



19/03/2020

SF2017/059272; WST09/00113/05

Manager of Industry Assessments  
Department of Planning and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Attn: Sally Munk

Dear Sally,

**SSD8294: Construction and operation of the Mount Piper Power Station Recovery Project, Lithgow**

*Please note as at 01 December 2019, the legislation, including functions and responsibilities of Roads and Maritime Services (RMS) and Transport for NSW (TfNSW) are now being performed by the integrated TfNSW organisation. All future references to Roads and Maritime will now be referred to as TfNSW.*

Thank you for the above development application (DA) referral via the NSW Planning Portal 7 of January 2020 inviting comment from Transport for NSW pursuant to with s104 *Traffic Generating Development of State Environmental Planning Policy (Infrastructure) 2007*.

TfNSW understands the proposal involves:

- Constructing a dedicated refuse derived fuel (RDF) boiler and associated storage facility to process the solid waste that would otherwise be disposed of to landfill,
- The RDF boiler would generate ash as a by-product that would be disposed of within an ash repository located within the Mount Piper Power Station landholdings,
- Contaminated ash and other waste material would be transported to a suitably licensed waste disposal or recycling facility,
- The RDF boiler would consume approximately 250,000 tonnes per annum of RDF,
- The proposed construction of the RDF boiler and ash repository will occur over a 32 month construction period and require 132 staff, and
- The site will be accessed from the second entry to the Mount Piper Power Station on Boulder Road. Boulder Road intersects with the Castlereagh Highway.

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

- No delivery of Refuse Derived Fuel (RDF) to the site during local school bus pick up and drop off times is permitted.
- The size of heavy vehicles delivering RDF to the site is required to be limited to 19m heavy vehicles,
- The maximum number of heavy vehicle movements is restricted to the site is 48 heavy vehicle a day during operation and 46 heavy vehicle movements during the construction period as set out within the Traffic Impact Assessment,
- The primary haulage route is required to be the M4, Great Western Highway, Castlereagh Highway and Boulder Road. This is required to be the primary route as it identified as a heavy vehicle route and can accommodate the proposed 19m (B-double) heavy vehicles.
- Cover all heavy vehicle loads of refuse and other materials along the haulage route to the site and from the site.
- No transportation of refuse materials on local roads in the Lithgow Local Government Area is to occur without prior consent from Lithgow City Council.
- Avoid using exhaust brakes, engine compression or 'jake' brakes near residential areas and noise-sensitive areas,
- Comply with the *Protection of the Environment Operations (Noise Control) Regulation 2017*,
- Ash and contaminated materials classified as hazardous or dangerous goods are to be transported to and from the site in accordance with the *Protection of the Environment Operations (Waste) Regulations 2014*,
- Transport for NSW requires the preparation of a Traffic Management Plan (TMP) and Driver Code of Conduct to satisfaction of Transport for NSW and Lithgow City Council prior to the commencement of works. The Traffic

**Transport for NSW**

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Management Plan (TMP) and Driver Code of Conduct 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):

- 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.
- 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.
- Details of origin, destination, quantity, size and frequency of vehicle movements associated with the development including those accessing and egressing the site.
- Timings and staging of construction and operation of the development.
- Existing and projected background traffic, peak hour volumes and types and their interaction with projected development related traffic.
- Loads, weights, lengths and number of movements of haulage and construction related vehicles including Over Size Over Mass (OSOM) loads.
- 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.
- 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.
- Active communication procedures for traffic such as school buses or haulage vehicles from other quarries, or near potential safety hazards.
- Provide the haulage route for the transportation of hazardous waste to a licensed facility,
- Scheduling of heavy vehicle movements to minimise convoy or platoon lengths.
- Consideration to minimise the route length for road transport, particularly for OSOM loads.
- Any OSOM will be the subject of separate permits through the National Heavy Vehicle Regulator.
- The number of OSOM that will be required during the 32 month construction period,
- 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).
- Transport of hazardous materials in accordance with the relevant transport codes.
- 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.
- Consultation and engagement with affected stakeholders, including regulatory authorities, landowners, businesses, bus operators and so forth.
- Policies and procedures for addressing concerns raised by the community on project related matters.
- Dust suppression and mitigation measures on public roads and within the site boundaries.
- Toolbox meetings to facilitate continuous improvement initiatives and incident awareness.
- 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.
- 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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Please forward a copy of the determination to Transport for NSW at [development.western@rms.nsw.gov.au](mailto: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 1428.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Andrew McIntyre', with a stylized flourish at the end.

Andrew McIntyre  
Manager Land Use Assessment  
Western Region

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