



23 April 2020

WST12/00136/04

The Manager  
Resource Assessments  
Department of Planning, Industry & Environment  
GPO Box 39  
SYDNEY NSW 2001

Attn: Gen Lucas

Dear Gen Lucas

### **SSD5602: Angus Place Mine Extension Project**

Thank you for the above development application (DA) referral via the NSW Major Projects Portal dated 10 March 2020 inviting comment from Transport for NSW (TfNSW) for a proposed amendment to the Angus Place Extension Project.

TfNSW has reviewed the documents provided as a part of the public exhibition package and note that the Angus Place Extension Project will involve:

- Extension to the life of the mine (31 December 2053)
- Increase in the Project Application Area from 10,460ha to 10,551ha
- Increase in full time equivalent (FTE) personnel from 300 to 450
- Increase extraction from 4.0 million tonnes per annum (Mtpa) to 4.5 Mtpa
- Continued development of new roadways to enable access to the proposed 1,000 panel longwall mining area
- Construction and operation of the approved but not yet constructed 4.5 m shaft at the Angus Place Colliery ventilation facility (APC-VS2) on the Newnes Plateau
- Construction and operation of one additional downcast shaft and mine services boreholes within the proposed Angus Place Colliery Ventilation Facility (APC-VS3) on the Newnes Plateau to support mining in the 1,000 panel area;
- Construction and operation of additional dewatering facilities and associated infrastructure on the Newnes Plateau to support mining in the 1,000 panel area to facilitate the transfer of mine water into the Springvale Delta Water Transfer Scheme
- Transfer up to 4.5 Mtpa of ROM coal by underground conveyor to the Springvale Mine pit top via proposed new underground connection roadways for handling and processing in accordance with the Springvale Mine Extension Project consent (SSD-5594).

TfNSW provides the following advice for the Department's consideration for inclusion in any consent issued in relation to this proposal:

- Old Bells Line of Road at its junction with Chifley Road is to be sealed a minimum of 100 metres from Chifley Road prior to the commencement of construction works.

*Note: Damage to State road assets attributable to the quarry/mining operations may be required to be repaired at the consent holder's expense in accordance with section 102 of the Roads Act 1993. If required by TfNSW within a period of two (2) years from the date of the consent determination, the quarry/mine operator is to provide a second dilapidation report to the satisfaction of TfNSW.*

- A Traffic Management Plan and Driver Code of Conduct are required to be prepared to the satisfaction of Transport for NSW and Lithgow City Council prior to the commencement of any works. The Traffic Management Plan and Driver Code of Conduct is to address all of the matters identified within the TMP annexure, attached to this letter.

Please forward a copy of Council's determination to TfNSW at [development.western@rms.nsw.gov.au](mailto:development.western@rms.nsw.gov.au) when it is sent to the applicant. If you wish to discuss this matter further, please contact the undersigned on (02) 6861 1453.

Yours faithfully



Andrew McIntyre  
Manager Land Use Assessment  
Western Region

### **TMP Annexure: Traffic Management Plan and Driver Code of Conduct**

The Traffic Management Plan (TMP) and Driver Code of Conduct is to outline measures to manage traffic related issues associated with all phases of the development (e.g. deliveries, construction, operation, maintenance, decommissioning), any construction or excavated materials, machinery and personnel involved. The TMP is to detail the potential impacts associated with the development, the measures to be implemented, and the procedures to monitor and ensure compliance. The TMP is to address (but not be limited to):

- a. Specific commitments for the provision and use of buses and car-pooling during construction to limit peak hourly traffic in accordance with the approved Environmental Impact Statement (EIS) and conditions of consent. Plans and measures to manage the impacts of personal vehicle parking at pickup points (e.g. in towns) are to be detailed.
- b. An enforceable policy for staff and contractors to use the designated commuter route in preference to back roads, where the journey is not unreasonably lengthened, as detailed in the approved EIS.
- c. Details of origin, destination, quantity, size and frequency of vehicle movements associated with the development including those accessing and egressing the site.
- d. Timings and staging of construction and operation of the development.
- e. Existing and projected background traffic, peak hour volumes and types and their interaction with projected development related traffic.

### **Transport for NSW**

51-55 Currajong Street PARKES NSW 2870 | PO Box 334 PARKES NSW 2870 DX20256  
P 6861 1449 | W [development.western@rms.nsw.gov.au](mailto:development.western@rms.nsw.gov.au) | ABN 18 804 239 602

- f. Loads, weights, lengths and number of movements of haulage and construction related vehicles including Over Size Over Mass (OSOM) loads.
- g. The management and coordination of construction and staff vehicle movements to the site and measures to limit disruption to other motorists, including special OSOM management measures.
- h. Scheduling of haulage vehicle movements to occur outside of daily commuter peak periods, local special event times, school bus (both in rural and town areas) and school zone operating hours.
- i. Active communication procedures for traffic such as school buses or haulage vehicles from other quarries, or near potential safety hazards.
- j. Scheduling of heavy vehicle movements to minimise convoy or platoon lengths.
- k. Consideration to minimise the route length for road transport, particularly for OSOM loads.
- l. Any OSOM will be the subject of separate permits through the National Heavy Vehicle Regulator.
- m. Mitigation of local climate conditions that may affect road safety for vehicles used during construction, operation and decommissioning of the facility (e.g. scheduling during daylight hours, or outside of fog, wet weather, ice or snow).
- n. Transport of hazardous materials in accordance with the relevant transport codes.
- o. Specific mitigation measures along the approved transport routes. Road and intersection improvement works are to be completed prior to the commencement of on-site construction unless specifically approved otherwise in the conditions of consent.
- p. Consultation and engagement with affected stakeholders, including regulatory authorities, landowners, businesses, bus operators and so forth.
- q. Policies and procedures for addressing concerns raised by the community on project related matters.
- r. Dust suppression and mitigation measures on public roads and within the site boundaries.
- s. Toolbox meetings to facilitate continuous improvement initiatives and incident awareness.
- t. Truckloads are to be covered at all times when being transported, to minimise dust and loss of material onto roads which may form a traffic hazard.
- u. Measures to ensure responsible fatigue management and discourage driving under the influence of alcohol and/or drugs, dangers of mobile phone use and driving to the conditions, and adherence to posted speed limits.

**Transport for NSW**

51-55 Currajong Street PARKES NSW 2870 | PO Box 334 PARKES NSW 2870 DX20256

P 6861 1449 | W [development.western@rms.nsw.gov.au](mailto:development.western@rms.nsw.gov.au) | ABN 18 804 239 602