



**Transport
for NSW**

Mr Stephen O'Donoghue
Senior Planner
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr O'Donoghue

**Bylong Coal Project Environmental Impact Statement (SSD 14_6367)
Submission for Public Exhibition**

With reference to the above, TfNSW provides the following comments on the Environmental Impact Statement as per request made by Hansen Bailey on a letter dated 21 September 2015.

Number of Movements to the Site

The Traffic and Transport Assessment (Traffic Report) provides the number of vehicle movements generated by development in the Traffic Report. TfNSW requests that the applicant also includes tonnages transported by road in the Traffic Report. Tonnages should be broken down into mining input types, including dangerous goods.

Heavy Vehicle Types

The Traffic Report provides the number of heavy vehicle movements generated by development in the Traffic Report. TfNSW requests that the applicant also includes the details of heavy vehicle type in the Traffic Report.

Dangerous Goods Routes

No information is provided in the Traffic Report in relation to the details of the dangerous goods routes to the site. TfNSW requests that the applicant assesses access routes to the site based on the relevant Regulations to confirm that these routes are suitable for carrying dangerous goods.

Service and Delivery Vehicle Route

It is not clear from the Traffic Report that direct routes from the Golden Highway have been considered for the traffic assessment. Section 4.7 of the Traffic Report states the following:

"Service and delivery vehicle trips were distributed according to the most accessible routes and direction from which the vehicles will likely to travel, i.e. service and delivery vehicles are most likely to travel from Sydney, Newcastle and Muswellbrook (either on Golden Highway and Ulan Road and Wollar Road or along Wollar Road to the north-west)."

It is noted that Ulan-Wollar Road which is an approved B-Double route and this route provides a more direct route compared to Ulan Road and Wollar Road. TfNSW requests that the applicant assesses the following:

- Feasibility of using Ulan-Wollar Road as a heavy vehicle route for the proposed development.
- Improvements needed on Ulan-Wollar Road for heavy vehicle movements.

Number of Train Movements during Operation


The calculation of the number of train movements (up to 2.1 trains per day at peak operation) are based on the ARTC's aspirational train standard which is 96 wagon (9,200t payload and overall length of 1,610m) trains are used. Section 2.10.2 of the Traffic Report states the following:

"ARTC's 2014-2023 Hunter Valley Corridor Capacity Strategy acknowledges that the aspirational 1,610m train is not required for current contracted volumes and will require extension of two existing passing loops on the Sandy Hollow to Gulgong Railway line. It is unlikely that this train length will be instituted within the Project development period and accordingly, the design of the Bylong Coal project balloon loop is based on ARTC's published guideline length of 1,543m, with sufficient in length to hold an empty train prior to the loader, and a full train after the loader, off the main line."

It is noted that the current maximum train used on the Ulan line is 91 x 120t wagons with a payload of 8,800t and overall length of 1,543m. TfNSW requests that the applicant estimates the number of train movements based on the current maximum train used on the Ulan line.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 8202 2198.

Yours sincerely



12/10/15

Mark Ozinga

**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

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