



Transport



Mr Stephen O'Donoghue
Senior Planner, Mining Projects
Major Projects Assessment
Mining and Industry Projects
23-33 Bridge Street,
GPO Box 39
Sydney NSW 2001

Department of Planning
Received
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Scanning Room

Attention: Paul Freeman

Dear Mr O'Donoghue

I refer to your letter dated 6 January 2012 regarding *Tarrawonga Mine Extension Project (11_0047) Exhibition of Environmental Assessment*.

TfNSW has considered the Environmental Assessment particularly Appendix H *Tarrawonga Coal Project – Road Transport Assessment*. The following issues are noted:

- The correspondence proposes expansion of production capacity of Tarrawonga Coal Mine. This would involve consequent cessation of 35km coal truck movements between Tarrawonga Coal Mine and the Whitehaven Coal Handling and Preparation Plant near Gunnedah. This road transport route will be replaced by a shorter internal road between the mine and the rail head near the Boggabri Coal Mine. This will result in 312 less heavy vehicle movements (typically B-doubles) on public roads including a very short section of the Kamilaroi Highway. It is estimated by the proponent this will translate to a reduction of 3.6million kilometres on the public/private haul route per year.
- It is noted that in the initial period of Tarrawonga Mine expansion that movements between the mine and the Gunnedah rail head will continue. It is understood that Roads and Maritime Services (RMS) have advised that given there is no proposed increase in truck movements during the initial period that the route is not considered to create a significant impact upon the road network.
- After the internal road connection to Boggabri is established, small numbers of domestic coal and gravel trucks will continue to use public roads emanating from the Tarrawonga Coal Mine as will delivery and visitor trips.

- It is understood that it is the view of the RMS Office for the area that appropriate treatments are in place to cater for the number and types of vehicles likely to continue to use the intersection of Kamilaroi Hwy between Blue Vale Road and the Whitehaven Coal Handling & Processing Plant in Gunnedah Shire.
- The existing mine workforce is 86 personnel travelling to the mine from a wide range of locations and at different times of the day. The TfNSW position is that this suggests a public transport response for mine workers is not warranted at this location.
- Consideration has been given to the interaction with school buses particularly on Hoad Lane and the proponent's report notes the need for coal trucks to reduce speed to 40km/h in the vicinity of school buses operating in Hoad Lane.

TfNSW notes the Tarrawonga Mine Extension Project, if approved, is likely to assist the achievement of the State Plan Goals 1 to 6 grouped under *Rebuild the Economy* and which include goal 3 *Drive economic growth in regional NSW*.

The proposal is also likely to contribute to achievement of Goal 10 *Improve Road Safety* and the target of reducing fatalities to 4.3 per 100,000 population by 2016.

Considering the above TfNSW has no objections to the Tarrawonga Mine Extension Project.

If you have any enquiries you may contact Tim Dewey, Senior Planner, State Agency and Local Government Relations on (02) 82022188.

Yours sincerely



20/2/2012

Mark Ozinga
Manager Land Use and Transport Planning

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