

NEW SOUTH WALES SUGAR MILLING CO-OPERATIVE LIMITED

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*Sunshine
Sugar*

31 January 2013

Mr Garry McPherson
RMS Project Manager
21 Prince Street
Grafton 2460.

Re: Woodburn to Ballina Pacific Highway Upgrade.

Dear Garry,

Firstly thanks for the time after the meeting at Woodburn a couple of weeks ago to discuss our concerns regarding the proposed changes to access for our property at Broadwater commonly known as the "Ponderosa".

From this meeting we have reviewed the documents provided and would like to express a number of concerns with the current concept design.

1 Access for B-Double trucks to "Ponderosa"

The current route to the Ponderosa allows for trucks to travel on a designated haul road which traverses through private property for approximately 800mtrs and links to the Broadwater Quarry Road (known by RMS as McDonald Street). Once the Pacific Highway upgrade is completed this access to the Ponderosa will be closed with a new access road created on the southern side of the proposed roundabout on the Evans head Road.

The major concern of NSW sugar is that this agreement with the landholder for use of this road could be terminated by either party with 90 days' notice. If this was to occur our access to the ponderosa would cease if an alternate route was not available via McDonald Street.

As the ability for NSW Sugar to have unlimited B-Double access to the Ponderosa is a vital part of our operations, a long term permanent solutions need to be put in place.

Our preferences are as follows:-

- a) An upgrade of the intersection between McDonald Street and the existing Pacific highway to allow for full B-Double access.
- b) A realignment of the Broadwater Quarry Road (known by RMS as McDonald Street) with the Broadwater Evans Head Road. The current intersection approaches on a difficult angle and is not favourable for a left hand turn towards the proposed new interchange roundabout. It will also need to cater for "B" Doubles turning right into Broadwater Quarry Road This would require a more permanent arrangement with the existing landholder to purchase the 800mtr haul road which is currently under a "Carriageway Licence". We feel this should be an RMS responsibility as prior to the contruction of the Bypass we had various other options of accessing our property which will no longer be available.
- c) We propose we enter the road from our property at the corner of Little Pitt St and George St and access the Broadwater /Evans Head Road from the end of this street. We realise this will then mean that "B" Double traffic will pass through residential areas (George St) and is probably not a viable option, nonetheless, it is our most economical / efficient access.

2 New Service Road access from Broadwater Evans Head Road.

The detailed drawing provided by RMS show a very sharp left hand turn from the Broadwater Evans Head Road onto the new access road to the Ponderosa. The very tight intersection will be difficult for 26mtr B-Double access and would see significant damage to the road pavement surface in a very short period of time.

Our favoured position for this intersection would be to join at the interchange roundabout located on the Broadwater Evans Head Road. This would allow for a minimal approach angle once off the roundabout. Clarification is also sought at what point this service road terminates. Our understanding is that it will link to our existing road infrastructure located within our property boundary.

3 Section 9. Broadwater National Park to Richmond River.

During our initial project design meetings it was our understanding that the existing Pacific Highway will be maintained through the Broadwater National Park allowing continued access from Woodburn to Broadwater. There has been some variation to this which now shows a service road constructed to the west of the new highway. This is a vital link for our continued efficient operations, as 20% of our vehicle movements currently use this road. Clarification is sought on the following points:

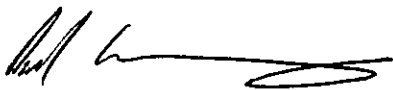
- a) That this service road does link Broadwater and Woodburn for the entire length.
- b) That this road will be an approved B-Double route.
- c) That the existing speed limits and road standards will be maintained.

NSW Sugar fully supports the RMS's proposed route for the Pacific Highway upgrade. We have undertaken a review of our transport routes once the new highway is completed and in order to maintain efficient operations most of our vehicle movements will remain on the existing Pacific Highway between Coolgardie and Woodburn. With this in mind we must ensure that the current classification of this road is maintained in its entirety. The main reason for maintaining the existing routes is to not impact on the local Broadwater community.

The NSW Sugar Milling Co-operative also has a number of cane pads which will be impacted by this project and we would like to clarify with RMS that this infrastructure and our operations will not be impacted in any way by the proposed upgrade. These will need to be dealt with on an individual basis as has occurred with previous acquisitions.

Once again the NSW Sugar Milling Co-Op fully supports this project and will continue to provide any assistance required to ensure that the project is completed for the benefit of the wider community. Please feel free to contact the undersigned at any time if you wish to discuss this matter further.

Yours faithfully,



Paul Coveny
Cane/Fuel Supply Manager
NSW Sugar Milling Co-operative Ltd



David Wood
Operations Manager- Broadwater
NSW Sugar Milling Co-Operative Ltd