

Laden trucks travelling towards Gunnedah through the intersection would have good sight distance to merge into the existing traffic, however, with an approach speed of approximately 20km/hr combined with a slight uphill grade on the Oxley Highway to the east, it is unlikely that the heavy vehicles would reach in excess of 80km/hr before travelling over the crest on the Gunnedah side of the intersection.

An acceleration lane is recommended (BAL treatment) for the laden vehicles turning left onto the Oxley Highway to maintain and develop a reasonable speed on the gentle uphill climb thus providing for a smoother merge into existing traffic.

A deceleration lane is also recommended for the returning unladen vehicles to decrease their speed without hindering through traffic. Adequate storage capacity is required to ensure that the deceleration distance is not too short.



**Plate 13** An oblique aerial view to the northwest across the existing intersection of Oxley Highway and Coocooboonah Lane. Ref: E675B-008.

Note: A colour version of this photograph is presented on the Project CD

The layout included in **Appendix 2 (Figure 2-4)** allows for a deceleration lane of 195m of which 37m was nominated as storage capacity to accommodate one commercial vehicle and two standard vehicles at any given time. If two commercial vehicles were at the intersection at the same time, it would only reduce the nominated deceleration distance by 10 to 15m. An opposing right turn lane for Barlow Road has also been provided.

Barlow Road intersects with the highway on the opposite side of the road less than 60m east of the existing intersection. A staggered T intersection was initially investigated, however, the existing distance between the intersections was not in accordance with the RTA Road Design Guide. Vehicles turning right onto the highway would also have to cross the deceleration lane as well as identify vehicles in the acceleration lane which was also of concern.

The alignment of Coccoboonah Lane and Barlow Road were both modified to make the intersection a four way intersection to simplify traffic interaction and to avoid confusion.

All other alternative accesses to the mine site would be closed to ensure all access is via the nominated coal transportation route.

### **3.3.4 Oxley Highway**

The section of the Oxley Highway between Coccoboonah Lane and Blackjack Road varies considerably in condition. Significant sections of the highway have been 'heavy patched'.

The increase in heavy vehicles is likely to exacerbate pavement failure and edge break especially in the lane heading towards Gunnedah where the heavy vehicles are laden. As the shoulders vary in width, the impact of edge break would be variable, however, it would be undesirable to have a sealed shoulder less than 0.5m.

Significant amounts of edge break would reduce effective pavement width and create hazardous conditions for lighter vehicles and vehicles with smaller tyres.

It is recommended that shoulder maintenance techniques be negotiated with Council as part of the overall maintenance agreement. In some areas, shoulder reconstruction would be required.

As there are expected to be between an additional 125 to 88 return trips per day depending on vehicle configuration, more rigorous maintenance inspections and intervals would be required particularly in wet weather where isolated pavement failures could become extensive failures in a short period of time.

Although no signs indicating the location of school bus stops were identified during the site inspection, if any are located along this section of the Oxley Highway, an assessment would be required to ensure the bus and other vehicles have suitable sight distance and that the buses are entirely off the road at pick-up and drop-off points.

### **3.3.5 Oxley Highway – Blackjack Road Intersection**

The modified rural treatment at this intersection has assisted in achieving the dimensional capacity to improve semi and B-Double manoeuvres onto Blackjack Road. **Plate 14** displays an oblique aerial photograph of the Oxley Highway – Blackjack Road Intersection.

Although the existing intersection could accommodate the proposed increased level of heavy vehicle movements, it is recommended that a left turn deceleration lane (AUL) and opposing right turn lanes be included to reduce the impact on through traffic.

The existing width of the road pavement on Blackjack Road when approaching Oxley Highway from the north provides sub-standard left and right turn lanes onto the highway. It is recommended that dedicated left and right turning lanes be created for south-bound traffic approaching the intersection to enable turning movements onto the highway to be made safely..

At least 250m sight distance is provided in both directions along the highway, however consideration would be given to relocating some of the signs based on the final layout of the intersection.

The layout proposed in **Appendix 2 (Figure 2-5)** would minimise the impact of the coal transportation in the vicinity of this intersection.



**Plate 14** An oblique aerial view to the west across the intersection of Oxley Highway and Blackjack Road. Ref: E675B-003.

Note: A colour version of this photograph is presented on the Project CD

### 3.3.6 Blackjack Road

The increase in traffic on Blackjack Road would be predominantly associated with coal transportation rather than commuting workers or other traffic generated by the Project.

The pavement is generally in good condition, however, the coal transportation would exacerbate the rate of deterioration particularly in the north-bound lane.

The existing sealed pavement width along Blackjack Road is considered inadequate. Two 3.5m lanes with 0.5m sealed shoulders one considered appropriate based on the high percentage of commercial vehicles, including B-Doubles.

Linemarking, including edge lines, is also recommended to define travelling lanes and to try and keep the outer wheel path of heavy vehicles off the shoulder.

### 3.3.7 Blackjack Road – Quia Road Intersection

With the current traffic volumes combined with trucks transporting the coal from the Sunnyside Mine, the throughput at this intersection would increase significantly. If non-project related traffic volumes remain the same over the period that coal transportation occurs, the construction of an auxiliary right turn lane would be recommended and considered sufficient to accommodate the increase in traffic. However, based on discussions with Council, development applications in the vicinity of this intersection and potential land use rezoning being considered, it is probable that non-project related traffic volumes through this intersection would increase considerably in the medium to long term.

In light of the potential traffic increases, a roundabout has been proposed by Gunnedah Shire Council to reflect longer term traffic predictions from all traffic generating developments. NMPL proposes to continue discussions with Gunnedah Shire Council regarding its capital contribution towards the construction of a roundabout.

The roundabout, as proposed for this intersection, would more than adequately accommodate the increase in traffic from coal transportation as well as moderate annual increases in background traffic related to other traffic generating developments.

### 3.3.8 Quia Road

Quia Road already carries a significant volume of commercial vehicles which from the last traffic count was 198 per day to the east of the Blackjack Road intersection.

As with Blackjack Road, coal transportation would exacerbate the rate of deterioration of the unbound pavement especially in the east-bound lane. Edge break would also be prevalent due to the lack of sealed shoulder.

The existing sealed pavement width is considered inadequate. Two 3.5m lanes with 0.5m sealed shoulders are considered appropriate based on the high percentage of commercial vehicles, including B-Doubles.

Linemarking, including edge lines, is also recommended to define travelling lanes and to try and keep the outer wheel path of heavy vehicles off the shoulder.

### 3.3.9 Underpass and Adjoining Intersections

The existing underpass and adjoining intersections are constructed to a reasonable standard which, with the exception of the pavement in the Torrens Road intersection, appear to be functioning satisfactorily for existing traffic. **Plate 15** displays an oblique aerial photograph of the underpass and adjoining intersections.

Traffic counts on the network in the vicinity of the underpass were not available, however, it is understood that the primary traffic flow at present is from Quia Road to Farrar Road which continues to run parallel to the rail line. The coal transportation is likely to change the primary traffic flow through the underpass.

The existing T intersection between Quia and Farrar Roads is considered inadequate in its current form as it does not provide the dimensional capacity for B-Doubles to undertake both turning manoeuvres.

The creation of an industrial precinct on the land contained within the old abattoir site is likely to result in an upgrade to this intersection as one of the proposed accesses is via a roundabout at this junction.



**Plate 15** An oblique aerial view to the south across the rail underpass on Quia Road.  
Ref: E675B-001

Note: A colour version of this photograph is presented on the Project CD

Based on the traffic impacts associated with the Project alone,, it is recommended that a typical seagull treatment with a basic left turn lane for laden heavy vehicles be provided to facilitate traffic flow. A basic layout of the recommended treatment is provided in **Appendix 2 (Figure 2-7)**.

The underpass provides two 3.5m lanes with approximately 250mm shoulders which are bound by concrete piers for the underpass on both sides. The existing width is considered adequate on the provision that B-Doubles have the capacity to enter the respective lanes completely prior to going through the underpass.

The Torrens Road intersection with Quia Road requires upgrading as it has insufficient dimensional capacity to accommodate turning articulated vehicles without crossing the centreline of the existing road. The tight radius of curvature combined with the grade falling towards Quia Road is causing the pavement to fail under the screwing of the trucks.

A power pole on the inside of the corner turning left into Torrens Road limits the available room to achieve a suitable turning radius for B-Double use. The power pole should be re-located to provide additional room to achieve the desired turning radius.

A shoulder extension, as well as ancillary drainage works, as shown in **Appendix 2**, would accommodate the turning heavy vehicles satisfactorily. A heavy duty pavement such as a concrete pavement would be required.

### **3.3.10 Torrens Road**

The 600m length of Torrens Road west of its intersection with Quia Road is on the verge of failing due to continued heavy vehicle use. This section is not suitable for the proposed heavy vehicle use and would need to be fully rehabilitated.

It is recommended that the rehabilitated pavement consist of two 3.5m lanes with 0.5m sealed shoulders on both sides.

### **3.3.11 Torrens Road Access Way**

The pavement and alignment of Torrens Road Access Way is sufficient for the proposed coal transportation.

## **3.4 School Bus Routes**

School bus routes are located along the coal transportation route. Council indicated that there are no designated pick-up and drop-off points along the school bus routes as pick-up and drop-off locations vary depending on the number of children and their location.

It is recommended that pick-up and drop-off points be determined in consultation with school bus proprietors along the coal transportation route as well as other stakeholders to prevent ad-hoc use of areas that may be unsuitable.

## **3.5 Pedestrian and Cycling Activity**

There is very limited pedestrian or cycling activity along the coal transportation route. No pedestrian or cycling activity was witnessed during the site inspection other than that associated with school bus routes. On this basis, it is not anticipated that there would be any significant impact on pedestrian activity.

Cycling activity along the Oxley Highway would be discouraged by the presence of truck entering signs.

## 4 RECOMMENDATIONS

The proposed Sunnyside Coal Project would generate significant traffic volumes between the CHPP and the mine site as well as on adjoining parts of the road network. The primary impact would result from the transportation of coal to the Whitehaven CHPP and Rail Loading Facility.

The existing roads included along the coal transportation route range in classification, function and condition. The majority of the route traverses local roads with the exception of the Oxley Highway which is a State Highway.

As a result of the increase in traffic, extensive road upgrades are required. An inventory of the recommendations, including upgrades, are included in **Table 3**.

**Table 3**  
**Summary of Proposed Road Upgrading Activities**

Road Section	Road Upgrade Actions
General	<ul style="list-style-type: none"> <li>Complete all relevant intersection upgrades to AUSTRROADs and Gunnedah Shire Council standards.</li> <li>“Truck Entering” signs should be erected approaching all intersections where relevant.</li> </ul>
Coocooboonah Lane	<ul style="list-style-type: none"> <li>Proposed re-alignment is shown in Overall Plan for Coocooboonah Lane in <b>Figure 3</b>.</li> <li>Construct new section of road parallel to existing road.</li> <li>Merge road back with Coocooboonah Lane 450m north of highway and reconstruct 450m section of Coocooboonah Lane.</li> <li>Re-align and reconstruct property accesses as shown in <b>Appendix 2 (Figures 2-2 and 2-3)</b>.</li> </ul>
Coocooboonah Lane – Oxley Highway Intersection	<ul style="list-style-type: none"> <li>Upgrade existing intersection as shown in <b>Appendix 2 (Figure 2-4)</b>.</li> </ul>
Oxley Highway	<ul style="list-style-type: none"> <li>Negotiate shoulder maintenance strategy with Council.</li> <li>Close all alternative accesses between the Project Site and the Highway.</li> </ul>
Oxley Highway – Blackjack Road Intersection	<ul style="list-style-type: none"> <li>Upgrade existing intersection to include a deceleration lane turning left into Blackjack Road as shown in <b>Appendix 2 (Figure 2-5)</b>.</li> </ul>
Blackjack Road	<ul style="list-style-type: none"> <li>Widen Blackjack Road to provide 2 x 3.5m wide lanes with 0.5m wide sealed shoulders.</li> <li>Negotiate road maintenance strategy with Gunnedah Shire Council.</li> </ul>
Blackjack Road – Quia Road Intersection	<ul style="list-style-type: none"> <li>Intersection upgrade would suffice, however, roundabout proposed to accommodate other traffic generating developments.</li> <li>If required, a roundabout would be constructed in accordance with <b>Appendix 2 (Figure 2-6)</b>.</li> </ul>
Quia Road	<ul style="list-style-type: none"> <li>Widen Quia Road to provide 2 x 3.5m wide lanes with 0.5m wide sealed shoulders.</li> <li>Negotiate road maintenance strategy with Gunnedah Shire Council.</li> </ul>
Underpass and Adjoining Intersections	<ul style="list-style-type: none"> <li>Upgrade Quia Road – Farrar Road intersection in accordance with <b>Appendix 2 (Figure 2-7)</b>.</li> <li>Upgrade Quia Road – Torrens Road intersection in accordance with <b>Appendix 2 (Figure 2-7)</b>.</li> </ul>
Torrens Road	<ul style="list-style-type: none"> <li>Reconstruct the initial failed section to achieve 2 x 3.5m wide lanes with 0.5m wide sealed shoulders.</li> <li>Widen Torrens Road to provide 2 x 3.5m wide lanes with 0.5m wide sealed shoulders.</li> </ul>

# APPENDICES

(No. of pages excluding this page = 14)

- |                    |   |
|--------------------|---|
| <b>Appendix 1</b>  | <b>Guide to Traffic Generating Developments Checklist</b> |
| <b>Appendix 2*</b> | <b>Two Dimensional Intersection Layouts</b>               |
| <b>Appendix 3</b>  | <b>Director Generals Requirements</b>                     |

\* Note: This Appendix is presented in full on the CD for the Sunnyside Coal Project

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# Appendix 1

## Guide to Traffic Generating Developments Checklist

(No. of pages excluding this page = 5)



Section 2 - Traffic impact studies

2.3 Issues to be addressed

A traffic impact study should follow the standard format and structure that is listed in Table 2.1. This format covers the key issues to be addressed in determining the impact on traffic of a development. Use of this format and the checklist will ensure those involved in the preparation and / or assessment of Development Applications that the most significant matters are considered.

Table 2.1  
 Key issues in preparing traffic impact studies

Procedures & Key Parameters	Source	Check ✓
<i>Brief description of the development</i>		✓
<i>Application and study process</i>		✓
<b>Introduction</b>		
<i>Background</i>		✓
<i>Scope of report</i>		✓
The key issues and objectives of a traffic impact study		✓
<b>General Data Collection / Existing Conditions</b>		
<i>Description of the Site and Proposed Activity</i>		✓
<i>Site location</i>		✓
Current land use characteristics (zoning) of the proposed site and land use in the vicinity	Council	where relevant
Site access		✓
<i>The Existing Traffic Conditions</i>		✓
Road hierarchy; including the identification of the classified road network (major and minor roads) which may be affected by the development proposal	Council / RTA	✓
Inventory of road widths, road conditions, traffic management and parking control	Council, RTA and Survey	In part
Current and proposed roadworks, traffic management works and bikeways	Council / RTA	Maintenance Only
<i>Traffic Flows</i>		
Selection of key streets - possibly divided into the major and the minor road network; selection of key assessment periods, chosen to cover the times at which the development would be expected to have its major impacts	Section 3	
AADT on key streets	RTA / Council / Survey	✓
Daily traffic flow hourly distribution, particularly in or near residential areas	Survey	Not Available

Section 2 - Traffic impact studies



Procedures & Key Parameters	Source	Check ✓
Estimate of the speed of traffic on the road to which vehicular access is proposed	Survey	X
Current traffic generation of site	Survey	In part
Daily and peak period heavy vehicle flows and percentages	Survey	X
The adaptation of appropriate computer models or techniques for assessing levels of traffic congestion and queuing conditions		No
<i>Traffic Safety</i>		
Accident history of road network in the area	Accident Histories	Discussed with Council
<i>Parking Supply and Demand</i>		
On-street parking provision	Local Council	Not Applicable
Off-street parking provision	Councils / Surveys	Not Applicable
Current parking demand, including utilisation by time of day and turnover rates	Survey	Not Applicable
Short term pick up and set down areas	Council / Survey	Not Applicable
<i>Modal Split</i>	STA / Survey	Not Applicable
<i>Public Transport</i>		
Rail station locations	SRA	Not Applicable
Bus routes and bus stop locations; Pedestrian access to bus stops; Constraints and conflicts	STA / Private Operators / Survey	Bus routes considered
Rail and bus service frequencies, ideally separated into Monday to Friday, Saturday and Sunday, for both peak and off-peak times	SRA / STA / Private Operators	School bus routes only
Commuter parking provision	SRA / Survey	NA
<i>Pedestrian Network</i>		
Identify major pedestrian routes	Survey	NA
Pedestrian flows and potential conflicts with vehicles, particularly where such conflicts cause capacity constraint on either vehicular or pedestrian movement	Observation	NA
Pedestrian infrastructure	Survey	NA
<i>Proposed developments in the vicinity</i>	Council	Yes



Section 2 - Traffic impact studies

Procedures & Key Parameters	Source	Check ✓
<b>Proposed Development</b>		
<i>The Development</i>		
Plan reference, if plans not contained in study report		✓
Nature of development		✓
Gross floor areas of each component of development		NA
Projected number of employees/users/residents		✓
Hours and days of operations		✓
Staging and timing of development		✓
Selection of appropriate design vehicles for determining access and circulation requirements	Section 6	NA
<i>Access</i>		
Driveway location, including review of alternative locations	Sections 5, 6	✓
Sight distance of driveways and comparisons with stopping and desirable minimum sight distances	Section 6	NA
Service vehicle access	Section 6	NA
Analysis of projected queuing at entrances	Section 6	✓
Current access to site and comparison with proposed access		✓
Provision for access to, and by, public transport	Section 6	
<i>Circulation</i>		
Proposed pattern of circulation	Section 6	NA
Internal road widths	Section 6	NA
Provision for bus movements		NA
Service area layout		NA
<i>Parking</i>		
Proposed supply		NA
Parking provision recommended by State Government policy	RTA	NA
Council code and local parking policies and plans	Council	NA
Parking layout		NA
Projected peak demand, based where appropriate on similar research reports and on surveys of similar developments;	Section 5	NA
Parking for Service / courier vehicles and bicycles	Section 5	NA

Section 2 - Traffic impact studies



Procedures & Key Parameters	Source	Check
<b>Impact Of Proposed Development</b>		
<i>Traffic generation during design periods</i>		
Daily and seasonal factors		NA
Pedestrian generation and movements		NA
<i>Traffic Distribution and Assignments</i>		
Hourly distribution of trips		✓
Assignments of these trips to the road system, based where possible on development feasibility studies or on origin/destination surveys undertaken at similar developments in the areas		✓
<i>Impact on Traffic Safety</i>		
Assessment of Road Safety Impact		✓
<i>Impact of Generated Traffic</i>		
Daily traffic flows and composition on key streets and their expected effect on the environment, particularly in residential areas		✓
Peak period volumes at key intersections and effect of generated traffic on congestion levels	Survey	NA
Impact of construction traffic during construction stages		✓
Other proposed developments in the vicinity, their timing and likely impact, if known	Local Council	✓
Assessment of pedestrian movements	Survey	NA
Assessment of traffic noise		Separate study
<i>Public Transport</i>		
Options for extensions and changes to bus routes and bus stops, following discussions with the STA and or private bus operators	STA	NA
Provision for pedestrian access to bus stops		NA
<i>Recommended Works</i>		
Improvements to site access and circulation		✓
Improvements to roads, signals, roundabouts and other traffic management measures		✓
Improvements to pedestrian facilities		NA
Effect of recommended works on the operation of adjacent developments		✓



Section 2 - Traffic impact studies

Procedures & Key Parameters	Source	Check ✓
Effect of recommended works on public transport services, including bus routes, bus stops and access thereto		NA
Provision of LATM measures		NA
Funding of proposed improvement projects		✓
Noise attenuation measures		Separate study

# Appendix 2

## Two Dimensional Intersection Layouts

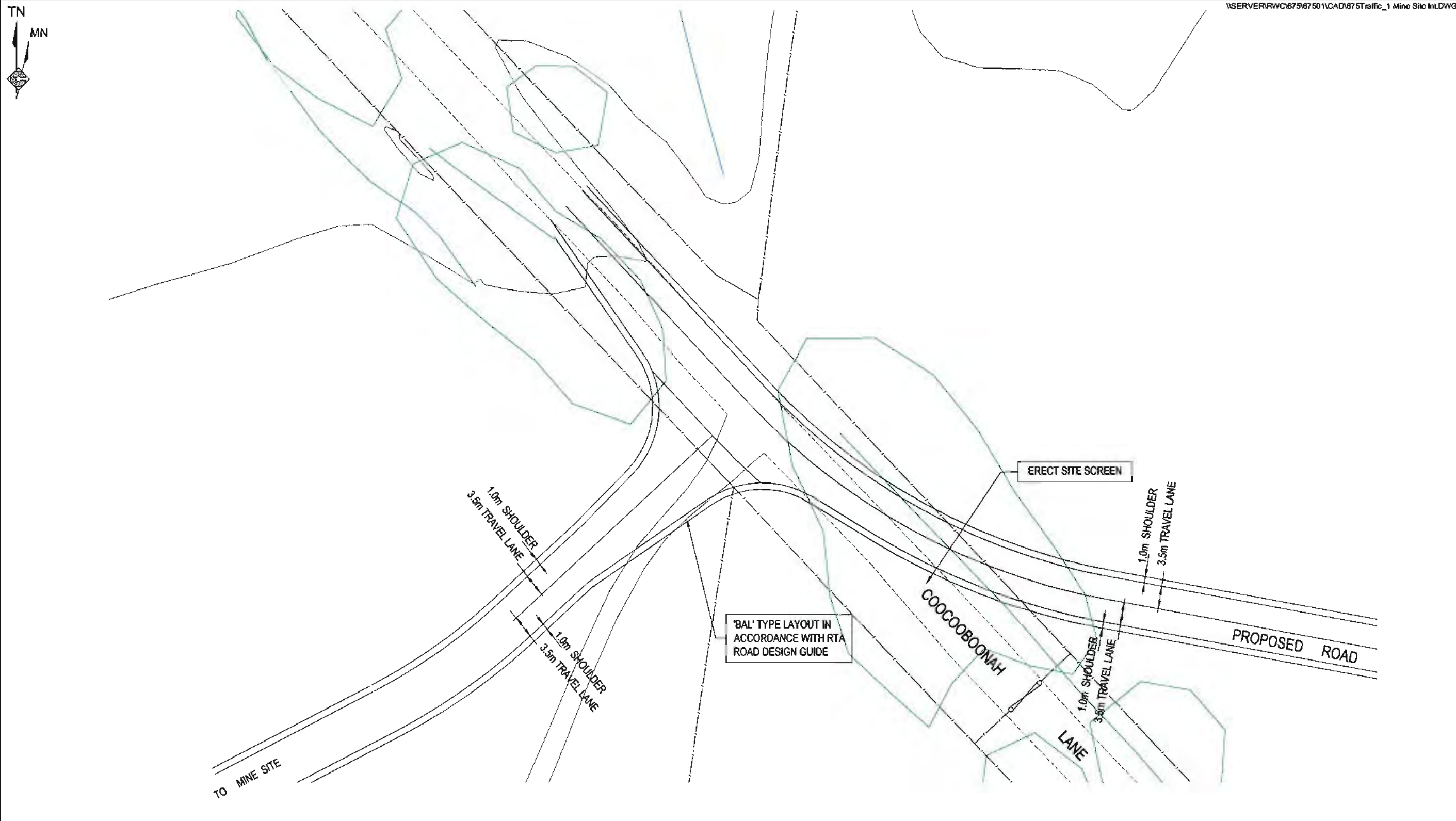
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\* Note: This Appendix is presented in full on the CD for the Sunnyside Coal Project

- Figure 2-1 Coocoooonah Lane and Mine Site Entrance
- Figure 2-2 Private Access Re-alignment to "Plain View"
- Figure 2-3 Private Access Re-alignment to "Lilydale"
- Figure 2-4 Oxley Highway – Coocoooonah Lane Intersection
- Figure 2-5 Oxley Highway – Blackjack Road Intersection
- Figure 2-6 Quia Road – Blackjack Road Intersection
- Figure 2-7 Torrens Road – Quia Road Intersection

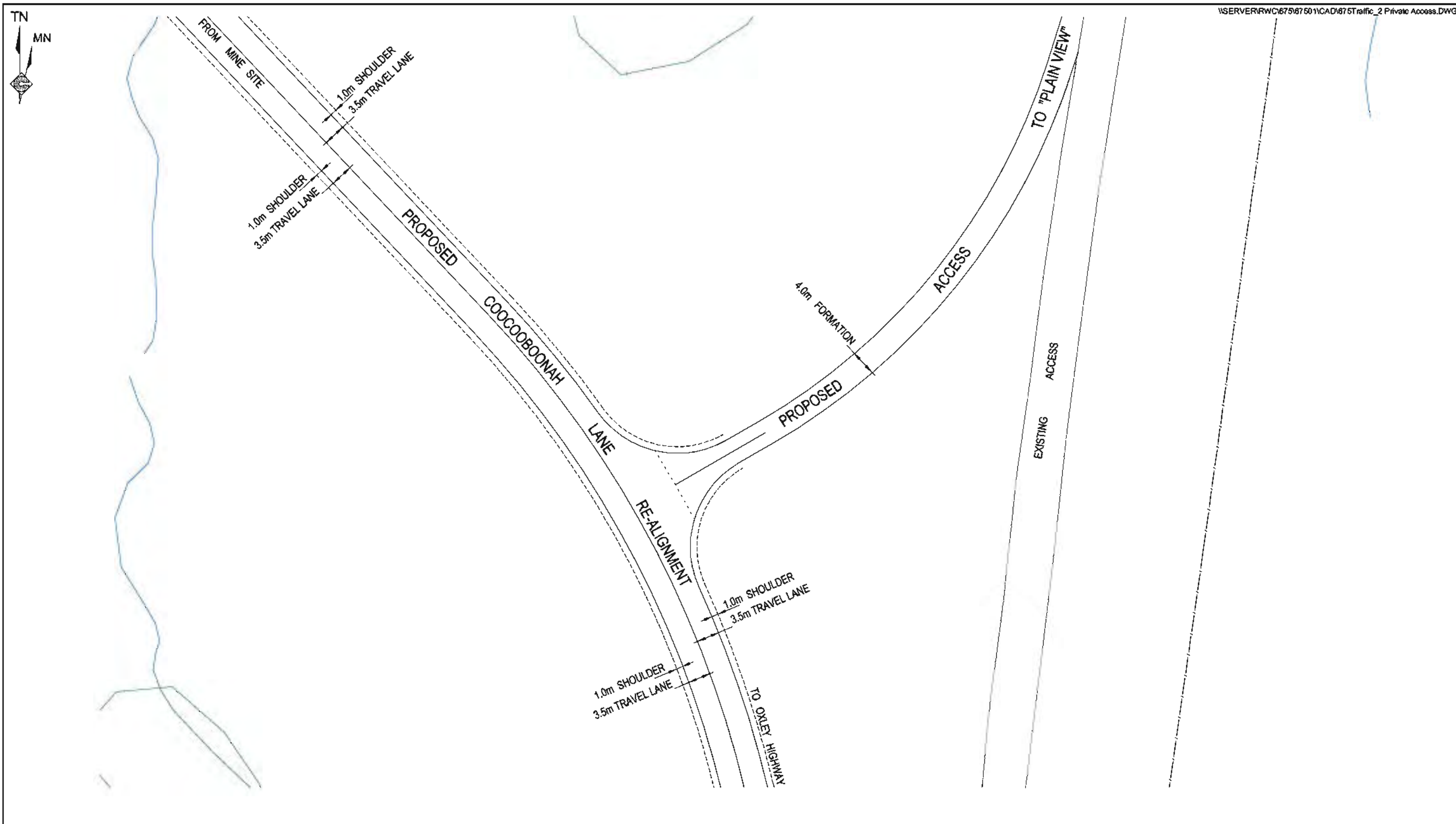
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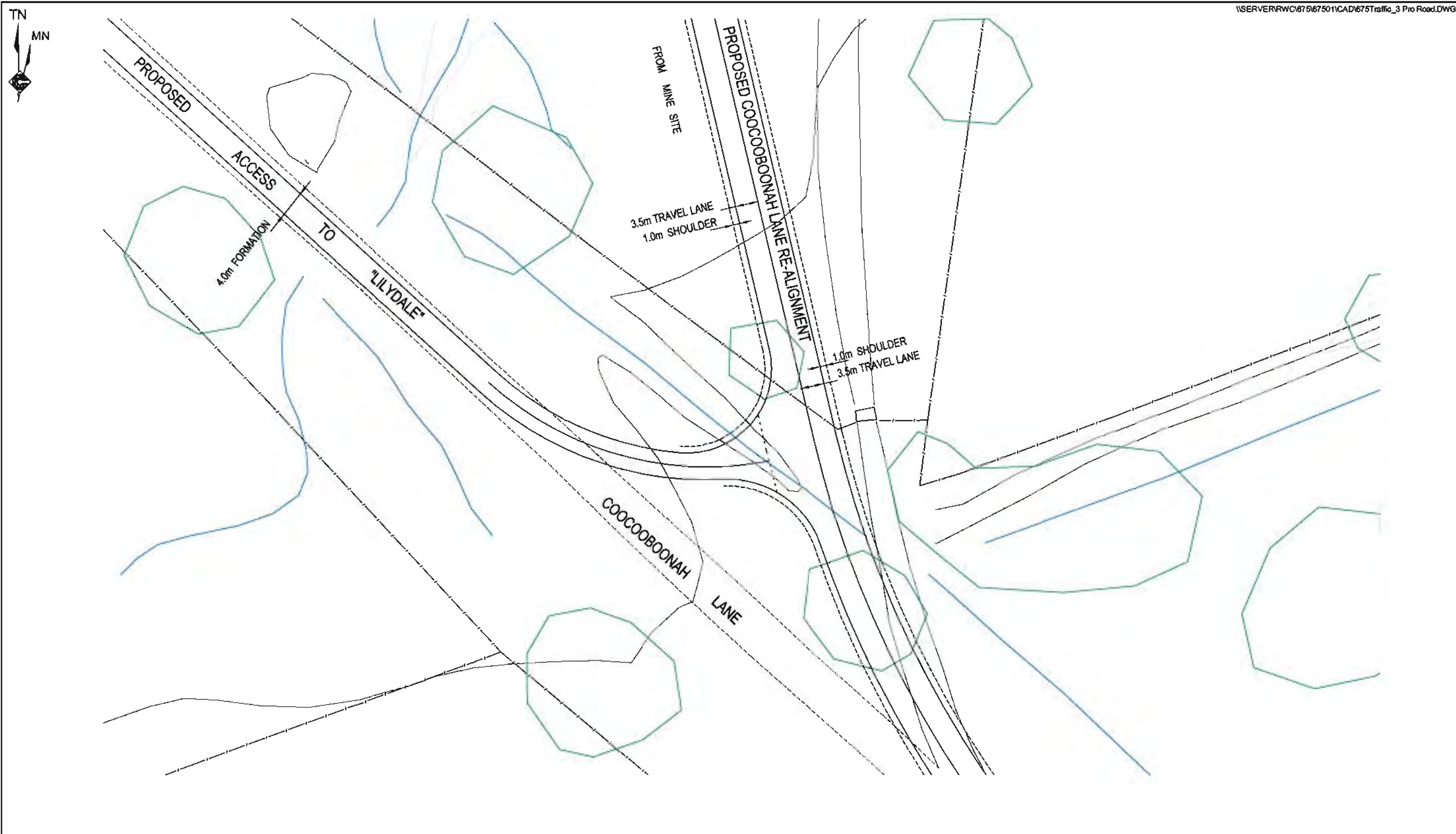
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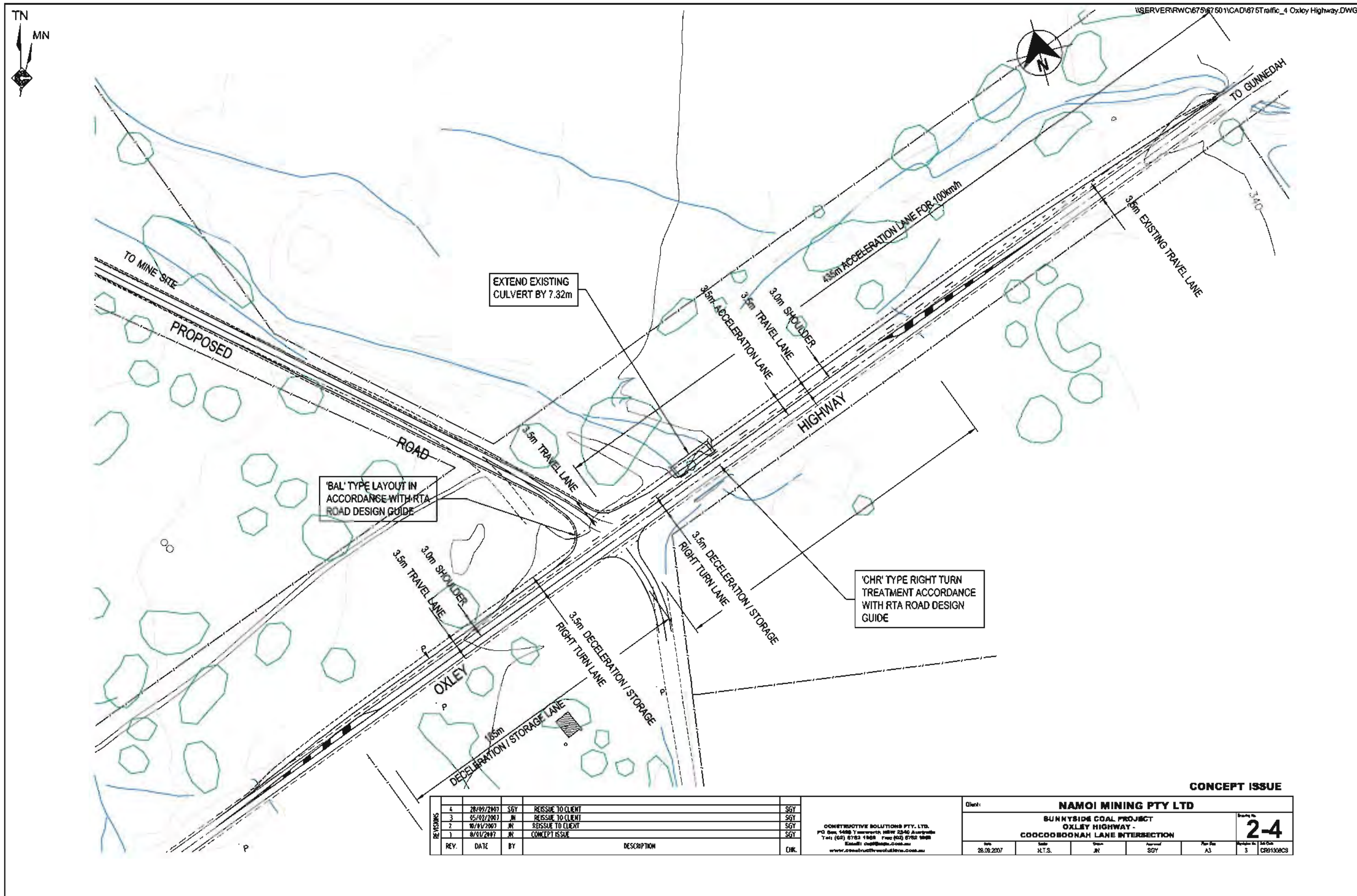


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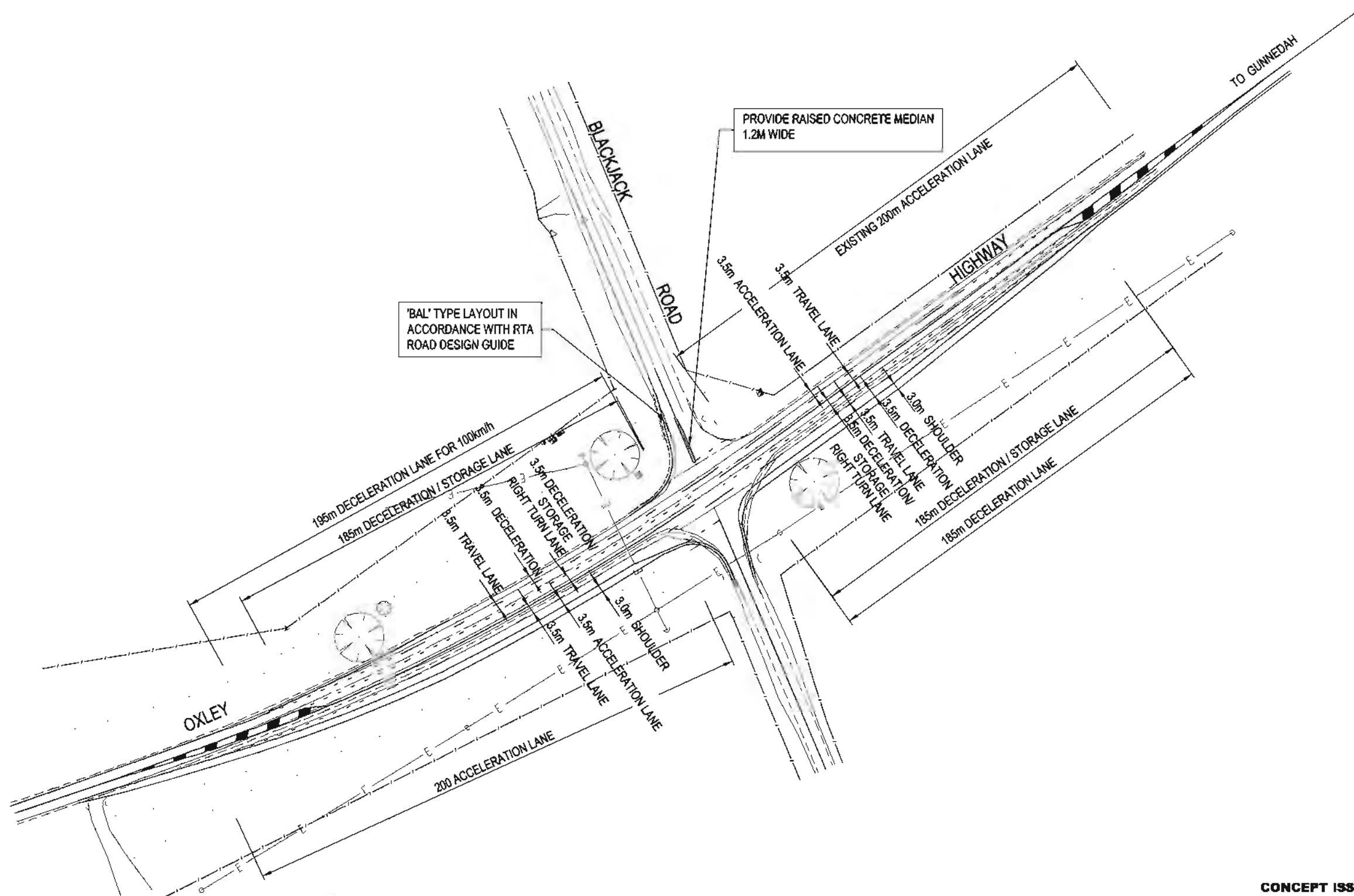


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'BAL' TYPE LAYOUT IN ACCORDANCE WITH RTA ROAD DESIGN GUIDE

PROVIDE RAISED CONCRETE MEDIAN 1.2M WIDE

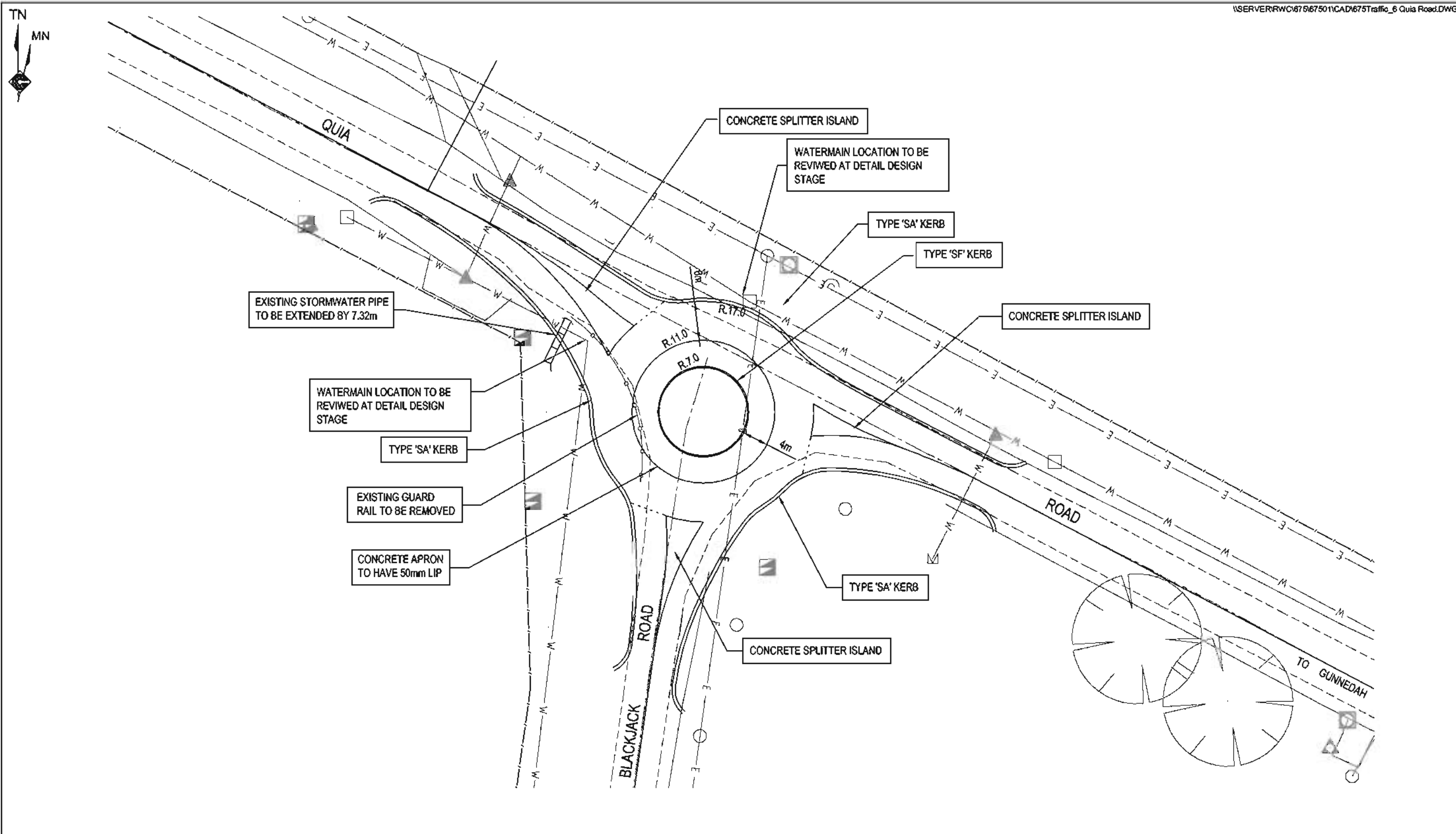
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2	29.07.2007	SGY	REISSUE TO CLIENT	SGY
1	04/11/2007	JN	CONCEPT ISSUE	

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Client: <b>NAMOI MINING PTY LTD</b>					
SUNNYSIDE COAL PROJECT					
OXLEY HIGHWAY -					
BLACKJACK ROAD INTERSECTION					
Date: 28.09.2007	Scale: H.T.S.	Drawn: JK	Approved: SGY	Plot Size: A3	Revision No: 2
					Sheet No: <b>2-5</b>
					CR01308CS

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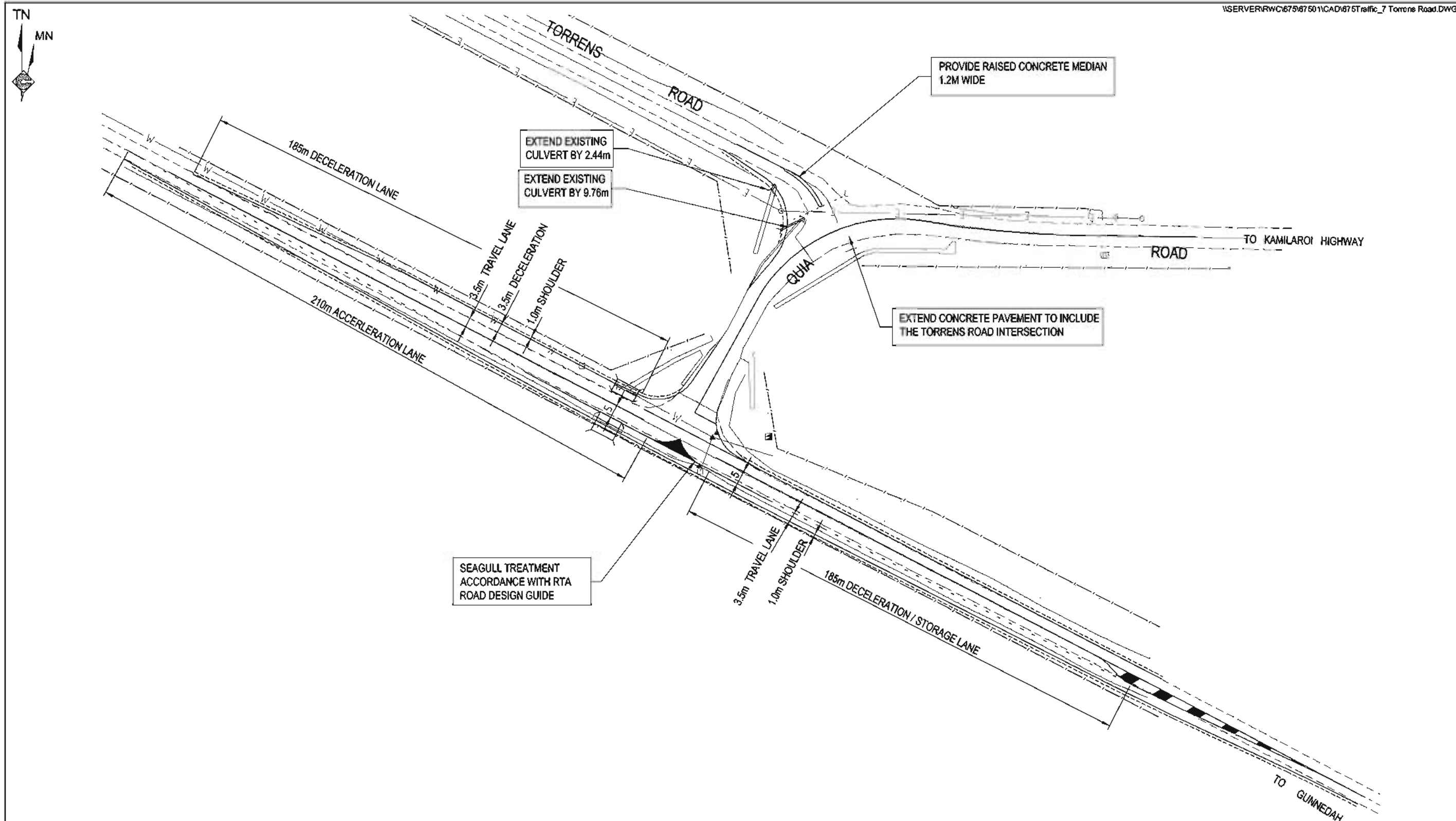
CONCEPT ISSUE

REV.	DATE	BY	DESCRIPTION	CHK.
4	28/09/2007	SGY	REISSUE TO CLIENT	SGY
3	29/01/2007	SGY	REISSUE TO CLIENT	SGY
2	16/01/2007	JN	REISSUE TO CLIENT	SGY
1	8/01/2007	JN	CONCEPT ISSUE	SGY

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Client: <b>NAMOI MINING PTY LTD</b>			
SUNNYSIDE COAL PROJECT			
QUIA ROAD - BLACKJACK ROAD INTERSECTION			
Drawing No: <b>2-6</b>			Scale: 1:1
Date: 28.09.2007	Scale: N.T.S.	Drawn: JN	Approved: SGY
Rev: 3	Sheet: A5	Number: 3	CRD1308CS

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SEAGULL TREATMENT  
ACCORDANCE WITH RTA  
ROAD DESIGN GUIDE

PROVIDE RAISED CONCRETE MEDIAN  
1.2M WIDE

EXTEND EXISTING  
CULVERT BY 2.44m  
EXTEND EXISTING  
CULVERT BY 9.76m

EXTEND CONCRETE PAVEMENT TO INCLUDE  
THE TORRENS ROAD INTERSECTION

CONCEPT ISSUE

REV.	DATE	BY	DESCRIPTION	CHK
3	18.09.2007	SGY	ISSUE TO CLIENT	SGY
2	19.01.2007	SGY	ISSUE TO CLIENT	SGY
1	02/02/2007	JN	CONCEPT ISSUE	SGY

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Client: <b>NAMOI MINING PTY LTD</b>					
SUNNYSIDE COAL PROJECT TORRENS ROAD - QUIA ROAD INTERSECTION					
Date: 28.09.2007					Drawing No: <b>2-7</b>
Scale: N.T.S.	Drawn: JN	Approved: SGY	Plot Size: A3	Project No: 2	Job Code: CR01308C3

# Appendix 3

## Coverage of Director-General's Requirements

(No. of pages excluding this page = 1)

### Appendix 3 Coverage of Director-General's Requirements

Requirement		Comments	Section No.
Department of Planning	Traffic and transport – including a detailed quantitative traffic impact assessment of the proposed coal transport route and suitability of the intersections of the Oxley Highway with Coochoonah Lane and Blackjack Road, and local roads from the Oxley Highway to the Whitehaven siding	The traffic and transport Assessment takes into consideration the coal transport route and all intersections between Sunnyside and the Whitehaven siding	
RTA	A traffic study should be undertaken	Completed	
	Austrroads Part 5 – Intersections at Grade should be used	RTA Road Design Guide – Intersections at Grade was used	
	Impact of vibration, dust and road traffic noise	Dust should be mitigated by ensuring the entire haul route is sealed. Vibration and road traffic noise has been considered in separate reports	
	Blackjack and Quia Road could require upgrading to Councils local road standards	Roads inspected with Council representative. Ongoing discussions with Council required	
	If new access is required on Oxley Highway it is to be located where there is at least 250m sight distance	Utilising existing access	
	Eastbound left turning trucks may require acceleration lane	Acceleration lane included for left turning vehicles	
	New connections to the highway would require Councils approval and RTA concurrence	There are no new connections to the highway	
	Impacts on school bus routes need to be assessed	Recommendation regarding school bus routes has been made	
	If B-Doubles are used road infrastructure needs to cater for them	Oxley Highway, Blackjack and Quai Roads are approved for B-Double use. Recommendations for upgrades have taken into consideration B-Double use	
	Agreement beforehand sought as to the scope of road works on the Oxley highway so a determination is not delayed.	No prior agreement has been sought to date but will be sought once 2D layouts are finalised	