

7 July 2017

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STATE SIGNIFICANT DEVELOPMENTS – BERRIMA RAIL PROJECT (SSD7171) AND – HUME COAL PROJECT (SSD7172)

Dear Paul,

Roads and Maritime Services (RMS) refers to your email dated 31 March 2017 regarding the above State Significant Development Applications (SSDA).

RMS has reviewed the information provided and provides comments on each of the above developments separately below:

- **Berrima Rail Project (SSD7171):** RMS notes that the Berrima Rail Project is proposing no works on the state road network or that would have adverse impact on the network. RMS has reviewed the information provided and does not object to the Berrima Rail Project SSDA in principle subject to the developments compliance with requirements as detailed in the submitted Environmental Impact Statement and associated appendixes.
- **Hume Coal Project (SSD7172):** A review of the submitted information has indicated that the Hume Coal Project application does not provide sufficient information to enable RMS to assess the impacts of the development on the classified road network. As such, RMS requires the following information:
 - *Mereworth Road:* RMS requires additional details of the upgrade works to Mereworth Road and the proposed link road to access the mine infrastructure from Mereworth Road;
 - *Transport Routes:* Further details of the key transport routes are required (i.e. for vehicles travelling southbound along the Hume Highway accessing Mereworth Road and vehicles travelling northbound along the Hume Highway accessing Medway Road);
 - *Infrastructure Access:* RMS does not support direct access to infrastructure being provided from the Hume Highway (e.g. proposed access to a ventilation shaft on the

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eastern side of the Hume Highway at the Carlisle Downs property during construction and operation). RMS also requires further details of the other proposed services referred to at this location. Options for an alternative access point that is not from the highway must be considered with these details provided;

- *Traffic Movements:* RMS requires verification as to how the predicted traffic movements were derived (Table 15.8 of the EIS and Appendix M);
- *Hume Highway/Golden Vale Road intersection:* Currently, RMS has concerns with increased movements and potential increased safety risks at the Hume Highway and Golden Vale Road intersection, particularly the right turns into and out of Golden Vale Road. RMS requires further analysis of the acceleration and deceleration facilities and their suitability with the potential for increased usage as a result of the Hume Coal Project;
- *Dust/Grit:* No details could be found on the impact of mining dust and grit on the concrete road pavement of the Hume Highway. RMS has concerns as extra dust and grit that accumulates in the joints between the concrete slabs, reduces and eventually eliminates the capacity for the slabs to expand and contract, resulting in premature failure of the concrete through compressive spalling and fracturing. This issue has previously been raised with the applicant. Information is required to assess the impact of mining dust and grit on the concrete pavement of the Hume Highway; and
- *Modelling:* Electronic copies of intersection modelling using SIDRA needs to be provided to RMS for review. RMS will need to review the SIDRA files for the following identified junctions:
 - o Hume Highway and Medway Road (east and west side intersections);
 - o Hume Highway and Mereworth Road (east and west side intersections);
 - o Hume Highway and Golden Vale Road;
 - o Argyle Street and Waite Street; and
 - o Argyle Street and Lackey Road

The SIDRA modelling for the above must consider the following:

- o Full development of the site;
- o AM and PM peaks volumes;
- o Existing traffic volumes with and without development and 10 year projected volumes with and without the development; and
- o The base SIDRA models must be calibrated with onsite observations in the AM and PM peak. This can be done by measuring existing queue lengths and delays.

In addition to the above, the following general comments are provided for the Department of Planning and Environments consideration and information:

- The mining proposal has been designed so as to not mine under the Hume Highway except for access tunnels to move from one side of the Highway to the other. The method of mining sees predictions of subsidence of ~20mm generally. The EIS, in several sections within the main body and various sections in Appendix L, has addressed RMS previous concerns raised. As such, RMS is satisfied that perspective settlement likely to damage the Hume Highway is not expected. Therefore, RMS raises

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no objections to the proposal with regard to undermining or de-stabilisation of the Hume Highway so long as the measures as detailed are implemented;

- Hume Coal has undertaken appropriate research and has documented their approach and findings in Clause 5.8 Appendix I of the EIS (with some references in the main body of the EIS – including Sections 11 and 14) in relation to vibration impacts on the Hume Highway. As such, RMS is satisfied with the findings of the EIS in relation to vibration impacts on the Hume Highway. In the light of the information given in the EIS, the vibration effects of heavy vehicles on the Hume Highway will most likely exceed the vibrational impacts of the mining processes;
- The effect the mining works will have on the water table is an average drawdown of the water table for the duration of the mining operations. The water table will then gradually return to its pre-mining level after the mining operations have been completed (refer to Section 7.5 in the main body of the EIS and to Section 11.4 in Appendix E). As such, RMS is satisfied with the findings of the EIS that the effects on the water table will not detrimentally affect the Hume Highway structure. The potential for the water table to move further away from the road structure may see improved conditions with regard to the performance of the road structure;
- The additional junctions included in the referral (i.e. Old Hume Highway & Medway Road/Taylor Avenue, Berrima Road & Taylor Avenue, and Berrima Road & Douglas Road) are regional classified roads, managed by Wingecarribee Shire Council. Given this, RMS entrusts Council to assess the traffic implications of these intersections.
- In Section 15.2.1 of the EIS, the road network affected by the Hume Coal Project is referred to as a Regional Road Network. This is incorrect, as the Hume and Illawarra Highways form part of the State Road Network, while the other roads are part of the Regional and Local Road Networks. These are important distinctions as reflected in Roads Act, 1993.
- Whilst the assessment for the Illawarra Highway and Waite Street and the Illawarra Highway and Lackey Road intersections shows that the Hume Coal Project impact on these intersections is minimal compared to their current usage, it would be advisable to monitor the functionality of these intersections prior to and post the construction of the Project. These intersections will not easily accommodate any increase in traffic movements as a result of the Hume Coal Project. This will assist in informing RMS as to the timing when adjustments to the road infrastructure will be initiated by Wingecarribee Shire Council.
- As stated in Clause 15.5.4 of the EIS, the movement of overweight and oversize vehicles will be adequately managed by the RMS permit procedure. Therefore, the impact on the State Road network will be within the RMS guidelines.

RMS will reconsider the application once the above issues are addressed to its satisfaction. If you have any questions please contact Rachel McKay on 4221 2570.

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

Yours faithfully



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