



Our ref: STH08/01068/05
Contact: Melissa Steep 4221 2771
Your ref: SSD-8194

16 September 2019

Jessie Evans
Department of Planning, Industry and Environment
information@planning.nsw.gov.au
cc: Jessie.evans@planning.nsw.gov.au

STATE SIGNIFICANT DEVELOPMENT SSD 8194 – DENDROBIUM MINE EXTENSION PROJECT

Dear Jessie,

Roads and Maritime Services (RMS) refers to your correspondence dated 18 July 2019 regarding the subject State Significant Development.

RMS has reviewed the application and notes the following:

- The application seeks approval to undertake longwall mining of two new shafts;
- Peak operation of the new shafts will result in the operational workforce transferring from the Dendrobium Pit Top (accessed via Cordeaux Rd, Mt Kembla) to the Cordeaux Pit Top (accessed via Picton Rd, a State Road);
- Access to the new shafts will also be via Cordeaux Dam Access Road (accessed via Picton Rd);

The application does not provide enough information to assess the development. RMS requires the matters outlined in Attachment 1 to be addressed.

If you have any questions please contact Melissa Steep on 4221 2771.

Please ensure that any further email correspondence is sent to development.southern@rms.nsw.gov.au.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Chris Millet'.

Chris Millet
Manager Land Use
Southern Region

Intersection Modelling

RMS notes SIDRA intersection modelling has been undertaken to assess the impact of the development on key intersections along the greater road network. The assessment has identified issues with the capacity of the intersection of the Cordeaux Pit Top access with Picton Road, resulting in intersection failure in the future 2035 scenario. RMS understands the intersection performance is due, in part, to the background growth experienced along Picton Road and recognises that this analysis is based on a number of assumptions and unknowns relating to growth and infrastructure.

To understand the impact associated with the development traffic alone at this intersection, RMS considers that the SIDRA modelling should be updated to include a model which considers the development against a base scenario (i.e. proposed development against the existing road network). The model must include the AM and PM peaks, with and without the proposed development with no background growth, and should be undertaken for each stage of the development (i.e. peak construction and operational stages).

Similarly, the above should also be undertaken for the intersections of the Cordeaux Dam Access Road with Picton Road and Cordeaux Road with the Princes Highway.

Electronic copies of all SIDRA modelling files must be provided to RMS for review.

Proposed timing for the Review and Implementation of the Traffic Management Plan

RMS notes the intention to review and update the Traffic Management Plan (TMP) in consultation with RMS, prior to the transport of activities to the Cordeaux Pit Top, with a view to assessing and mitigating the impact of the development on the intersection of the Cordeaux Pit Top and Picton Road.

Until such time as the above mentioned amendments to the SIDRA modelling are undertaken and the impacts understood, RMS cannot make an informed comment on whether the proposed timing for the review and implementation of any required works associated with the development or included in the TMP are appropriate.

Subsidence Impacts and Far Field Effects

The applicant must develop and implement a Subsidence Management Plan, compliant with RMS Mine Subsidence Risk Assessment Guidelines, in consultation with and to the satisfaction of RMS.

Notes:

- Any longwall within a distance of 5 times the seam depth to an RMS asset needs to be submitted to RMS for risk assessment of subsidence impacts and far-field effects.
- Consideration of subsidence impacts on RMS infrastructure must include consequential impacts on functionality and road user safety, as well as far field effects.