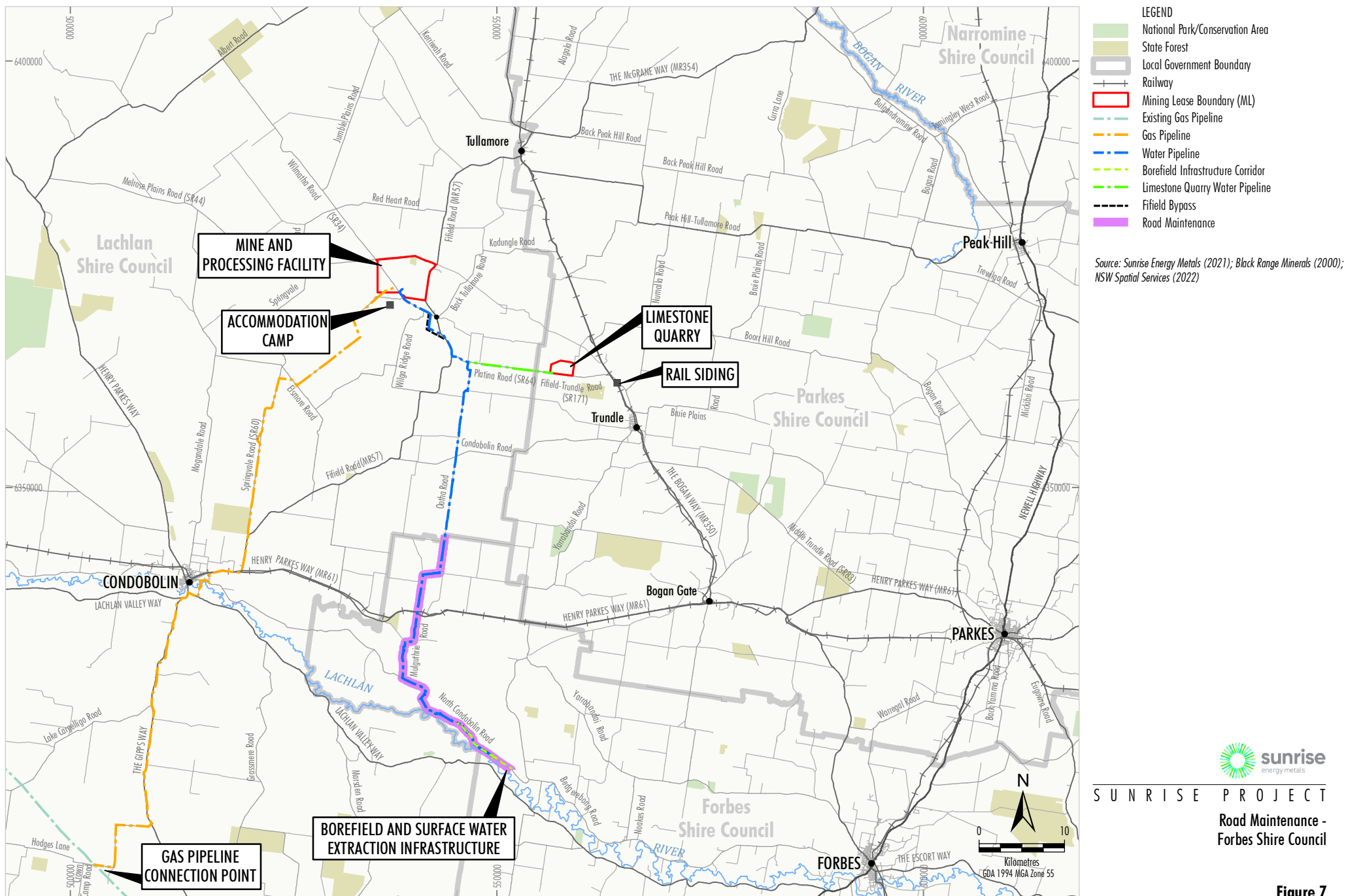


S U N R I S E   P R O J E C T

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

**Figure 6c**





### **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.*

In addition to the road and intersection upgrades listed above, SEM will undertake the following road and intersection upgrades:

- Scotson Lane between The Bogan Way and the rail siding access road will be upgraded to an 8.0 m sealed pavement and 1.0 m gravel shoulders prior to the commissioning of the rail siding; and
- the intersections of Wilmatha Road and the three MPF access roads (intersection treatment to be developed in consultation with the LSC) prior to commissioning of the mine and processing facility.

SEM will consult the relevant council and TfNSW regarding obtaining relevant approvals (e.g. consent and concurrence under the Roads Act, Works Authorisation Deed, Road Occupancy Licence) prior to commencing any road and intersection upgrade works.

#### **10.4 PEDESTRIAN ACCESS REVIEW**

In consultation with PSC, SEM 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.

#### **10.5 RAIL LEVEL CROSSING SAFETY ASSESSMENTS**

In accordance with Condition 44B(a), Schedule 3 of Development Consent DA 374-11-00, SEM will undertake rail level crossing safety assessments prior to the commencement of the construction of the mine and processing facility. The safety assessments will:

- consider the operation of each of the level crossings along the transport routes associated with the development;
- be prepared in consideration of the railway crossing risk assessment procedure outlined in Appendix A of the *Establishing a Railway Crossing Safety Management Plan* (NSW Roads Traffic Authority, 2011);
- determine any rail crossing upgrade requirements necessary to achieve compliance with AS 1742.4 *Manual of uniform control devices, Part 7: Railway crossings* and the *Austrroads Guides to Road Design* (Austrroads, 2021) under existing conditions;
- determine any potential impacts on the operation of the level crossings as a result of construction and operation of the development; and

- determine any incremental rail crossing upgrade requirements necessary as a result of the development to ensure compliance with AS 1742.7 *Manual of uniform control devices, Part 7: Railway crossings* and the *Guides to Road Design* (Austroads, 2021).

The safety assessments will be prepared in consultation with the relevant rail infrastructure manager and to the satisfaction of TfNSW.

SEM will identify funding arrangements with TfNSW for any incremental rail crossing upgrades deemed necessary by the safety assessments as a result of the Project in accordance with Condition 44B(b), Schedule 3 of Development Consent DA 374-11-00.

In accordance with Condition 44B(c), Schedule 3 of Development Consent DA 374-11-00, SEM will then complete any incremental rail crossing upgrades identified as part of the safety assessments prior to the commissioning of the mine and processing facility, or other timing as may be agreed with TfNSW.

## **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, SEM will implement the following Contingency Plan:

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

### **11.1 ADAPTIVE MANAGEMENT**

In accordance with Condition 3, Schedule 5 of Development Consent DA 374-11-00, SEM 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 SEM 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 DPE describing these options and preferred remediation measures; and
- implement remediation measures as directed by the Planning Secretary.

### **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).

SEM 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, SEM 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 Planning Secretary.

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

- describe the development (including any rehabilitation) 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 EIS;
- 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.

Based on consideration of the above points, the Annual Review will determine the effectiveness of relevant management measures implemented at the Project.

The Annual Review will be made publicly available on the SEM website.

### **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 Planning Secretary. The audit will be prepared in accordance with the relevant *Independent Audit Post Approval Requirements* (DPE, 2020) (or its latest version) and include consultation with the relevant agencies (TfNSW, relevant councils).

The independent environmental audit will assess the environmental performance of the Project and assess whether the Project is complying with the requirements of Development Consent DA 374-11-00. In addition, the independent environmental audit will assess the adequacy of this TMP and, 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, and every 3 years thereafter, unless the Planning Secretary directs otherwise.

In accordance with Condition 11, Schedule 5 of Development Consent DA 374-11-00, within 3 months of commissioning the independent environmental audit, or as otherwise agreed by the Planning Secretary, SEM will submit a copy of the independent environmental audit report to the Planning Secretary, together with its response to any recommendations contained in the independent environmental audit report.

The independent environmental audit, and SEM's response to the recommendations in the audit, will be made publicly available on the SEM 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, SEM 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 SEM's Environmental Management Strategy.

In accordance with Condition 9, Schedule 5 of Development Consent DA 374-11-00, SEM will provide regular reporting on the environmental performance of the Project on the SEM 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. The Planning Secretary will be notified in writing via the Major Projects website immediately after SEM becomes aware of an incident. The notification will identify the Project name and development application number, and set out the location and nature of the incident.

Subsequent notification will be given and reports submitted in accordance with the requirements set out in Appendix 6 of Development Consent DA 374-11-00. A written incident notification addressing the requirements set out below will be submitted to the Planning Secretary via the Major Projects website within seven days after SEM becomes aware of an incident. Written notification of an incident will:

- identify the development and application number;
- provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident);
- identify how the incident was detected;
- identify when SEM became aware of the incident;
- identify any actual or potential non-compliance with conditions of consent;
- describe what immediate steps were taken in relation to the incident;
- identify further action(s) that will be taken in relation to the incident; and
- identify a project contact for further communication regarding the incident.

Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, SEM will provide the Planning Secretary, relevant councils, and any other relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested by the Planning Secretary.

- a summary of the incident;
- outcomes of an incident investigation, including identification of the cause of the incident;
- details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and
- details of any communication with other stakeholders regarding the incident.

## **13.2 COMPLAINTS**

SEM will maintain a Community Complaints Line (tel: 1800 952 277) and email address (community@sunriseem.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 SEM'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. SEM will respond to callers on the next business day. If the issue is urgent a member of the leadership team will be contacted immediately.

SEM 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 SEM'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, SEM 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 SEM 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 SEM'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 SEM and the Project.

SEM 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, SEM will report incidents in accordance with Condition 8, Schedule 5 of Development Consent DA 374-11-00.

A review of compliance with all conditions in Development Consent DA 374-11-00 and Mining Lease 1770 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 Planning Secretary to assess whether SEM is complying with the requirements in Development Consent DA 374-11-00.

#### **13.4 EXCEEDANCES OF IMPACT ASSESSMENT CRITERIA AND/OR PERFORMANCE CRITERIA**

A protocol for managing and reporting exceedances of impact assessment criteria and/or performance criteria is provided in Section 11.

#### **13.5 ACCESS TO INFORMATION**

In accordance with Condition 12, Schedule 5 Development Consent DA 374-11-00, SEM will make the following information publicly available on its website as relevant to the stage of the development:

- the EIS (as specified in the Definitions section of Development Consent DA 374-11-00);
- current statutory approvals for the development;
- approved strategies, plans or programs required under the conditions of the consent;
- a comprehensive summary of the monitoring results of the development, which have been reported in accordance with the various plans and programs approved under the conditions of the consent;
- a complaints register, which is to be updated on a monthly basis;
- any independent environmental audit, and SEM's response to the recommendations in any audit;
- any other matter required by the Planning Secretary; and
- keep this information up to date, to the satisfaction of the Planning Secretary.

## 14. REFERENCES

- Austroads (2013) *Guide to Traffic Management Part 3: Traffic Studies and Analysis*.
- Austroads (2021) *Manual of uniform control devices, Part 7: Railway crossings and the Austroads Guides to Road Design*.
- 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*.
- Department of Planning and Environment (2020) *Independent Audit Post Approval Requirements*
- GTA Consultants (2017) *Syerston Project Modification 4 Road Transport Assessment*. November 2017.
- GTA Consultants (2018) *Pedestrian Access Review, Forbes Street, Trundle*, February 2018.
- National Transport Commission (2007) *Guidelines for Managing Heavy Vehicle Driver Fatigue*.
- NSW Resources Regulator (2018) *Fatigue Management Guide*.
- 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 & Maritime Services (2018) *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.
- NSW Roads Traffic Authority (2011) *Establishing a Railway Crossing Safety Management Plan*
- The Transport Planning Partnership (TTPP) (2021) *Sunrise Project - Project Execution Plan Modification Road Transport Assessment*.
- Transport for NSW (2022) *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: May 2022.

ATTACHMENT 1

TRAFFIC RELATED DEVELOPMENT CONSENT DA 374-11-00 CONDITIONS

**Table A1**  
**Specific Development Consent Conditions**

<b>Development Consent DA 374-11-00 Schedule 3</b>	<b>Section Where Addressed in this TMP</b>
<p><b><i>Traffic Management Plan</i></b></p> <p>45. <i>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 Planning Secretary. This plan must include:</i></p>	This TMP
a) <i>details of all approved transport routes, traffic types and traffic numbers to be used for development-related traffic;</i>	Sections 4.1, 4.2 and 5
a1) <i>a program to monitor compliance with the approved transport routes, traffic types and traffic numbers associated with the development including the use of shuttle buses to demonstrate consistency with the EIS assumptions on construction and operational workforce travel to and from the site,</i>	Section 9.2
b) <i>a program to monitor and report on the amount of metal sulphate precipitate, scandium oxide and ammonium sulphate transported from the mine;</i>	Section 9.1
c) <i>a program to monitor and report on the amount of limestone transported from the limestone quarry and third party suppliers;</i>	Section 9.1
<p>d) <i>the measures that would be implemented to:</i></p> <ul style="list-style-type: none"> <li>• <i>minimise traffic safety issues and disruption to local users of the transport route/s during construction and decommissioning of the development, including:</i> <ul style="list-style-type: none"> <li>– <i>temporary traffic controls, including detours and signage;</i></li> <li>– <i>notifying the local community about development-related traffic impacts; and</i></li> <li>– <i>a traffic management system for managing over-dimensional vehicles;</i></li> <li>– <i>operate shuttle bus services to transport employees to and from Parkes, Forbes and Condobolin to the mine; and</i></li> <li>– <i>minimise the number of heavy vehicle movements required to transport limestone and other materials and products to and from the mine, as far as practicable</i></li> </ul> </li> </ul>	Section 6

**Table A1 (Continued)**  
**Specific Development Consent Conditions**

Development Consent DA 374-11-00 Schedule 3	Section Where Addressed in this TMP
<p>e) a Road Transport Protocol for all drivers transporting materials to and from the site with measures to:</p> <ul style="list-style-type: none"> <li>• ensure drivers adhere to the designated transport routes;</li> <li>• verify that these heavy vehicles are completely covered whilst in transit;</li> <li>• co-ordinate the staggering of heavy vehicle departures to minimise impacts on the road network, where practicable;</li> <li>• minimise disruption to school bus timetables and rail services;</li> <li>• ensure travelling stock access and right of way to the adjacent travelling stock route;</li> <li>• 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;</li> <li>• manage worker fatigue during trips to and from the site;</li> <li>• manage appropriate driver behaviour including adherence to speed limits, safe overtaking and maintaining appropriate distances between vehicles (i.e. a Driver Code of Conduct);</li> <li>• inform drivers of relevant drug and alcohol policies;</li> <li>• regularly inspect vehicles maintenance and safety records;</li> <li>• implement contingency procedures when the transport route is disrupted (e.g. flood events and other emergencies);</li> <li>• respond to emergencies;</li> <li>• transport processing reagents safely;</li> <li>• minimise disruption to community events and festivals, in consultation with event organisers;</li> <li>• 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</li> </ul> <p>ensure compliance with and enforcement of the protocol.</p>	<p>Section 7.1</p> <p>Section 7.2</p> <p>Section 7.3</p> <p>Section 7.11 and 7.4</p> <p>Section 7.5</p> <p>Section 7.11.2</p> <p>Section 7.6</p> <p>Section 7.8</p> <p>Section 7.9</p> <p>Section 7.10</p> <p>Section 7.12</p> <p>Section 7.13</p> <p>Section 7.14</p> <p>Section 6.6</p> <p>Section 6.5</p> <p>Section 7.16</p>
46. The Applicant must implement the approved Traffic Management Plan for the development.	-
47. The Applicant must submit an annual report to the satisfaction of the Planning Secretary on the results of the traffic monitoring required under the Traffic Management Plan. The report must include an updated traffic impact assessment if the monitoring shows that the transportation of the workforce to the site by shuttle bus has reduced below levels assumed in the EIS, and any measures to mitigate impacts of any increased traffic.	-

ATTACHMENT 2

GENERAL DEVELOPMENT CONSENT DA 374-11-00 CONDITIONS

**Table A2**  
**General Development Consent DA 374-11-00 Conditions**

Development Consent DA 374-11-00 Schedule 5	Section Where Addressed in this TMP
<p><b>Adaptive Management</b></p> <p>3. <i>The Applicant must assess and manage development-related risks to ensure that there are no exceedances of the criteria and/or performance measures in Schedule 3. Any exceedance of these criteria and/or performance measures constitutes a breach of this consent and may be subject to penalty or offence provisions under the EP&amp;A Act or EP&amp;A Regulation.</i></p> <p><i>Where any exceedance of these criteria and/or performance measures has occurred, the Applicant must, at the earliest opportunity:</i></p> <ul style="list-style-type: none"> <li><i>a) take all reasonable and feasible steps to ensure that the exceedance ceases and does not recur;</i></li> <li><i>b) consider all reasonable and feasible options for remediation (where relevant) and submit a report to the Department describing those options and any preferred remediation measures or other course of action; and</i></li> <li><i>c) implement remediation measures as directed by the Planning Secretary to the satisfaction of the Planning Secretary.</i></li> </ul>	Section 11.1
<p><b>Management Plan Requirements</b></p> <p>4. <i>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:</i></p>	
<i>a) detailed baseline data;</i>	Section 4
<i>b) a description of:</i> <ul style="list-style-type: none"> <li><i>• the relevant statutory requirements (including any relevant approval, licence or lease conditions);</i></li> <li><i>• any relevant limits or performance measures/criteria;</i></li> <li><i>• the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;</i></li> </ul>	Section 3 and Attachment A  Section 8  Section 8
<i>c) a description of the measures that would be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria;</i>	Sections 6 and 7
<i>d) a program to monitor and report on the:</i> <ul style="list-style-type: none"> <li><i>• impacts and environmental performance of the development;</i></li> <li><i>• effectiveness of any management measures (see c above);</i></li> </ul>	Sections 6, 7, 11 and 12
<i>e) a contingency plan to manage any unpredicted impacts and their consequences;</i>	Section 11
<i>f) a program to investigate and implement ways to improve the environmental performance of the development over time;</i>	Section 12
<i>g) a protocol for managing and reporting any:</i> <ul style="list-style-type: none"> <li><i>• incidents;</i></li> <li><i>• complaints;</i></li> <li><i>• non-compliances with statutory requirements; and</i></li> <li><i>• exceedances of the impact assessment criteria and/or performance criteria; and</i></li> </ul>	Section 13



**Table A2 (Continued)**  
**General Development Consent DA 374-11-00 Conditions**

Development Consent DA 374-11-00 Schedule 5	Section Where Addressed in this TMP
<p><i>h) a protocol for periodic review of the plan.</i></p> <p><i>Note: The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.</i></p>	Section 2
<p><b>Annual Review</b></p> <p>5. <i>By the end of March each year, the Applicant must review the environmental performance of the development for the previous calendar year to the satisfaction of the Planning Secretary. This review must:</i></p> <p><i>a) describe the development (including any rehabilitation) that was carried out in the past calendar year, and the development that is proposed to be carried out over the current calendar year;</i></p> <p><i>b) 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:</i></p> <ul style="list-style-type: none"> <li><i>• relevant statutory requirements, limits or performance measures/criteria;</i></li> <li><i>• monitoring results of previous years; and</i></li> <li><i>• relevant predictions in the EIS;</i></li> </ul> <p><i>c) identify any non-compliance over the last year, and describe what actions were (or are being) taken to ensure compliance;</i></p> <p><i>d) identify any trends in the monitoring data over the life of the development;</i></p> <p><i>e) identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and</i></p> <p><i>f) describe what measures will be implemented over the next year to improve the environmental performance of the development.</i></p>	Section 12.1
<p><b>Revision of Strategies, Plans and Programs</b></p> <p>6. <i>Within 3 months of the submission of:</i></p> <p><i>a) annual review under condition 5 above;</i></p> <p><i>b) incident report under condition 8 below;</i></p> <p><i>c) audit under condition 10 below; or</i></p> <p><i>d) any modification to the conditions of this consent (unless the conditions require otherwise), the Applicant must review and, if necessary, revise the strategies, plans, and programs required under this consent to the satisfaction of the Planning Secretary.</i></p> <p><i>Where this review leads to revisions in any such document, then within 4 weeks of the review the revised document must be submitted to the Planning Secretary for approval.</i></p> <p><i>Note: This is to ensure the strategies, plans and programs are updated on a regular basis, and incorporate any recommended measures to improve the environmental performance of the development.</i></p>	Section 2

**Table A2 (Continued)**  
**General Development Consent DA 374-11-00 Conditions**

Development Consent DA 374-11-00 Schedule 5	Section Where Addressed in this TMP
<p><b>Community Consultative Committee</b></p> <p>7. <i>The Applicant must establish and operate a CCC for the development to the satisfaction of the Planning Secretary, in accordance with the Community Consultative Committee Guidelines for State Significant Project (2016), or its latest version. The Applicant must ensure at least one CCC meeting is held prior to any development at the mine, unless the Planning Secretary agrees otherwise.</i></p> <p>Notes:</p> <ul style="list-style-type: none"> <li><i>The CCC is an advisory committee. The Department and other relevant agencies are responsible for ensuring that the Applicant complies with this consent.</i></li> <li><i>In accordance with the guideline, the Committee should be comprised of an independent chair and appropriate representation from the Applicant, Councils, and the local community.</i></li> </ul>	Refer to EMS
<p><b>REPORTING</b></p> <p><b>Incident Reporting</b></p> <p>8. <i>The Planning Secretary must be notified in writing via the Major Projects website immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development) and set out the location and nature of the incident. Subsequent notification must be given and reports submitted in accordance with the requirements set out in Appendix 6.</i></p>	Section 13.1
<p><b>Regular Reporting</b></p> <p>9. <i>The Applicant must provide regular reporting on the environmental performance of the development on its website, in accordance with the reporting arrangements in any plans or programs approved under the conditions of this consent.</i></p>	Sections 12.1 and 13.1
<p><b>AUDITING</b></p> <p>10. <i>Within 1 year of the commencement of the development after 6 May 2017, and every 3 years thereafter, unless the Planning Secretary directs otherwise, the Applicant must commission and pay the full cost of an Independent Environmental Audit of the development. This audit must:</i></p> <ul style="list-style-type: none"> <li><i>aa) be prepared in accordance with the relevant Independent Audit Post Approval Requirements (DPIE 2020) or its latest version;</i></li> <li><i>a) be conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Planning Secretary;</i></li> <li><i>b) include consultation with the relevant agencies;</i></li> <li><i>c) assess the environmental performance of the development and assess whether it is complying with the requirements in this consent;</i></li> <li><i>d) include a comprehensive Hazard Audit of the development in accordance with the Department's publication Hazardous Industry Planning Advisory paper No. 5 - Hazard Audit Guidelines, including a review of the Site Safety Management System and all entries made in the incident register since the previous Audit.</i></li> <li><i>e) review the adequacy of any approved strategy, plan or program required under the abovementioned approvals; and</i></li> <li><i>f) recommend measures or actions to improve the environmental performance of the development, and/or any strategy, plan or program required under these approvals.</i></li> </ul>	Section 12.2

**Table A2 (Continued)**  
**General Development Consent DA 374-11-00 Conditions**

Development Consent DA 374-11-00 Schedule 5	Section Where Addressed in this TMP
<p>g) <i>include consultation with the relevant agencies;</i></p> <p>h) <i>assess the environmental performance of the development and assess whether it is complying with the requirements in this consent;</i></p> <p>i) <i>include a comprehensive Hazard Audit of the development in accordance with the Department's publication Hazardous Industry Planning Advisory paper No. 5 - Hazard Audit Guidelines, including a review of the Site Safety Management System and all entries made in the incident register since the previous Audit.</i></p> <p>j) <i>review the adequacy of any approved strategy, plan or program required under the abovementioned approvals; and</i></p> <p>k) <i>recommend measures or actions to improve the environmental performance of the development, and/or any strategy, plan or program required under these approvals.</i></p> <p><i>Note: This audit team must be led by a suitably qualified auditor, and include experts in water resources, noise, air quality, ecology, and any other fields specified by the Planning Secretary.</i></p> <p>11. <i>Within 3 months of commissioning this audit, or as otherwise agreed by the Planning Secretary, the Applicant must submit a copy of the audit report to the Planning Secretary, together with its response to any recommendations contained in the audit report.</i></p>	Section 12.2
<p><b>ACCESS TO INFORMATION</b></p> <p>12. <i>The Applicant must:</i></p> <p>a) <i>make the following information publicly available on its website as relevant to the stage of the development:</i></p> <ul style="list-style-type: none"> <li>• <i>the EIS;</i></li> <li>• <i>current statutory approvals for the development;</i></li> <li>• <i>approved strategies, plans or programs required under the conditions of this consent;</i></li> <li>• <i>a comprehensive summary of the monitoring results of the development, which have been reported in accordance with the various plans and programs approved under the conditions of this consent;</i></li> <li>• <i>a complaints register, which is to be updated on a monthly basis;</i></li> <li>• <i>any independent environmental audit, and the Applicant's response to the recommendations in any audit; and</i></li> <li>• <i>any other matter required by the Planning Secretary; and</i></li> </ul> <p>b) <i>keep this information up to date, to the satisfaction of the Planning Secretary.</i></p>	Section 13.5

ATTACHMENT 3

APPROVED STAGE WORK LETTER FROM DEPARTMENT OF PLANNING AND  
ENVIRONMENT



Mr John Hanrahan  
Approvals Lead  
Sunrise Project

Via Email to: [jhanrahan@cleanteq.com](mailto:jhanrahan@cleanteq.com)

Dear Mr Hanrahan

**Sunrise Project (DA 374-11-00)  
Approval – modified staged submission of management plans**

I refer to your letter dated 25 June 2018, seeking the Secretary's approval to modify the staged submission of management plans, approved on 5 September 2017, for the Sunrise Project.

The Department has reviewed Clean TeQ's request, and notes that that initial construction activities now include the development and operation of an accommodation camp, which was approved in May 2018 as part of DA 374-11-00 Modification 6.

The Department does not object to the modified proposal but notes that the relevant management plans should 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.

Accordingly, please be advised that the Secretary has approved the modified staged submission of management plans, in accordance with Condition 12, Schedule 2 of Development Consent DA 374-11-00.

If you require further information, please contact Stephen Shoesmith on 9274 6164 or by email to [stephen.shoesmith@planning.nsw.gov.au](mailto:stephen.shoesmith@planning.nsw.gov.au).

Yours sincerely

 5/7/18

Phillipa Duncan  
**A/Director**  
**Resource and Energy Assessments**  
as nominee of the Secretary