

MANGOOLA OPEN CUT

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4 May 2021

Planning Secretary
Department of Planning, Industry and Environment

Via: Major Projects Planning Portal

Dear Sir/Madam,

Re: Endorsement request of suitably qualified and experienced persons for Traffic Management Plan (TMP) preparation – SSD 8642

On 26 April 2021 the Independent Planning Commission (IPC) approved the Mangoola Coal Continued Operations (MCCO) Project under Part 4 of the *Environmental Planning and Assessment Act 1979* and issued Development Consent for State Significant Development (SSD) 8642. Condition B104(a) of SSD 8642 states:

B104. The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must:

(a) be prepared by suitably qualified and experienced person/s whose appointment has been endorsed by the Planning Secretary;

Mangoola Coal Operations Pty Limited (Mangoola) are hereby seeking endorsement from the Planning Secretary of Mr Mark Lucas, Principal Transport Planner at GHD, as a '*suitably qualified and experienced persons*' to prepare the TMP for SSD 8642.

I would also ask this endorsement extends to future reviews of the TMP where input from suitably qualified/experienced person/s is required. I also seek confirmation that minor reviews (e.g. of an administrative nature and general updates that do not impact agreed management strategies) may be completed without the assistance of the endorsed persons.

Mr Lucas has over 15 years' experience as a transport planner and has significant experience undertaking traffic studies at, and in proximity to, Mangoola. Mr Lucas was the technical lead and project manager for the MCCO Project *Traffic and Transport Impact Assessment* (GHD, 2019), which quantified the traffic related impacts of the project on the adjoining road network. Mr Lucas has also completed similar studies for a number of mines in the Hunter Valley, including the Mount Pleasant and Mount Arthur Coal Mines.

Mr Lucas has completed Construction Traffic Management Plans (CTMP) for a variety of developments, including train stations, water pipelines, desalination plants and waste recovery facilities. The CTMPs:

- Quantified construction vehicle activities, per stage of developments
- Identified key access and haulage routes

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- Detailed the works zone and road closure requirements
- Identified the potential impacts to pedestrians, cyclists, public transport and parking
- Detailed mitigation measures and operational protocols
- Methods for detailing the expected changes to the traffic and transport (during construction) to the community
- Methods to obtain required certificates and approvals.

Additionally, Mr Lucas has completed Operational Transport and Access Management Plans (OTAMP) as a condition of consent for a large number of educational facilities. One specification of the OTAMP is the requirement for it to be completed by a suitably qualified person. The purpose of the OTAMP is to detail:

- Safe pedestrian and cyclist routes
- The quantum, location and operation of car parks
- Delivery and services vehicle and bus access and management arrangements
- The management of approved access (vehicular and pedestrian)
- Monitoring and review programs

Mr Lucas's curriculum vitae is provided in **Attachment 1** for your consideration.

I would appreciate a response at your earliest convenience to enable the preparation of the TMP and distribution for consultation as per SSD 8642 Condition B104(b).

Please feel free to contact me at any stage if you would like any further information in relation to the content of this correspondence.

I look forward to your response.

Regards,



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Attachment 1: Curriculum Vitae - Mr Mark :Lucas (GHD)

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ATTACHMENT 1

Curriculum Vitae - Mr Mark Lucas (GHD)



Mark Lucas Principal Transport Planner



Qualified. University of New South Wales - Bachelor of Applied Science (Geography Major) 2005.

Relevance to project.

Mark is a transport planner with over 15 years' experience. He has worked extensively in Australia and the United Arab Emirates.

Mark's experience is drawn from a broad range of transport planning projects including public transport corridor feasibility assessments, environmental impact assessments, master plan level traffic studies, active transport planning, parking, access and circulation studies, traffic impact assessments and traffic studies to support the upgrading of strategic road links.

**Mangoola Coal Mine Traffic Assessment
Umwelt | Hunter Valley, Australia**

Mark completed a traffic assessment to support a seven year extension to the mine life of the Mangoola Coal Mine, in accordance with SEARs issued by the RMS. The scope of works included SIDRA analysis at multiple intersections in proximity to the mine, accounting for the expected construction and operational traffic volumes.

**West Ryde and Revesby Station
Construction Traffic Management Plans
Transport for NSW | Sydney, Australia**

Mark was the technical lead and primary author of Construction Traffic Management Plans (CTMP) to support the upgrades to commuter parking facilities at West Ryde Station and Revesby Station. The purpose of the study was to review the propose construction arrangements and detail management measures to minimise construction works on the external networks. The study identified impacts to pedestrians, cyclists, public transport and parking and identified a number of mitigation measures and operational protocols.

**Thomas Mitchell Drive and Denman
Road Traffic Study**

BHP Billiton | Hunter Valley, Australia
Mark undertook a traffic assessment to review the operation of the intersection of Thomas Mitchell Drive and Denman Road, to determine if the current configuration has sufficient capacity to accommodate the potential increase in vehicle activity in the Hunter Region. The traffic modelling undertaken for the intersection of interest indicated that based upon its current configuration

it has the capacity to accommodate expected increases in traffic until 2028.

**North Kellyville, Marsden Park, Armidale
and Waitara Operational, Transport and
Access Management Plan (OTAMP)
ADCO | Sydney, Australia**

Mark completed the OTAMP for new schools in North Kellyville, Marsden Park and Waitara. As part of these assessments, Mark undertook a detailed of the school's parking, access and pick-up/drop-off facilities in accordance with transport planning/traffic engineering principles and Australian Standards and Guidelines. This included the identification of safe route options to identify the need for management measures to ensure students and staff are able to access and leave the site in a safe and efficient manner.

**Gunnedah-Curlewis Pipeline
Construction Traffic Management Plan
Sydney Water | Gunnedah**

Mark completed Construction Traffic Management Plan to support the realignment of the water pipes running between Gunnedah and Curlewis. The study quantified the expected construction traffic volumes and identified the designated haulage routes to a number of construction compounds along the route of the pipeline.

**Augmentation and Safety Upgrade to
Chaffey Dam**

Worley Parsons | Nundle, Australia
Mark completed a transport study to identify the traffic impacts of the proposed augmentation to Chaffey Dam, in response to Director General



Requirements. The study assessed the impact of the proposed construction vehicle activity for each of the proposed phases if construction.

Additionally, a high level Construction Management Plan was completed to identify mechanisms to minimise traffic impacts and facilitate a safe working environment.

Belmont Desalination Plant Traffic Assessment

Hunter Water | Newcastle, Australia

Mark completed a traffic assessment as a supporting document to an EIS, to assess the traffic and transport impacts associated with the Belmont Desalination Plant. The analysis quantified the impacts associated with the construction of the plant on the adjoining intersection. Further, the expected construction trips were quantified for the peak (intake packages) of the construction program.

Rotary International Convention Transport Management Plan

Rotary International | Sydney, Australia

Mark prepared the Transport Management Plan for the Rotary International Convention, which was held at Sydney Olympic Park in 2014 with approximately 20,000 attending delegates. Key stakeholders with respect to the provision of transport services during the RI Convention included Murrays Australia, the NSW Government, Sydney Trains, the Transport Management Centre and the Sydney Olympic Park Authority (SOPA). Key tasks included preparation of the shuttle bus strategy, venue access plans, wayfinding signage, attending delegates Transportation Guide and the bus drivers' handbook. A shuttle bus fleet in excess of 100 vehicles was utilised during the convention.

Secondment at Lake Macquarie Council Lake Macquarie Council

Mark completed a seven month secondment at Lake Macquarie Council. Key tasks during the secondment included reviewing development applications for a wide range of land uses, providing input into strategic planning documents (including Section 94 studies), undertaking traffic modelling on the local road networks and the provision of ad-hoc transport planning/traffic engineering advice to council staff.

Dunloe Sand Quarry Statement of Environmental Effects

Holcim Pty Ltd | Pottsville, Australia

Mark completed a transport study as part of a Statement of Environmental Effects (that was submitted to the Department of Planning and Environment) for a Section 96 modification to a condition of consent relating to vehicular movements at the quarry. The study assessed the impact of the proposed service vehicle activity using absorption capacity analysis. Additionally, warrants included in Austroads Guidelines were used to identify suitable turning treatments at the intersection formed by the quarry access and the external road network.

Kibbleplex Educational Precinct Transport Assessment

Gosford City Council | Gosford, Australia

Mark undertook a traffic assessment for a major educational precinct in the Central Coast. Based on the analysis a number of physical mitigation measures were identified to ensure the road network surrounding the subject site would continue to operate with an acceptable level of service.