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Reviewed by: ..........................  Date:  13 August 2015
               Ross Mannering

Authorised by: ..........................  Date:  13 August 2015
               Ross Mannering

Revision History

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<td>R. Mannering</td>
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<td>S. Jordan</td>
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<td>02</td>
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<td>R. Mannering</td>
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# Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
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<tbody>
<tr>
<td>AADT</td>
<td>Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.</td>
</tr>
<tr>
<td>Access</td>
<td>The driveway by which vehicles and/or pedestrians enter and/or leave property adjacent to a road.</td>
</tr>
<tr>
<td>Austroads</td>
<td>The association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.</td>
</tr>
<tr>
<td>Crash</td>
<td>An apparently unpremeditated event which results in death or injury to a person or property damage and is attributable to the movement of a road vehicle on a public road (including vehicles entering or leaving a public road).</td>
</tr>
<tr>
<td>Delay</td>
<td>The additional travel time experienced by a vehicle or pedestrian with reference to a base travel time (e.g. the free flow travel time).</td>
</tr>
<tr>
<td>GFA</td>
<td>Gross Floor Area, a measurement of a buildings useable floor area and can often be linked to the traffic generation from a particular site.</td>
</tr>
<tr>
<td>Intersection</td>
<td>The place at which two or more roads meet or cross.</td>
</tr>
<tr>
<td>km/h</td>
<td>Kilometres per hour</td>
</tr>
<tr>
<td>Level of Service</td>
<td>An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.</td>
</tr>
<tr>
<td>m</td>
<td>Metres</td>
</tr>
<tr>
<td>Movement</td>
<td>A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).</td>
</tr>
<tr>
<td>RMS</td>
<td>The Roads and Maritime Services - The New South Wales Government Department which manages the road network in New South Wales.</td>
</tr>
<tr>
<td>Sight Distance</td>
<td>The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.</td>
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<tr>
<td>SISD</td>
<td>Safe Intersection Sight Distance - The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.</td>
</tr>
<tr>
<td>Speed</td>
<td>Distance travelled per unit time.</td>
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<tr>
<td>Traffic Growth Factor</td>
<td>A factor used to estimate the percentage annual increase in traffic volume.</td>
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<tr>
<td>Trip</td>
<td>A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic Generating Developments).</td>
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<tr>
<td>vpd</td>
<td>Vehicles per day - The number of vehicles travelling in both directions passing a point during a one hour period.</td>
</tr>
<tr>
<td>vph</td>
<td>Vehicles per hour - The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.</td>
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1. Introduction

MMG Ltd (MMG) Rosebery is an underground polymetallic base metal mine located within the Rosebery township approximately 125km south of Burnie. The mine produces zinc, lead and copper concentrates including gold dore and currently uses the Bobadil dam as a Tailings Storage Facility (TSF) which is expected to reach capacity by early 2017. Consequently MMG propose to develop and recommission a series of three redundant dams known as “2/5 Dam”. It is intended that the 2/5 Dam will be developed and recommissioned as a new TSF to provide critical waste management support for mining activities at the MMG Rosebery mine.

MMG has commissioned pitt&sherry to undertake an independent Traffic Impact Assessment (TIA) of the traffic impacts associated with the construction of the 2/5 Dam which will accompany the statutory approvals documentation.

This report has been prepared in accordance with the Department of State Growth Framework for Undertaking Traffic Impact Assessments and details the findings of the traffic investigations undertaken for the proposed MMG Rosebery recommissioning of the 2/5 Dam.

2. Location and Site Description

The Rosebery Mine is located within the township of Rosebery approximately 85km south of the Port of Burnie on the west coast of Tasmania. A locality map of the existing 2/5 Dam site is shown in Figure 1. The mine site is located within West Coast Council (WCC) Municipality and is subject to the West Coast Interim Planning Scheme 2013.

![Locality Plan](image)

Figure 1: Locality Plan
3. Existing Conditions

3.1 Site Access

The existing access to the 2/5 Dam at the township of Rosebery will also be used for the proposed development and recommissioning works of the proposed 2/5 Dam. Access to the current 2/5 Dam is via the Murchison Highway and located approximately 1.2km south of MMG Rosebery Mine. The existing access road is unsealed and is 6.6m wide and widens at the mouth of the junction with Murchison Highway. Figure 2 shows a photo of the access.

![Figure 2: Photo of existing access to 2/5 Dam Tailing Storage Facility site.](image)

3.2 Surrounding Road Network and Proposed Transport Route

Haulage trucks associated with the proposed development of the 2/5 Dam are expected to cart materials to the mine site from a depot in Burnie. The transport route to the mine from the Burnie is via the State owned roads Ridgley Highway and Murchison Highway.

A site inspection was undertaken by pitt&sherry, on 2 December 2014. During the site inspection, the current conditions of surrounding road network in the vicinity of the Bobadil dam were observed and sight distances were measured at the site access.

**Ridgley Highway**

Ridgley Highway is a State owned Category 1 – Trunk Road under the Tasmanian State Road Hierarchy which is part of the Gazetted High Productivity Vehicle Network. B-double trucks are permitted to travel on roads which form part of the High Productivity Vehicle Network. The Highway is a two way, two lane road with a speed limit of 100km/h. The pavement width of the Highway is approximately 6m with a shoulder width of approximately 1m on both sides of the Highway. Department of State Growth provided traffic volumes for Ridgley Highway which were obtained in 2007. The AADT on Ridgley Highway in 2007 was 1,176 vpd. Using a cumulative growth factor of 2%, the AADT in 2015 equates to 1,378.
Murchison Highway

Murchison Highway is a two-way, two lane sealed rural road in the vicinity of the Rosebery Mine and is classified as a Category 3 ‘Regional Access Road’ under the State Road Hierarchy. The speed limit on Murchison Highway in the vicinity of the dam access is 60km/h and reduces to 50km/h within the Rosebery township. On some sections of Murchison Highway the road horizontal alignment (particularly where there are tight horizontal curves) restricts the operating speed to less than 50 km/h. The pavement width on Murchison Highway between Ridgley Highway and the mine site access varies between 6.7m to 7.5m and the unsealed shoulder width varies between 0.3m and 6.0m.

Murchison Highway currently provides a transport route from the north west coast of Tasmania (Somerset) to the west coast of Tasmania (Zeehan). The Murchison Highway is part of the Gazetted High Productivity Vehicle Network between Ridgley Highway and Anthony Main Road. The section of the Murchison Highway from Anthony Main Road to a short distance from Zeehan Highway is not part of the High Productivity Network. Therefore only General Access Vehicles are permitted to use the Murchison Highway between Anthony Main Road and the dam site. General Access Vehicles include 19m semi-trailers and articulated vehicles with a combination length of 21m and a gross vehicle mass of 50 tonnes. Vehicles with a greater length or mass than these vehicles are not permitted to use the Murchison Highway between Anthony Main Road and the dam site without a permit from the National Heavy Vehicle Regulator.

The Department of State Growth provided traffic volumes for Murchison Highway which were collected in 2010 85m north of Natone Street. The 2010 traffic volumes were increased to 2015 traffic volumes using a cumulative growth factor of 2%. Murchison Highway has an ADT of 749vpd with a midday peak hour traffic volume of 75vph and evening peak hour traffic volume of 69vph. The percentage of heavy vehicles on the road is 10%.

Crash History

The crash history in the vicinity of the 2/5 dam site access over a five year period (from 26 February 2015) has been obtained from the Department of State Growth. A copy of the crash history is included in Appendix A.

A total of four reported crashes have occurred on Murchison Highway from approximately 200m south of the access to Clemons Street. All crashes resulted in property damage only.

There were no reported crashes associated with traffic movements in and out of the site access.

Based on the crash history there does not appear to be any significant safety problems in the vicinity of the proposed development site.
4. Proposed Development

4.1 General

The footprint of the proposed 2/5 Dam is shown in Figure 3. The construction of the dam will be undertaken in two stages to help minimise the upfront capital cost of the TSF. The overall duration for Stage 1 construction is approximately 10 months, that being split over two summer seasons. Approximate dates for each stage of the construction are shown in Table 1.

<table>
<thead>
<tr>
<th>Stage</th>
<th>Commencement Date</th>
<th>Completion Date</th>
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<tr>
<td>Stage 1</td>
<td>Early November 2015</td>
<td>Late January 2017</td>
</tr>
<tr>
<td>Stage 2</td>
<td>November 2020</td>
<td>Late March 2021</td>
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</tbody>
</table>

Based on preliminary information, it is proposed to transport cement, bentonite and liner to the site from the works depot in Burnie. All other materials such as rock fill, filter material and clayey glacial material will be sourced from the site itself.

Prime mover and low loader combination type vehicles will be used to mobilise and demobilise plant and equipment to and from the site.

The mobilisation and demobilisation of plant and equipment is expected to occur twice during the whole construction life, during stages 1 and 2. There will be approximately 21 pieces of plant being transported to the site by prime mover and low loader combination type trucks.

---

1 Approximate dates depending on tailings production rates.
Figure 3: Locality map of 2/5 Dam Tailing Storage Dam Facility
4.2 Access

As discussed in Section 3.1, access to the site will be via the previously constructed access. Access is located within the township of Rosebery, approximately 1.2km from the MMG Rosebery mine site and 16.2km south west of the Murchison Highway – Zeehan Highway junction. The access road into the site from the Highway accommodates two-way traffic flows.

The unsealed access road is 6.6m wide and widens where it joins the Murchison Highway.

4.3 Parking

At this stage, a dedicated parking area will be located at the project site which will be used (informally) by light and heavy vehicles associated with the construction of the 2/5 Dam.

5. Review of Development

5.1 Sight Distance

The sight distances at the dam site access have been assessed against the *AUSTROADS Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections*. The sight distance has been measured from a point 3m back from the edge of lane in accordance with Figure 3.2 of *AUSTROADS Guide*. According to *AUSTROADS* guidelines property entrances should desirably ensure that safe intersection sight distance (SISD) is achieved.

The *AUSTROADS* SISD requirement for a 60km/h road (with a reaction time of two seconds) is 123m. Photos of the sight lines at the dam site access is shown in Figure 4 and Figure 5.

Figure 4: 2/5 dam site access, looking north.
The measured sight distance to the north of the dam site access is 111 m and the sight distance to the south of the site access is 107 m. The sight distances in both directions are obscured by the horizontal alignment of the road and do not meet the requirements of the Austroads Guidelines. As realignment of the road would be significantly expensive, it is recommended that a truck warning sign with an advisory speed sign (sign number W5-22 and W8-5) be erected approximately 200m north and south of the intersection to warn drivers of this potential hazard. Signage should be in accordance with AS1742.2 – 2009 Australian Standards Manual of uniform traffic control.

A side road intersection (W2-4(R)) warning sign is provided at the site access which would alert motorists of the site access.

5.2 Traffic Operation

5.2.1 Traffic Generation

It is understood that two to three haulage trucks per day ingress and egress the site during off peak hours, seven days a week. For the purpose of determining the “worst case scenario” traffic generation during the construction of the 2/5 Dam, it has been assumed that heavy vehicle movements will operate during the peak hour.

Plant and equipment associated with the construction of the 2/5 Dam will be mobilised and demobilised at the beginning and the end of each Stage of construction.
Based on preliminary information, the traffic movements that are expected to be generated from the construction of the 2/5 Dam TSF are:

- Delivery (cement, bentonite & liner) 4 trucks per day + 15 light vehicles (38 trips/day) during daylight hours between 6:00am to 6:00pm which equates to approximately 4 trips/hr

- Plant mobilisation and demobilisation 3 trucks per day + 5 light vehicles (16 trips/day) during off peak hours for a week between 6:00am to 6:00pm which equates to approximately 2 trips/hr.

Based on the expected trip generation above traffic volumes on Murchison Highway are expected to increase by 38 vpd (approximately 5%) which will predominately be light vehicles. On days where mobilisation and demobilisation of plant equipment occur daily traffic volumes could be expected to increase by 16 vpd (approximately 2%).

**Hourly Trip Movements at the 2/5 Dam TSF Access**

A 50% split for heavy and light vehicles associated with construction in and out of the dam site access has been assumed.

The expected hourly trip movements at dam access during construction are shown in Table 2.

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<th>OUTWARD¹</th>
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<tr>
<td>Heavy Vehicles</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Light Vehicles</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Total Peak Traffic volume (vph)</td>
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<td>4</td>
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</tbody>
</table>

Vehicle movements at the dam access on days where mobilisation and demobilisation are shown in Table 3.

<table>
<thead>
<tr>
<th></th>
<th>INWARD¹</th>
<th>OUTWARD¹</th>
</tr>
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<tbody>
<tr>
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<td>1</td>
</tr>
<tr>
<td>Light Vehicles</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Total Peak Traffic volume (vph)</td>
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<td>2</td>
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</tbody>
</table>

In general, the traffic generated from the construction of the 2/5 Dam is considered to be relatively low with a maximum of four vehicles expected to access and ingress the mine every 12 hours.

² Volumes have been rounded up to the nearest whole number.
5.2.2 Operation

The overall traffic volumes on the Murchison Highway in the vicinity of the proposed mine site is expected to increase by a maximum of 4 vpd due to the construction of the 2/5 Dam. This equates to a total of 753 vpd expected on the Murchison Highway in the vicinity of the mine.

Site access capacity

Table 2.4 of the Austroads Guide to Traffic Management – Part 6: Intersections, Interchanges and Crossings (reproduced below) provides guidance on the traffic volumes that are required at give way controlled junctions to warrant an investigation of the capacity. The peak hour traffic volumes on the Murchison Highway and the number of vehicles accessing the mine are estimated to be significantly lower than those in Table 2.4 circled in red.

![Table 2.4 from Austroads Guide to Traffic Management](image)

Figure 6: Table 2.4 from AUSTROADS Guide to Traffic Management Part 6 Intersections, Interchanges and Crossings

For the purpose of this capacity assessment, it has been assumed that heavy vehicles will operate during the peak hour.

The maximum midday peak hour traffic on the Murchison Highway is approximately 75 vph between 11:00am and 12:00pm and the evening peak hour traffic is approximately 69 vph between 4:00pm and 5:00pm. The mine is expected to generate a maximum of 4 vph more than the current peak traffic on the Murchison Highway.

This expected increase in traffic volume will have negligible impact on the operation of the site access and surrounding junctions as the overall traffic during the peak hour does not exceed the values indicated in Table 2.4.
5.2.3 Road Geometry Consideration

Murchison Highway

As indicated in Section 3.2 Department of State Growth document, Review of Gazetted High Productivity Vehicle Route, indicates B-double use of the Murchison Highway between Anthony Main Road and the dam site is not permitted. However, General Access Vehicles which include semi-trailers are permitted to use the road. A key factor in B-doubles not being permitted to use this section of the Highway is the road geometry which is constrained by the mountainous terrain. Permission to operate vehicles larger than General Access Vehicles on the road requires approval from the National Heavy Vehicle Regulator. An application to the National Heavy Vehicle Regulator would be referred to the Department of State Growth for consideration. It is likely that a request to operate over mass vehicles on the Murchison Highway between Anthony Main Road and the dam site would be more likely to be approved than a request to operate over length vehicles.

The Department of State Growth’s Professional Services Specification T3: Road Design Standards outlines road cross section requirements for each class in the State Road Hierarchy. According to these guidelines, a road classed “Other Road” carrying volumes less than 1,000 vpd (E1) should have a minimum traffic lane width of 2.75m with 0.5m road shoulders. Carriageway widths on Murchison Highway comply with the above requirements. In some locations, the shoulder widths are limited by the location of guard rail or the existence of embankment, however for the majority of the Highway the shoulder widths comply with the requirements.

Murchison Highway is constrained with a series of substandard horizontal curves on either side of the 2/5 Dam access. ‘Winding road’ warning sign (W5-1(L)) accompanied with a NEXT 2 km sign (W8-17-1) are located north of the access to warn southbound drivers of the series of curves. South of the access a winding sign (W5-1(L)) accompanied with a speed advisory sign (W8-2) has been installed to warn northbound drivers. The Australian Standards AS1742.2-2009 Manual of uniform Traffic Control specifies requirements for the location of warning, advisory signs and other traffic control signs. The Standards indicate that for a series of substandard curves that extend over a distance greater than 1km, a winding road symbol (W5-1) or curve sign (W1-1 or W1-3) should be used at the approach to the curves with a speed advisory sign to indicate the direction and speed value of the substandard curves. Where the length of winding road is greater than 1km a ‘X km’ (W8-17-1) should be used in conjunction with the winding symbol or curve sign. The signs provided on the Murchison Highway in the vicinity of the site access meet the requirements of the Australian Standards.

The road pavement surface is in very good condition and it is considered that haulage trucks and light vehicles would have no problem accessing the mine site.

Ridgley Road

Ridgley Road provides a consistent sealed surface for the mine transport. With an AADT of 1,378, the additional 4 vpd during the mine operation will not affect the operation of the Ridgley Highway. Due to Ridgley Road being part of the Gazetted High Productivity Network, the road has been constructed to a high standard and thus should be able to accommodate traffic generated from the mine.

5.2.4 Site Access

The site access is currently unsealed. To assist vehicles entering and exiting the site as well as to reduce the likelihood of unsealed pavement material encroaching onto the Murchison Highway, the site access should be sealed for a distance of 15m back from the edge of the Murchison Highway pavement for the full width of the existing access.
5.3 Parking

5.3.1 Parking Demand and Supply

The West Coast Interim Planning Scheme 2013 does not specify any parking requirements for construction traffic associated with the dam. There are areas at the site designated for informal parking of light and heavy vehicle construction vehicles. These parking areas are considered adequate to accommodate the maximum number of light and commercial vehicles that are expected on the construction site.

5.3.2 Parking Layout

There is no parking layout at the proposed 2/5 Dam as such, however there will be specified areas in which light and heavy vehicles associated with the construction of the 2/5 Dam can park at the site.

5.4 Turning Movements

An assessment of truck movements for the proposed mine access were analysed using AutoTrack software. The turning movement assessment is to determine whether the surrounding road network is adequate to facilitate truck manoeuvres generated from the proposed mine redevelopment. The individual turning movements analysed are listed below. The turning paths have been analysed using a 19m semi-trailer. A plan showing truck turning paths at the site access are included in Appendix B.

- Right turn manoeuvre from the Murchison Highway into the site access
- Left turn manoeuvre from the Murchison Highway into the site access
- Left turn manoeuvre from the site access on to the Murchison Highway
- Right turn manoeuvre from the site access on to the Murchison Highway.

The AutoTrack analysis indicates that when turning into and out of the site access a 19m semi-trailer will protrude into the opposing traffic lane for a short distance.

Given that the traffic volumes generated from the construction of the 2/5 Dam are relatively low and that traffic volumes on the Murchison Highway are less than 1,000vpd, it is considered that the likelihood of a conflict at the junction is minimal. Therefore works to upgrade the junction are not considered necessary.

To assist in making drivers aware of the access, the truck warning signage proposed at both approaches to the access is expected to warn motorists of emerging truck movements from the access.

5.5 Road Safety

It is considered that the additional traffic generated from the mine is not expected to increase the number or severity of crashes on the surrounding road network as the hourly traffic volumes generated from the development are very low.

6. Statement of Compliance

In accordance with the provisions of the Planning Scheme, a Statement of Compliance for the development was sought from the Department of State Growth as the road owner for the Murchison Highway. A copy of the Statement is included in Appendix C.
7. Summary of Findings and Recommendations

An assessment of the traffic impacts associated with the construction of the 2/5 Dam Tailings Storage Facility (TSF) has been undertaken in accordance with Department of State Growth’s Framework for Undertaking Traffic Impact Assessments. This assessment includes examination of parking, sight distances from junctions, traffic operations and road safety. The results of the assessment can be summarised as follows:

- The available sight distances to the north and south of the site access is obscured by the horizontal alignment in the road. As realignment of the road would be significantly expensive, it is recommended that a truck warning sign with an advisory speed sign (sign number W5-22 and W8-5) be erected approximately 200m north and south of the intersection to warn drivers of this potential hazard. Signage should be in accordance with AS1742.2 – 2009 Australian Standards Manual of uniform traffic control.

- A total of four reported crashes have occurred on Murchison Highway from approximately 200m south of the access to Clemons Street. There were no reported crashes associated with movements in and out of the access to the dam site. There were no significant safety problems found in the vicinity of the site.

- The increased traffic generated by the development impact to the surrounding road network is minimal. Therefore the traffic operations of the surrounding road network will continue to operate at an acceptable level of service.

- It is expected that the designated informal parking areas at the site will be sufficient to cater for the demand generated by the construction of the 2/5 Dam.

- The parking provided at the mine site should comply with the layout requirements of AS2890.1 Australian Standards- Parking facilities Part 1: Off-street car parking for circulation lane width, aisle widths, and car park dimensions.

- The Ridgley Highway and the Murchison Highway between the Ridgley Highway and Anthony Main Road forms part of the Department of State Growth’s High Productivity Route Network. The section of the Murchison Highway between Anthony Main Road and the dam site does not form part of the High Productivity Route network and as such the largest vehicle legally permitted to operate on the road is a 19m semi-trailer or a 21m long combination vehicle with a gross vehicle mass of less than 50 tonnes. Permission to operate larger vehicles on the road would require an application to be submitted to the National Heavy Vehicle Regulator.

- Murchison Highway is constrained with a series of curves. The current warning signs and speed advisory speeds arrangement meet the requirements of AS1742.2-2009 and are adequate for the construction traffic of the dam.

- Turning movement analysis indicates that a 19m semi-trailer will protrude into the opposing traffic lane when performing turning movements at the intersection of the site access and the Murchison Highway. Given the relatively low heavy vehicle volumes that will be generated by the dam construction upgrading of the junction geometry is not considered necessary. It is recommended that truck entering warning signage be installed on the Murchison Highway approaches to the site access to alert approaching drivers to the potential for trucks joining the Highway at low speed.

- The traffic generated from the mine is not expected to increase the number or severity of crashes on the surrounding road network as the hourly volume generated by the construction traffic is very low.

- The existing access should be sealed for a distance of 15m back from the edge of the Murchison Highway for the full width of the access.
Appendix A

Crash History
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<tr>
<th>Crash ID</th>
<th>Crash Date</th>
<th>Crash Time</th>
<th>Severity</th>
<th>DCA Code</th>
<th>Speed Limit at crash</th>
<th>Location Description</th>
<th>Crash Factors</th>
<th>Surface Condition</th>
<th>Chainage (km)</th>
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<td>15/01/2010</td>
<td>22:30</td>
<td>Property Damage Only</td>
<td>189</td>
<td>50</td>
<td>Agnes Street, Rosebery, West Coast</td>
<td>Inattentiveness, Distraction - external to vehicle, Turning without care, Excessive speed for the conditions / circumstances</td>
<td>Dry</td>
<td>0.5</td>
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<td>110</td>
<td>50</td>
<td>Intersection of Agnes Street and Arthur Street, Rosebery, West Coast</td>
<td>Distraction - external to vehicle, Fail to give way</td>
<td>Dry</td>
<td>0.51</td>
</tr>
<tr>
<td>117480</td>
<td>17/08/2013</td>
<td>12:30</td>
<td>Property Damage Only</td>
<td>184</td>
<td>60</td>
<td>Murchison Highway, Rosebery, West Coast</td>
<td>Road defect</td>
<td>Wet, Icy</td>
<td>11.57</td>
</tr>
</tbody>
</table>
Appendix B

AutoTrack Turning Movement Diagrams
Appendix C

Statement of Compliance
Hi Ross,

Nick has referred this one onto me.

I can advise that State Growth do not object to the proposal in principal for the recommissioning of the ‘2/5 Dam’ at Rosebery with access via the existing site access on the Murchison Highway subject to the following conditions:

- The provision of ‘Truck Entering’ warning signs and associated distance plates on each approach to the access as recommended in the TIA.
- That the access is sealed to a minimum distance of 15m from the edge of the road seal into the access.
- Basic engineering drawings detailing the above requirements will need to be provided to State Growth for review and acceptance along with an application for an access works permit.

The developer shall obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal. Application requirements and forms can be found at transport.tas.gov.au/road/permits, applications must be submitted at least twenty eight (28) days prior to any scheduled works. In accordance with the Roads and Jetties Act 1935, no works shall be commenced within the State Road reservation until a permit has been issued.

I trust this advice allows you to progress the Planning Application. Please contact me if you have any queries.

Thanks,

Garry Hills  |  Senior Traffic Engineering Officer
State Roads Division  |  Department of State Growth
287 Wellington Street, Launceston TAS 7250  |  GPO Box 536, Hobart TAS 7001
Phone: (03) 6777 1940
www.stategrowth.tas.gov.au
application. During discussions with Kath Fry yesterday she suggested that I contact you to initiate the process. I’ve attached a copy of the Traffic Impact Assessment which we have previously prepared for MMG. As you’ll see from the report the traffic impacts are quite minimal. Can you please let me know if there’s any other information you need to start the process. MMG would like to submit the planning application on 7 August, so I’m hoping you might be able to look into this for me next week.

Please give me a call if you have any queries.

Cheers
Ross

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