

18 November 2014

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MJ

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

Attention: Mr Thomas Watt

**MAIN ROAD / WANGI ROAD (B53): PROPOSED NORTHERN COAL LOGISTICS PROJECT –
EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT (SSD 5145)**

Dear Mr Watt

I refer to your email dated 14 October 2014 regarding the exhibition of the Environmental Impact Statement for the subject development forwarded to Roads and Maritime Services for comment.

Roads and Maritime understands that the subject development involves continued use and upgrading of the Newstan Colliery Surface Site and the coal processing facility at the Cooranbong Entry Site, increasing the tonnage of coal transported via trucks on private haul roads, overland conveyor and rail, transporting coal rejects by private haul road, increasing the volume of water discharge at the Newstan Colliery Surface Site and the Cooranbong Entry Site, employing up to 120 full time staff and operating 24 hours per day, seven days a week for up to 30 years.

Roads and Maritime Responsibilities

Transport for NSW and Roads and Maritime's 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. Main Road / Wangi Road (B53) is a classified (State) road. Roads and Maritime concurrence is required for connections to this road with Council consent, under Section 138 of the Act. Council is the roads authority for this road and all other public roads in the area with the exception of the M1 – Pacific Motorway.

Roads and Maritime Response and Requirements

Roads and Maritime has reviewed the information provided, including the Traffic Impact Assessment (TIA) prepared by Intersect Traffic dated April 2014 and has noted that additionally,

Roads & Maritime Services

and separate to the subject project, Centennial Newstan is progressing the **Newstan Extension of Mining Project** as a separate development application. However, the traffic generated by the Newstan Extension of Mining Project has been included in the TIA for the Northern Coal Logistics Project to cover a worst case scenario.

The TIA has concluded that the traffic generated from the subject project and the Newstan Extension of Mining Project will not necessitate any upgrade works to the current road network.

Roads and Maritime provide the following comments for the Department's consideration:

- One of two scenarios being considered by Northern Coal Services is having all the construction employee traffic (170 vph) assemble at the Cooranbong Entry Site and travel to the Newstan Colliery Surface Site via private haul roads. This option is intended to reduce the impact of the construction traffic on the Fassifern local road network. The TIA has adopted 80% of the traffic generated during both the operational and construction phases of the development travelling from / to the east and states that Newport Road and Gradwells Road can satisfactorily cater for this additional traffic. However, no assessment of the Wangi Road / Dora Street intersection, which this additional traffic will use to access Newport Road has been undertaken.

Roads and Maritime can advise that in assessing a recent development application for a 250 lot residential subdivision in the vicinity of Gradwells Road, the Wangi Road / Dora Street intersection was identified as currently operating at or near capacity during the am and pm peak hours and an upgrade of this intersection was required. The developer of the residential subdivision is required to upgrade the existing intersection configuration to a seagull intersection.

- Access for heavy vehicles to the Cooranbong Entry Site during the construction phase of the development via the Wangi Road / Dora Street intersection is not viable as there is a low clearance restriction on Newport Road under the Dora Creek bridge.
- No assessment has been undertaken of the Main Road / Macquarie Road traffic signal controlled intersection which will be used by the majority (80% to / from the east) of the traffic generated during the operational phase of the project. Additionally, if the second scenario is adopted for construction traffic access to the Newstan Colliery Surface Site, 80% of this traffic generated will use the Main Road / Macquarie Road TCS intersection.

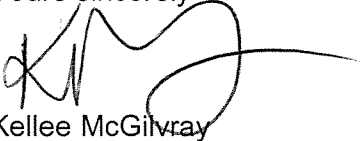
To enable an adequate assessment of the impacts of the proposed development on the road network, Roads and Maritime requires the traffic consultant to provide a revised TIA taking into consideration the matters outlined above. Roads and Maritime will provide further comments and / or requirements on submission and review of the revised TIA.

The revised TIA should also consider the additional impact on the road network of traffic generated by the transportation of excess spoil material from the construction of the Mandalong South Surface Site and a new ventilation shaft site (site yet to be determined). The TIA has indicated that these projects will utilise the public road network to access the Cooranbong Entry Site and the Awaba Surface Facilities Site.

Additionally, it is noted that the subject proposal does not seek to increase the number of approved train movements from the Newstan Colliery (currently approved for a maximum of eight trains a day) travelling to the Port of Newcastle and / or Port Kembla and / or Vales Point Power Station. However, the proponent has identified that increased train movements by further developments are likely to impact on the operation of the Glebe road and Clyde Street rail level crossings in the Newcastle local government area.

Should you require further advice please contact me on (02) 4924 0688

Yours sincerely

A handwritten signature in black ink, appearing to read 'Kellee McGilvray', with a long horizontal flourish extending to the right.

Kellee McGilvray
A/Manager Land Use
Hunter Region

Cc General Manager
 Lake Macquarie Council