

INTEGRA UNDERGROUND

GLENCORE



Construction Traffic Management Plan

Document Number: INTUG-793190785-1294

Status: Approved

Version: 1.0

Effective: 10 September 2018

Review: 10 September 2021

Owner: Environment and Community Manager

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1 Introduction

1.1 Background

This Construction Traffic Management Plan (CTMP) is one of a series of Environmental Management Plans that together form the Environmental Management System for the Glencore Integra Underground Mine, herein referred to as Integra Underground.

The Integra Underground is approximately 12 km north-west of Singleton, in the Singleton Local Government Area (see **Figure 1**). Underground mining operations are approved at a maximum extraction rate of 4.5 million tonnes per annum (Mtpa) of run-of-mine (ROM) coal until 31 December 2035 under Project Approval PA 08_0101 (as modified). This approval allows longwall mining of the Hebden, Barrett and Middle Liddell seams to produce high quality, semi-hard coking coal for export.

The Integra Underground was formerly a part of the larger Integra Mine Complex. This complex comprised both underground and open cut operations and operated under a single project approval instrument which combined the project approvals for the Integra Underground (PA 08_0101) and Integra Open Cut (PA 08_0102). In late 2015, HV Coking Coal Pty Ltd (HVCC) (a 100% Glencore-owned company) acquired all assets associated with the Integra Underground, which had been placed in care and maintenance in May 2014. Bloomfield Collieries Pty Limited (Bloomfield) purchased the open cut and surface facilities (subsequently re-named the Rix's Creek North Mine).

Following the separate sale of the underground and open cut, the combined project approval was modified to separate the approvals. Following the separation of the approvals Integra Underground operated under PA 08_0101 as modified.

HVCC recommenced underground operations in 2017, with development resuming in February 2017 and longwall extraction resuming in May 2017 in accordance with the Extraction Plan as required under Condition 20 of Schedule 3 of PA 08_0101. An application for a further modification to PA 08_0101 (MOD 7) and accompanying Environmental Assessment (EA) was lodged with the Department of Planning and Environment (DPE) in June 2017. Subsequently, approval was granted by DPE on 15 September 2017. The modification application was made to facilitate the construction of a water pipeline from Integra Underground to the adjacent Mt Owen Complex and the subsequent use of the pipeline to transfer mine water. The modification enables surplus mine water collected at Integra Underground to be managed at the Mt Owen Complex and within Glencore's Greater Ravensworth Area Water Sharing Scheme (GRAWSS).

An application for Modification 8 (MOD 8) to PA 08_0101 and accompanying EA was lodged with the DPE in November 2017. Approval was granted by DPE on 16 April 2018. MOD 8 allows continuation of longwall mining of the Middle Liddell Seam further to the north of the currently approved longwall panels, along with the construction and operation of ancillary surface infrastructure required to support the mining activities. The approval of MOD 8 included a requirement to prepare a Construction Traffic Management Plan (CTMP) to the satisfaction of the Secretary.

1.2 Objectives

This Construction Traffic Management Plan (CTMP) has been developed to satisfy Schedule 3 Conditions 42 of PA 08_0101 for the construction activities included in MOD 8 to PA 08_0101.

Accordingly, this plan:

- provides measures to minimise traffic impacts that may occur during construction of surface infrastructure and new access road;
- provides measures to ensure construction vehicles utilise the safest route in regards to sight distances and existing road environment (ie speed, alignment and crash history) when entering and existing the New England Highway from local roads; and
- describes a program to monitor and report on the effectiveness of these measures.

1.3 Statutory Requirements

PA 08_0101 stipulates requirements related to this CTMP. These are summarised in **Table 1-1** below.

Table 1-1 – Relevant Development Consent Conditions

PA 08_0101 Condition	Project Approval Condition Description	Relevant Section of Plan
Schedule 3, Condition 42	Prior to the commencement of construction activities under Modification 8, the proponent must prepare a construction Traffic Management Plan to the satisfaction of the Secretary. This plan must:	This plan
	a) be prepared in consultation with RMS and Council;	Section 1.4
	b) include measures to minimise traffic impacts that may occur during construction of surface infrastructure and new access road;	Section 3.1
	c) outline measures to ensure construction vehicles utilise the safest route in regards to sight distances and existing road environment (ie speed, alignment and crash history) when entering and existing the New England Highway from local roads; and	Section 3.1.3
	d) include a program to monitor and report on the effectiveness of these measures.	Section 4.1 Section 5.1
Schedule 5, Condition 2	The Proponent must ensure that the management plans required under this approval are prepared in accordance with any relevant guidelines, and include:	This plan
	a) detailed baseline data;	Section 2.4
	b) a description of: - the relevant statutory requirements (including any relevant approval, licence or lease conditions); - any relevant limits or performance measures/criteria; and - the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the project or any management measures; and	Section 1.3 Section 2.5
	c) a description of the measures that would be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria	Section 3.1
	d) a program to monitor and report on the: - impacts and environmental performance of the project; and - effectiveness of any managements measures (see (c) above);	Section 4 Section 5
	e) a contingency plan to manage any unpredicted impacts and their consequences; and	Section 5.3
	f) a program to investigate and implement ways to improve the environmental performance of the project over time;	Section 5.2
	g) a program to regularly review management practices to align with contemporary best practice industry standards;	Section 5.2
	h) a protocol for managing and reporting any: - incidents;	Section 4.2 Section 4.3

PA 08_0101 Condition	Project Approval Condition Description	Relevant Section of Plan
	<ul style="list-style-type: none"> - complaints; - non-compliances with the conditions of this approval and statutory requirements; and - exceedances of the impact assessment criteria and/or performance criteria; and 	
	i) a protocol for periodic review of the plan.	Section 5.2

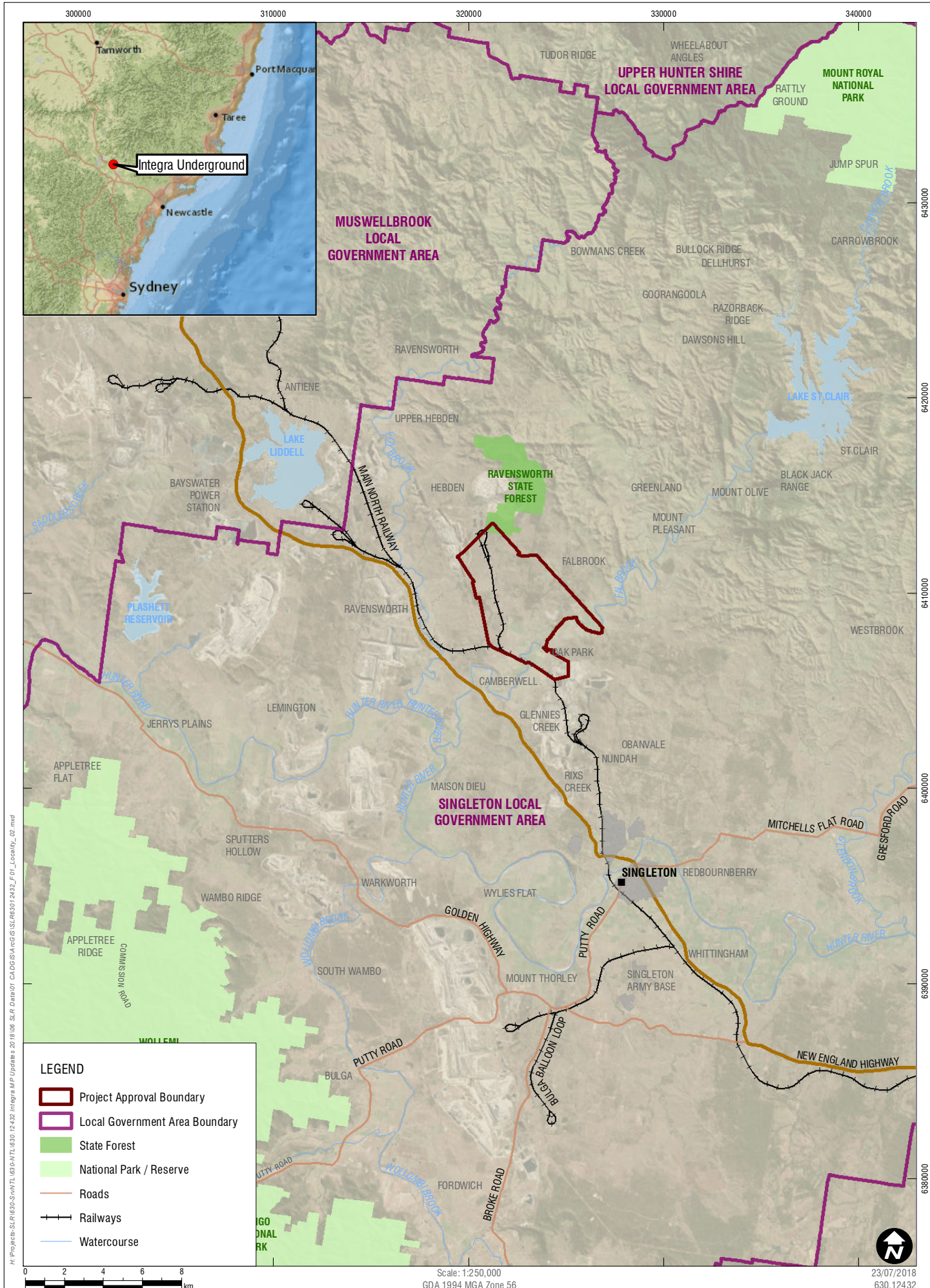
1.4 Consultation with External Stakeholders

As per condition 42(a) of Schedule 3 of PA 08_0101, this CTMP has been prepared in consultation with Roads and Maritime Services (RMS) and Singleton Shire Council (Council).

A draft version of this CTMP was provided to RMS and Council, with an invitation to provide commentary on the document. Consultation records are in **Appendix B**.

A copy of the DPE approval of the CTMP is in **Appendix C**.

This CTMP has been prepared following approval of MOD 8 (see **Section 1**). The *Longwall Extension Modification Environmental Assessment* (Hansen Bailey 2017b) contains the consultation undertaken in relation to MOD 8.



Locality Plan

FIGURE 1

2 Planning

2.1 Timeframe

The estimated timeframe for construction activities related to MOD 8 under PA 08_0101 is approximately 12 months. Efforts will be made to complete the works within this timeframe. However, due to climatic or other unforeseen reasons, construction works may need to be extend beyond this period.

It should be noted that gas drainage wells will be progressively constructed during mining and will therefore be constructed beyond this estimated 12 month construction phase.

Should auxiliary fans be constructed, these will generally be undertaken outside of the estimated 12 month construction phase.

2.2 Road Network

The road network comprises of local roads and the New England Highway. **Figure 2** illustrates the road network and **Tables 2-1 and 2-2** detail the roads and key intersections.

Table 2-1 – Key Roads Information

Road	Description
New England Highway	Speed limit of 60 km/h, 90 km/h and 100km/h Intersects Bridgman Road Intersects Glennies Creek Road Intersects Hebden Road
Bridgman Road	One lane in each direction Speed limits of 60 km/h, 80 km/h and 100 km/h Intersects New England Highway Intersects Stoney Creek Road
Hebden Road	One lane in each direction Speed limits of 60 km/h and 80 km/h Provides access to Glendell Mine and Mt Owen Mine Intersects New England Highway Intersects level railway crossing
Glennies Creek Road	Speed limit of 80 km/h and 100km/hr Intersects Forest Road Intersects New England Highway Intersects level railway crossing
Stoney Creek Road	Speed limit of 100 km/h Intersects Middle Falbrook Road Intersects Bridgman Road
Middle Falbrook Road	Speed limit of 100 km/h Provides access to Integra Underground Intersects Stoney Creek Road
Forest Road	Unsealed road Intersects Glennies Creek Road

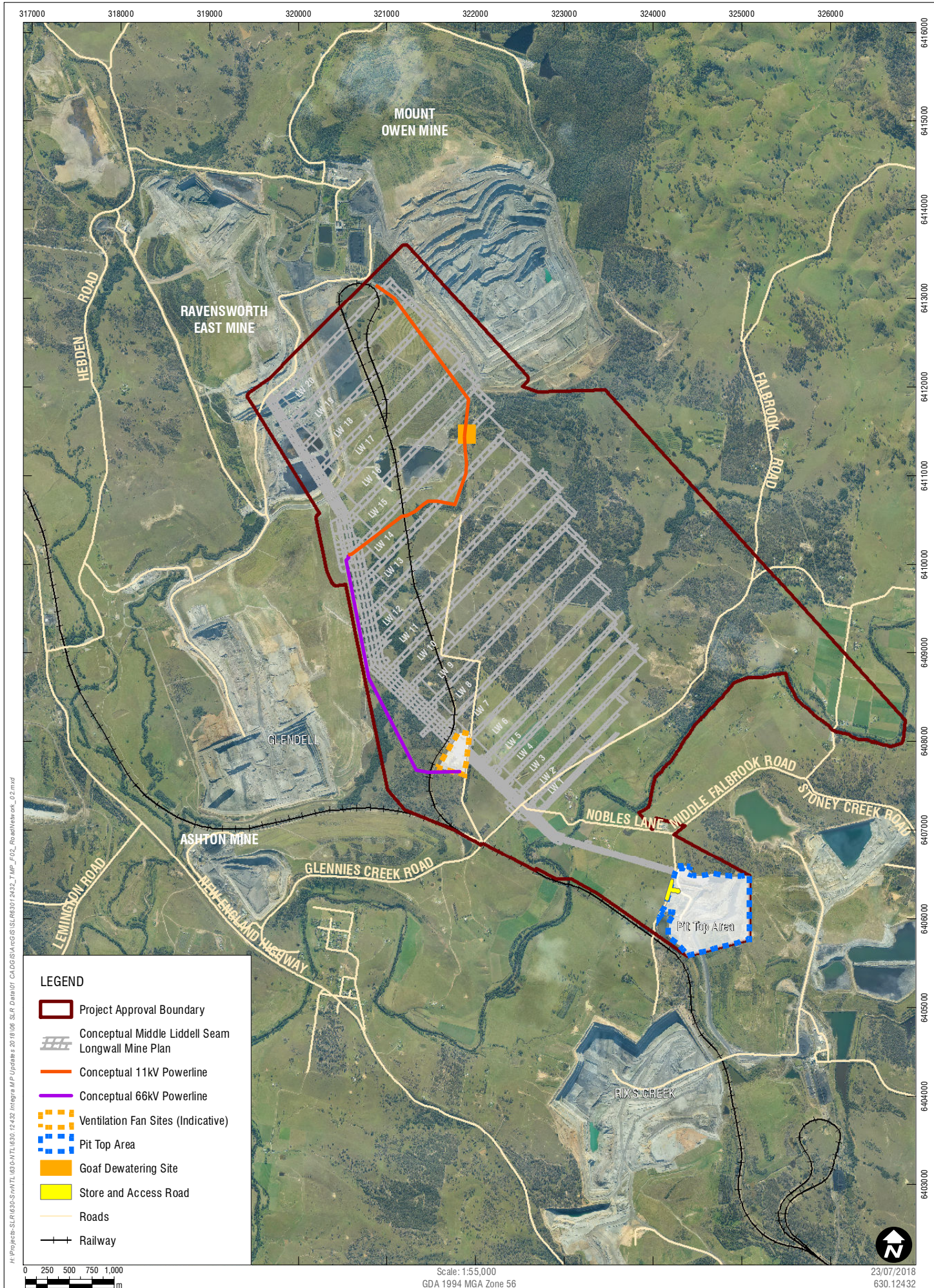


Table 2-2 – Key Intersections

Intersection	Description
New England Highway and Bridgman Road	Four-leg signalised intersection
New England Highway and Hebden Road	Priority controlled T junction with left and right turn auxiliary lane located in 90 km/h zone
Bridgman Road and Stoney Creek Road	Priority controlled T junction with left auxiliary lane located in a 100 km/h zone
New England Highway and Glennies Creek Road	Priority controlled T-junction with left auxiliary lane and channelised right turn

The impacts on the road network during the construction period are expected to be negligible (Hansen Bailey, 2017b).

2.3 Road Restrictions

Restricted access vehicle information has been sourced from the RMS website and provided in **Table 2-3**.

Table 2-3 – Restricted Access

Road	26m B-Double	Over-height (4.6m)
New England Highway	No restriction	Yes – Restriction applies
Bridgman Road	No restriction in part Yes – Restriction for remaining part	Yes – Restriction applies
Hebden Road	No restriction	Yes – Restriction applies
Glennies Creek Road	No restriction in part (with conditions) Yes – Restriction for remaining part	Yes – Restriction applies near New England Highway intersection
Stoney Creek Road	Yes – Restriction applies	Yes – Restriction applies
Middle Falbrook Road	Yes – Restriction applies	Yes – Restriction applies
Forest Road	Yes – Restriction applies	Yes – Restriction applies

2.4 Baseline Data

Integra Underground submitted an Environmental Assessment to DPE in seeking approval for MOD 8 to PA 08_0101. This *Longwall Extension Modification Environmental Assessment* (Hansen Bailey 2017b) included a *Traffic Impact Assessment* completed by WSP. The assessment reviewed the condition of the existing road network in the vicinity of Integra Underground and assessed the impact of the potential traffic volumes generated by MOD 8 to PA 08_0101. The assessment included traffic surveys of the key roads and intersections, traffic modelling of the existing performance of key intersections and a review of crash data provided by RMS to assess safety of the existing road network (Hansen Bailey, 2017b). **Table 2-4** provides the intersection performance information for 2017. **Table 2-5** provide the mid-block performance for local roads for 2017.

Table 2-4 – Intersection Performance (2017)

Intersection	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Average Delay (s)	Level of Service	95% Back of Queue (m)	Average Delay (s)	Level of Service	95% Back of Queue (m)
New England Highway/Bridgman Road (6:15–7:15 AM peak, 3:45–4:45 PM peak)	44	D	201	25	B	102
Stoney Creek Road/Bridgman Road (6:15–7:15 AM peak, 3:45–4:45 PM peak)	6	A	1	6	A	2
New England Highway/ Glennies Creek Road (5:45–6:45 AM peak, 3:15–4:15 PM peak)	41	C	5	24	B	5

Source: Hansen Bailey, 2017b

Table 2-5 - Mid-block Performance (2017)

Mid-block Location	Peak Hour Two-way Flow (veh/h)	Percent of Heavy Vehicles	Level of Service
Bridgman Road - South of Stoney Creek Road intersection	141	4%	A
Glennies Creek Road - North of Nobles Lane	30	1%	A
Stoney Creek Road - South of Middle Falbrook Road intersection	102	3%	A
Middle Falbrook Road - Between Nobles Lane and entrance to Integra Underground surface facilities area	100	4%	A

Source: Hansen Bailey, 2017b

2.5 Potential Impacts

The operation of Integra Underground will require some construction activities. **Figure 2** illustrates the access to site for construction.

Section 7 of the Traffic Impact Assessment for MOD 8 (Hanson Bailey, 2017b) states the following:

The proposed Modification is predicted to have negligible traffic impacts on the road network during the construction period. Construction traffic generated by the Modification will be temporary in nature and will not impact upon the performance of the adjacent road network and key intersections. No additional traffic is anticipated during operation, as the operational workforce will remain unchanged.

The current operational workforce is already included in the background traffic on the road network. Mitigation measures suggested are to be implemented to remove or ameliorate any construction traffic related impacts.

Mitigation measures related to the plan are outlined within **Section 3**.

2.5.1 Construction of surface infrastructure

The construction of surface infrastructure will occur within the Project Approval Boundary for Integra Underground.

Surface infrastructure to be constructed includes:

- 66kV powerline;
- 11kV powerline;
- Goaf dewatering site;
- Store facility;
- Gas drainage boreholes; and
- Surface auxiliary fans.

Access to Integra Underground is via the New England Highway and local roads. Access to surface infrastructure areas during construction include:

- Access to the main surface facilities via Bridgman Road, Glennies Creek Road, Stoney Creek Road and Middle Falbrook Road; and
- Access to the surface infrastructure above the longwall operation via Forest Road and Hebden Roads, in addition to the abovementioned roads

2.5.2 Construction of new access road

Integra Underground may construct a new access road off Middle Falbrook Road to the main surface facilities. This new access would be approximately 470 m to the south-west of the existing access road.

This new access road would provide access to the new store facility.

Access to this new access road during construction includes:

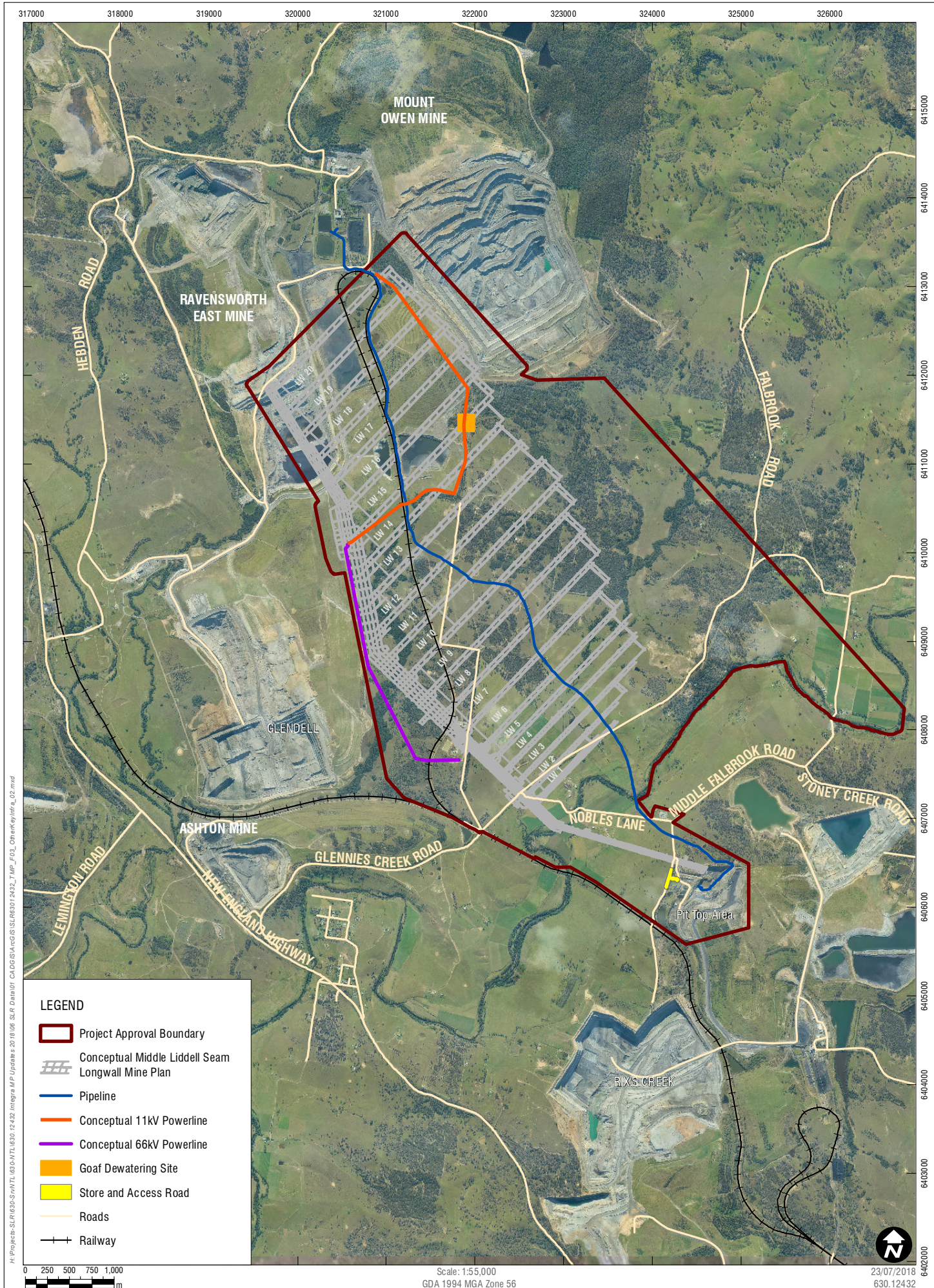
- Access to the main surface facilities via Bridgman Road, Glennies Creek Road, Stoney Creek Road and Middle Falbrook Road

2.6 Performance Measures

The implementation of this CTMP will be guided by the performance measures in **Table 2-6**.

Table 2-6: Performance Measures

Objective	Performance Indicator	Target
Minimise traffic impacts during construction of surface infrastructure and new access road	Number of traffic complaints received regarding Integra Underground construction activities	Zero
	Mitigation measures implemented	All mitigation measures in place
Traffic impacts not to exceed EA predictions	Comparison to EA prediction	Negligible traffic impact
Utilise safest route when entering and exiting the New England Highway from local roads	Number of traffic incidents related to Integra Underground construction activities	Zero
	Number of traffic complaints received regarding Integra Underground construction activities	Zero



3 Implementation

3.1 Construction Traffic Management Measures

Measures to mitigate impacts of construction traffic on the local road network include:

- Legislation, standards and guidelines;
- Designated transport routes;
- Speed limits;
- Signage;
- Rail movement integration; and
- School bus service integration.

Further detail on specific measures are provided in the sub-sections below.

3.1.1 Legislations, Standards and Guidelines

The new access road will be designed in accordance with the relevant Austroads guidelines. The construction of the new access road will be undertaken pursuant to the consent of Council under Section 138 of the Roads Act. Parking areas will be established within the main surface facilities area at Integra Underground.

3.1.2 Road Use

Only the roads identified in this CTMP will be utilised for the construction activities related to MOD 8 of PA 08_0101.

Access points relating to the Integra Underground were discussed within the Traffic Impact Assessment by Hansen Bailey (2017b). The Traffic Impact Assessment stated that the Integra Underground is currently accessed via an entry point off Middle Falbrook Road. This access will be retained and an additional access road will be constructed for the Modification. During construction, access will also be via Hebden Road (via Glendell mine), Glennies Creek Road and Forest Road (off Glennies Creek Road). Further details on the road network are outlined within **Section 2.2** and **Figure 2** of this management plan.

All staff and contractors working at Integra Underground are to be fully inducted through the GCAA Generic Surface Induction and the Site Familiarisation (Section 3.2 of this management plan). Those assisting with the construction activities will be provided additional details relating to the road use and access requirements for the construction phase of the project.

3.1.3 Oversize / Overmass Vehicles

All vehicle carrying oversize loads will comply with RMS requirements.

3.1.4 Speed Limits

All roads used to access construction areas have speed limits, which apply under NSW road rules.

For the new access road, speed limits will form part of a Traffic Control Plan to be submitted for approval to the relevant authority.

3.1.5 Signage

All roads used to access construction areas have relevant signage, which apply under NSW road rules.

For the new access road, signage will form part of a Traffic Control Plan to be submitted for approval to the relevant authority.

3.1.6 Rail Movements

The use of the level crossings on Hebden Road and Glennies Creek Road will be minimised during periods of known rail movements.

The train schedule will be sought from the rail infrastructure owner to supply to construction contractors.

Information regarding the safe use of level crossings will be provided to construction personnel (see **Section 3.2**).

3.1.7 School Bus Service

Construction traffic will be scheduled outside the hours of school pick up and drop off time on Hebden Road where possible.

The school bus schedule will be sought from the service provider to supply to construction contractors.

3.2 Training and Communication

Generic induction training is provided to all employees and contractors through the GCAA *Generic Surface Induction* and the *Site Familiarisation*. This induction training includes a discussion of the Environmental Management Plans in place at Integra Underground, including the CTMP. Specifically, the mitigation measures included in this CTMP and personnel responsibilities will be included in this induction training, including those related to: road use; oversize vehicles; speed limits; rail movements and school bus services.

From time to time, workforce communication days and toolbox talks allow for discussion of the objectives and requirements of the Environmental Management Plans.

4 Measurement and Evaluation

4.1 Construction Traffic Monitoring

The Integra Underground will retain records of contractors assisting with the construction phase of the project, with this including start and finish times. Areas relating to construction will be inspected monthly during the construction phase by the Environment and Community Department to observe traffic conditions at the time of the inspection. The contracting Project Manager is also responsible for traffic management during the construction phase and is to contact the Environment and Community Department if there are any issues related to construction traffic management.

4.2 Incidents

Incidents will be managed in accordance with the Integra Underground *Environmental Management Strategy* and the GCAA *HSEC Incident Standard*.

Incidents to be reported include:

- HSEC Hazards;
- Near misses;
- Injury, illness or disease;
- Environmental incidents;
- Equipment damage or loss;
- Community complaints, issues or concerns;
- Impact to corporate image or reputation; and
- Non-compliance issues.

The following information is collated as part of incident reporting:

- Time, date, location and name of person who identified the incident;
- Description of the incident and investigation;
- How and why the incident occurred;
- What were the actual and potential impacts;
- Corrective actions to reduce recurrence and risk.

4.3 Community Complaints

In accordance with the Integra Underground *Environmental Management Strategy*, all complaints received are recorded and lodged in the complaint register. Information recorded includes the following: date and time the complaint was logged;

- personal details provided by the complainant;
- nature of the complaint;
- action taken regarding the complaint, or if no action was taken, the reason why; and
- follow-up contact with the complainant.

A summary of all complaints will be reported in the Annual Review.

5 Review and Improvement

5.1 Reporting

Construction traffic monitoring will be reporting annually in the Annual Review in accordance with Schedule 5, Condition 11 of PA 08_0101. The Annual Review will report on the effectiveness of the construction traffic management measures.

5.2 Plan Review

This CTMP will be reviewed (and revised if necessary) in accordance with the requirements of Schedule 5 Condition 6 of PA 08_0101.

Management practices within this CTMP will be reviewed annually as part of the reporting process to ensure that current practices align with industry and GCAA best practice standards.

The monitoring data will be reviewed as collected and for Annual Review reporting periods. The CTMP will be modified as required to reflect changes to the construction activities, monitoring results, or in response to stakeholder comments. Any modifications will be made only after consultation with DPE.

5.3 Contingency Plan

A contingency plan has been prepared to manage unpredicted impacts and their consequence as shown in **Table 5-1**.

Table 5-1: Contingency Plan

Trigger	Action
Traffic complaints received regarding Integra Underground construction activities	Manage complaint as per Section 4.3 .
Traffic impacts exceed EA predictions	Review this CTMP, including mitigation measures. If revision of this CTMP is required, provide to DPE for approval.
Traffic incident regarding Integra Underground construction activities	Manage incident as per Section 4.2 .
Mitigation measure identified as not implemented	Review this CTMP, including mitigation measures. If revision of this CTMP is required, provide to DPE for approval. Undertaken re-training of relevant construction personnel, where required to prevent recurrence.

6 Accountabilities

The general roles and responsibilities of staff at Integra Underground in respect of this CTMP are presented in **Table 6-1**.

Table 6-1 – Roles and responsibilities

Role	Accountabilities for this document
Operations Manager	Provide adequate resources for the implementation of this management plan.
Environment and Community Manager or delegate	<p>Implement this management plan.</p> <p>Interface for construction traffic matters between government authorities, private industry, contractors, community groups and the wider community.</p> <p>Report information relating to construction traffic management in the Annual Review.</p> <p>Coordinate reviews of this management plan.</p> <p>Inspections during the construction phase.</p>
Project Managers or delegate (for construction activities)	<p>Implement this management plan.</p> <p>Inspections during the construction phase.</p>
All personnel	Comply with all requirements of this management plan.

7 Document Information

Relevant legislation, standards and other reference information will be regularly reviewed and monitored for updates and will be included in any future revisions to this CTMP. Related documents listed in Section 8.1 provide the linkage and source to develop and maintain compliance information relevant to the CTMP.

7.1 Related Documents

Related documents, listed in **Table 7-1**, are documents directly related to or referenced from this document. Internal procedures have not been reviewed or endorsed by DPE and Glencore is responsible for verifying these procedures are in accordance with this management plan and generally in accordance with PA 08_0101.

Table 7-1 – Related documents

Number	Title
GCAA-625378177-9992	GCAA HSEC Incident Standard
INTUG-793190785-45	Environmental Management Strategy

7.2 Reference Information

Reference information, listed in **Table 7-2** below, is information that is directly related to the development of this document or referenced from within this document.

Table 7-2– Reference information

Reference	Title
ERM 2009a	<i>Proposed Integra Underground Coal Project Environmental Assessment</i>
ERM 2009b	<i>Integra Underground Coal Project Heritage Assessment</i>
Hansen Bailey (2017a)	Integra to Mount Owen Complex Water Pipeline Modification Environmental Assessment
Hansen Bailey (2017b)	Integra Underground Mine Longwall Extension Modification Environmental Assessment for HV Coking Coal Pty Ltd
Hanson Bailey (2018)	Integra Underground Mine Longwall Extension Modification Response to Submissions for HV Coking Coal Pty Limited

7.3 Change Information

A summary of the document history is provided in **Table 7-3** below.

Table 7-3 – Change information

Version	Date	Review team (consultation)	Change Summary
1.0	June 2018	Chris Jones (SLR) Chloe Piggford (Integra Underground)	New document for Integra Underground

Appendix A – Commitments of this Plan

Commitment	Timing	Section
The new access road will be designed in accordance with the relevant Austroads guidelines.	Prior to construction	3.1.1
Parking areas will be established within the main surface facilities area at Integra Underground.	During construction	3.1.1
Construction traffic access will be via Middle Falbook Road, Stoney Creek Road, Bridgeman Road, New England Highway, Hebden Road (via Glendell mine), Glennies Creek Road and Forest Road (off Glennies Creek Road).	During construction	2.2 3.1.2
All staff and contractors assisting with the construction activities will be provided additional details relating to the road use and access requirements for the construction phase of the project.	Prior to construction	3.1.2
All vehicle carrying oversize loads will comply with RMS requirements.	During construction	3.1.3
For the new access road, a Traffic Control Plan to be submitted for approval to the relevant authority, including speed limits and signage.	Prior to construction	3.1.4 3.1.5
The use of the level crossings on Hebden Road and Glennies Creek Road will be minimised during periods of known rail movements.	During construction	3.1.2
The train schedule will be sought from the rail infrastructure owner to supply to construction contractors.	Prior to construction	3.1.6
Information regarding the safe use of level crossings will be provided to construction personnel	Prior to construction	3.1.6
Construction traffic will be scheduled outside the hours of school pick up and drop off time on Hebden Road where possible.	During construction	3.1.7
The school bus schedule will be sought from the service provider to supply to construction contractors	Prior to construction	3.1.7
Provide generic and site familiarisation inductions to all employees and contractors, including EMP and CTMP.	Prior to construction	3.2
Records of contractors assisting with the construction phase of the project will be retained, with this including start and finish times.	During construction	4.1
Areas relating to construction will be inspected monthly during the construction phase by the Environment and Community Department to observe traffic conditions at the time of the inspection.	During construction	4.1
The contracting Project Manager will contact the Environment and Community Department if there are any issues related to construction traffic management.	During construction	4.1
Incidents will be managed in accordance with the Integra Underground Environmental Management Strategy and the GCAA HSEC Incident Standard.	During construction	4.2
In accordance with the Integra Underground Environmental Management Strategy, all complaints received are recorded and lodged in the complaint register.	During construction	4.3

Construction traffic monitoring will be reporting annually in the Annual Review in accordance with Schedule 5, Condition 11 of PA 08_0101. The Annual Review will report on the effectiveness of the construction traffic management measures.	Annually	5.1
This CTMP will be reviewed (and revised if necessary) in accordance with the requirements of Schedule 5 Condition 6 of PA 08_0101.	As required	5.2
Management practices within this CTMP will be reviewed annually as part of the reporting process to ensure that current practices align with industry and GCAA best practice standards.	Annually	5.2
The monitoring data will be reviewed as collected and for Annual Review reporting periods.	Annually	5.2
The CTMP will be modified as required to reflect changes to the construction activities, monitoring results, or in response to stakeholder comments. Any modifications will be made only after consultation with DPE.	As required	5.2

Appendix B – Consultation Records

From: McMurray, Peter <pmcmurray@singleton.nsw.gov.au>
Sent: Thursday, 26 July 2018 1:28 PM
To: Piggford, Chloe (Integra - AU)
Subject: FW: Integra Underground Construction Traffic Management Plan - For comment

Hi Chloe

Please see below comments from Council's Traffic and Road Safety Officer on the TMP.

No issues with it.

Regards

Peter



Peter McMurray
Manager – Infrastructure Strategy Planning and Programming

T 02 6578 7270
M 0428684583
E pmcmurray@singleton.nsw.gov.au
W singleton.nsw.gov.au

From: Smith, Paul
Sent: Thursday, 26 July 2018 11:48 AM
To: McMurray, Peter <pmcmurray@singleton.nsw.gov.au>
Subject: RE: Integra Underground Construction Traffic Management Plan - For comment

Hi Peter,

I have reviewed the proposed Construction Traffic Management Plan for Integra Underground mine and I don't have any issues or comments at this time.

Regards,
Paul



PAUL SMITH
Traffic Engineering and Road Safety Officer

T 02 6578 7273
E psmith@singleton.nsw.gov.au
W singleton.nsw.gov.au

From: DESMOND Marc J <marc.j.desmond@rms.nsw.gov.au>
Sent: Saturday, 11 August 2018 11:57 AM
To: Piggford, Chloe (Integra - AU)
Subject: RE: Integra Underground Construction Traffic Management Plan - For comment

Hi Chloe

Roads and Maritime have reviewed the submitted Construction Traffic Management Plan and have no objections or comments in relation to the Plan, provided it is implemented as per the plan.

Regards,

Marc Desmond
Development Assessment
Regional & Freight
P 02 4908 7524 M 0475 825 820
E marc.j.desmond@rms.nsw.gov.au
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services
Level 8, 266 King Street, Newcastle NSW 2300
Locked Bag 2030, Newcastle NSW 2300

From: Chloe.Piggford@glencore.com.au [mailto:Chloe.Piggford@glencore.com.au]
Sent: Tuesday, 3 July 2018 4:10 PM
To: Development hunter
Subject: Integra Underground Construction Traffic Management Plan - For comment

Good afternoon

Please find attached correspondence regarding the proposed Construction Traffic Management Plan for Integra Underground mine.

Regards

Chloe Piggford
Environment and Community Manager
Integra Underground – A Glencore managed company
Mob: +61 427 928 906
E: chloe.piggford@glencore.com.au
www.glencore.com

Appendix C – CTMP Approval



Planning &
Environment

Planning Services
Resource Assessments
Contact: Jack Murphy
Phone: 6217 2016
Email: jack.murphy@planning.nsw.gov.au

Ms Chloe Piggford
Environmental and Community Manager
Integra Underground

Email: chloe.piggford@glencore.com.au

Dear Ms Piggford,

**Integra Underground Project (08_0101)
Environmental Management Plans**

I refer to your email dated 7 September 2018, submitting a revised environmental management strategy and revised environmental management plans for the Integra Underground Project. The Department has reviewed the following documents:

- Heritage Management Plan dated September 2018 (condition 33, Schedule 3);
- Air Quality and Greenhouse Gas Management Plan dated September 2018 (condition 15, Schedule 3);
- Biodiversity Management Plan dated September 2018 (condition 32, Schedule 3);
- Environmental Management Strategy dated September 2018 (condition 1, Schedule 5);
- Water Management Plan dated September 2018 (condition 31, Schedule 3);
- Construction Traffic Management Plan dated September 2018 (condition 42, Schedule 3);
- Noise Management Plan dated September 2018 (condition 9, Schedule 3); and
- Exploration Activities and Minor Surface Infrastructure Management Plan dated September 2018 (condition 41, Schedule 3).

The Secretary has approved the above documents. Please ensure finalised copies of these documents are made available on the company's website.

Should you have any enquiries in relation to this matter, please contact Jack Murphy.

Yours sincerely,

A handwritten signature in blue ink that reads 'Howard Reed'.

Howard Reed 10.9.18
Director
Resource Assessments
as nominee of the Secretary