



DARTBROOK MINE

TRAFFIC MANAGEMENT PLAN - BLAIRMORE LANE ROADWORKS

for Dartbrook Mine

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DOCUMENT CONTROL

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1. BACKGROUND

Dartbrook Mine is owned by an unincorporated Joint Venture (Dartbrook Joint Venture) between Australian Pacific Coal (AQC) and Tetra Resources Pty Ltd. Dartbrook Operations Pty Ltd (Dartbrook Operations) is the appointed operating management company and the Mine Operator under Section 5 of the *Work Health and Safety (Mines and Petroleum Sites) Regulation 2022*. The Dartbrook Joint Venture will acquire AQC Dartbrook Management Pty Ltd (ABN 62 007 377 577) which is the holder of the Development Consent and Environment Protection Licence), and AQC Dartbrook Pty Ltd (ABN 46 000 012 813) which is the holder of the relevant mining and coal authorities.

Dartbrook Mine is located approximately 10 km north-west of Muswellbrook and 4.5 km south-west of the village of Aberdeen in New South Wales. Dartbrook Mine operated as an underground longwall coal mine from 1993 until December 2006, when it was placed in care and maintenance by the previous owner, Anglo Coal (Dartbrook Management) Pty Ltd. The mine was acquired by AQC in 2017 and remained in care and maintenance throughout AQC's period of ownership.

Dartbrook Mine is authorised by Development Consent DA 231-07-2000 granted under the *Environmental Planning and Assessment Act 1979*. DA 231-07-2000 was granted on 28 August 2001 and has been modified on seven occasions (as summarised in **Table 1**). DA 231-07-2000 enables mining operations to be carried out until 5 December 2027.

Dartbrook Operations is preparing to recommence mining activities in 2024, thereby transitioning Dartbrook Mine from care and maintenance back to an operational phase.

Table 1 Modifications to DA 231-07-2000

Modification	Approval Date	Activities
MOD 1	19 June 2002	MOD1 was an administrative modification to DA 231-07-2000 that altered the conditions regarding blasting notifications and structural inspections.
MOD 2	16 June 2003	MOD2 approved the construction and operation of an additional emergency tailings storage cell at the Coal Handling and Processing Plant (CHPP).
MOD 3	4 November 2003	<p>MOD3 proposed the following changes to the site access arrangements:</p> <ul style="list-style-type: none"> Continued use of Dartbrook Road to provide access to the West Site; and Use of local public roads by traffic associated with Dartbrook Mine. <p>Prior to construction of the Kayuga Mine Access Road, access to the West Site was via Dartbrook Road. It was envisaged that Kayuga Mine Access Road would replace Dartbrook Mine as the primary access to the West Site. However, the Kayuga Mine Access Road was being used by trucks to haul coal to the CHPP. To avoid interactions between haul trucks and private vehicles, MOD3 proposed that Dartbrook Road should continue to be used as the primary access road for mine personnel.</p> <p>MOD3 also sought approval for locally based employees to access the West Site via local roads (Kayuga Road, Dartbrook Road and Blairmore Lane). For employees residing in the surrounding areas, these local roads provide more convenient access than the Western Access Road.</p>
MOD 4	30 March 2004	DA 231-07-2000 allowed for truck haulage of coal to the CHPP over an 18-month period. Truck haulage was to be discontinued upon completion of the conveyor system for the Kayuga Seam, which would enable coal to be transferred to the CHPP via the Hunter Tunnel. MOD 4

Modification	Approval Date	Activities
		extended the duration of truck haulage by 3 months to allow for haulage to continue until the completion of the Kayuga Seam conveyor system.
MOD 5	4 May 2005	MOD 5 facilitated changes to the rejects disposal system at Dartbrook Mine. The approved rejects disposal system involved the commissioning of a pipeline and pumping system for the transportation and disposal of reject materials. Engineering studies indicated that this method would pose significant technical risks due to the variability in relative quantities of coarse and fine rejects produced by the CHPP. MOD5 obtained approval for rejects to be transported to the Rejects Emplacement Area (REA) using trucks.
MOD 6	16 November 2005	MOD 6 provided approval for the following activities: <ul style="list-style-type: none"> Establishment of four new Run of Mine (ROM) coal stockpiles and expansion of the existing emergency ROM coal stockpile at the CHPP; Disposal of tailings within the Wynn Seam goaf; and Operation of a Nitrogen Injection Plant to prevent the oxidation of coal.
MOD 7	11 March 2022	MOD 7 was determined by the NSW Independent Planning Commission (IPCN) on 9 August 2019. The IPCN approved the alternate mining method (bord and pillar mining) but not the proposed five-year extension to the duration of mining operations. Without the extension to operate under DA 231-07-2000 for a further five years, it was impractical to recommence mining at Dartbrook. In November 2019, an appeal was lodged against the IPCN's determination in the NSW Land and Environment Court. The court proceedings were resolved on 11 March 2022, with the proposed five-year extension of mining being approved. As a result, DA 231-07-2000 currently enables mining operations to be undertaken until 5 December 2027.

2. SCOPE

To provide for the safe movement of traffic and the protection of persons and property through and around the site.

3. REFERENCES

3.1 AUSTRALIAN STANDARDS

- AS 1165: Traffic Hazard Warning Lamps
- AS 1742: Manual of Uniform Traffic Control Devices
- AS 1743: Road Signs - Specifications
- AS 1744: Forms of Letters and Numerals for Road Signs
- AS 1906: Retroreflective Materials and Devices for Road Traffic Control Purposes
- SAA HB81: Field Guide for Traffic Control at Works on Roads

3.2 AUSTRROADS PUBLICATIONS

- Austroads: Guide to Road Design
- Austroads: Guide to Traffic Management

3.3 AUSSPEC PUBLICATIONS

- Development Contract Specifications - Quality System Requirements

4. TRAFFIC GUIDANCE SCHEME

All work shall cause the least possible obstruction to traffic.

Traffic control devices to be used to warn, instruct and guide road users in the safe negotiation of the work site shall be in accordance with AS1742.3.

The scheme shall include arrangements for construction under traffic in accordance with SAA HB81.

Drawings in the appendix give the basic layout details of the guidance scheme.

5. TRAFFIC CONTROLLERS

Traffic controllers shall be appropriately trained in the duties of traffic control in accordance with AS1742.3.

All traffic controllers shall hold a Roads and Traffic Authority Controllers Certificate, or approved equivalent.

6. CLOTHING

All personnel working in close proximity to traffic, shall wear high visibility clothing.

7. PLANT AND EQUIPMENT

Plant and equipment working adjacent to traffic shall have appropriate delineation.

At night, plant and equipment shall be removed from the roadway to provide a minimum lateral clearance of 6m.

8. EXCAVATIONS

The perimeter of all excavations to be left open during the works shall be provided with a safety barrier.

9. TEMPORARY DETOURS

All sign posting and installation of traffic control devices shall be completed prior to the diversion of traffic. The pavement and drainage shall be maintained to ensure the road surface is safe for traffic at all times.

10. TRAFFIC CONTROL DEVICES

The arrangement and installation of traffic control devices shall be in accordance with AS1742 and SAA HB81.

All traffic control devices shall be maintained in accordance with AS1742.

All signs shall be manufactured in accordance with AS1743. All reflective material shall be Class 2 in accordance with AS1906.

11. OPENING COMPLETED WORK

When the works are completed, all traffic control devices no longer required for the safety of traffic, shall be removed.

12. INSPECTIONS AND RECORDS

Site supervisors shall keep the following records:

- Daily record of sign arrangement plans and traffic guidance scheme
- Daily weather conditions.

The following inspections shall be undertaken before work starts each day:

- Inspection of all traffic signs and devices and a note of any out of place or damaged signs requiring rectification
- Details of rectification or modifications to the traffic guidance scheme
- All lamps should be switched off
- Inspection drive through of the traffic guidance scheme.

The following inspections shall be made at the end of the day:

- Check and turn on all lamps
- Inspection of all traffic signs and devices
- Periodic after-dark inspections to ensure all devices are visible and performing their correct function.

13. NOTIFICATION

Advanced notification signs shall be installed to inform the public of the proposed traffic guidance scheme.

A public notice in the local print media is to be advertised for a period of 2 weeks prior to the implementation of the traffic guidance scheme.

Local emergency services shall be notified in writing at least 7 days prior to the implement of the traffic guidance scheme.

ABBREVIATIONS

Term	Definition
AQC	Australian Pacific Coal Limited
CHPP	Coal Handling and Preparation Plant
DA	Development Consent
Dartbrook Operations	Dartbrook Operations Pty Ltd
IPCN	Independent Planning Commission
REA	Rejects Emplacement Area
ROM	Run of Mine