



TRAFFIC MANAGEMENT PLAN

FOR THE
CONSTRUCTION OF
SIDETRACK AND
BRIDGE OVER RIX'S CREEK COAL HAUL ROAD

FERNANDES CONSTRUCTIONS PTY LTD
Civil and Building Contractors
34 OGILVIE STREET, DENMAN NSW 2328
ABN 86 002 104 850

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1 DOCUMENT STATUS

Document Managed By:	Fernandes Constructions Pty Ltd 34 Ogilvie Street, Denman NSW 2328		
Authorised by:	Andrew Hall	Position:	Site Supervisor
Signature:		Date:	11 October 2010
Document Proforma Prepared By:	Pentagon Management Pty Ltd PO Box 1452, Parramatta NSW 2124		

Authorised revisions will be issued to all holders of controlled copies of *Fernandes Project Safety Management Plan (PSMP)*.

Authorised revisions of documentation located in the Attachments are controlled by Attachment 1 'List of Attachments' that must accompany all documents issued to holders of controlled copies of *Fernandes Project Safety Management Plan (PSMP)*.

It is the responsibility of the holder of this controlled document to incorporate each revision into their *Fernandes Project Safety Management Plan* document, to remove all superseded pages and update the following revision history table.

PSMP Revision History:

Description	Approved By	Issue Date
Issue for comment on bridge over Rix's Ck Coal Haul Rd	Andrew Hall	11 October 2010

TMP AUTHORISATION:

I (Print Full Name)

Have reviewed the attached Traffic Management Plan for Rix's Creek Bridge over Coal Mine Haul road and have approved for submission/ recommend improvements (cross out which doesn't apply)

Comments:.....

SIGNATURE:

DATE:

TICKET No.:

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APPENDICES

- Appendix ARisk Assesment.
- Appendix BDaily Inspection/ Report Form(example only).
- Appendix CIncident Report Form
- Appendix DSite Traffic Control Plans
- Appendix ESite Vehicle Movement Plans
- Appendix F..... Vehicle Management Plan

2 PROJECT SCOPE

2.1 Purpose and scope

The Purpose of the works is to provide Rix's Creek Coal Mine a new haul road that will run under the existing New England Highway. This will be achieved by:

- constructing a sidetrack
- diverting traffic onto the sidetrack
- construction of piling and bridgeworks
- diverting traffic back onto original road alignment
- removing the temporary sidetrack

2.2 Site Location

The site is located 6.7 km west of Singleton, NSW on the New England Hwy situated between Middle Falbrook Rd and Rix's Lane, as shown bellow in Figure 1.



Figure 1 Plan view showing location of site



Figure 2 Photo looking north from compound access 1



Figure 3 Photo looking south from compound access 1

2.3 Site constraints / impacts

Working Hours for the site are shown Table 1 Working Hours for Site

Table 1 General Working Hours for Site (Excluding RDO's and Public Holidays)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Start	0700	0700	0700	0700	0700	0800	-
Finish	1800	1800	1800	1800	1800	1300	-

No work will commence within half an hour of sunrise or sunset.

The site consist of a relatively straight stretch of highway with good visibilty in both directions.The site is surrounded on both sides by Rix’s Creek Coal mine.

The Peak flow times are from 5:30-7:00 and from 16:00-17:30 and any lane closures during these periods will be minimized, by scheduling the works to avoid lane closures during peak times.

This Traffic Management Plan will be updated any further restrictions are applied by the Road Occupancy License.

2.4 Traffic Management Objectives and Strategies

The objectives of the TMP are to:

- Provide a safe environment through the project site for all road users
- Provide protection to all construction workers from traffic hazzards that may arise as a result of working in close proximity to a road
- To minimize any impact on vehicle flow through the site due to activities caused by the construction work.
- Implementing the Traffic Management Plan in a professional manner to minimise delays and to reduce inconvenience to the public by authorized traffic controllers.
- Maintain the traffic control equipment as rquired for the safe and effective control of traffic for the duration of the roadworks.

3 ACTIVITIES ON ROAD

3.1 Scope of works on the road

- The supply, implementation and maintenance of control equipment as required for the safe and effective control of traffic through the site in accordance with the relevant Traffic Control Plan and any guidelines stipulated by the RTA and the contract.
- The setup of roadwork equipment at various locations as specified in the Traffic Control Plan.

4 STATUTORY REQUIREMENTS

4.1 Responsibilities

Authorized personnel will undertake direct Traffic Control. The Site Supervisor shall ensure that the minimum qualification shall be a current Traffic Controllers ticket (Blue ticket) and an Occupational Health and Safety Construction Induction Card (White/green card). The minimum requirement for the Supervision of a Traffic Control Crew is a red ticket or higher.

Traffic controllers will be responsible for ensuring traffic is not unduly delayed and that the safety of the general public and workers on site is maintained.

Each traffic controller is required to take corrective action and notify the Site Supervisor if/may a problem occur. Relevant parties will communicate via two-way radio, mobile phone or direct verbal.

The Traffic Controller's onsite, in consultation with the Fernandes Constructions Site Supervisor, will be responsible for the control of traffic during temporary lane/road closures. Once the permanent (for the duration of each stage of works) Traffic Control equipment is installed then Fernandes Constructions shall be responsible for the day to day control and maintenance of this equipment.

The Fernandes Construction **Site Supervisor** or his/her representative shall conduct daily signage inspections (refer Appendix B) and shall be responsible for ensuring the uncovering and recovering of signage at start and finish of every shift. The **Site Supervisor** or his/her representative shall ensure that authorised traffic controllers are carrying out works in accordance to the relevant TCP.

4.2 Incident/ Accident Procedures

All incident/accidents shall be reported immediately to Fernandes Site Supervisor. All incidents no matter how minor will be recorded and investigated by site supervisor. (Refer to Appendix C)

5 PLANNING

5.1 Risk Identification and Assessment

A Risk Identification and Assessment for the works has been completed and can be found in appendix A

A summary of Risks Identified and there controls are shown below.

Table 2 Risk Summary

Risk	Control
Incident/ Accident	All site personnel to be trained in incident/accident reporting and emergency procedures at site inductions and refreshed in toolbox talks. Emergency procedure and emergency

Risk	Control
	contact phone numbers to be displayed in site offices and lunchrooms. Reduced speeds through site to be maintained to ensure safety of road users and site personnel, TCP to be reviewed if traffic is not adhering to introduced speed zones.
Traffic delayed due to road works	Lane closure times to be kept to a minimum Lane closures in peak traffic to be avoided Traffic controllers to monitor and adjust traffic flows accordingly to relieve backup. Details of any delays to be included in daily reports along with traffic flow times for review.

6 IMPLEMENTATION

6.1 Traffic Control Plans

The traffic control plans as per Appendix D have been provided for the following:

Table 3 Traffic Control Plans

TCP NUMBER	DESCRIPTION
TCP-TC-FERNANDES-0008.1Nc	Stage 1 Installation of Jersey Kerbs
TCP-TC-FERNANDES-0009.1Nc	Stage 2 Construction of Sidetrack
TCP-TC-FERNANDES-0010.1Nc	Stage 3 Diversion of traffic onto sidetrack –construction of bridge
TCP-TC-FERNANDES-0011.1Nc	Stage 4 Diversion of traffic over new bridge-removal of sidetrack

6.2 Traffic Control devices

All signage, VMS, RSS shall be erected in accordance with the TCP's prior to that stage of works commencing. All signs shall be of class and size as specified in TCP's.

All equipment at site is to comply with RTA guidelines. Variable Message Signs, details of message to be discussed and agreed upon at site and to be relevant to the current stage of works ie. Stage 1: roadworks ahead....Changed traffic Conditions, Stage 2: Changed traffic conditions.....Detour ahead.

6.3 Site Access

Access to site shall be in accordance with Vehicle Management Plan Appendix F and associated vehicle movement plans Appendix E.

Table 4 Vehicle Movement Plans

VMP NUMBER	DESCRIPTION
------------	-------------

VMP-STG1-C10	Revised SKM drwg CH 0- CH 100 north/south lanes STG 1
VMP-STG1-C11	Revised SKM drwg CH 100- CH 250 north/south lanes STG 1
VMP-STG1-C12	Revised SKM drwg CH 250- CH 400 north/south lanes STG 1
VMP-STG1-C13	Revised SKM drwg CH 400- CH 579 north/south lanes STG 1
VMP-STG2-C25	Revised SKM drwg CH 0- CH 100 north/south lanes STG 2
VMP-STG2-C26	Revised SKM drwg CH 100- CH 250 north/south lanes STG 2
VMP-STG2-C27	Revised SKM drwg CH 250- CH 400 north/south lanes STG 2
VMP-STG2-C28	Revised SKM drwg CH 400- CH 579 north/south lanes STG 2

6.4 Emergency procedure

The emergency procedure for the site shall be in accordance with Fernandes Project Management Plan. All site personnel shall be inducted/trained in emergency procedure and emergency contacts, prior to commencement of works at site. Emergency procedure and contact numbers will be displayed on site in site offices and crib rooms.

SITE 24 Hour Contacts

Table 5 24 Hour Contacts

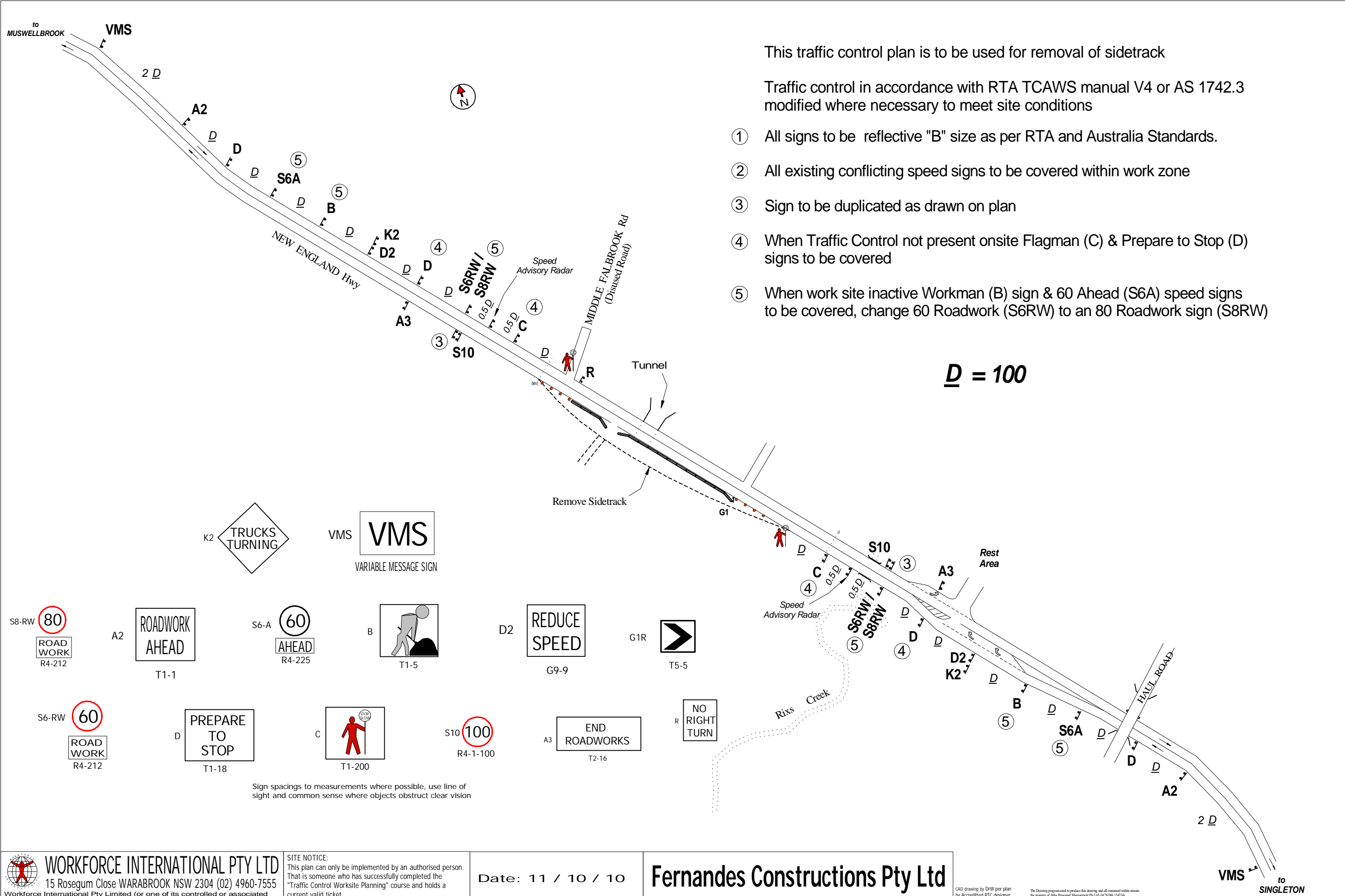
Position	Name	Email	Phone
Project Manager	Steve Radford	steve@sjrnsw.com.au	0427252233
Site Supervisor	Andrew Hall	fernandes.andrew@hotmail.com	0428299265

7 MONITORING AND COMPLIANCE

The Project Manager shall ensure the requirements of this TMP are implemented and shall monitor the compliance of site personnel. The Systems Manager shall monitor site compliance to the TMP and shall formally audit the operation and maintenance of the TMP during audit of the Project Quality Plan. (Refer PQP)

8 REFERENCES

- a Traffic Control at Worksites 2003
- b Australian Standards AS 1742.3 – 2003
- c MUTCD- Manual of Uniform traffic Control Devices- Part 3
- d Workforce International Pty Ltd- Traffic Control Plans



This traffic control plan is to be used for removal of sidetrack

Traffic control in accordance with RTA TCAWS manual V4 or AS 1742.3 modified where necessary to meet site conditions

- ① All signs to be reflective "B" size as per RTA and Australia Standards.
- ② All existing conflicting speed signs to be covered within work zone
- ③ Sign to be duplicated as drawn on plan
- ④ When Traffic Control not present onsite Flagman (C) & Prepare to Stop (D) signs to be covered
- ⑤ When work site inactive Workman (B) sign & 60 Ahead (S6A) speed signs to be covered, change 60 Roadwork (S6RW) to an 80 Roadwork sign (S8RW)

D = 100

WORKFORCE INTERNATIONAL PTY LTD
 15 Rosegum Close WARABROOK NSW 2304 (02) 4960-7555

SITE NOTICE:
 This plan can only be implemented by an authorised person. That is someone who has successfully completed the "Traffic Control Worksite Planning" course and holds a current valid ticket.

Date: 11 / 10 / 10

Fernandes Constructions Pty Ltd

GAD drawing by DRW per plan by Accredited RTC designer.
 The Drawing programmed to produce this drawing and all contained within remain the property of Adva Personnel Management Pty Ltd (ACN106 13434).

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NOTE (1):
 Approval from the governing authority must be sought before using this drawing as a reference for Traffic Control

NOTE (2):
 This plan is to be read in conjunction with attached notes.

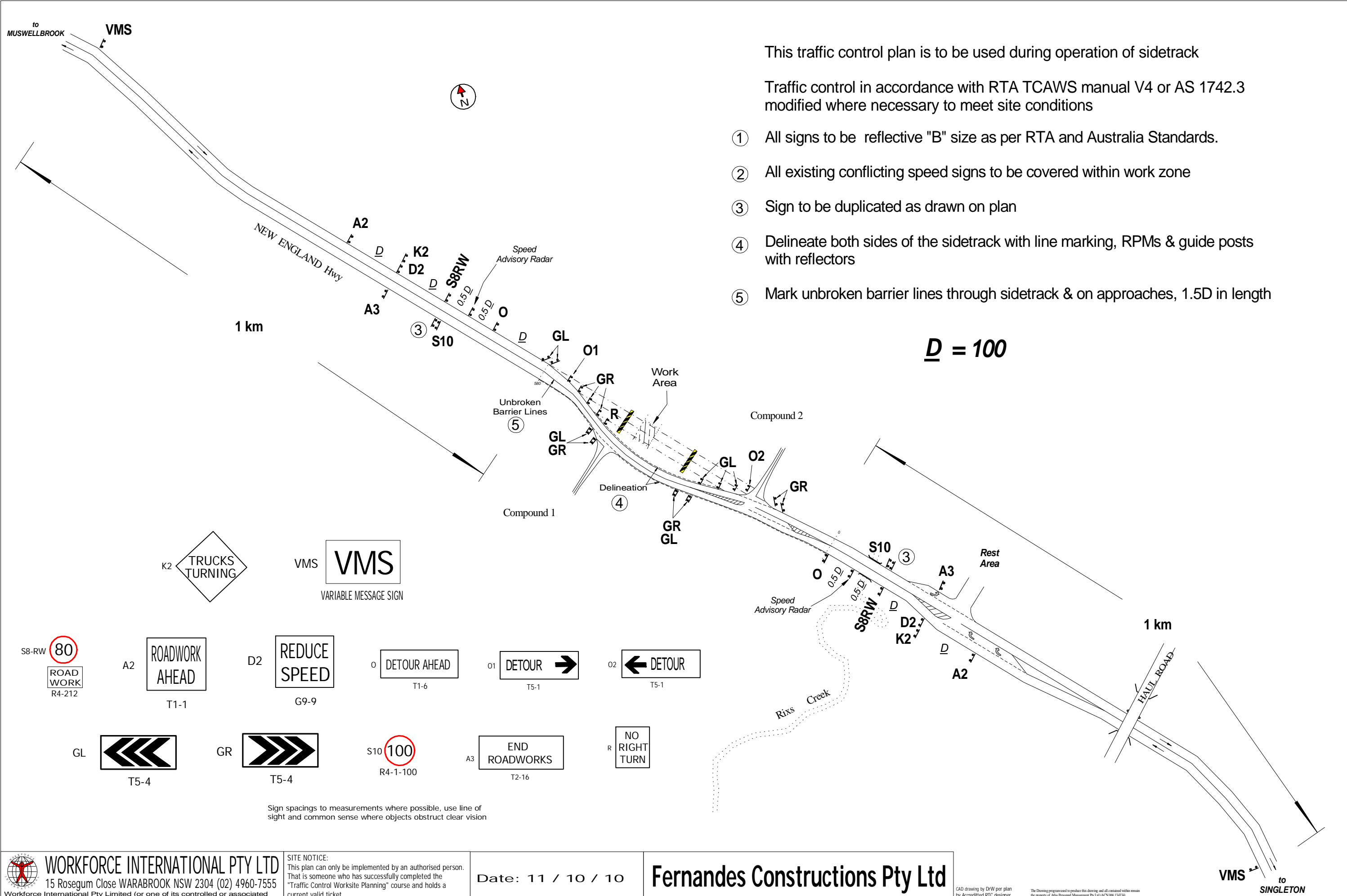
Traffic Control Plan No:
 This drawing is to be used for traffic control only. This drawing is NOT to be used for engineering purposes. This drawing is not to scale.

Design & Tammy Kirtley
Inspect No: 3132020434
Expiry Date: 22/05/11

Checked by [Signature]
Authorised by [Signature]

SITE ADDRESS:
 New England Hwy RIXS CREEK

DRW No: A3
TCP-TC-Fernandes-0011.1 Nc



This traffic control plan is to be used during operation of sidetrack

Traffic control in accordance with RTA TCAWS manual V4 or AS 1742.3 modified where necessary to meet site conditions

- ① All signs to be reflective "B" size as per RTA and Australia Standards.
- ② All existing conflicting speed signs to be covered within work zone
- ③ Sign to be duplicated as drawn on plan
- ④ Delineate both sides of the sidetrack with line marking, RPMs & guide posts with reflectors
- ⑤ Mark unbroken barrier lines through sidetrack & on approaches, 1.5D in length

D = 100

Sign spacings to measurements where possible, use line of sight and common sense where objects obstruct clear vision

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Date: 11 / 10 / 10

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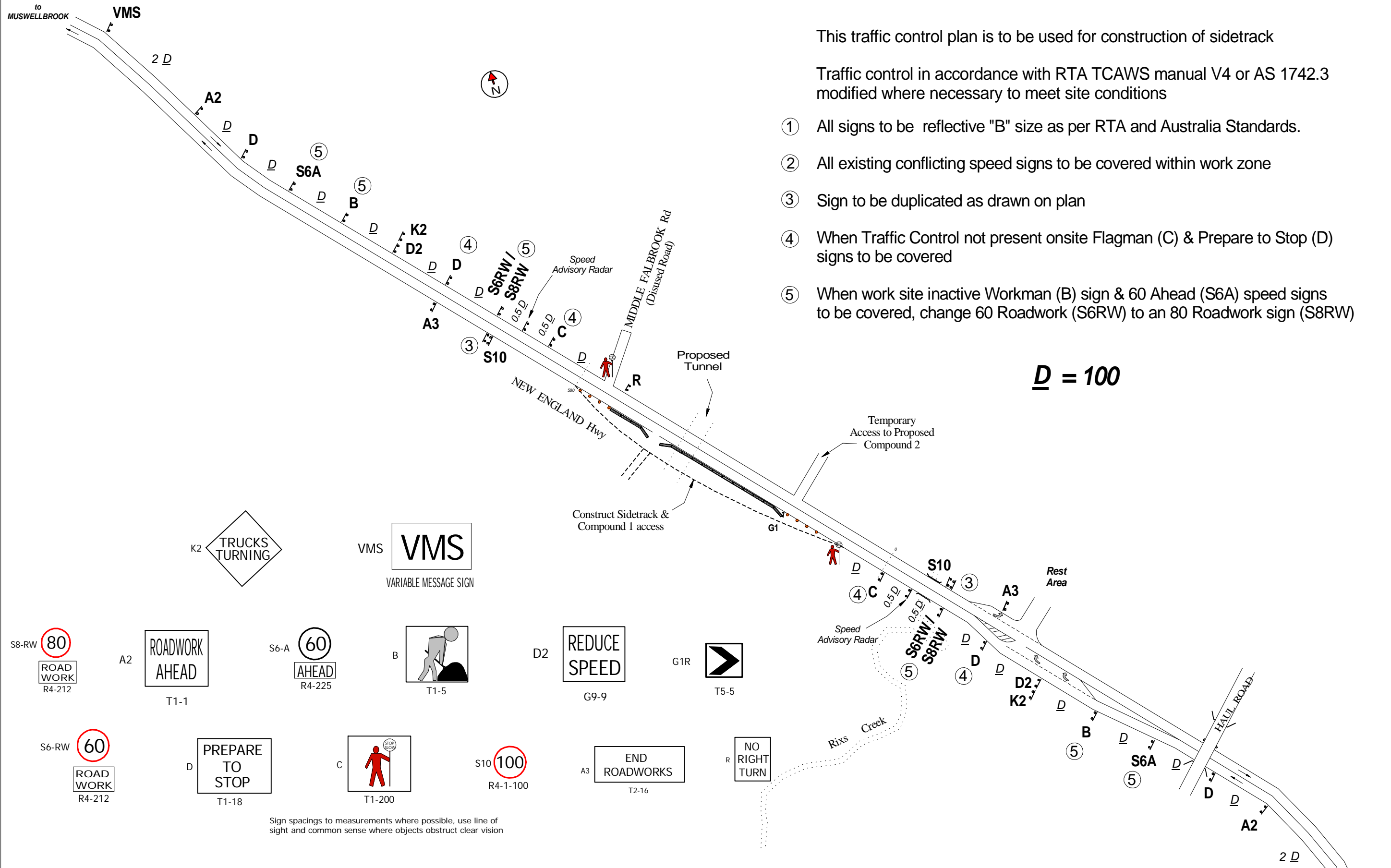
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Design & Tammy Kirtley
 Inspect No: 3132020434
 Expiry Date: 22/05/11

Checked by [Signature]
Authorised by [Signature]

SITE ADDRESS:
 New England Hwy RIXS CREEK

DRW No: A3
 TCP-TC-Fernandes-0010.1 Nc



This traffic control plan is to be used for construction of sidetrack
 Traffic control in accordance with RTA TCAWS manual V4 or AS 1742.3 modified where necessary to meet site conditions

- ① All signs to be reflective "B" size as per RTA and Australia Standards.
- ② All existing conflicting speed signs to be covered within work zone
- ③ Sign to be duplicated as drawn on plan
- ④ When Traffic Control not present onsite Flagman (C) & Prepare to Stop (D) signs to be covered
- ⑤ When work site inactive Workman (B) sign & 60 Ahead (S6A) speed signs to be covered, change 60 Roadwork (S6RW) to an 80 Roadwork sign (S8RW)

D = 100

Sign spacings to measurements where possible, use line of sight and common sense where objects obstruct clear vision

S8-RW 80 ROAD WORK R4-212

A2 ROADWORK AHEAD T1-1

S6-A 60 AHEAD R4-225

B WORKMAN T1-5

D2 REDUCE SPEED G9-9

G1R NO RIGHT TURN T5-5

S6-RW 60 ROAD WORK R4-212

D PREPARE TO STOP T1-18

C STOP SIGN T1-200

S10 100 R4-1-100

A3 END ROADWORKS T2-16

R NO RIGHT TURN

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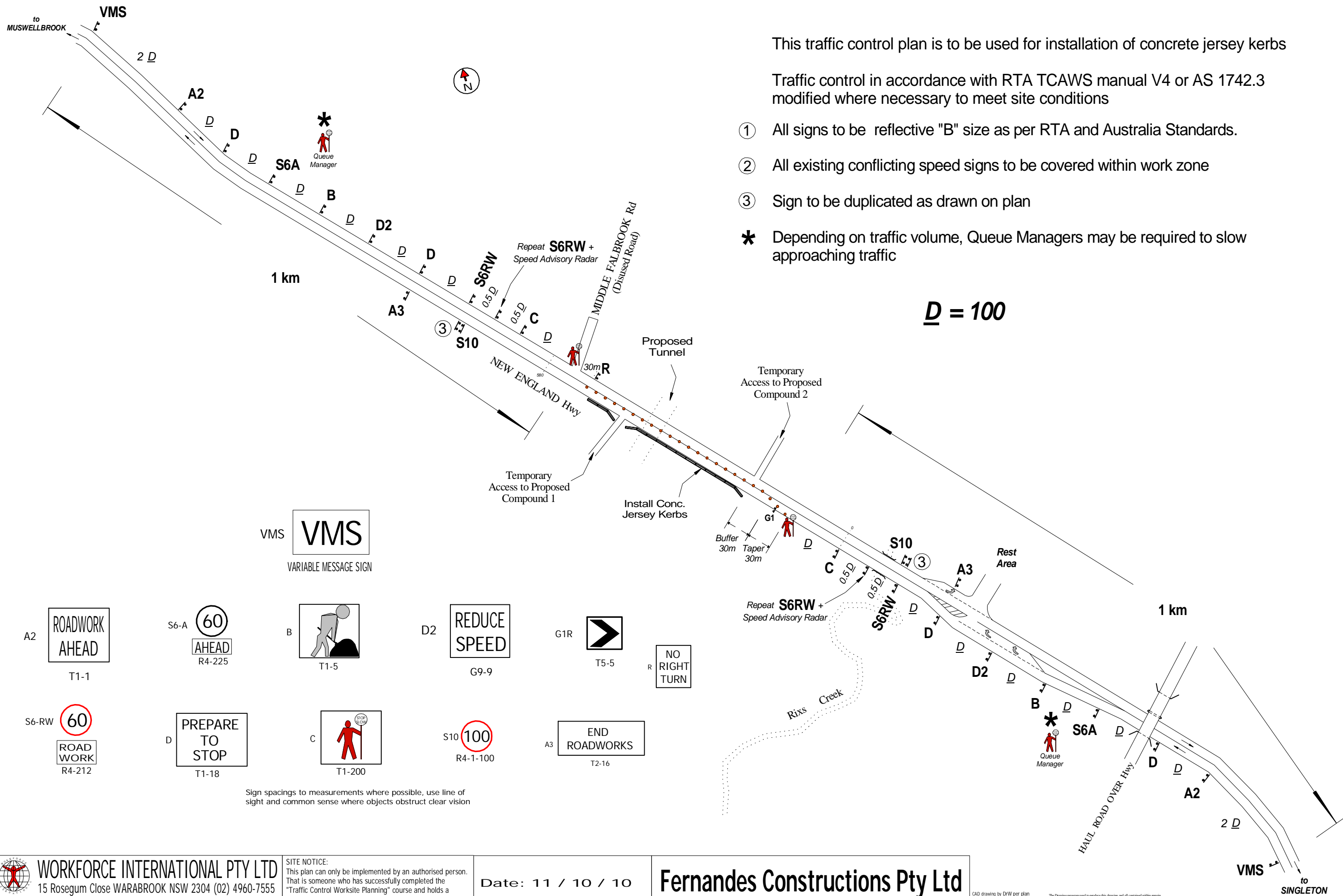
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NOTE (1):
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NOTE (2):
 This plan is to be read in conjunction with attached notes.

Date: 11 / 10 / 10
Traffic Control Plan No:
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Fernandes Constructions Pty Ltd
 Design & Tammy Kirtley
 Inspect No: 3132020434
 Expiry Date: 22/05/11
 Checked by
 Authorised by

GAD drawing by DRW per plan by Accredited RTC designer.
 The Drawing programmed to produce this drawing and all contained within remain the property of Adva Personnel Management Pty Ltd (ACN106 13434).
SITE ADDRESS:
 New England Hwy RIXS CREEK

DRW No: A3
TCP-TC-Fernandes-0009.1 Nc



This traffic control plan is to be used for installation of concrete jersey kerbs

Traffic control in accordance with RTA TCAWS manual V4 or AS 1742.3 modified where necessary to meet site conditions

- ① All signs to be reflective "B" size as per RTA and Australia Standards.
- ② All existing conflicting speed signs to be covered within work zone
- ③ Sign to be duplicated as drawn on plan
- * Depending on traffic volume, Queue Managers may be required to slow approaching traffic

$D = 100$

VMS
VARIABLE MESSAGE SIGN

A2
ROADWORK AHEAD
T1-1

S6-A
60
AHEAD
R4-225

B
T1-5

D2
REDUCE SPEED
G9-9

G1R
T5-5

NO RIGHT TURN
R

S6-RW
60
ROAD WORK
R4-212

D
PREPARE TO STOP
T1-18

C
T1-200

S10
100
R4-1-100

A3
END ROADWORKS
T2-16

Sign spacings to measurements where possible, use line of sight and common sense where objects obstruct clear vision

WORKFORCE INTERNATIONAL PTY LTD
15 Rosegum Close WARABROOK NSW 2304 (02) 4960-7555

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Date: 11 / 10 / 10

Fernandes Constructions Pty Ltd

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Design & Tammy Kirtley
Inspect No: 3132020434
Expiry Date: 22/05/11

Checked by [Signature]
Authorised by [Signature]

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SITE ADDRESS:
New England Hwy RIXS CREEK

DRW No:
TCP-TC-Fernandes-0008.1 Nc

A3



Hunter Operations and Engineering Services

Road Safety and Traffic Traffic Operations Unit Road Occupancy License

Application Number: 6465 **Status:** ISSUED

Location Details

Road: New England Highway (State Highway 9)
From: Middle Falbrook Road
To: Rix's Lane
Council: Singleton
Direction: North/South
Locality: Singleton Length: 2500 metres
Work: Bridge Construction

Applicant Details

Date Received: 1/11/10
Organisation: Fernandes Construction
Contact Person: Andrew Hall
Telephone: 02 6547 2820
Type of Work: Long Term
Email: fernand@hunterlink.net.au

Fernandes Construction

Site Contact: Andrew Hall
Site Contact: 0428 299 265
Closure Type: Short Term

Traffic Control Implemented: Conditional traffic stoppages, shoulder closures, worksite vehicle movements and worksite speed zones.

Traffic Impact Assessment Details

Acceptable

Comments:

***This road occupancy license has been issued subject to the applicant complying with the special conditions including site specific time restrictions on lane closures stated in Schedule A attached.**

Operating Period Details

Approved Period of Operation: From: 16/11/10 To: 24/6/11
Approved Time of Operation: Monday to Friday – 9.00 am to 3.00 pm.
Monday to Friday – 7.00 pm to 4.00 am
Saturday – Unrestricted.

Approved Nathan Goodbun _____

Traffic Operations Unit

Date 16/11/10

Hunter Operations & Engineering Services

For further information contact: Nathan Goodbun Contact No.: 02 49 240617

1. This approval is for operating periods ONLY and does not change any existing management accountability or responsibility which remains with the entities implementing the works.
2. Traffic at the site is to be monitored, if delays greater than those approved occur, the road must be re-opened to traffic as soon as practicable.

SCHEDULE A
ROAD OCCUPANCY LICENCE SPECIAL CONDITIONS

1)	This licence permits the installation of traffic control on the New England Highway between Middle Falbrook Road and Rix's Lane Singleton during work associated with a bridge construction project.
2)	This license refers only to permission for the installation of temporary traffic control on the nominated road work site and does not negate the need for the proponent to have all other necessary development approvals from either the NSW Roads and Traffic Authority, the Singleton Shire Council or other relevant authorities. Failure to obtain such approvals and/or meet the conditions of such approvals may result in the cancellation of this road occupancy license.
3)	<p>Intermittent complete traffic stoppages in any or both directions must not ordinarily exceed three minutes. If planned stoppages greater than three minutes are likely to occur, the concurrence of the RTA Hunter Traffic Operations Unit (Business Hours) T: 4924 0617 or RTA Transport Management Centre (After Hours) T: 8396 1686 must be obtained, prior to occupying the carriageway.</p> <p>Additional traffic stoppages must not occur while traffic delayed by the preceding stoppage is still delayed. Traffic stoppages are to be restricted to those required for critical site vehicle or plant movements. Ordinary site vehicle movements should utilise existing gaps in traffic flow.</p>
4)	<p><u>Shoulder Closures</u></p> <p>Where a road shoulder, not being a sealed traffic lane normally utilised by through or turning traffic, exists, it may be closed at any time, provided, the licensee ensures that worksite traffic arrangements provide adequate facilities for pedestrians and bicyclists including a route and/or signage through or around the worksite in accordance with Section 9.3 and Section 9.4 of the RTA Traffic Control at Worksites manual.</p>
5)	The Applicant must ensure the work site provides sufficient roadway capacity to accommodate the expected hourly traffic volumes. If work site related queue lengths exceed 300 metres (measured along a single lane) in any direction all restrictions on the carriageway must be temporarily removed to allow the queuing traffic to clear. Restitution of traffic control must not occur until traffic volumes are compatible with the type of traffic control contemplated.
6)	<p>The license allows a short full stoppage of all traffic approaches at a site access road under the following conditions:</p> <ul style="list-style-type: none"> • Stoppages may only occur between 9.00am to 3.00pm, and 7.00pm to

	4.00am Monday to Friday, and at any time on Saturdays, but must not exceed 3 minutes
7)	<p>The license allows a lane closure with shuttle (stop/slow) of traffic under the following conditions:-</p> <ul style="list-style-type: none"> • Lane closures with shuttle flow may only occur between 9.00am to 3.00pm and 7.00pm to 4.00am Monday to Friday, and at any time on Saturdays. • The distance between traffic controllers must never exceed 800 metres, • If queuing at a shuttle flow operation exceeds 300 metres the operation must cease and all restrictions on traffic flow be removed until suitable traffic volumes occur, • If delay* exceeds 5 minutes all restrictions on traffic flow must be removed and not restored until suitable traffic volumes occur. <p>* Delay is calculated from the time a vehicle joins a shuttle flow related queue until the time that vehicle resumes normal travel speed.</p>
8)	<p>Traffic Control at this work site must be co-ordinated with RTA construction or maintenance activities or other licenced road occupants on State Highway 9 to ensure the frequencies of traffic delays are minimised through work site coordination.</p> <p>The RTA Depot at Singleton must be contacted (telephone 65752300) seven days prior to through lane closures.</p>
9)	All temporary traffic control arrangements must be in accordance with the RTA's "Traffic Control at Work Sites" (2010) manual.
10)	Supplementary traffic control arrangements must be implemented at the end of queue locations to enhance safety for approaching traffic, particularly where extended queuing occurs or existing alignment affects approach sight distance to the end of a worksite traffic queue.
11)	<p>Any roadwork speed limit must be installed in accordance with Section 8.2 of the RTA's "Traffic Control at Work Sites" manual, and the RTA's Traffic Engineering Manual, Part 3 – Speed Zoning. The licensee must have a current worksite speed zone approval permitting a reduction of the existing speed restriction. Please contact RTA Project Manager, Chris McCallum on 4924 0215.</p> <p>All worksite speed zones are to be minimised to the area of particular activity only.</p> <p>Worksite speed zone signage must be securely covered or closed when the related activity is not occurring.</p>

12)	<p>All work site related traffic delays*, or incidents resulting in traffic delays, greater than five minutes or queuing greater than 500 metres measured along a single lane in any direction must be reported immediately to the RTA Transport Management Centre on 8396 1686 (twenty-four hours).</p> <p>* Traffic delay is assessed from the time a vehicle enters the worksite precinct to the time it departs the worksite precinct).</p>
13)	<p>The Licensee must liaise with the RTA Oversize Vehicle Permit Section 1300 656 371 to ensure that site traffic arrangements are not incompatible with oversize vehicle movements.</p> <p>The licensee is specifically warned that the New England Highway at this location is subject to regular movements of overdimension vehicles and loads.</p>
14)	<p>The Licensee must, on notification, co-operate with and assist with traffic management arrangements to facilitate the movement of traffic generated by special events through or around the worksite.</p>
15)	<p>The removal or alteration of any existing permanent line marking, pavement marking, signage or other traffic control device must not occur without the specific approval of the RTA Project Manager, Chris McCallum on 4924 0215.</p>
16)	<p>All pavement, signage, line marking, delineation or other road infrastructure affected by the worksite traffic control arrangements are to be restored to the pre-existing standard or to a standard required by the NSW Roads and Traffic Authority.</p>
17)	<p>The NSW Roads and Traffic Authority reserves the right to add further conditions to this license or request further traffic control measures or alter existing traffic control measures in and around the worksite. The licensee must install/remove any such devices or undertake such traffic control measures as requested by the NSW Roads and Traffic Authority within a reasonable time.</p>

16 November 2010

Fernandes Constructions Pty Ltd
(ACN 002 102 850)
24 Ogilvie Street
Denman NSW 2328

Attention: Steve Radford

Contract RC101

Rix's Creek Mine – Bridge for Haul Road under the New England Highway

Steve,

We confirm that now we have received the RTA's Letter to Commence Construction in accordance with Clause 24.1 of the General Conditions of Contract possession of site is granted to Fernandes Constructions for the duration of the Project.

Please comply with the conditions of approval in the RTA's letter of 16/11/10 (attached).



Garry Bailey

Mine Manager

PML04642.01
CM



Mine Manager
Rix's Creek Pty Limited
PO Box 4
East Maitland NSW 2323

Attention: Mr Garry Bailey

**NEW ENGLAND HWY RIX'S CREEK - RIX'S CREEK MINE CUT & COVER TUNNEL (DA 49/94)
CONDITIONAL APPROVAL TO COMMENCE CONSTRUCTION WORKS**

Dear Mr Bailey

I refer to your consultant's various submissions providing evidence of meeting the requirements outlined in RTA letter dated 29 September 2010 for the construction of the subject development.

I hereby acknowledge that the RTA is in receipt of, and has accepted all preconstruction documentation, and authorise works to commence within the State Road Reserve subject to the conditions and notes as set out in the attached Schedule 1.

In particular it is understood that a Road Occupancy Licence has not yet been issued. It is essential that the ROL be obtained and all conditions attached complied with prior to any works commencing within the State Road Reserve

The RTA will undertake surveillance during construction.

Please arrange a start-up meeting with your contractor, the Project Verifier, RTA Project Manager and Surveillance Officer to establish construction phase protocols and communications.

Please contact the undersigned if you require further advice.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'C. McCallum', written over a horizontal line.

Chris McCallum
Project Manager
Hunter Infrastructure Services

16 November 2010

CC General Manager Singleton Shire Council

Enc. Schedule 1 Conditions of Approval
Speed Zone Authorisations H/184(T) & H185(T)

Roads and Traffic Authority

NEW ENGLAND HWY RIX'S CREEK - RIX'S CREEK MINE CUT & COVER TUNNEL (DA 49/94)
CONDITIONAL APPROVAL TO COMMENCE CONSTRUCTION WORKS

Schedule 1

As previously advised with Detail Design Acceptance

1. This approval does not include the proposed watermain within the road reserve as no details have been provided.
2. The Stage 4 Road Safety Audit must include consideration of the haul road and mining trucks travelling under the highway at night and any impact on driver's perceptions of road conditions. The Developer is responsible for mitigating any identified impacts to the satisfaction of the RTA.
3. The construction safety barrier end terminal on the eastern side at Chainage 420 is to be offset at least 5 metres from the edge line.
4. All road safety deficiencies identified in the Stage 3 Road Safety Audit dated September 2010 are to be addressed during construction including:
 - 4.1 Safety barriers adjacent to the sheet pile wall are to be dowelled into the ground and connected to adjacent barriers with steel plates.
 - 4.2 RTA approved end terminal treatments are to be installed on all temporary and permanent barriers.

In addition the following are required.

5. A Road Occupancy Licence is required and all conditions attached to Licence are to be complied with prior to any works commencing within the State Road Reserve.
6. An independent Stage 4 Pre-opening Road Safety Audit is required to be undertaken immediately prior to opening any part of the works to traffic, including the side track.
7. The submitted Traffic Control Plans are to be amended to reflect the location of existing speed zones. Specifically the existing 100km/h signage northbound immediately north of the Rix's Creek mine overbridge is to be replaced with 80km/h signage. Similarly in the southbound direction at the end of the roadworks zone 80km/h signage is to be installed.
8. Lane and shoulder widths for side track to be in accordance with approved drawings. During construction of side track the existing linemarking is to be retained and a clear 5.0m minimum is to be maintained between the centreline and any barriers or delineation devices.
9. Staging plans and associated TCP's are to be submitted for the side track tie in works and traffic switches for review and approval. Details will be required at least 3 working days prior to proposed use as per G10.
10. Access to the eastern compound for northbound traffic is only to be used when the side track works are complete and operational as per the approved design.
11. This approval does not include any access to the eastern side of the highway for northbound traffic except as noted in Condition 10 above. No approval has been sought nor granted for Item 38 in program provided 5 November 2010 "Close access to eastern site compound and construct new access from Middle Falbrook Road".

Speed Zoning Authorisation

(Authorising the Installation/Removal of Speed Limit Signs)



SA No: H/184(T)

Road Transport (Safety & Traffic Management) Act 1999

Under Part 4, Section 51 of the Road Transport (Safety and Traffic Management) Act 1999, this document (Authority) hereby gives the person(s) named below the appropriate authority to:

1. Install or display (or to interfere with, alter or remove) a prescribed traffic control device, or
2. Direct another person to install or display (or to interfere with, alter or remove) a prescribed traffic control device.

This Authority enables a speed limit of 60 km/h for a distance of 1.2 km between the following locations:

Road:	New England Highway
Suburb:	Rixs Creek
LGA:	Singleton
Description:	Rix's Creek mine overbridge to 600m North of Rix's Creek

Applicable:	Both Directions
ZoneType:	Temporary
Dates Applicable:	18-Oct-2010 to 24-Jun-2011
Details:	Also working Saturday's 8:00 to 13:00 Fernandes TCP 8,9,10,11 Limit speeds during installation of barriers, using traffic controllers and during traffic switches.

Note:

All temporary road work speed limits must be installed and operated in accordance with the RTA's current Traffic Control at Work Sites document. Roadwork speed limits are to be displayed on R4-212 signs and must be positioned so that they are clear and legible to all motorists. All existing speed limit signs and pavement markings are to be removed or covered. This roadwork speed limit must only be applied during construction or site necessity. The existing speed limit is to be reinstated outside of these hours and at the completion of works. Any change to the roadwork speed limit or hours of operation requires a new SZA to be approved. The applicant must keep a detailed record of the roadwork speed limit, operation times, dates and locations. This authorised record must be submitted to the RTA, as this is a record of the legally enforceable speed limit at this site.

A handwritten signature in black ink, appearing to read 'David Uphill', is written over a dashed horizontal line.

Authorised by David Uphill

Project Manager, Hunter Region

TCWS Planning Certificate No: 3103009235

11 November 2010

Speed Zoning Authorisation

(Authorising the Installation/Removal of Speed Limit Signs)



Other Temp Zone Details (If Applicable)

TimeStart(Temp): 7:00:00 AM
TimeFinish(Temp): 6:00:00 PM
TempContactName+Phone: Chris McCallum LUD Officer (02) 4924 0215

Other Speed Zone Details

InitiatedReason/Ref: Limit speeds during installation of barriers, using traffic controllers and during traffic switches.
InitiatedContName+No: Andrew Hall - Fernandes Construction
Ph 02 6547 2431
Fax 02 6547 2820
Mob 0428 299 265
Email fernand@hunterlink.net.au
DateRecordCreated: 11-Nov-2010
SZA (Old Ref)
Direction: Both Directions
Comment:
ExistingSpeedLimit: 100km/hr

InstalledDate:
WI#:
RevokedDate:
CancelledDate:

Related Speed Zone Numbers:

185

Speed Zoning Authorisation

(Authorising the Installation/Removal of Speed Limit Signs)



SZA No: H/185(T)

Road Transport (Safety & Traffic Management) Act 1999

Under Part 4, Section 51 of the Road Transport (Safety and Traffic Management) Act 1999, this document (Authority) hereby gives the person(s) named below the appropriate authority to:

1. Install or display (or to interfere with, alter or remove) a prescribed traffic control device, or
2. Direct another person to install or display (or to interfere with, alter or remove) a prescribed traffic control device.

This Authority enables a speed limit of 80 km/h for a distance of 1.2 km between the following locations:

Road:	New England Highway
Suburb:	Rixs Creek
LGA:	Singleton
Description:	Rix's Creek mine overbridge to 600m North of Rix's Creek

Applicable:	Both Directions
ZoneType:	Temporary
Dates Applicable:	18-Oct-2010 to 24-Jun-2011
Details:	General speed reduction to 80km/hr. Further reduction to 60km/hr may also apply during activities nominated by SZA 184.

Note:

All temporary road work speed limits must be installed and operated in accordance with the RTA's current Traffic Control at Work Sites document. Roadwork speed limits are to be displayed on R4-212 signs and must be positioned so that they are clear and legible to all motorists. All existing speed limit signs and pavement markings are to be removed or covered. This roadwork speed limit must only be applied during construction or site necessity. The existing speed limit is to be reinstated outside of these hours and at the completion of works. Any change to the roadwork speed limit or hours of operation requires a new SZA to be approved. The applicant must keep a detailed record of the roadwork speed limit, operation times, dates and locations. This authorised record must be submitted to the RTA, as this is a record of the legally enforceable speed limit at this site.

A handwritten signature in black ink, appearing to read 'David Uphill', is written over a dashed horizontal line.

Authorised by David Uphill

Project Manager, Hunter Region

TCWS Planning Certificate No: 3103009235

11 November 2010

Speed Zoning Authorisation

(Authorising the Installation/Removal of Speed Limit Signs)



Other Temp Zone Details (If Applicable)

TimeStart(Temp): 7:00:00 AM
TimeFinish(Temp): 7:00:00 AM
TempContactName+Phone: Chris McCallum LUD Officer (02) 4924 0215

Other Speed Zone Details

InitiatedReason/Ref: Limit speeds during construction of sidetrack and bridgeworks
InitiatedContName+No: Andrew Hall - Fernandes Construction
Ph 02 6547 2431
Fax 02 6547 2820
Mob 0428 299 265
Email fernand@hunterlink.net.au
DateRecordCreated: 11-Nov-2010
SZ (Old Ref)
Direction: Both Directions
Comment:
ExistingSpeedLimit: 100km/hr

InstalledDate:
WI#:
RevokedDate:
CancelledDate:

Related Speed Zone Numbers:
184



TRAFFIC CONTROL AT WORK SITES SAFETY INSPECTION CHECKLIST		
Date: 22/12/10	Time: 13:00	
Inspector: Richard Thomas	Design & Inspect TCPs Cert No 2253008239	
RTA Office/Contractor: Fernandes Constructions Pty Ltd	Site Supervisor: Andrew Hall	
TCP Number: 9	TCP Modified:	Y/N <input checked="" type="radio"/>
Road/Bridge Name: New England Highway	Location: Rixs Creek	
Type of work: Side track construction		
Duration of work: days Ongoing	Time/s of work: 0000-0900, 0900-1500, 1500-1700, 1700-2400	
Road configuration: 2 way		
Rate in the following manner:		
<input checked="" type="checkbox"/> Acceptable	<input type="checkbox"/> Not Acceptable	<input type="checkbox"/> N/A Not Applicable

Guidance Notes:

1. Detailed Inspections using this checklist shall only be undertaken by personnel holding a current Design and Inspect Traffic Control Plans certificate.
2. Report to the Site Office or most senior person and attend site induction or be escorted.
3. Desk-top "Audit". Review paperwork and discuss site conditions, to complete Column 1. Check items against TCP and associated documents.
4. Site Inspection. Conduct site verification inspection, discussing issues with random site workers/ operators, to complete Column 2 – what you see on site.
5. Complete your report on site, where possible.
6. If you able to make a copy of the report on site, leave a copy with the supervisors.
7. Forward an additional copy to the engineer.
8. For contractor sites, forward an electronic copy to Manager Contractor Safety, RTA OHS Branch.



Traffic Control at Work Sites

No	Conditions	TCWS Section	Rating	
			1	2
I	TCP			
I.1	Does the work require a:- A TMP ? A TCP ? A VMP ? (See I2 below.) A PMP ?	G10	✓ ✓ ✓ N/A	
I.2	Are all required plans approved ?	4.3	✓	
I.3	Is the approved TCP on site ?	4.4.1/.2	✓	
I.4	Have signs and devices been set out as in the TCP ?	4.4.1/.2	✓	
I.5	If modifications have been made are they approved and marked on the TCP ?	4.5	X	
I.6	Has a TCWS Appendix D Risk Assessment (RA) been done and been attached to the TCP ?	App D	✓	
I.7	Does the RA cover the risks associated with the work site ?		✓	
I.8	Does the RA cover current risks; including 'out of hours' work ?		✓	
I.9	Is the TCP relevant for the works in progress ?	4.4.2	✓	
I.10	Has a Road Occupancy Licence been issued and is it being complied with ?	G11	✓	
I.11	Are the requirements implemented for safe clearances to workers and pedestrians and traffic approach speeds ?	3.6 9.3	✓	
I.12	Other			
COMMENTS ITEM I				
1.9 TCP has not been updated to reflect new position of barrier opening. The key issue is the location of the 'no right turn' sign.				



2	Roadwork Speed Zones (RSZ)		Rating	
			1	2
2.1	Has the RSZ zone been authorised ?	8.2.6	✓	
2.2	Is a copy of the SZA form held on site ?	8.2.6	✓	
2.2	Has the SZA form been sent to local Police ?	8.2.6(a)	Unknown	
2.3	Are records being kept of the times of RSZ installation ?	8.2.7	✓	
2.4	Where a RSZ is in place, is the limit appropriate for the works being undertaken ?	8.2.3	✓	
2.5	Is the speed limit/s operating within the approved times ?	8.2.6	✓	
2.5	Is the length of the speed zone as per TCWS ?	8.2.4(b)	✓	
2.6	Are Advanced Speed Warning Signs used appropriately ?	8.2.5(a)	✓	
2.7	Are Speed signs duplicated at the start of the speed zone ?	8.2.5(a)	✓	
2.8	Are speed signs the correct size ?	8.2.5(b)	✓	
2.9	Are all signs installed at the correct spacing ?	8.2.5(a)	✓	
2.10	Are all signs installed at the correct height ?	8.2.5(c)	✓	
2.11	Have conflicting speed zone signs and pavement markings been covered/removed ?	8.2.5(e)	✓	
2.12	Are repeater signs installed if required ?	8.2.5(a)	✓	
2.13	Are "ENFORCED" signs required and installed ?	8.2.5(f)	X	
2.14	At the end of the work, has the pre-existing speed limit been reinstated ?	8.2	X	
2.15	Are signs covered adequately when not in use ?	3.4.1;8.2	Unknown	
2.16	Other			

COMMENTS ITEM 2

2.3. Record reflects working hours rather than change of speed zone signage times

2.8 Although signage installed meets TCWS

specification, larger sized signs could be considered for installation due to observed speeds through the worksite

2.13 Required but not installed

2.14 Southbound → there is a small potential for vehicles to accelerate up to the pre existing speed limit of 100kph. However, it is noted, the the 80kph sign is visible from the 'end roadworks' sign.



3	Record keeping		Rating	
			1	2
3.1	Are records being kept for roadwork speed zones?	8.2.6	✓	
3.2	Are records kept as required in Appendix E?	6.1	✓	
3.2.1	By the Works Supervisor?	6.1.1	✓	
3.2.2	By the Team Leader?	6.1.2	✓	
3.3	RA is available on site and being kept with TCP?	App D	✓	
3.4	Where PTS are used, is the form <i>Record of Approval and Use</i> completed and retained?	T 10.7	N/A	
3.5	Other			
COMMENTS ITEM 3				
3-2 Daily checklists cover weekly checklist items				

see comment section 2

4	Traffic Controllers (TCs)		Rating	
			1	2
4.1	Are Traffic Controllers (TCs) being used ? (Night work - 4.13)	8.1	N/A	
4.2	Are the correct number of TCs being used ?	8.1.3		
4.3	Have TC Certificates been sighted and the No's recorded ?	G10		
4.4	Is TCs high visibility clothing in good repair ?	8.1.1(a)		
4.5	Are all TCs displaying the Road Authority's logo and <i>Authorised Traffic Controller</i> ?	8.1.1(c)		
4.6	Is the traffic speed restricted to a max of 60 km/h ?	8.1.1(d)		
4.7	Is the sight distance to approaching traffic 1.5D or greater?	8.1.1(e)		
4.8	Do TCs have a clear escape route ?	8.1.4		
4.9	Has provision been made to prevent end of queue accidents ?	8.1.1(e)		
4.10	Are TCs able to communicate with each other (line of sight, two way radios, additional TCs) ?	8.1.1(f) 3.5.7		
4.11	Are the PREPARE TO STOP (T1-18) and Traffic Controller Ahead (T1-34, T1-200-2/3) signs correctly displayed ?	8.1.1(a); 8.1.4		
4.12	Are the above signs covered or removed when not required?	8.1.4	X	



4	Traffic Controllers (TCs) (continued)		Rating	
			1	2
4.13	Are they controlling traffic in accordance with <i>Instructions to Traffic Controllers?</i>	8.1.4		
4.14	If TCs are being used for night work:- a. are they wearing approved clothing ? b. are they safely lit and visible ? c. do they have correct communication ? d. are they using lighted wands ?	8.1.5		
4.15	Other			
COMMENTS ITEM 4 <i>4.12 Advance 'Prepare to Stop' signs should be covered when traffic controllers are not on site. TCP fails to identify that these signs need to be covered.</i>				
5	Portable Traffic Signals (PTS)		Rating	
			1	2
5.1	Are PTS being used ?		<i>N/A</i>	
5.2	Are the PTS formally approved for use ? (This may be included on the TCP approval.)	4.4.3, 10.5		
5.3	Are the PTS being used marked as complying with RTA Specification PTS/3?	10.2		
5.4	Are the PTS correctly registered ?			
5.5	Is the approach speed of traffic reduced to 60 km/h or less?	10.7.2		
5.6	Is minimum sight distance of 150 metres provided ?	10.7.3		
5.7	Are the PTS been correctly sighted and established ?	10.7.1		
5.8	Has a Holding Line been marked on the roadway ?	TCP43		
5.9	Are procedures in place to review the end-of-queue when PTS are operating?	3.5.7		
5.10	Have all signs associated with PTS been erected correctly ?	TCP43		
5.11	Other			
COMMENTS ITEM 5				



6	Flashing Arrow Sign (FAS)		Rating	
			1	2
6.1	Is a FAS being used ?		N/A	
6.2	Is the FAS being used marked as complying with RTA either Specification FAS/4 or FAS/5 ?	11.2		
6.3	Is it located correctly ?	11.4.4		
6.4	Is it the correct size sign ?	3.2.10; 11.4.1		
6.5	Is the correct Mode of Operation being used ?	Table 11.1		
6.6	If Lane Status signs (T2-6 series) are being used in conjunction with FAS, is the message to the motorist the same ?			
6.7	Other			

COMMENTS ITEM 6

7	Variable Message Sign (VMS)		Rating	
			1	2
7.1	Is a variable message sign being used, as specified in TCWS ?	3.2.8	✓	
7.2	Is the message related to the road or bridge works ?	3.2.8	✓	
7.3	Are there less than 4 words per screen and no more than 2 screens on display ?	3.2.8	✓	
7.4	Is the sign located in a safe position ?		✓	
7.5	Is the VMS fitted with flashing blue and red lights ? If yes have them switched off/removed.		✓	
7.6	Other			

COMMENTS ITEM 7

7.6 check alignment of vms to traffic - not aligned to maximise brightness of display to approach traffic.

7.6 Visibility of speed advisory vms display obscured by works speed limit sign.



7	Safety Barriers		Rating	
			1	2
8.1	Are safety barriers installed correctly ?	9.6	✓	
8.2	Have the correct barriers been installed ?	9.6 & 3.3.7	✓	
8.3	Where barrier sections are used as Safety Barriers, are they in compliance with AS3845 ?	9.6	✓	
8.4	Where non rigid barrier systems are used as safety barriers, is work behind the barrier prohibited from the deflection zone ?	9.6.5	N/A	
8.5	Are water filled safety barrier elements full of water ?		N/A	
8.6	Is the safety barrier erected as designed (incorporating end protection) ?	9.6.1	✓	
8.7	Has the approach speed of traffic been reduced to the barrier design rating ?		✓	
8.8	Other			
COMMENTS ITEM 8				
9	Signs and Devices		Rating	
			1	2
9.1	Are all signs and devices in good condition ?	4.4.1	✓	
9.2	Are the signs clearly visible and not affected by other signs, plant items, vegetation, shade, light glare etc ?	3.1.1	see note section 7	
9.3	Are sign faces in compliance with AS1742.3 and have Class I retroreflective material ?	3.2.1	✓	
9.4	Are the correct sign sizes being used ?	3.2.2	✓	
9.5	Are signs duplicated, where required ?	3.2.4	✓	
9.6	Are signs erected at the correct height and position ?	3.2.8	✓	
9.7	Are the signs erected to give the correct sight distance ?	3.2.8	see note section 7	
9.8	Are signs displayed on frangible mounts ?	3.2.7	✓	
9.9	Are barrier boards sighted at right angles to the flow of traffic ?	3.3.1	N/A	



9	Signs and Devices (contined)		Rating	
			1	2
9.10	Are there any contradictory or superfluous signs, devices or markings?	4.3.2	✓	
9.11	Have the needs of pedestrians been provided for ?	9.3	✓	
9.12	Have the needs of cyclists been provided for ?	9.4	✓	
9.13	Are all property accesses to the site controlled ?	9.7	✓	
9.14	Are all cones and bollards installed at the correct spacing ?	5.2.2	✓	
9.15	Are the correct sized cones and bollards being used ?	3.3.3	✓	
9.16	Where tapers are used, have they been identified as <i>lateral shift</i> or <i>merge</i> tapers and are they the correct length ?	5.2 Table 5.2	N/A	
9.17	Where there are 3 lanes of traffic or more in one direction and two lanes are closed, are the separate merge tapers of the correct length ?	5.2.9	N/A	
9.18	Are the 2 tapers separated by at least 1.5 D ?	5.2.9	N/A	
9.19	Where work is beyond a crest or curve, has the taper been set up before the crest or curve ?		N/A	
9.20	Where temporary pavement marking and markers are used, do they comply with the requirements of TCWS Manual ?	3.3.6	N/A	
9.21	Other			

COMMENTS ITEM 9

Contact with RTA Project Manager for patching work occurring adjacent to the site could be made in an attempt to delay re-instatement of northbound 100km/h pavement marker, which has been obliterated by the RTA pavement works. Ideally the speed pavement marker would only be re-instated after completion of roadworks.



10	End-of Queue		Rating	
			1	2
10.1	Has the potential for end of queue accidents been considered and appropriate action taken ?	3.5.7(a)	✓	
10.2	Has an assessment of expected queue length been undertaken/documentated ?	3.5.7(b)	unknown	
10.3	Has protection been provided where the end-of-queue is likely to be within D of the first downstream PTS sign ?	3.5.7(c)	✓	
10.4	Is a sight distance between approaching motorists and the end-of-queue, being maintained at greater than 2D (open road areas) and 1.5D (built up areas) ?	3.5.7(c)	unknown	
10.5	Where the first PTS sign is more than 4D from the control point, are <i>repeater signs</i> placed at intervals of not more than 4D ?	3.5.7(c)	✓	
10.6	Is the traffic queue monitored at all times during the course of the work ?	3.5.7(b)	unknown	
10.7	Other.			
COMMENTS ITEM 10				



II	Workers on foot near plant		Rating	
			1	2
11.1	Have workers working within 3 metres of plant been trained/briefed/tool-boxed on requirements of TCWS and RTA TIP Sheet ?	9.23	not checked	
11.2	Where workers are working close to revolving plant, are satisfactory risk controls in place ?	9.23	not checked	
11.3	Has a VMP been developed where the conditions listed in TCWS occur on site ?	9.23.1	✓	
11.4	Are spotters being used near reversing plant or delivery vehicles ?	9.23	not checked	
11.5	Other			
COMMENTS ITEM II				
11-3 VMP does not appear to be distributed to all visitors prior to their arrival on site.				



12	Works Traffic (VMPs)		Rating	
			1	2
12.1	Have acceleration and deceleration lanes been provided ?	7.2	N/A	
12.2	Are U turns being undertaken safely ?	7.3	N/A	
12.3	Are reversing movements being undertaken safely ?	7.3	Unknown	
12.4	Are signs provided for stock pile sites etc ?	7.7	N/A	
12.5	Are median crossovers being used correctly ?	7.8	N/A	
12.6	Has a VMP been approved and provided ? Written VMP shall be prepared in 100km/h zones.	7.5;7.6 9.23.1	✓	See comment Section 11
12.7	Does the person authorising the VMP have traffic control qualifications ? If so, what qualifications ?		Unknown	
12.8	Have access and egress to the site been safely provided ?	7.2	✓	
12.9	Are delivery vehicles required to report to a designated location/person ? Is it happening on site ?	9.23	Unknown	
12.10	Other			
COMMENTS ITEM 12				

Minutes



Purpose of Meeting **Verification and Monitoring Meeting - Rix's Creek Bridge over Mine Haul Road, New England Highway**

Project Rix's Creek Bridge **Project No** NB11163

Prepared By Tim Rose **Phone No** 02 4979 2673

Place of Meeting Rix's Creek Mine – Main Office **Date** 25 November 2010
 Building, Rix's Lane

Present

Bill Ray (SKM)	Chris McCallum (RTA)
Tim Rose (SKM)	Keith White (RTA)
Garry Bailey (Rix's Creek)	John Steele (SKM)
Andrew Hall (Fernandes)	
Steve Radford (Fernandes)	

Apologies None

Distribution As Above

No	Item	Action
1	<p>Introduction</p> <ul style="list-style-type: none"> ▪ General introduction of everyone and their roles. See Section 6 of minutes for descriptions of roles 	Note
2	<p>Overview</p> <ul style="list-style-type: none"> ▪ Brief overview given by JS about the project 	Note
3	<p>Programme</p> <ul style="list-style-type: none"> ▪ SKM to forward through the latest programmes to RTA as they come are submitted by Fernandes ▪ Fabrication program to be provided to RTA as soon as available 	SKM Fernandes/ SKM
4	<p>Verification Process</p> <ul style="list-style-type: none"> ▪ SKM will have the authority to release the Hold Points as long as they are per the specifications and approved drawings. Any changes to these documents will need the RTA approval ▪ In regards to unsuitable material the RTA will need to be involved in the process of remediation unless there is an approved treatment for the area as part of the design 	Note Note

SINCLAIR KNIGHT MERZ

The SKM logo trade mark is a registered trade mark of Sinclair Knight Merz Pty Ltd.

	<ul style="list-style-type: none"> ■ RTA agreement is required for the disposition of all NCRs. Fernandes will need to mount a case for any NCRs ■ Fernandes will need to comply with all notification periods in the specifications ■ CM advised that the RTA Bridge in Sydney inspectors would like to have involvement in the project. CM is currently sorting out with the Bridge Branch in Sydney what this involvement will be ■ Any directions from the RTA will have to come through CM. Any onsite directions from RTA onsite inspectors other than Safety and Traffic control will have to go through CM ■ SKM to pass on hold and witness point notifications to the RTA as soon as they come through to minimise any time delays ■ SKM will arrange to be on site while the RTA Bridge Branch are on site ■ JS will meet with the RTA bridge inspectors in Sydney to assist in clarifying their surveillance involvement ■ SKM Monthly report to the RTA will include such information as: <ul style="list-style-type: none"> ○ Hold Points Released ○ Programme ○ Hold Points coming up ■ All QA verification information will be passed on to the RTA and the conclusion of the project ■ Bridgeworks notifications to be forwarded to the RTA. Until advised otherwise by CM 	<p>Note</p> <p>Fernandes</p> <p>RTA</p> <p>Note</p> <p>SKM</p> <p>SKM</p> <p>SKM</p> <p>Note</p> <p>Note</p> <p>Note</p>
<p>5</p>	<p>Communication Protocol</p> <ul style="list-style-type: none"> ■ Official line of communication is between the RTA & SKM (as Rix's Creek Mine Representative). ■ Day to Day works and progress will be between TR and CM. SKM to confirm protocol with RTA. ■ KW would like to attend fortnightly meetings. SKM to forward invitations 	<p>Note</p> <p>SKM</p> <p>SKM</p>



Name	Company/ Role	Email Address	Phone No.
Garry Bailey	Rix's Creek Mine Manager	gbailey@bloomcoll.com.au	0407 938 003
Bill Ray	SKM Superintendents Representative	BRay@skm.com.au	0413 308 690
Tim Rose	SKM Site Representative	TRose@skm.com.au	0408 234 411
John Steele	Independent Verifier	JSteele@skm.com.au	0428 106 275
Steve Radford	Fernandes Project Manager	steve@sjrnsw.com.au	0427 252 233
Andrew Hall	Fernandes Site Supervisor	fernandes.andrew@hotmail.com	0428 299 265
Chris McCallum	RTA Project Manager	Christian_MCCALLUM@rta.nsw.gov.au	4924 5271
Keith White	RTA Civil Surveillance Officer	Keith_white@rta.nsw.gov.au	0407 216 987

Appendix 1-

Management Plan-

Copy of Approval from DPE



Contact: Scott Brooks
Phone: 6575 3402
Fax: 6575 3415
Email: scott.brooks@planning.nsw.gov.au
Our ref: DA 49/94

Mr John Hindmarsh
Environmental Officer
Rix's Creek Pty Limited
PO Box 4
EAST MAITLAND NSW 2323

Dear John

Rix's Ck – Approval of Management Plans

Thank you for forwarding a number of management plans for review as required by your mine Approval DA 49/94. We have reviewed the following management plans.

Traffic Management Plan (Condition 9, Schedule 2);
Water Management Plan (Condition 15, Schedule 2);
Erosion and Sediment Control Plan (Condition 15a, Schedule 2);
Landscape Management Plan (Condition 16, Schedule 2), this includes;
 Rehabilitation Management Plan (Condition 16b, Schedule 2);
 Final Void Management Plan (Condition 16c, Schedule 2);
 Mine Closure Plan (Condition 16d, Schedule 2).

The Department has reviewed the management plans identified above and can advise they have been approved by the Director General.

Accordingly, the Department requests that a copy of the management plans marked "final" are forwarded to the Singleton office, by the end of January 2014, as a soft copy for our records.

If you require further information please contact Ann Hagerthy on 6575 3403 or by email to ann.hagerthy@planning.nsw.gov.au.

Yours sincerely

Scott Brooks
Team Leader Compliance

22-1-2014
As nominee for the Director-General