



25/06/2021

SF2012/000358; WST07/00087/09

The Manager
Resource and Energy Assessments
Department of Planning, Industry and Environment
PO Box 39
SYDNEY NSW 2001

Attention: Philip Nevill, Senior Environmental Assessment Officer

Dear Mr Nevill

SSD-10269: Lot 152 DP 816020 and others; 10 Kurrajong Creek Road, Baan Baa Narrabri Underground Mine Stage 3 Extension Project – Submissions Report

Thank you for the referral of SSD-10269 via the SW Major Project Planning Portal dated 2 June 2021 inviting comment from Transport for NSW (TfNSW) in relation to the latest SSD-10269 Submissions and Amendment reports.

TfNSW has reviewed these in relation to our previous submission dated 4 December 2020. The applicant's response has not addressed a number of the issues raised or provided the information requested in TfNSW previous submission. As a result the information submitted remains inadequate to enable TfNSW to adequately assess potential impacts of the development. A copy of TfNSW Submission is attached.

Based on the additional information provided TfNSW is unable to complete an assessment of the application and request the following additional information, in addition to the requested additional information on the 4 of December 2020:

- The information provided in relation to the number of staff provided has not clarified the number of staff/contractors contributing to the traffic impacts on the road network. Please confirm the number of staff and contractors accessing the site that will be approved as part of this SSD application.
- The day shift start and end time has not been explicitly confirmed. Please confirm day shift start and end times for the main operational workforce, and the temporary construction and change-out workforce (20 FTE).
- The response refers to a peak 15-minute traffic period between 6:00-6:15am (pg. 2) but later states the peak 15-min period is 5:45-6:00am (pg. 8) which had significantly fewer trips during survey. Please confirm the actual peak 15-min period used in SIDRA

reflects the highest volume, and appropriate peak hourly construction (future additional) traffic has been added to this peak 15-min.

- Primary evidence sources were requested by TfNSW but not provided. Copies are needed to allow statements in the SSD reports to be verified. If acceptable to the consent authority, files may be redacted by the applicant and transmitted confidentially directly to the TfNSW email address given at the end of this letter:
 - Personnel site access logs (weekdays 17 to 21 June 2019).
 - ARTC log of Level Crossing (LX) 534 Kurrajong Creek Rd active boom gate and lights closure durations (January to 1st week of February 2021) with Narrabri Underground Mine train movements highlighted.
 - Detailed SIDRA output reports. TfNSW accepts the TTPP probability analysis is expected to provide a simplified but reasonable basis for estimating traffic impacts. For convenience, TfNSW would accept SIDRA outputs for a few key and sensitivity-check scenarios including:
 - a) 2032 with project, 8 trains per day, average train delay, average (mean) traffic queues north and south (approx. 10 annual exceedances).
 - b) 2032 with project, 8 trains per day, average train delay, 95th percentile queues north and south (approx. 1 annual exceedance).
 - c) 2032 with project, 8 trains per day, 95th percentile train delay, 95th percentile traffic queues north and south (approx. 10% annual exceedance probability).
- Please provide field data measurements of actual queue distances onsite for calibration or comparison with the SIDRA model outputs as evidence of the magnitude of queuing that typically occurs for westbound traffic during train crossings associated with the mine (i.e. observing a few events) in accordance with Austroads guide AGTM12 section C5.4.
- The provided information relating to near misses at the rail crossing included trains arriving or leaving the mine site. The submission did not include any data for through train near misses at the rail crossing. Data relating to near misses of through trains at the crossing should be provided.
- The applicant should provide an assessment and recommend improvements to existing arrangements to mitigate the risk of vehicle-train collision.
- An assessment of the of the Kurrajong Creek Road Kamilaroi highway intersection is to be conducted to determine compliance with Austroads design requirements at the proposed traffic volumes.
- Please confirm the design vehicle (largest vehicle) accessing the site and provide swept path drawings demonstrating the design vehicle can safely turn in all four directions at the intersection of Kurrajong Creek Road with the Kamilaroi Highway. If upgrades would be required to safely cater for movements, specify the maximum truck size(s) sought under this SSD application and/or the recommended extent of upgrade works.
- Consideration should be the implementation of Traffic Management Plan to manage potential conflicts with staff and contractors accessing the site.
- Whitehaven staff have approached TfNSW on separate occasions in the last few years to discuss traffic safety concerns due to trains causing mine staff to queue into

the Kurrajong Creek Road / Kamilaroi Highway intersection, highlighting there is a perceived risk of a vehicle collision on the highway.

TfNSW staff are available to discuss at development.western@transport.nsw.gov.au or by phoning Bevan Crofts, Case Officer on (02) 6861 1530.

Yours faithfully

A handwritten signature in black ink, appearing to read 'H. Orr', written in a cursive style.

Howard Orr
Team Leader
Development Services West
Regional and Outer Metropolitan