

11 December 2020

Department of Planning, Industry & Environment  
Industry Assessments  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Melissa Anderson**

**CHAIN VALLEY COLLIERY MODIFICATION 4 (SSD-5465-Mod-4), RUTTLEYS ROAD,  
MANNERING PARK.**

Transport for NSW (TfNSW) advises that legislation to dissolve Roads and Maritime Services and transfer its assets, rights and liabilities to TfNSW came into effect on 1 December 2019. It is intended that the new structure will enable TfNSW to deliver more integrated transport services across modes and better outcomes to customers and communities across NSW.

For convenience, correspondence, advice or submissions made to or by Roads and Maritime Services prior to its dissolution, are referred to in this letter as having been made to or by 'TfNSW'.

On 23 November 2020 TfNSW received the referral by the Department of Planning, Industry and Environment (DPIE) through the Planning Portal regarding the abovementioned application. DPIE referred the application to TfNSW for comment. This letter is a submission in response to that referral.

TfNSW'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.

TfNSW have reviewed the Statement of Environmental Effects (SEE) *prepared by Umwelt, and dated November 2010 including Appendix 5 Traffic Assessment prepared by GHD and dated August 2020*. It is understood that the proposal is to extend the Chain Valley Colliery (CVC) consent boundary to incorporate the Northern Mining Area and permit the transfer of coal mined from the Northern Mining Area to the surface via CVC's operations. There are no other changes proposed, including no change to the mining method, approved subsidence impacts, production rate or surface facilities.

The Proposed Modification would result in an increase of approximately 110 full time equivalent (FTE) employees reporting to CVC. There would be no net increase to employee numbers between

the CVC and Mannering Colliery operations and there would be no change to approved trucking rates, routes or hours on the public road network. The shift times for employees reporting to CVC will not change and the increased employee numbers reporting to CVC will be spread proportionally across shifts.

SEE states that *“Redistribution of up to 110 FTE employees from Mannering Colliery to CVC will reduce the number of employees entering and leaving Mannering Colliery at the Mannering Colliery Access Road intersection off Rutteys Road and increase the number using the Rutteys Road/Construction Road intersection. The main potential impact on the road system is therefore associated with the increased traffic using the Ruttleys Road/Construction Road intersection.”*

#### TfNSW response

Pacific Highway (H10) is a classified (State) road, and Ruttleys Road and Construction Roads are local roads. Central Coast Council is the roads authority for these roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

Roads and Maritime has reviewed the information provided and raises no objection to or requirements for the proposed modifications as it is considered there will be no significant impact on the nearby classified (State) road network.

#### Advice to DPIE/Council

It is recommended to undertake further investigation on the intersection of Ruttleys Road and CVC access road to determine any improvements to existing intersection treatment is required as a result of increased peak hour traffic accessing CVC.

On determination of this matter, please forward a copy to TfNSW for record and / or action purposes. Should you require further information please contact Kumar Kuruppu, Development Assessment Officer, on 0429 037 333 or by emailing [development.hunter@rms.nsw.gov.au](mailto:development.hunter@rms.nsw.gov.au).

Yours sincerely



**Peter Marler**  
**Manager Land Use Assessment**  
**Hunter Region**