

9 March 2020

Andrew Rode
Senior Environmental Assessment Officer
Department of Planning, Industry & Environment
4 Parramatta Square, 12 Darcy St
PARRAMATTA NSW 2150

Dear Andrew,

MOOLARBEN COAL COMPLEX STAGE 1 (05_0117) – UG4 ANCILLARY WORKS MODIFICATION (05_0117 MOD 15)

Moolarben Coal Operations Pty Ltd (MCO) has reviewed the additional response from Transport for New South Wales (TfNSW) (dated 18 February 2020) and notes the recommendation made regarding the Ulan Road/ Saddlers Creek Road intersection.

MCO maintains the view that constructing a new Ulan Road/Saddlers Creek Road intersection over an estimated 3-month period would be more disruptive than the construction of the northern dewatering bores over 6-8 months. This is consistent with the findings of the traffic assessments conducted by TTPP for the modification application and further assessment findings provided to the Department subsequent to the exhibition of the Modification Report and Submissions Report.

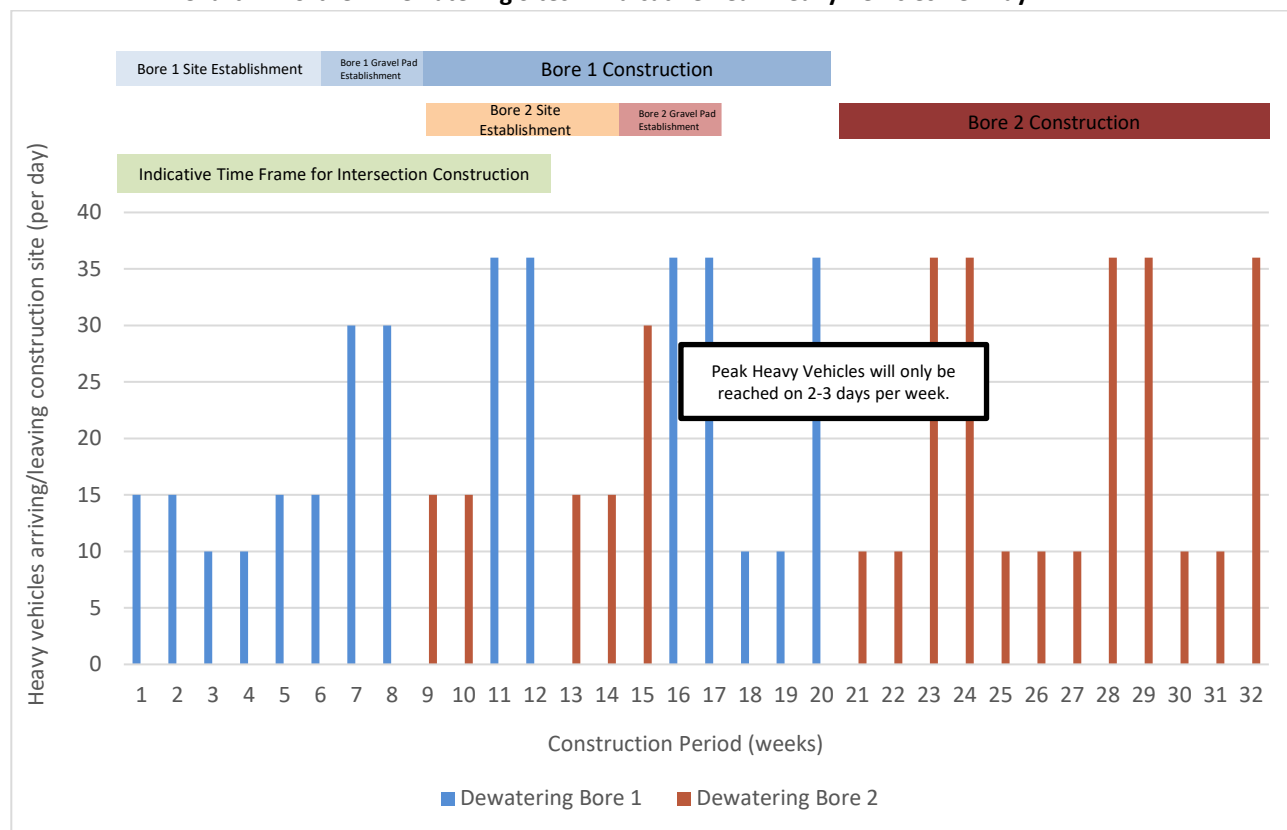
However, if the Department is minded to accepting some (or all) of TfNSW recommendations in its letter of 18 February 2020, MCO would make no objection to that decision.

In respect of the adequacy of the existing intersection, we provide the following further information:

- MCO has previously assessed the use of the Ulan Road/Saddlers Creek Road intersection to access the approved northern dewatering sites pursuant to Modification 7 (approved January 2011). The nature of traffic movements for the UG4 Modification would be similar to those for the approved northern dewatering sites.
- The Minister for Planning in approving Modification 7 did not require the upgrade of the Saddlers Creek Road intersection. Notwithstanding, MCO committed to implementing appropriate traffic control measures for vehicles entering and leaving the site to Ulan Road along Saddlers Creek Road.
- MCO's commitment to implement appropriate traffic control measures for the UG4 Modification remains unchanged and is consistent with the Modification 7 Saddlers Creek Road traffic management commitments.
- The traffic management measures that would be implemented include provision of advance warning signs on Ulan Road, use of traffic controllers and reduced speed limits as agreed with Mid-Western Regional Council (as the consent authority for Ulan Road).
- MCO would describe how it would implement these traffic management measures in a Construction Traffic Management Plan that it would prepare in consultation with, and to the satisfaction of, Mid-Western Regional Council, prior to construction of the northern dewatering bores.
- Consistent with TTPP's (2020) findings, these traffic management measures are considered appropriate and are equivalent to (or greater than) the traffic management measures that would be required for the construction of the intersection.

- Consistent with the description in Section 2.4 of the Modification Report, construction of the northern dewatering sites is anticipated to commence in 2026, and would occur over an estimated 32-week period, including (Chart 1) approximately:
 - Up to 8 weeks for site establishment; and
 - Up to 12 weeks for construction for each bore.
- Chart 1 provides an indicative breakdown of the proposed heavy vehicle movements over the construction period.
- As noted on Chart 1, the peak heavy vehicle movements would likely only be required on 2-3 days out of each week.

Chart 1: Northern Dewatering Sites – Indicative Peak Heavy Vehicles Per Day



However, as advised above, if the Department is not persuaded by this analysis, we would make no objection to the imposition of some (or all) of the recommendations made by TfNSW in its letter of 18 February 2020.

Please do not hesitate to contact me should you require any further information.

Yours sincerely,

Mike Moore

Manager – Environmental Standards
Yancoal Australia Ltd