

6 July 2015

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MJ

Director, Mining & Industry Projects
NSW Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Mr Matthew Sprott

GOLDEN HIGHWAY (B84) & OTHER CLASSIFIED ROADS: DRAYTON MINE EXTENSION PROJECT (SSD 6875) – EXHIBITION OF ENVIRONMENTAL IMPACT ASSESSMENT

Dear Mr Sprott

I refer to your email dated 15 May 2015 regarding the exhibition of the Environmental Impact Statement for the subject project forwarded to Roads and Maritime Services for comment. I also refer to Roads and Maritime letters dated 31 December 2012, 29 November 2013 and 1 May 2014. I apologise for the delay in responding.

Roads and Maritime understands that the current project application has been designed to address the reasons for the refusal by the NSW Planning Assessment Commission (PAC) of a previous application (2012) to extend the life of the Drayton Mine. Further it is understood that the current application seeks to extend the life of the mine for 15 years, proposes no increase in the mine work force and retains the proposal for realignment of Edderton Road, including a new intersection with the Golden Highway, that was included in the 2012 application.

Roads and Maritime Responsibilities

Transport for NSW and Roads and Maritimes 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*, Roads and Maritime has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. The Golden Highway (B84) is a classified (State) road. Roads and Maritime concurrence is required for connections to these roads with Council consent, under Section 138 of the Act. Council is the roads authority for these roads and all other public roads in the area.

Roads and Maritime Response and Requirements

Roads and Maritime has reviewed the information provided and has noted that the Traffic and Transport Impact Assessment, prepared by DC Traffic Engineering Pty Ltd and dated 8 August 2012, is the same as submitted with the previous application in 2012.

Roads and Maritime has no objections to the subject project provided the following requirements are included in the Minister's conditions of project approval:

1. Prior to the commencement of construction activities and the mining operation associated with the proposed project the intersection of the Golden Highway (HW27) and Edderton Road shall be upgraded to a Type CHR / AUL intersection in accordance with Part 4A of the *Austrroads Guide to Road Design 2010* (with Roads and Maritime supplements), to the satisfaction of Roads and Maritime and Council. The following requirements will apply to the intersection:
 - Edderton Road shall be aligned to intersect the Golden Highway at 90 degrees.
 - The intersection shall be designed to accommodate the turning path of the largest design vehicle.
 - Provision shall be made at the intersection for on-road cyclists for the full scope of intersection works.
 - Street lighting shall be provided in accordance with Australian Standard AS1158, or as determined by RMS.
 - Advanced intersection warning and all other road signs shall be provided on the Golden Highway, as determined by Roads and Maritime.

Comment: The Traffic and Transport Assessment report has focussed on traffic along Edderton Road and its connection with Denman Road. The report has not addressed existing and future traffic conditions at the Edderton Road / Golden Highway intersection, nor has it demonstrated the adequacy of the proposed intersection layout. A traffic analysis shall be undertaken and submitted in support of the detailed concept plans required for assessment under the Works Authorisation Deed (WAD) process. This report shall demonstrate the adequacy of the proposed intersection design in relation to traffic volumes, vehicle types and safe intersection sight distance on all legs of the intersection.

2. On relocation of the Golden Highway / Edderton Road intersection, the existing Edderton Road intersection shall be legally and physically closed to general traffic. Should the intersection be retained as an 'Emergency Access' to the mine site, then the access is to be gated and clearly signposted so as to indicate the nature of the access. The conditions for use of the access shall be captured in a 'Plan of Management' for the mine and any future change to the status of the access for general traffic shall be subject to further approval under a modification of the project approval and accompanied by a traffic impact statement clearly addressing related traffic conditions and any necessary intersection improvements.
3. A Construction Traffic Management Plan (CTMP) shall be prepared which details the management of light and heavy vehicle movements associated with the project during construction, including the realignment of Edderton Road. The CTMP shall specifically address the movement of oversize loads to and from the site, the management of construction traffic, any restrictions to the hours of heavy vehicle movements to avoid road use conflicts and the transport of construction waste materials. The CTMP shall be submitted to Roads and Maritime and Council for acceptance prior to commencement of any works.
4. Roads and Maritime reserves the right to review the CTMP at any stage and make changes in the interests of maintaining road safety and network efficiency on the classified road network.
5. All works associated with the subject project shall be at full cost to the developer and at no cost to Roads and Maritime or Council, to Roads and Maritime requirements.
6. As road works are required on a classified (State) road, Roads and Maritime will require the developer to enter into a 'Works Authorisation Deed' (WAD). Roads and Maritime will exercise its powers under Section 87 of the *Roads Act 1993* (the Act) and 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.

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

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.

Please contact Hunter Land Use on 4924 0688 if you require further advice.



Kellee McGilvray
Manager Land Use Assessment
Hunter Region

Enc. Attachment A - WAD Advice to Consent Authority and Developer

Attachment A: WAD Advice to Consent Authority and Developer

Advice to the Consent Authority

- On Council's determination a copy of the Notice of Determination should be forwarded to Roads and Maritime within the appellatant period for advice / consideration and action where required.
- Conditions of development consent do not guarantee Roads and Maritime consent to the specific road works, traffic control signals and /or other structures or works for which it is responsible. The developer must obtain Roads and Maritime authorisation in writing prior to the commencement of any road works on Central Coast Highway, including traffic management, temporary or permanent road works associated with the proposed development.

Advice to the Developer

- Following development consent, early discussion with the Roads and Maritime Project Manager is recommended. Roads and Maritime will initiate the WAD process by sending out a letter and information pack on receipt of the Notice of Determination, 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. Roads and Maritime 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 Roads and Maritime is satisfied that all requirements under the WAD have been met by the developer, including Roads and Maritime 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. Roads and Maritime 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 Roads and Maritime 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 Roads and Maritime, under Part 5 of the EP&A Act.
- It is recommended that the developer use design consultants with the experience and knowledge of Roads and Maritime design requirements, in particular the Austroads *Guide to Road Design 2010* (with Roads and Maritime supplements) and relevant Australian Standards.
- A fact sheet providing further information on the WAD process can be obtained from the Roads and Maritime Private Developments Website at:

http://www.rms.nsw.gov.au/roadprojects/community_environment/private_developments.html
- Construction on a State road and / or traffic control signals requires the engagement of a Roads and Maritime pre-qualified contractor. A list of pre-qualified contractors can be found on the Roads and Maritime website below.

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