



Northparkes Mines
A century of mining together

Traffic

Management Plan

(DC11_0060)

Risk Statement: High

This document will be reviewed on a one yearly basis, unless a process change occurs earlier than this period.

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Revision Summary

First Issue	Issue Date	Implementation Requirements	Approved By
1	15 Sept 2019	Change to haulage routes due to Inland Rail Parkes to Narromine Project.	Dept of Planning

Version No.	Revision Date	Summary of Revision Details	Approved By
1.1	July 2021	Transferred to NPM format and annual review	Environment & Farms Superintendent
1.2	Nov 21	Review following 2021 Independent Environmental Audit	C Higgins
2.0	Aug 22	DPE approval after 2022 IEA review	C Higgins

Consultation Required	Publicly Available Copy Location
Dept of Planning Parkes Shire Council Roads and Maritime Services	NPM website

Associated Documents to be Reviewed

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1. OVERVIEW

1.1 Background

CMOC Mining Services Pty Limited (CMOC) is the manager of the Northparkes Joint Venture, an unincorporated joint venture between CMOC Mining Limited (80%); Sumitomo Metal Mining Oceania Pty Ltd (13.3%) and SC Mineral Resources (6.7%). Northparkes is a copper-gold operation in Goonumbla, situated 27 kilometres north-west of the town of Parkes.

Construction of the ore processing plant and associated facilities began in 1993. Open cut mining commenced on the E22 and E27 ore bodies in late 1993. Development of the E26 lift 1 block cave underground mine began in 1994, with full scale production commencing in 1997.

1.2 Mining Context

Operations at Northparkes primarily comprises underground mining from multiple ore sources that feed a processing plant with a capacity of 6.5 million tonnes per annum (Mtpa). The underground mine is accessed via a decline ramp from the surface for people and materials with ore transported to the surface via inclined conveyors and a hoisting shaft, with a nominal capacity of 7.2 Mtpa. Northparkes utilises low cost block and sub-level cave mining and exploits industry leading technology, such as semi-autonomous loaders and various cave monitoring systems.

The ore processing operation consists of four stages: crushing, grinding, flotation and thickening / filtering. In addition to producing concentrate, the ore processing team also manages tailings disposal. The concentrator was constructed in two modules. Each module consists of its own grinding circuit with a single flotation circuit, concentrate thickener and filter. After extracting the copper and gold bearing minerals, the tailings are combined in a single tailings thickener before being deposited in the active tailings storage facility.

Northparkes' copper concentrate is transported to a rail siding at Goonumbla where it is then transported by rail to Port Kembla, for shipping to overseas customers.

2. SCOPE

This document applies to all activities undertaken by Northparkes including mining and exploration activities, processing of copper / gold ore resources, project development, maintenance activities, mine closure, logistics, associated service and support functions, bore fields, farming operations and products.

3. PURPOSE / OBJECTIVES

The purpose of the TMP is to describe the traffic management strategies, procedures, controls and monitoring programs to be implemented for the management of potential traffic impacts arising from the transportation of copper concentrate by Northparkes.

Northparkes operates under Development Consent 11_0600 (the Development Consent) and has transported copper ore concentrate from the Mine Site to the Goonumbla Rail Siding via truck haulage on Bogan Road. For the period coinciding with the closure of the Goonumbla Rail Siding due to work associated with the Inland Rail Parkes to Narromine Project, Northparkes was required to haul the copper concentrate to the Parkes National Logistics Terminal (PNLT) via the route nominated on **Figure 1.1**. This route was identified in consultation with Parkes Shire Council and the NSW Roads and Maritime Services (Roads and Maritime) as the most suitable. Transport to the PNLT ceased after 18 months and Northparkes has returned to previous arrangements where concentrate is transported to the Goonumbla rail siding. Should use of the haulage route to the PNLT be required again, approval from the Secretary of the Department of Planning, Infrastructure and Environment (DPIE) will be obtained first.

This TMP addresses the relevant requirements of the Development Consent, the conditions of which are relevant to the TMP provided in **Section 4.0**.

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This TMP has been developed to ensure that traffic impacts, including noise, at residential and other sensitive receivers adjoining concentrate haulage routes are managed and minimised to the greatest extent which is reasonable and feasible.

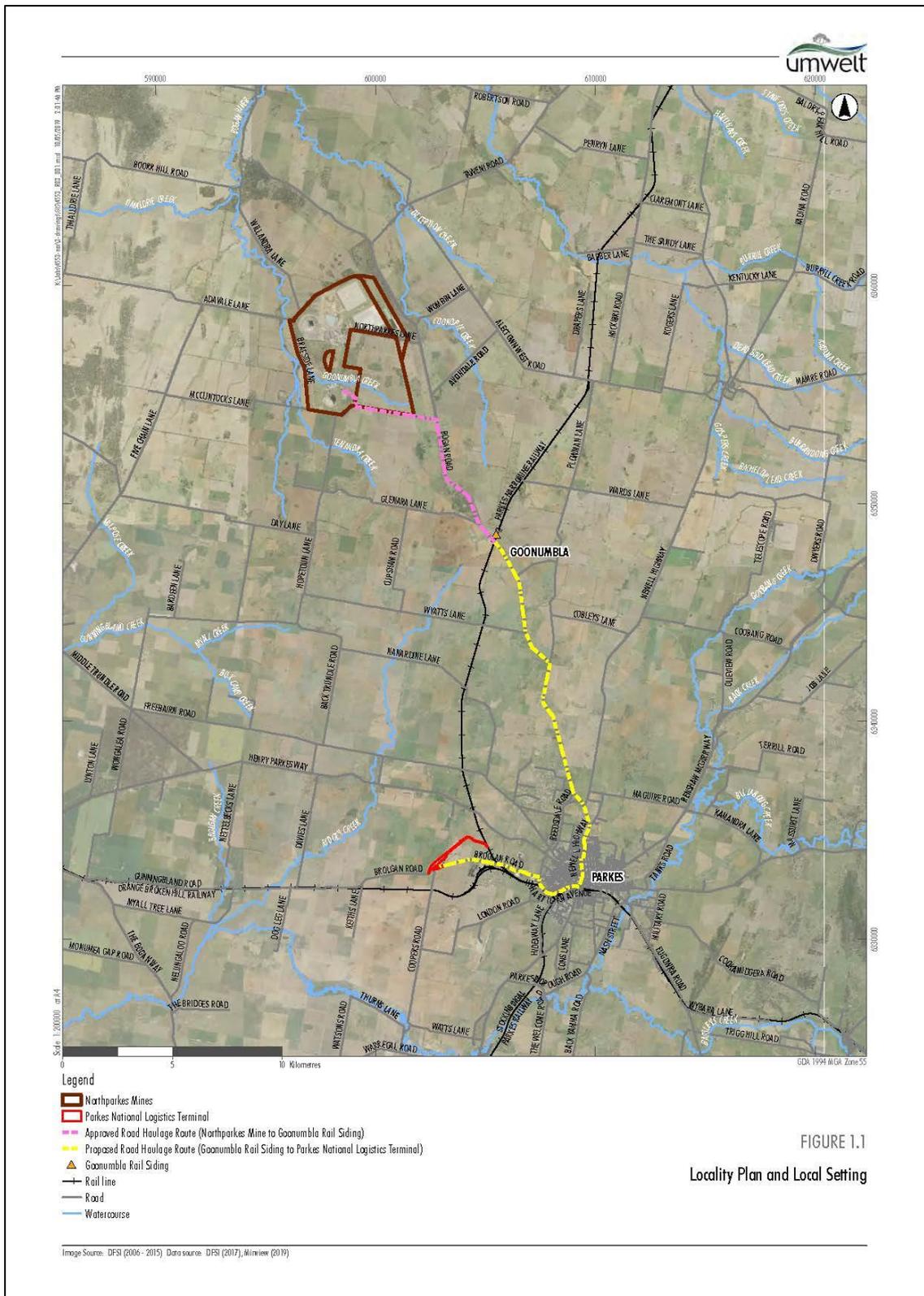


FIGURE 1.1
Locality Plan and Local Setting

Figure 3.1 Locality Plan and Local Setting

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4. REGULATORY REQUIREMENTS

4.1 Development Consent

The TMP has been prepared in accordance with the conditions of the Development Consent. **Table 4.1** presents the relevant Conditions of Consent and where they have been addressed within the TMP.

Table 4.1 Traffic Related Development Consent Conditions

Condition	Description	Section(s) Addressed
Schedule 2		
Temporary Haulage Route		
32A	The Proponent may transport copper concentrate to the Parkes National Logistics Terminal when the Goonumbla rail siding is closed for upgrade and maintenance work. Transport of the copper concentrate to the Parkes National Logistics Terminal must cease after 12 months or when the Goonumbla rail siding is re-opened, whichever occurs first, unless otherwise agreed by the Secretary.	Section 3.0, Section 5.4
32B	The proponent must use the haulage route shown in the Figure in Appendix 10 to transport copper concentrate to the Parkes National Logistics Terminal, unless otherwise agreed by the Secretary	Section 5.0
Traffic Management Plan		
34A	Prior to hauling copper concentrate to the Parkes National Logistics Terminal, the Proponent must prepare a Traffic Management Plan for the development in consultation with RMS and Council and to the satisfaction of the Secretary. This plan must include: <ul style="list-style-type: none"> a) Details of the measures that would be implemented to minimise traffic safety issues and disruption to local users of the transport route; b) Details of measures that would be implemented to minimise traffic noise, including noises with the potential to cause sleep disturbance c) Measures to minimise the potential conflict with school buses and other motorists as far as practicable d) Procedures for receiving and addressing complaints from the community about development related traffic e) A driver's code of conduct that addresses: <ul style="list-style-type: none"> • Travelling speeds; • Driver fatigue; • Procedures to ensure that drivers adhere to the designated transport route/s; and • Procedures to ensure that drivers implement safe driving practices. 	Section 6.0 Section 7.0 Section 6.0, & Section 6.2 Section 9.0 Section 10.0
34B	The proponent must implement the approved Traffic Management Plan	Noted

4.2 Agency Consultation

The following Government Agency consultation was undertaken to inform the TMP and outlined in **Table 4.2** and correspondence provided in **Appendix 1**.

Table 4.2 Agency Consultation

Agency	Requirements	Section Addressed
Parkes Shire Council	No further requirements - Parkes Shire Council supports and approves in principle	Not applicable
Roads and Maritime Services	Inclusions of mobile phone use into the Driver Code of Conduct Clarification of delivery of product 10pm to 7am Saturday and Sunday nights	Section 10.0 Section 5.5
Environment Protection Authority	No further requirements – no comments received	Not applicable

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5. HAULAGE ROUTE AND OPERATIONS

5.1 Haulage Route

The modified haulage route incorporates the following roads, see **Figure 3.1**.

- McClintocks Lane (3.4 km),
- Bogan Road (24.1 km),
- Newell Highway (3.8 km),
- Hartigan Avenue (2.3 km), and
- Brologan Road (4.9 km).

5.2 Truck Types

Which ever route is used, haulage would be undertaken using same bespoke A-Double truck configuration which currently transports containerized ore concentrate from the Northparkes Mines to the Goonumbla Rail Siding.

These vehicles, a picture of which is provided by **Plate 5.1**, are 28.4 m in length and operate with 11 axles. The arrangement is only slightly longer than a B-Double arrangement (26 m) and much shorter than a traditional A-Double arrangement (36.5 m).



Plate 5.1 A-Double Configuration

5.3 Truck Movements

The number of movements during any 24-hour period would be limited to 32 (16 return movements). A maximum of four vehicle movements per hour is possible under this arrangement.

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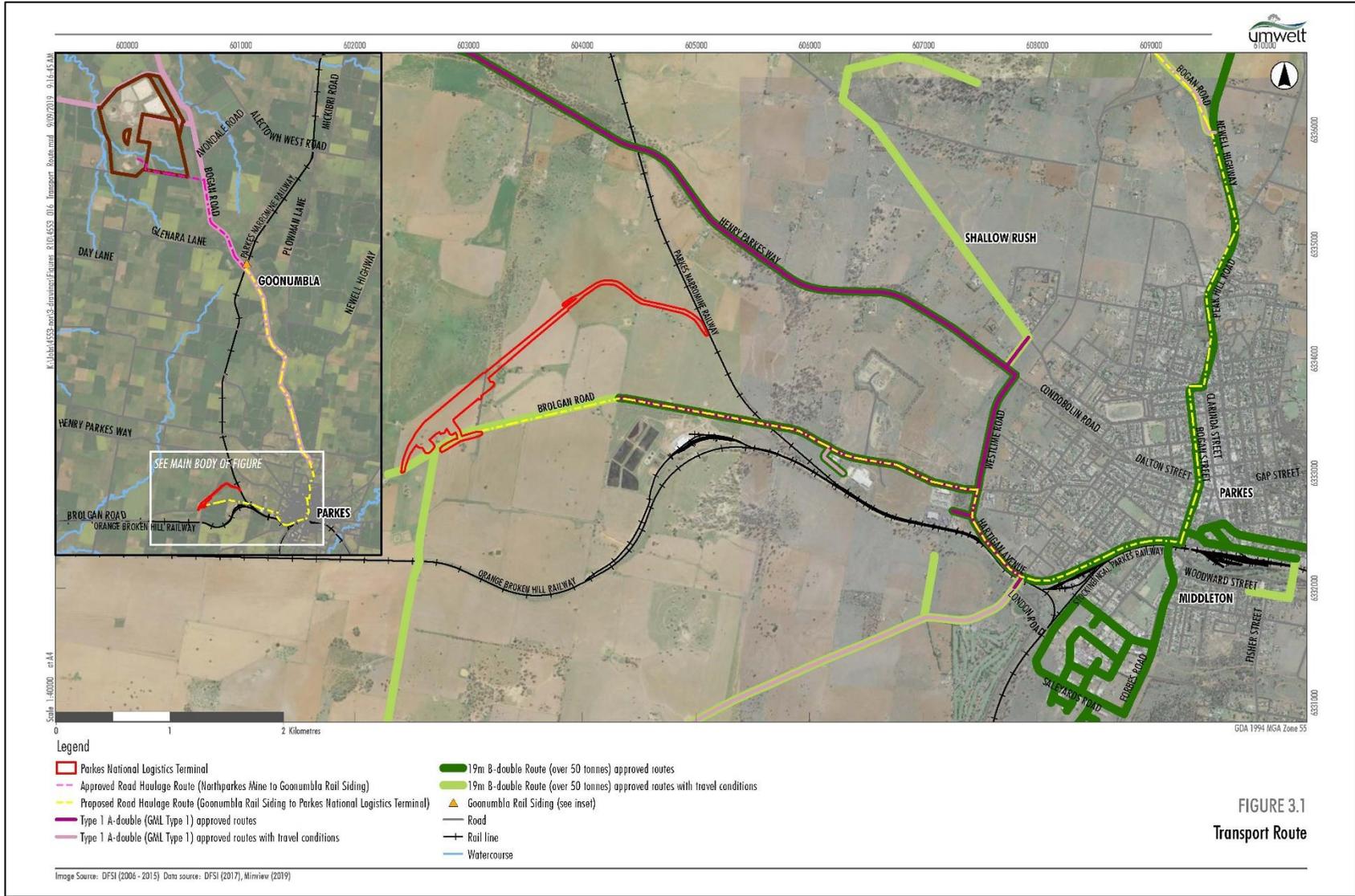


Figure 5.1 Haulage Route

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5.4 Period of Use

The modified haulage route was only to be used for 12 months, or until the Goonumbla rail siding was re-opened, whichever occurred first.

5.5 Hours of Operation

In order to reduce the number of trucks required to operate on the haulage route, Northparkes will operate 24 hours per day, excluding the currently nominated school drop-off/pickup periods on McClintocks Lane, Bogan Road & Brolgan Road, namely:

- McClintocks Lane between 7.30 am to 9.00 am, and 3.00 pm to 4.30 pm on school days
- Bogan Road between 7:30 am and 9:00 am and 3:00 pm and 5:00 pm during school terms; and
- Brolgan Road between 8.00 am to 9.00 am, and 3.30 pm to 4.30 pm on school days,

Unless required as a result of haulage route road closures which prevent the delivery of copper concentrate, and in order to ensure delivery of copper concentrate for train loading, the Northparkes would not operate between 10.00 pm and 7.00 am on Saturday and Sunday nights.

While the contribution of the proposed additional truck movements for the modified haulage operations is well below the road noise criteria, not operating the haulage route between 10.00 pm and 7.00 am on Saturday and Sunday nights will give those residents a minimum two nights respite.

6. TRAFFIC SAFETY

6.1 Travelling Speeds and Other Route Restrictions

Northparkes haulage contractor holds a valid Class 2 – Heavy Vehicle Authorisation Permit (ref no: 24788 v4) over the haulage route. This Permit is issued under the provisions of Section 143 of the *Heavy Vehicle National Law Act 2012* and Section 20 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* for the operation of a Class 2 vehicle subject to the conditions set out in this Permit and any attachments.

The Permit approves 24-hour haulage operations, seven day a week, including an exemption to the “no access between sunset to sunrise” restriction for A-doubles on Bogan Road & McClintocks Lane. However, as a road safety initiative, Northparkes has committed to no copper concentrate haulage operations on the haulage route between 7.30 am to 9.00 am, and 3.00 pm to 5.00 pm on school days. As noted in Section 3.5, Northparkes would avoid operating between 10.00 pm and 7.00 am on Saturday and Sunday nights unless required as a result of daytime haulage route road closures.

Northparkes has also committed to maximum speeds for trucks travelling on the number of roads along the haulage route to minimise potential safety hazards. Please refer to **Sections 6.1.1 to 6.1.5** for the restrictions relevant to each of the individual roads of the haulage route.

6.1.1 McClintocks Lane

This two-laned sealed road provides access from Northparkes Mine to Bogan Road. While the road is speed limited to 100 km/hr, the following restrictions will be applied to haulage:

- no travel between 7.30 am to 9.00 am, and 3.00 pm to 4.30 pm on school days, and
- maximum speed of 80 km/hr.

6.1.2 Bogan Road

This local road is a two-laned, sealed road with centreline and outer lane markings which provides for transport between McClintocks Lane and the Newel Highway. The road is speed limited to 100 km/hr, however, the following restrictions will be applied to haulage:

- no travel between 7.30 am to 9.00 am, and 3.00 pm to 5:00 pm on school days, and

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- maximum speed of 80 km/hr.

6.1.3 Newell Highway

The Newell Highway is classified road (Highway 17) and is an important road link for freight between Queensland and Victoria and regional centres in western NSW.

Haulage traffic will comply with the nominated speed limit which is 80 km/hr from Bogan Road for a distance of 550 m, reducing to 50 km/hr on entry to Parkes.

6.1.4 Hartigan Avenue

Initially following the alignment of the Orange – Broken Hill Rail Line, this sealed two-lane road connects the Newell Highway with Brolgan Road. Hartigan Avenue is a classified road (No. 61) and is bounded to the north by residential and commercial development and to the south by the rail line and undeveloped land. A number of residential streets intersect (as T-intersections) with Hartigan Avenue, including Hooley Street, Gladstone Street, Junction Street, Macarthur Street and Best Street.

Haulage traffic will comply with the nominated speed limit which of 50 km/hr.

6.1.5 Brolgan Road

From the Hartigan Avenue – Westlime Road intersection, Brolgan Road provides access to the PNLT. This two-lane sealed road is the subject of modification and upgrade in the vicinity of the PNLT and is speed limited to 80 km/hr.

The section of Brolgan Road between Hartigan Avenue – Westlime Road intersection and the SCT Terminal is an approved for A-Double transport, with the remaining section approved for B-Double transport, with the following restrictions:

- no travel between 8.00 am to 9.00 am, and 3.30 pm to 4.30 pm on school days, and
- maximum speed of 80 km/hr.

6.2 School Bus Interactions

Northparkes have committed not to schedule transport activities during the currently nominated school drop-off / pick-up periods on McClintocks Lane, Bogan Road & Brolgan Road, namely:

- McClintocks Lane between 7.30 am to 9.00 am, and 3.00 pm to 4.30 pm on school days,
- Bogan Road between 7:30 am and 9:00 am and 3:00 pm and 5:00 pm during school terms, and
- Brolgan Road 8.00 am to 9.00 am, and 3.30 pm to 4.30 pm on school days.

6.3 GPS Tracking

Northparkes have installed GPS monitoring devices and dashboard cameras on all trucks to monitor driver behaviour and safe driving practices. The data from these GPS devices and dashboard cameras can be reviewed periodically to confirm compliance with haulage routes, travel speeds, movement numbers and other traffic management discussed in **Section 6.4**.

The data from these devices would also be available for review in the event of a complaint or incident involving one of Northparkes trucks.

Information in relation to driver requirements with respect to the GPS devices and dashboard cameras is discussed in **Section 10.1.5**.

6.4 Other Traffic Management

The conveying of trucks will be prevented where possible. Northparkes would delay the despatch of the second truck to avoid a possible convoy of trucks travelling on the designated haulage route. Parking and idling of heavy vehicles on the haulage route is not permitted unless for safety reasons.

Northparkes has also committed to the following;

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- operation of a maximum of two A-Double heavy vehicles at any one time,
- adherence to the conditional restrictions on access to the Restricted Access Vehicle (RAV) routes on McClintocks Lane, Bogan Road and Brologan Road (refer to **Section 6.1**), and
- adherence to sign posted and RAV route conditioned speed limits.

7. TRAFFIC NOISE

Northparkes is committed to reducing the potential truck noise impacts to sensitive receivers along the haulage route.

7.1 Noise Management

7.1.1 Induction and Training

Specific instruction on this TMP, the management measures contained within, and other relevant noise control practices will be provided to drivers operating between Northparkes and the PNLT or the Goonumbla Rail Siding. Drivers will also be required to understand and adhere to a Driver Code of Conduct which identifies key behavioural and performance requirements (refer to **Section 10.0**).

7.1.2 Fleet Management and Maintenance

Vehicle inspections will be undertaken at least on a monthly basis to confirm there are no external or internal vehicle faults which could result in increased noise emissions when operated. Records of vehicle inspections will be retained by Northparkes.

7.1.3 Use of Engine Brakes

Noise from engine brakes is the greatest source of community complaint against the heavy vehicle industry. Unless in the case of an emergency, drivers will avoid the use of engine brakes on Bogan Road, Hartigan Avenue and streets within Parkes.

8. INCIDENT MANAGEMENT AND REPORTING

8.1 Incident and non-compliance management

Incidents and Non-compliances may be identified by a range of mechanisms including:

- Review of monitoring results
- Complaints
- Site inspections
- Audits; and
- Incident reports.

The Incident Management Procedure (PRO-0148) specifies the response to and management of any incident which occurs within the Project Area or is associated with operations at Northparkes.

In accordance with the requirements of EPL 4784, the site Pollution Incident Response Management Plan (PIRMP) will be activated for any traffic related incidents that cause or threaten to cause material harm to the environment.

Where non-compliances are identified Northparkes will conduct and document an investigation in accordance with the internal investigation guidelines (GUI-0092).

8.2 Reporting

Incidents and near misses at Northparkes are reported internally through the RMSS system.

Corrective or preventative actions are required to be developed for any environmental incident, including traffic noise, prior to close out of the incident within RMSS.

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Any non-compliance against Northparkes operating licence conditions is also reported externally to the relevant regulatory authorities in accordance with Condition 7, Schedule 6 of Development Consent (DC11_0060). Non-compliance incidents that are reportable to government departments are also reported to CMOC and Joint Venture partners as they may have the potential to impact upon the business.

9. COMMUNITY CONSULTATION AND COMPLAINTS

9.1 Community and Sensitive Receivers

Prior to the recommencement of the modified haulage operations, Northparkes will provide notification in the form of a public notice to the sensitive receivers and surrounding community. Northparkes will provide the residents of the properties adjoining Bogan & Brogan Road with the contact details of relevant personnel and encourage the reporting of poor performance. Where contact from a sensitive receiver is in the form of a complaint, the complaint management procedure of **Section 9.3** will be implemented.

9.2 Communication Strategies

9.2.1 Road Authorities

The drivers will be encouraged to report any deterioration in road surface, e.g. potholes, edge deformation, pavement subsidence (which could result in additional road noise) to Northparkes management. Northparkes management will in turn notify the road authority such that remediation may be undertaken as soon as possible.

9.2.2 Contract and Other Transport Operators

A copy of this TMP and Driver Code of Conduct (refer to Appendix 2) is provided to each driver operating on the haul route. Northparkes will engage with the operator of the two quarries on Bogan Road so as to avoid, as far as practicable, concurrent periods of high delivery volumes.

9.3 Complaint Management

The Stakeholder Communications Management Plan (PLN-0040) and the Community Complaint Notification Form (FRM-0152) specify Northparkes management of and response to complaints.

Where community concerns or complaints pertaining to traffic related incidents are received, Northparkes will undertake the following steps.

- Log the details of the complaint and immediately investigate the complaint and the source,
- Review the effectiveness of traffic control measures through an investigation and if necessary, recommend additional corrective measure options,
- Implement the corrective measures identified through investigation,
- Discuss the subsequent results with the complainant to ensure a resolution is reached, and
- Record and report the results of investigations and any amelioration activities in the Annual Review (Development Consent 11_0060) and Annual Return (EPL4784).

9.4 Corrective Measures

Corrective measures may involve modification to equipment, behaviour, management or a combination of these as follows:

Equipment

- Replacement or upgrade of trucks.

Behaviour

- Additional training and/or instruction provide to personnel, and
- More severe disciplinary action taken.

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Management

- Change to scheduling of operations, and
- Negotiated agreement for elevated truck noise levels during specific times of haulage.

10. DRIVER CODE OF CONDUCT

10.1 Driver Behaviour

10.1.1 Code of Conduct

Each driver will be required to review, understand and sign a Driver Code of Conduct to manage potential impacts from traffic associated with the haulage of product from the site during operations. The Driver Code of Conduct, which is provided as Appendix 2, has been prepared to ensure that drivers operate their vehicle in a safe manner, taking into account other road users and adjoining landowners, which reduces as far as possible noise generated by transport operations.

The Driver Code of Conduct will be incorporated as part of the induction process for heavy vehicle drivers and will include the following;

- Appropriate travelling speeds and practices,
- Driver fatigue management measures,
- A procedure to ensure that drivers adhere to designated transport routes,
- Procedure to ensure drivers implement safe driving practices, and
- Truck Driver mobile phone use .

10.1.2 Promoted Behaviour

In addition to the requirements of the Code of Conduct, drivers will be encouraged to:

- Inform Northparkes of any vehicle maintenance matters which could be reducing noise mitigation performance as soon as they become aware of this, and
- Report any deterioration in road surface, e.g. potholes, edge deformation, pavement subsidence (which could result in additional road noise) to Northparkes management.

10.1.3 Driver Fatigue Management

The following measures will be required of all drivers:

- Drivers are not to arrive to work under fatigue conditions, if so, they must report it to Northparkes Management.
- Drivers must report fatigue during operation and take appropriate mitigating steps, including but not limited to;
 - Taking shorts breaks, in safe locations, as required,
 - Getting fresh air,
 - Staying hydrated.
- Drivers must report concerns to Northparkes management regarding driver fatigue for themselves and/or other drivers.

10.1.4 Communications and Mobile Phone Use

Each driver for Northparkes is provided with a mobile phone and trucks will be fitted with a two-way radio to ensure truck drivers, Northparkes and PNLT management personnel are able to communicate in a safe manner. The two-way radio is the preferred method of communication, however, if unavailable, mobile phone use is permitted under the following circumstances:

- Hand-held mobile phone use is to be undertaken when the truck is in a safe position off the road, is stationary and safely parked and engine turned off, and

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- The use of mobile phones whilst driving a truck for Northparkes is prohibited, unless fitted with Bluetooth capability.

10.1.5 Installation of GPS and Dashboard Cameras

Northparkes have installed GPS monitoring devices and dashboard cameras on all trucks to monitor driver behaviour and safe driving practices, designated transport routes, travelling speed and to investigate any traffic related incidents involving Northparkes trucks.

Drivers will be prohibited from removing or modifying these devices and will be required to inform Northparkes management if the devices stop working or are suspecting of not working properly.

10.2 TMP Enforcement

Failure of a truck driver to comply with the relevant noise management strategies and requirements nominated in the Plan will lead to either the issue of a "warning notice" or "disciplinary action".

A warning notice may be issued for the following reasons

- Travel during the restricted periods (refer to **Section 6.1**),
- Park-up or vehicle idling on the haulage route,
- Failure to properly secure the vehicle,
- Excessive use of engine breaks,
- Excessive acceleration/deceleration where not justified on safety or emergency grounds,
- Failure to adhere to specific instruction by Northparkes management, and
- Failure to report any complaint received.

Following the issue of a warning notice, the offending driver will be provided with instruction on the relevant matter and required to review the TMP, confirm through signature that they understand and comply.

The driver may be required, at the discretion of Northparkes, to complete another induction or further training. Disciplinary action may be taken in the following circumstances:

- Receipt of two or more warning notices,
- Operation of a vehicle in a dangerous or reckless manner, and
- Abuse of other road users or landowners.

Disciplinary action may include being stood down for a nominated period, or in the most serious circumstance cancellation of contract or termination of employment.

11. PERFORMANCE MANAGEMENT

11.1 Key Performance Indicators

Table 8.1 presents the performance indicators and targets associated with haulage operations during the period in which the modified transport arrangements are in place.

Table 11.1 Performance Indicators and Targets

Management	Performance Indicator	Target
Complaints	Number of complaints	Nil
	Corrective Actions	All complaints successfully actioned within 14 days
Communication	Sensitive Receivers	Bogan and Brolgan Roads property owners contacted
	Public Notification	Public notice issued prior to commencement
	Response	All correspondence and communication logged and appropriately actioned

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Management	Performance Indicator	Target
Employment and Training	Inductions	Completed for all new personnel within 7 days of employment
	Training	Plan specific instruction / training provided to drivers
Personnel Behaviour	Driver Code of Conduct	All drivers are signatories and record held on-site
	Warning Notices	Zero
	Disciplinary Actions	Zero

12. TMP REVIEW

This TMP will be reviewed after six months, or on receipt of validated complaint, and updated to reflect any identified improvements or in response to assessment of the performance indicators of Section 11.1.

The TMP will also be reviewed should the modified haulage operations continue beyond 12 months or be recommenced at a later stage as a result of a future closure of the Goonumbla Rail Siding.

13. RESPONSIBILITIES

General role responsibilities are outlined in the Health, Safety and Environment Responsibilities and Accountabilities Procedure ([PRO-0080](#)). Personnel carrying out work under this document must be familiar with and comply with it in full. The following persons have specific responsibility:

Table 2: Responsibilities

Role	Responsibility
all workers	<ul style="list-style-type: none"> – have a duty of care to take reasonable care for their own health and safety and that they do not adversely affect the health and safety of other persons – are responsible for identifying hazards with this document and initiating management of change to correct those deficiencies – are to identify any hazards in the workplace and advise their leader of changes – must implement controls, effective for managing – are responsible for complying with all associated processes, procedures and instructions that support this document
team	<ul style="list-style-type: none"> – conduct work area inspections to identify hazards – conduct regular monitoring of to prevent or mitigate – review and analyse incident reports – maintain compliance to all components of this and its supporting documents – engage specialists (as required) to have input into the development, implementation, maintenance and review of various aspects of
manager	<ul style="list-style-type: none"> – must review this document for effectiveness and its performance against its objective/s – ensure the development and implementation of processes comply with this document
managing director	<ul style="list-style-type: none"> – must provide sufficient resources to comply with this document

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APPENDIX 1 – AGENCY CONSULTATION


PARKES SHIRE COUNCIL
Delivering progress and value to our community.

Contact Person: Ben Howard

BH:SM

5 September 2019

CMOC - Northparkes Mines
P.O Box 995
PARKES NSW 2870

Attn: Hubert Lehman

Dear Hubert

NORTHPARKES MINES (CMOC) - MODIFICATION 5 TO DEVELOPMENT CONSENT 11_0060

I refer to recent discussions regarding Councils review of the draft conditions for Modification 5 to Development Consent 11_0060.

Council wishes to advise that following its internal review of the supplied documentation, that Council supports and approves in principle the Traffic Noise Management Plan without further modifications as prepared by Umwelt.

Council would like to take this opportunity to commend the work undertaken by Northparkes Mines on the processes undertaken to date in relation to the Modification to ensure that the project requirements are delivered in an effective and timely manner. The professionalism and support from all staff throughout the process were greatly appreciated from Councils behalf.

Should you require any further information please contact Council's Director Works and Services, Mr Ben Howard on 6861 2343.

Yours faithfully



Ben Howard
DIRECTOR WORKS AND SERVICES

2 Cecile Street, PO Box 337 Parkes NSW 2870

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www.parkes.nsw.gov.au



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Dingle, Chase (NPM)

From: Ainsley Bruem <ainsley.bruem@rms.nsw.gov.au>
Sent: Thursday, 5 September 2019 2:32 PM
To: Dingle, Chase (NPM)
Cc: Development Western
Subject: RE: Northparkes Mines Draft Consent Condition 34A - Traffic Management Plan

Hi Chase,

I have reviewed 4553-R09-Traffic Management Plan-final and make the following comments:

4.3.2 Restrictions

Unless required for time critical delivery of copper concentrate, the Applicant would not operate between 10:00pm and 7:00am on Saturday and Sunday nights.

I assume time critical deliveries as per above are allowed within the CoC and don't require any additional approvals outside this consent?

Further to this who and how is a "time critical delivery" determined and what is the subsequent permissibility to commence this?

The only noteworthy inclusion in appendix 1 is covering the dangers in the use of mobile phones while undertaking a driving task.

I am not sure whether the bespoke vehicles are fitted with Bluetooth capability or the mine in general has strict rules around this issue however it should be incorporated into any Driver CoC.

Pending inclusion of the above, the items listed below in yellow appear to be adequately addressed in the Driver CoC...

Regards,
Ainsley

Ainsley Bruem
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From: Dingle, Chase (NPM) [mailto:Chase.Dingle@au.cmoc.com]
Sent: Wednesday, 28 August 2019 8:33 PM
To: Ainsley Bruem
Cc: Kelly, Stacey (NPM)
Subject: Northparkes Mines Draft Consent Condition 34A - Traffic Management Plan

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Hi Ainsley,

I refer to the attached draft conditions for Modification 5 to Development Consent 11_0060, sent to Northparkes mines on the 27/08/19.

More specifically, this correspondence is in regards to the draft Condition 34A (detailed below) and the attached draft Traffic Management Plan (TMP).

Traffic Management Plan

- 34A. Prior to hauling copper concentrate to the Parkes National Logistics Terminal, the Proponent must prepare a Traffic Management Plan for the development in consultation with RMS, the EPA and Council, and to the satisfaction of the Secretary. This plan must include:
- (a) details of the measures that would be implemented to minimise traffic safety issues and disruption to local users of the transport route;
 - (b) details of measures that would be implemented to minimise traffic noise, including noises with the potential to cause sleep disturbance;
 - (c) measures to minimise potential for conflict with school buses and other motorists as far as practicable;
 - (d) procedures for receiving and addressing complaints from the community about development related traffic;
 - (f) a driver's code of conduct that addresses
 - travelling speeds;
 - driver fatigue;
 - procedures to ensure that drivers adhere to the designated transport route/s; and
 - procedures to ensure that drivers implement safe driving practices.

Northparkes Mines is seeking feedback from RMS, EPA and Council on any additional requirements (to those contained in Condition 34A and draft Traffic Management Plan) by email.

We'll include a short section on consultation in an updated TMP which will also reference submissions and requests of these agencies following the exhibition of the SEE and RTS.

In order to satisfy the time constraints of the Parkes to Narromine Inland Rail Project, Northparkes Mines is seeking your feedback at your earliest convenience. If I do not receive any feedback within seven days of the date of this correspondence, then I will proceed to finalise the TMP and seek to formally satisfy the requirements of Condition 34A.

If you have any questions, please do not hesitate to contact me.

Kind regards,

Chase Dingle
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APPENDIX 2 – DRIVER CODE OF CONDUCT

Northparkes Mines Driver Code of Conduct September 2019

All drivers of heavy vehicles associated with transportation of materials between the Mine Site and the Goonumbla Rail Siding or Parkes National Logistics Terminal:

- will be appropriately licensed to operate the vehicle
- will be fit for work and fit for task (drug and alcohol free & fatigue appropriately managed)
- will not use a hand-held mobile phone whilst driving a vehicle, unless fitted with Bluetooth capacity
- will only use provided mobile phone if the vehicle is in a safe position off the road, is stationary, safely parked and the engine turned off
- will ensure that the vehicle is fully roadworthy and maintained
- will obey all road traffic regulations, signs, directions, and instructions and display respect for other road users at all times
- will ensure that loads are appropriately secured (both on despatch from Northparkes Mines and the Goonumbla Rail Siding or Parkes National Logistics Terminal)
- will only travel on the nominated haulage route
- will familiarise themselves with travel restrictions during school bus hours and avoid travel on the relevant sections of the haulage route during these times
- will stagger departure to avoid consecutive passers-by of residential receivers and creation of convoys with other Northparkes and/or local quarry trucks
- will not overtake each other on the haulage route, unless a vehicle is broken down and must maintain appropriate distance between vehicles
- will be familiar with and adhere to the requirements of the approved Traffic Management Plan and amendments that may be made
- will avoid the use of engine brakes on Bogan Road, Hartigan Avenue and streets within Parkes
- will report signs of fatigue to management
- will take appropriate steps to manage driver fatigue during shifts.

Disciplinary action may be undertaken if drivers fail to meet the requirements set out in the Code of Conduct or Northparkes receives a confirmed community complaint regarding Driver actions that are in breach of this code including on-road driving behaviour.

By signing below, you certify that you have read and understand the requirements of Northparkes Mines Driver Code of Conduct and Traffic Noise Management Plan.

Driver's Name (please print)	
Driver's Signature	
Date	