

EXTRACTS FOR ROADS AND MARITIME SERVICES

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2.27.9 Intersections

2.27.9.1 Representative Comment(s)

The upgrade of the intersection of The Bucketts Way/ Jacks Road to a CHR/ AUL should be designed and constructed in accordance with the Austroads Guide to Road Design (with RTA supplements) and relevant Australian Standards, to Council requirements. All works shall be carried out at full cost to the developer and at no cost to Roads and Maritime or Council. All works shall be completed prior to operational activities commencing on site.

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Response

Although the SIDRA analysis undertaken for The Bucketts Way/Jacks Road intersection identified that the existing intersection operates far below its capacity, with a low degree of saturation and the highest level of service for all turning manoeuvres, GRL has committed to the provision of channelised right and ancillary left lanes at that intersection to improve safety and ensure the intersection has capacity to accommodate significant other traffic over the life of the amended Project. As outlined in the Transport Assessment (Section 6.1.1), the proposed intersection would meet the Austroad's *Guide to Road Design* requirements and standards, be completed prior to commencement of mining operations, and be undertaken at no cost to RMS or Council. The Austroad's design standards would provide for a turning lane of >60m and therefore would meet Council's preference to "hold two 30m B-Doubles".

Notwithstanding this, it is noted that The Bucketts Way south of Gloucester is only approved for 19m B-doubles, i.e. not approved for use by 23m or 25/26m B-doubles, Jacks Road is not an approved B-double route, and the Austroads roads design requirements do not make any differentiation between a 'commercial' and 'non-commercial' development.

2.27.9.2 Representative Comment(s)

Council should ensure that the pavement condition prior to construction of the intersection of The Bucketts Way/ Fairbairns Road is recorded and that an agreement is made with the applicant to ensure that any damage to the road attributed to the increase of construction traffic is repaired during and at the completion of the construction works.

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Response

The number of heavy vehicles accessing Fairbairns Road during the site establishment and construction would be comparatively small (averaging 4 movements per day over a 6 month period). As discussed in Section 2.27.5.1 of this document, in comparison, by 2019, ambient average daily traffic levels would be 278 of which 28 would be heavy vehicles. Therefore the resulting short term increase in heavy vehicles as a result of the amended Project equates to approximately 14.3%. GRL does not propose to use Fairbairns Road for overmass (or oversize)

vehicles. Therefore, a dilapidation report as a result of the amended Project is considered not to be warranted.

Notwithstanding this, as stated in Section 2.27.5 of this document, GRL would adopt a similar approach to contributing to the maintenance of Fairbairns Road as is proposed for Waukivory Road, north of Jacks Road. Such contributions would similarly apply to the maintenance of the intersection.