



16 August 2012

SF2012/008854
MJ

Manager Mining Projects
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Mr Matthew Riley

**GEORGE BOOTH DRIVE (MR527): TASMAN MINE EXTENSION PROJECT (SSD 4962) –
EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT**

Dear Mr Riley

I refer to your email dated 26 June 2012 regarding the Tasman Mine Extension Project Environmental Assessment forwarded to Roads and Maritime Services (RMS) for consideration.

Transport for NSW and RMS' primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

In accordance with the *Roads Act 1993*, RMS has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. George Booth Drive (MR527) is a classified (State) road. Council is the roads authority for this road and all other public roads in the area, except for Sydney-Newcastle Freeway (F3). RMS is the roads authority for the F3.

This development meets the requirements for consideration under *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007*, Clause 16 (2).

RMS has reviewed the information provided, including the traffic assessment dated 30 March 2012 prepared by Halcrow Pacific Pty Ltd, and has no objections to the proposed extension of the Tasman Mine provided the following matters are addressed and included in the conditions of Project Approval.

- A single lane circulating roundabout with raised kerbs shall be designed and constructed at the intersection of George Booth Drive / Daracon access road / new Tasman access road. The design and construction of the roundabout shall be in accordance with the *Austrroads Guide to Road Design 2009* (with RMS supplements), relevant RMS guidelines and Australian Standards, and include the following, as a minimum:
 - The intersection shall be designed to accommodate the largest design vehicle (25/26m B-Double).

Roads & Maritime Services

Comment: Turning templates shall be provided in electronic and hard copy format for all movements, for RMS review and acceptance.

- Provision shall be made for on-road cyclists on all approaches / departures at the roundabout and along the length of the proposed works.
- Street lighting shall be provided at the roundabout to the relevant Australian Standard, or as determined by RMS.

Comment: RMS has provided preliminary comments to Donaldson Coal regarding a strategic concept design of the proposed roundabout, submitted on 30 March 2012.

- All works associated with the proposed development shall be at full cost to the developer and at no cost to RMS or Council.
- As road works are required on a State road, RMS will require the developer to enter into a Works Authorisation Deed (WAD) with RMS. RMS will exercise the functions of the roads authority, to undertake road works in accordance with Sections 64, 71, 72 and 73 of the Act, as applicable, for all works under the WAD.
- Prior to issuing a construction certificate for the proposed development, the developer shall enter into a WAD with RMS for all road works on George Booth Drive.
- Prior to issuing an occupation certificate (interim or final) for the proposed development the developer shall complete all road works under the WAD to practical completion, as determined by RMS.

Comment: Further advice regarding the WAD is provided in Attachment A.

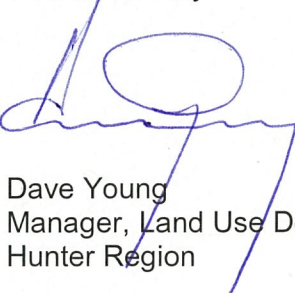
Additionally, RMS advise that the daily traffic volumes on George Booth Drive are anticipated to reduce significantly when the Hunter Expressway project (currently under construction) is open to traffic (target opening date is the end of 2013).

As Cessnock City Council is the roads authority for George Booth Drive, that authority should be consulted for its requirements regarding any potential impacts on the road network, as required under the above SEPP.

On determination of this matter, it would be appreciated if a copy of the project approval was forwarded to RMS for record purposes.

Please contact me on 4924 0688, if you require further advice.

Yours sincerely



Dave Young
Manager, Land Use Development
Hunter Region

Cc General Manager
Cessnock City Council

Attachment A: WAD Advice to Consent Authority and Developer

Advice to the Consent Authority

- On determination a copy of the Project Approval should be forwarded to RMS within the appellatant period for advice / consideration and action where required.
- Conditions of approval do not guarantee RMS consent to the specific road works, traffic control signals and /or other structures or works for which it is responsible. The developer must obtain RMS authorisation in writing prior to the commencement of any road works on George Booth Drive, including traffic management, temporary or permanent road works associated with the proposed development.

Advice to the Developer

- Following project approval, early discussion with RMS Project Manager is recommended. RMS will initiate the WAD process by sending out a letter and information pack on receipt of the Project Approval, including the name and contact details of the Project Manager.
- As the WAD process, including acceptance of design documentation and construction can take considerable time, you should allow sufficient lead time within the project development program to ensure that all documentation and works are completed in advance of occupation. RMS will not consider granting concurrence to occupation until it is satisfied all documentation and works under the WAD have been completed.
- Authorisation to commence construction will only be granted when RMS is satisfied that all requirements under the WAD have been met by the developer, including RMS fees and charges, an unconditional bank guarantee for the full value of the works, detailed design documentation, environmental assessment, road occupancy license, among other matters. RMS will issue a letter to the developer advising of this authorisation.
- Any property acquisition / dedication required to accommodate the State road works / traffic control signals associated with the proposed development shall be at full cost to the developer, including all legal and survey costs. This land shall be dedicated by the developer as public road reserve in favour of the Council, as the owner.
- Part of the developers' timeline should make provision for RMS to satisfy its obligations under the *Environmental Planning and Assessment Act 1979* (EP&A Act) to assess the environmental impacts of the works within the road reserve. Further investigation and assessment to that undertaken for the development consent may be required to the satisfaction of RMS, under Part 5 of the EP&A Act.
- It is recommended that the developer use design consultants with the experience and knowledge of the RMS design requirements, in particular the Austroads *Guide to Road Design 2009* (with RTA supplements) and relevant Australian Standards.
- Construction on a State road and / or traffic control signals requires the engagement of an RMS pre-qualified contractor. A list of pre-qualified contractors can be found on the RMS website below.

<http://www.rms.nsw.gov.au/doingbusinesswithus/tenderscontracts/prequalifiedcontractors.html>