

24 December 2020

SF2012/046027; WST12/00136/05

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

Attn: Andrew Rode

Dear Mr Rode

SSD5602: Angus Place Mine Extension Project Modification 6 changes to the water treatment process

Thank you for the above referral via the NSW Major Projects Portal dated 2 December 2020 inviting comment from Transport for NSW as a part of the public exhibition for the amendment to the Angus Place Extension Project.

TfNSW have reviewed the documents provided as a part of the referral for modification 6 and understand that the modification involves:

- Redirecting mine water via existing and new pipelines to a storage pond at Mount Piper Power Station for subsequent treatment and re-use.
- Constructing and operating a water softening plant at the Angus Place pit top.
- Transfer of treated (softened) mine water (4.2ML/day) to the Springvale Water Treatment Facility or to underground storage.
- Construction period of 8 weeks utilising Wolgan Road and Castlereagh Highway, with a traffic generation of 8 light vehicles and 8 heavy vehicles a day.
- Installation of pipeline over the Castlereagh Highway within conveyor easements to a point west of Lidsdale (referred to as section B).

TfNSW provides the following for consideration and inclusion within the conditions of the Notice of Determination if issued for the modification:

- The proposed works for the pipeline within the existing conveyor easement over the Castlereagh Highway and will require concurrence per *s138(2) of the Roads Act 1993* from TfNSW prior to the commencement of the work referred to as Section B.
- Plans confirming the location (in the form of coordinates) and specifications for the pipeline will need to be provided to TfNSW as a part of the *s138(2) application*.
- A Road Occupancy Licence (ROL) is required prior to any works commencing within three (3) metres of the travel lanes of a State classified road, or work that has potential to impact traffic flow such as the use of traffic control devices or signage to protect workers. Please contact 1300 656 371 for further information regarding a ROL. A Traffic Control Plan prepared by a TfNSW accredited person is to be submitted as part of the ROL application.

- It is noted within the modification that the raw water to be conveyed via the pipeline is likely to contain hazardous substances. The modification has not identified any emergency management plan in the event that there is an accident that impacts on the portion of the pipeline that will be conveyed across the Castlereagh Highway. An emergency management plan needs to be prepared and submitted to TfNSW prior to the operation of the pipeline.
- The proposed works for the pipeline should be incorporated into an amended Traffic Management Plan and Driver Code of Conduct for the Angus Colliery Mine Extension Project 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 the determination to Transport for NSW at development.western@rms.nsw.gov.au when it is sent to the applicant. If you wish to discuss this matter further, please contact Alexandra Power, Development Assessment Officer on (02) 6861 1449.

Yours faithfully



Andrew McIntyre
Manager Land Use Assessment
Western Region

Transport for NSW

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

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- 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.

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