

8 May 2015

SF2012/012643
CR2014/005598
MJ

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

Attention: Mike Young

GOLDEN HIGHWAY (B84): WARKWORTH CONTINUATION PROJECT 2014 – RESPONSE TO SUBMISSIONS REPORT– SSD 6464

Dear Mr Young

I refer to your email dated 6 November 2014 regarding the Response to Submissions Report for the Warkworth Continuation Project 2014, forwarded to Roads and Maritime Services for comment. I also refer to Roads and Maritime's letter dated 6 August 2014 and a meeting held on 17 April 2015 between representatives from Roads and Maritime Services and Rio Tinto Coal Australia.

As a result of the matters raised by Rio Tinto at the meeting held on 17 April 2015, Roads and Maritime has reviewed its requirements for the subject project outlined in its letter dated 6 August 2014.

Roads and Maritime has reviewed the Traffic and Transport Study (EIS – Appendix O) and provide the following comments:

- Section 3.1 of the Traffic and Transport Study indicates that 80% of the daily traffic movements generated by Warkworth Mine are from east of Broke Road.
- A traffic survey undertaken at the intersection of the Putty Road and Mitchell Line of Road on 4 March 2014 was adopted as the basis of the traffic modelling to assess the impacts of the proposal on the intersection. A specific assessment scenario adopting traffic volumes projected to the year 2017 was assessed. This assessment showed minimal changes to the operation of the intersection.

It should be noted that for traffic and transport assessments Roads and Maritime requires current traffic counts and ten (10) year traffic growth projections in accordance with the *Guide to Traffic Generating Developments 2002*.

- Roads and Maritime has undertaken traffic surveys at the intersection of the Putty Road and Mitchell Line of Road on 18 June 2014. These surveys identified significantly more vehicles (approximately 30%) turning left from Mitchell Line of Road onto the Putty Road during the

AM peak hour than the survey on 4 March 2014. This movement is the critical movement at this intersection.

- Roads and Maritime understands that there is no proposed increase in the traffic generated by the Warkworth Continuation Project however, the current development approval expires in May 2021 and the Warkworth Continuation Project seeks development consent for a period of twenty one (21) years from the date of approval, nominally 2035. On this basis the existing traffic generated by the Warkworth workforce that uses the Putty Road and Mitchell Line of Road intersection will now continue until 2035.

Roads and Maritime has reviewed traffic modelling (SIDRA) for the Putty Road and Mitchell Line of Road intersection, adopting the traffic volumes from its survey on 18 June 2014 and adopting 2026 as the design year (10 years from nominal project approval date). A 2% per annum linear background growth was applied to the year 2026 however, the traffic generated by the Warkworth Continuation Project was not included in this growth. In the year 2026 the traffic generated by the Warkworth Continuation Project will represent approximately 15% of the left turn movements from Mitchell Line of Road to the Putty Road during the AM Peak hour.

Two scenarios were reviewed by Roads and Maritime using SIDRA, with and without the Warkworth workforce:

Without Warkworth (AM Peak hour - 2026) - The left turn movement from Mitchell Line of Road onto the Putty Road operates with a LoS C, average delay - 37 seconds and a 145 metre queue.

With Warkworth (AM Peak hour - 2026) - The left turn movement from Mitchell Line of Road onto the Putty Road operates with a LoS F, average delay - 324 seconds and a 1160 metre queue.

Based on its review and assessment, Roads and Maritime considers there is a direct nexus between the Warkworth Continuation Project and the upgrade of the Putty Road and Mitchell Line of Road intersection.

Roads and Maritime has estimated a cost of approximately \$2.5 million to upgrade the Putty Road and Mitchell Line of Road intersection to alleviate the delay for vehicles turning left from Mitchell Line of Road onto the Putty Road. These works will include the provision of a left turn slip lane in Mitchell Line of Road and a left turn acceleration lane on the Putty Road. A monetary contribution equating to 15% of this cost (based on the proportion of vehicles generated by Warkworth mine during the AM peak) is considered an appropriate amount for Warkworth Mining Limited to be required to contribute to the overall upgrade.

Accordingly, Roads and Maritime has no objections to the proposal provided Condition 48 of the draft conditions of development consent is revised as shown below:

48. Unless the Secretary agrees otherwise, the applicant shall:
 - (a) Liaise with Council to close the intersection of Lydes Lane and the Golden Highway to the satisfaction of Roads and Maritime and Council prior to carrying out any development under this consent; and
 - (b) Pay Roads and Maritime \$375,000 towards the upgrade of the intersection of the Golden Highway (Putty Road) and Mitchell Line of Road within twelve (12) months of the date of this consent.
49. No changes

On the Minister's determination of this matter, it would be appreciated if a copy of the Project Approval is forwarded to Roads and Maritime for our records.

Should you require further advice please contact Hunter Land Use on (02) 4924 0688

Yours sincerely



Tim Browne
Manager Land Use assessments
Hunter Region

Cc Mark Nolan
Rio Tinto Coal Australia