

18 October 2021

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

Attention: Melissa Anderson

WANGI ROAD / BAY ROAD (MR217) AND AWABA ROAD / PALMERS ROAD (MR220): SSD-10333, MINE EXPANSION, NEWSTAN & AWABA COLLIERIES

I refer to the request by the Department of Planning, Industry and Environment (DPIE) dated 22 September 2021 seeking input from Transport for NSW (TfNSW) to the Environmental Impact Statement (EIS) for the abovementioned development proposal.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy 2056*.

TfNSW has reviewed the referred information and provides the following comments to assist the consent authority in making a determination:

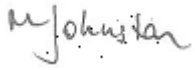
- Existing Operations - The current application provides limited detail on transportation of coal as the proposal relies on the operational constraints for transport established under SSD-5145 Northern Coal Logistics Project. TfNSW seeks confirmation that the current conditions attached to that approval will be similarly applied and enforced in relation to this current mine extension proposal (SSD-10333).
- Rail Operations - It should be noted that whilst the development consent conditions for SSD-5145 provides for up to 8 trains (dispatched) a day, rail network access is contracted with accredited Rail Operators that have Access Agreements on the required rail networks. The number and configurations of trains that may operate are subject to agreement between those parties.
- Safety – With the increase in vehicular traffic on Miller Road, enhancements and improvements are recommended at the existing level crossing to improve driver awareness of the level crossing. As this section of track links in to the private coal network it should be a requirement to be brought up to improve the level crossing with increased

mine activity. Such enhancements may include warning signage on approach (W7-4), enhanced signage at the boom gates (R6-25), etc.

- Safety - Any heavy vehicles that travel on roads with a school zone should be encouraged to travel outside the school zone hours to reduce risks to vulnerable road users and potential congestion in peak times.
- Heavy Vehicles – The submitted Traffic & Transport Impact Assessment (TTIA) by EMM (refer Report No. J190407 RP1, dated 14 October 2019) provided no explanation of the expected volume of heavy vehicle movements associated with the construction or operation of the project nor whether Over Size Over Mass (OSOM) movements will be required to facilitate operations. OSOM movements are typically required to provide equipment to operational mines and introduce specific challenges for the freight network. TfNSW requests details of the anticipated volume of heavy vehicles (including OSOM movements and associated access arrangements) required to support the proposal to determine the operational freight needs associated with the proposal. A clear diagram of the anticipated transportation route is to be provided with any modifications to existing TfNSW assets (e.g. traffic signals, signs, safety barriers, roadside medians, road pavement, etc.) to be identified.
- Works Authorisation Deed (WAD) - The developer will be required to enter into a Works Authorisation Deed (WAD) with TfNSW for any road upgrades deemed necessary on TfNSW roads. The developer is responsible for all costs associated with the works and administration of the WAD.
- Assets – In line with Appendix D Management, Mitigation and Offsetting measures table within the EIS submission set (Page 370), TfNSW recommends the imposition of a consent condition requiring the preparation of Management Strategies for impacts on TfNSW Infrastructure. These are to be approved in consultation with TfNSW.
- Carpooling - TfNSW recommends that the applicant promotes and incentivises the use of sustainable transport initiatives like carpooling and public transport to their employees to reduce the use of single occupant car travel to the site.
- Single Occupancy Vehicles - TfNSW recommends that there be reduced parking spaces available for single occupancy vehicles.
- Shuttle Service - TfNSW recommends that the proponent consider provision of a staff shuttle service from the site to and from Fassifern and/or Awaba train stations, to provide options for staff to access the site by public transport, including those starting and finishing early in the morning and late at night; noting that the proponent advises those roads to be unsafe for pedestrian or cycling traffic.

On determination of this matter, please forward a copy to TfNSW for our records. Should you require further information please contact Masa Kimura Development Services Case Officer, on 02 4908 7688 or 0407 707 999 or by emailing development.hunter@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in cursive script that reads "Marg Johnston".

Marg Johnston

Team Leader Development Services North