



Wybong Action Group ^{Incorporated}

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Mr Scott Elliot
Project Manager
Xstrata Mangoola P/L
PO Box 495
Muswellbrook NSW 2333

Dear Mr Elliot,
Wybong Action Group has received your letter dated 25 August 2009 in which you reply to our email of 17 May 2009 regarding the upgrading of Wybong Road and provide copy of the then current Mangoola Coal Construction Traffic Management Plan (Draft F).

We confirm our 22 July 2009 provision and your receipt of documentation and comment regarding the proposed 500kV Transmission Line Relocation and look forward to receiving notification of any further developments in this regard.

We have also 15 September 2009 received Xstrata Mangoola correspondence (undated) providing copy of the Mangoola Coal Construction Traffic Management Plan (Final G) and identifying a consultation period concluding Friday 18th September 2009.

We thank you for providing us with the above documents and receipt and also for the opportunity for the opportunity to provide comment.

Our feedback and comment concerning the above items is attached.

Yours Sincerely,

John Shewan
President
Wybong Action Group

16 September 2009



Wybong Action Group Incorporated

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18 September 2009

Mr Scott Elliot
Project Manager
Xstrata Mangoola P/L
PO Box 495
Muswellbrook NSW 2333

Wybong Action Group Comment Regarding Table 1 Community Consultation Strategy

8. The Wybong Hall Committee (since 2008) is consisted largely of former residents from within the Anvil Hill Coal Mine Acquisition Zone who now reside elsewhere in Muswellbrook Shire and beyond.

Xstrata Mangoola has between 2006 & 2009 obtained title and possession to in excess of 95% of the properties within the Acquisition Zone and has ongoing contractual arrangements and agreements with former landowners, current leaseholders and tenants by which such persons are constrained in relation to capacity and rights, including the Wybong Hall Committee.

The Wybong Hall and Committee are a Social Club consisting almost exclusively of former residents whose properties have been purchased by Xstrata and who no longer reside in the Wybong area.

The Wybong Hall Committee consequently has no capacity or interest in freely or impartially representing the views or interests of the current residents of Wybong, in particular residents, landowners and tenants on freehold title and/or within the Xstrata Mangoola Coal Mine 'Management Zone' who have no contractual relations or agreements in place with Xstrata Mangoola P/L.

This latter group not associated with the Wybong Hall or Committee now comprises the substantial number of Wybong residents. Many are members of Wybong Action Group and obtain information and impart views individually and via Wybong Action Group.

Wybong Action Group acknowledges inclusion in the consultation process as this enables and has enabled the substantial number of residents of Wybong not associated with the Wybong Hall or Committee to impartially receive and impart information regarding the Xstrata Mangoola Coal Mine with Xstrata Mangoola P/L management.

Wybong Action Group Comment Regarding Table 2 Community Consultations

Wybong Action Group acknowledges the table as properly identifying Consultations which have taken place with various disparate and disassociate sections of the Wybong Community.

Wybong Action Group Comment Regarding the Mangoola Coal Construction Traffic Management Plan (Draft F & Final G)

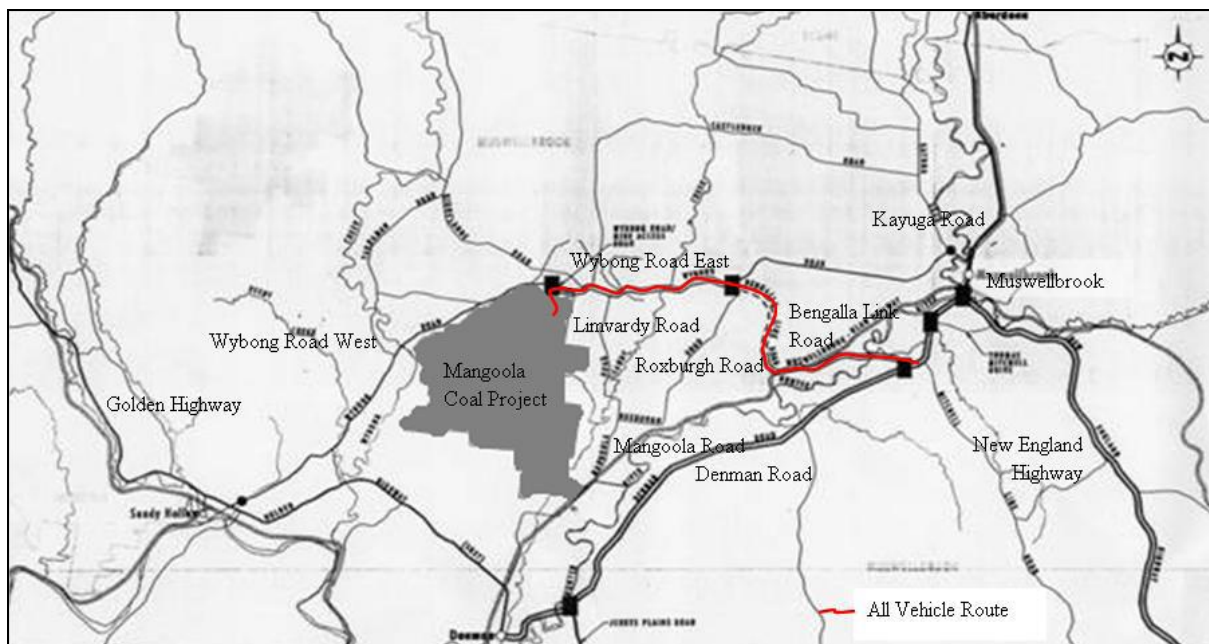
2.1 The Background Traffic figures of "528 vehicles per day and 45 heavy vehicles per day for the Mangoola Mine Northern Access Road-Bengalla Link Road section"¹ need to include an allowance, factor or prediction for increases in traffic resulting from the opening of the Bengalla Link Road extension to Wybong Road and the resulting new alignment of 'Wybong Road' with Thomas Mitchell

¹ Mangoola Coal Construction Traffic Management Plan (Draft F & Final G), August 2009, S2.3.1, p5

Drive/Denman Road and Golden Highway, Sandy Hollow and the conclusion of the Wybong Road Upgrade as this new alignment and upgraded travelling conditions are likely to attract a greater amount of background traffic to Wybong Road from 2010, including heavy vehicles from Bylong Valley Way, which will impact adversely on public safety and increased maintenance requirements (including on the non-upgraded Wybong Road West).

2.2 "The projected estimate import of 90,000 tonnes of materials in construction"² needs to be quantified in terms of vehicle types and sizes, load types, traffic movements and time distribution.

2.3.1 The statement that "the Mangoola Coal Project will be accessed primarily by the recently extended Bengalla Link Road, and the upgraded section of Wybong Road between the Bengalla Link Road Stage 2 extension and the Northern Access Road (Wybong Road East). The majority of site related traffic including construction vehicles (equipment and earth material haulage), heavy vehicles and light vehicles would use this access route between the site and the New England Highway at Muswellbrook, or the Golden Highway southward to Singleton or westward to Dubbo. The access route is shown in Figure 1.



Traffic from the west would enter the site from the Golden Highway and along Wybong Road",³ requires clarification or update to the Environmental Assessment Traffic Study figures and/or the Modification Traffic Study figures to accurately identify the vehicle types and sizes, load types, traffic movements and time distribution relevant to each section of Wybong Road ie, the upgraded section to the East of the Mangoola Mine Northern Access Road and the (non-upgraded) section to the West of the Mangoola Mine Northern Access Road.

Prior Prohibition of Use of Wybong Road West based on Traffic Study.

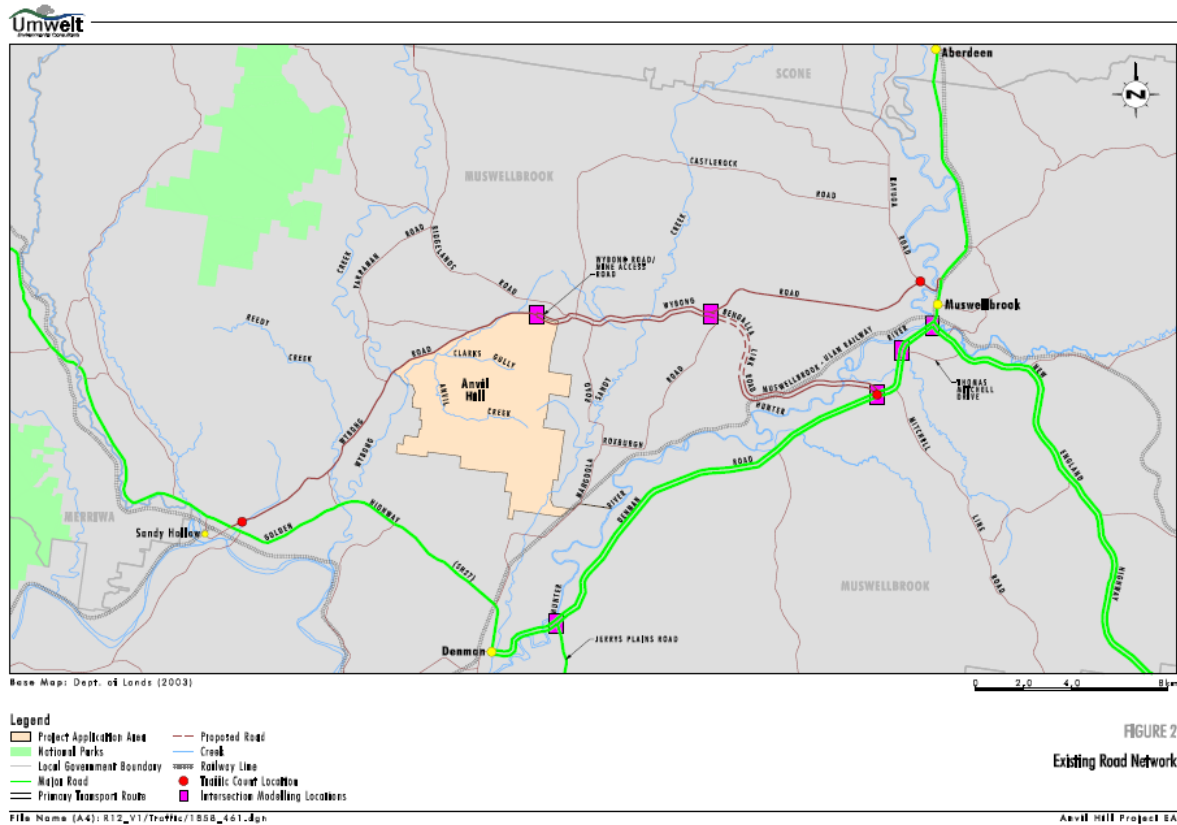
The Mangoola Coal Construction Traffic Management Plan (Draft F & Final G) statement that " site related traffic including construction vehicles (equipment and earth material haulage), heavy vehicles and light vehicles would use ... the New England Highway at Muswellbrook, or the Golden Highway southward to Singleton or westward to Dubbo. Traffic from the west would enter the site from the Golden Highway and along Wybong Road" is in a high degree of conflict with the statement "Bengalla Link road will form the primary access route to the [Anvil Hill Mine] site"⁴, and "all Project related

² Mangoola Coal Construction Traffic Management Plan (Draft F & Final G), August 2009, S2.3.1, p5

³ Mangoola Coal Construction Traffic Management Plan (Draft F & Final G), August 2009, S2.3.1, p5

⁴ Anvil Hill Project Environmental Assessment, 2006 Main Document, p5.91

traffic, including employee movements, will be restricted to the use of the extension of the Bengalla Link Road to access the Project Area via Wybong Road”⁵,



"Given the residency findings of Section 3.2 the staff and visitor/delivery origin destination trips will focus to the key routes:

- SH9, New England Highway
- MR209, Denman Road

Muswellbrook Shire Council has advised TPK that beyond those two key routes the following strategies will control the acceptable trip paths of traffic generated by the project:

1. Wybong Road east of Roxburgh Road should be considered as non-existent in assessing traffic impact associated with this project as the road will be removed from service at some stage.
2. Access to/from Wybong Road is to be "directed" to use the planned extension of Bengalla Link Road as a link between Denman Road and Wybong Road, thereby minimising impact on the local road network.
3. There are to be initiatives in place to protect local roads such as Mangoola and Roxburgh Roads from significant traffic increase as a result of traffic generated by this project"⁶

Aspect	Description
Mine Access and Roadworks	Access to site via mine access road to Wybong Road. Project involves upgrade of Wybong Road from the Bengalla Link Road to the mine access road.

⁵ Anvil Hill Project Environmental Assessment 2006, Main Document, S5.10.2, Construction and Operational Traffic Impacts, p5.92, S5.10.4, Traffic and Transport Management Commitments, p5.95, S6.11 Traffic and Transport, p6.10, Anvil Hill Project Environmental Assessment 2006, Appendix 16, TPK & Associates – Proposed Coal Mine, Anvil Hill – Transport Study, Traffic Assessment, p5, Road Network Map

⁶ Anvil Hill Project Environmental Assessment 2006, Appendix 16, TPK & Associates – Proposed Coal Mine, Anvil Hill – Transport Study, S 3.3., Nominated Transport Route, p7

⁷ Director Generals Report, June 2007, p4

Road Traffic

"The majority of road traffic accessing the project would originate from Muswellbrook, with contributions from the Denman, Scone and Singleton areas. The primary traffic route for the project (from/to Muswellbrook) would be via New England Highway/Denman Road/Bengalla Link Road/Wybong Road/mine. Part of the Bengalla Link Road has been constructed to date to provide access to the Bengalla coal mine. The Bengalla mine development consent requires the extension of the link road to Wybong Road, and the EA assumes that the extension would be completed prior to commencement of the project. (The eastern part of Wybong Road is planned to be closed once the alternate route via Bengalla Link Road is established). All project related traffic is proposed to access the site via an intersection on Wybong Road. Existing traffic levels on Wybong Road average 500 vehicles per day, with a peak hourly flow of 50 vehicles per hour. Centennial's traffic impact assessment, undertaken by TPK and Associates Pty Ltd, calculates that the project would generate:

- up to 191 vehicle movements per hour during the peak of construction, which would occur for a period of 2-3 months; and
- up to 125 vehicle movements per hour during the operations (at shift change over); and
- an average of 300 to 340 vehicle movements per day during operations.

This traffic volume represents a significant increase in total peak hour (250% increase) and daily (70% increase) traffic movements on Wybong Road. However, in absolute terms, the project is not expected to significantly affect the level of service of the existing road infrastructure. The EA acknowledges the increase in road traffic, and Centennial has committed to upgrading Wybong Road from the intersection with Bengalla Link Road to the proposed mine access road. The RTA/Hunter Regional Development Committee are satisfied with Centennial's assessment and the traffic associated with the project, subject to Centennial:

- constructing the remainder of the Bengalla Link Road in conjunction with Bengalla mine, with subsequent dedication as a public road;
- upgrading a number of intersections (including lighting and signposting), to RTA/Council requirements, including:
 - Bengalla Link Road/Denman Road;
 - Bengalla Link Road/Wybong Road;
 - Wybong Road/mine access road;
 - **upgrading Wybong Road to the satisfaction of Council;**
 - sealing the mine access road, with adequate sediment controls and on-site parking; and
 - preparing a construction traffic management plan.

Council further recommends that Centennial be required to:

- discourage the use of Mangoola Road as an access route;
- upgrade additional intersections, including:
 - Reedy Creek Road/Golden Highway;
 - Reedy Creek Road/Wybong Road;
 - Golden Highway/Wybong Road;
- provide a southern access to the site from Mangoola Road;
- upgrade affected bus stops; and
- only accept deliveries during daylight hours.

The Department believes that most of these recommendations are reasonable, given the traffic volumes associated with the project and the safety hazards raised by this traffic. With regard to the Bengalla Link Road, the Department is satisfied that the construction of the road is adequately provided for through the development consents for the Bengalla mine and the Mt Pleasant mine, and does not believe that Centennial should be required to further contribute to the construction of the road itself. However, the Department believes that it is reasonable that Centennial be required to contribute to the road by upgrading the Bengalla Link Road intersections with Wybong Road and Denman Road. The Department notes that there is some risk that the Bengalla Link Road will not be completed by the time the project construction works are due to start. As the project relies on this road, the Department proposes to write to the Bengalla mine shortly requiring the road to be completed promptly. With regard to Wybong Road, the Department believes it is unreasonable to suggest – as Centennial does – that all or most traffic originating from Denman or Sandy Hollow would access the site via the Bengalla Link Road when a much shorter route is present from the western end of Wybong Road. Although these traffic volumes would be a relatively small proportion of total traffic, the Department agrees with Council that the intersection of Wybong with the Golden Highway should be upgraded, and that **Wybong Road be upgraded to the satisfaction of Council.**

With regard to the southern site access via Mangoola Road as suggested by Council, the Department believes that such an access would potentially affect the amenity of residences along this road, and notes that the suitability of this roadway to handle significant volumes of project related traffic has not been assessed. Given that the Wybong Road access route has been demonstrated to be adequate in servicing the development, the Department does not believe that such a requirement is warranted. Mangoola Road, Roxburgh Road and Reedy Creek Road, all minor local roads, do present some potential for 'short cutting' between the project site and Denman. To protect the amenity and safety of residents and commuters, the Department believes that Centennial should be restricted from using these roads to access the site. In accordance with this restriction, the Department does not believe that Council's request for upgrading of the Reedy Creek Road intersections is warranted. With regard to restricting deliveries to daylight hours only, the Department does not believe that such a restriction is warranted, as the vast majority of deliveries would occur during daylight hours. The Department has considered traffic noise issues in Section 4.2 above."⁸

Original Consent Conditions

"50. Prior to carrying out any development on site, the Proponent **shall upgrade:**

- (a) the Bengalla Link Road intersections with Wybong Road and Denman Road, to the satisfaction of the RTA and Council;
- (b) **Wybong Road** and its intersection with the mine access road to the satisfaction of Council;
- (c) the Golden Highway/Wybong Road intersection to the satisfaction of the RTA;
- (d) lighting and signposting of the relevant intersections to the satisfaction of the RTA/Council;
- and
- (e) all bus stops affected by the proposal to the satisfaction of Council.

51. Prior to carrying out any development on site, the Proponent shall prepare (and subsequently implement) a construction traffic management plan for the project to the satisfaction of the RTA and Council; and following approval, implement the plan to the satisfaction of the RTA and Council."⁹

Background to interim, restricted use of Wybong Rd West, for Project Modification

The use of the section of Wybong Road from the Golden Highway to the Mangoola Mine Northern Access Road was initiated as "use of an alternate site access is required due to the Bengalla Link Road (Stage 2) not being constructed"¹⁰ and "The EA and subsequent Project Approval envisaged that the Bengalla Link Road (Stage 2) would be completed prior to the requirement for the commencement of the Early Works and as such most traffic to the mine site would enter via this road network. An alternate site access is required to conduct the Modification in lieu of the completion of the Bengalla Link Road (Stage 2)¹¹ and "the [original] EA assumed that the Bengalla Link Road (Stage 2) would be completed prior to the commencement of construction activities required for the Anvil Hill Mine."¹²

The Wybong Road (East) Upgrade

"Wybong Road will be upgraded in association with Council, from the intersection with Bengalla Link Road to the proposed mine access road. This includes an upgrade to a sealed carriageway minimum 6.5 metres wide, road marked centreline to relevant standards, enhancement of safety and advisory signage, and upgrade of sections to ensure safe operation of school bus zones and stops. All works will be undertaken in consultation with Council and to the standards recommended in the detailed traffic assessment in Appendix 16."¹³

Wybong Road (West) Condition

"The western section of Wybong Road, between Kayuga Road and Anvil Hill Mine is proposed as the interim heavy vehicle access route for the Early Works. The road is generally a two lane two way road although long sections are not furnished with centre or edge lines. The route has a speed limit of 100km/h. The road follows moderately undulating country with some low radius curves having advisory speeds as low as 55km/h. The surrounding land use is

⁸ Director Generals Report, June 2007, p58-60

⁹ Approval Conditions Feb 2008

¹⁰ Anvil Hill Mine Modification Environmental Assessment Main Report Executive Summary, pii,

¹¹ Anvil Hill Mine Modification Environmental Assessment Main Report, Site Access, S3.2.2, p14

¹² Anvil Hill Mine Modification Environmental Assessment Main Report, Modification Need, S3.4, p17

¹³ Project Approval S6.11 Traffic and Transport, p32, 6.11.2

predominately rural. Although there are no sealed shoulders, the road appears to be maintained in a better condition than the eastern section. In some locations the carriageway width narrows to 6-7m. The limited road width offers minimal lateral clearance between passing vehicles which is similar to the eastern section and (by observation) has led to some driver discomfort, especially in travelling at the 100km/h speed limit. To address their discomfort, many drivers were observed to keep as far left as possible or reduce their speed. By keeping to the far left, the left wheel path is at greater risk of traversing into the unsealed shoulder which increases the run-off-road crash risk. The route also has a number of culvert and bridge crossings. Short culvert lengths often result in localised squeeze points with narrowed road formation and clear-zones widths. Significant vertical drop-offs and culvert headwalls may then be encountered in close proximity to the road. There are also a number of causeways allowing runoff from neighbouring land to flow across the road surface rather than underneath it (see Figure 2-15). This has resulted in a sudden sag vertical curve."¹⁴

Project Modification

"Xstrata proposes to apply to the Minister for Planning for a modification to its Project Approval under section 75W of the *Environmental Planning & Assessment Act 1979* (EP&A Act) to allow the following preliminary activities to occur in parallel with the planned upgrade of the Wybong Road prior to the completion of the Bengalla Link Road (Stage 2):

Early Works generally comprising: (Figure 1-1)

- the commencement of development work on the Northern Access Road and associated intersection
- establish a site office and compound
- establish a construction pad for the CHPP
- excavate a borrow pit for the supply of select material for civil works and disposal of unsuitable material.

Following the construction of the Bengalla Link Road (Stage 2), the remainder of the construction and operation of the Anvil Hill Mine will access site via this road.

During this interim period prior to the completion of the Bengalla Link Road (Stage 2), an alternate, short term access strategy has been identified as described below.

- a predominantly light vehicle access route via Kayuga Road and Wybong Road; and
- a predominantly heavy vehicle access route via the Golden Highway and Wybong Road"¹⁵

"This traffic management plan (TMP) provides details on traffic management measures for access to the project site as well as general traffic management measures during the delivery of the Early Works Program, as required to satisfy Condition 51 of the Conditions of Approval"¹⁶, "For interim access to and from Mangoola Coal during the delivery of the Early Works Program, the following access routes have been nominated:....

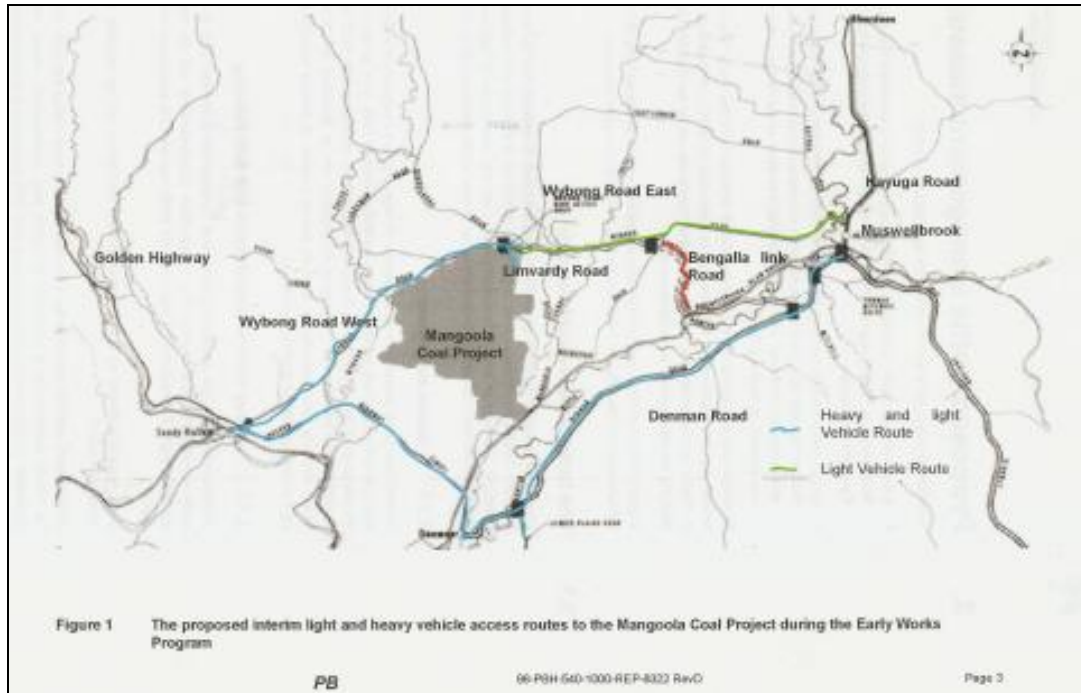
Heavy vehicle access route: Heavy vehicles are required to access the mine via Wybong Road west, i.e. the section of Wybong Road between the future Northern Access Road and the Golden Highway at Sandy Hollow. They will then use the Golden Highway to access either (i) Denman Road as a southern route to Muswellbrook, or (ii) the New England Highway just south of Singleton, or (iii) Golden Highway westwards towards Dubbo"¹⁷

¹⁴ Anvil Hill Early Works Modification to Project Approval, Appendix C, Traffic Impact Study, March 2008, S2.2.7, p14

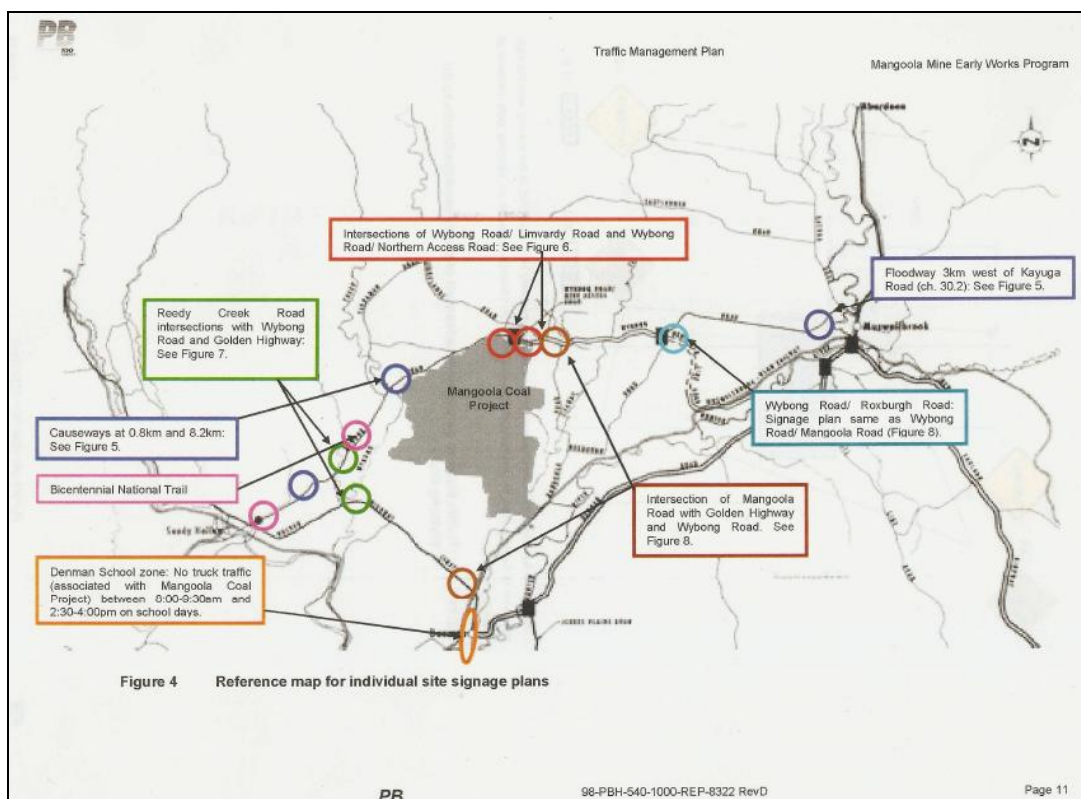
¹⁵ Anvil Hill Early Works Modification to Project Approval, Project description and modification, , Appendix C, Traffic Impact Study, S1.2, p1

¹⁶ Traffic Management Plan, Mangoola Coal Early Works Program, Sept 2008, S1, p1, Introduction

¹⁷ Traffic Management Plan, Mangoola Coal Early Works Program, Sept 2008, S2, p2, Proposed Interim Access Routes



Speed Restrictions, Prohibition of Heavy Traffic During School Bus Hours¹⁸, "This TMP only relates to access and traffic arrangements as part of the Mangoola Coal Project Early Works Program. Following the construction of Bengalla Link Road the remaining construction activity would be programmed and traffic access requirements would be via Wybong Road and Bengalla Link Road"¹⁹



¹⁸ Traffic Management Plan, Mangoola Coal Early Works Program, Sept 2008, S3.1, p4, The Interim Heavy Vehicle Route

¹⁹ Traffic Management Plan, Mangoola Coal Early Works Program, Sept 2008, S3.6, p8, Future Traffic Generation due to Land Use Developments

Modified Project Approval

5. Delete condition 50 of schedule 3 and replace with:

50. The Proponent shall upgrade:
- (a) the Bengalla Link Road intersections with Wybong Road and Denman Road, to the satisfaction of the RTA and Council, in conjunction with the construction of the Bengalla Link Road extension and prior to carrying out any development on site apart from the defined early works;
 - (b) Wybong Road and its intersection with the mine access road to the satisfaction of Council, prior to carrying out any development on site apart from the defined early works;
 - (c) the Golden Highway/Wybong Road intersection to the satisfaction of the RTA, prior to carrying out any development on site apart from the defined early works, unless otherwise agreed by the Director-General;
 - (d) lighting and signposting of the relevant intersections to the satisfaction of the RTA/Council, in conjunction with the relevant intersection upgrades; and
 - (e) all bus stops affected by the proposal to the satisfaction of Council, prior to carrying out any development on site apart from the defined early works.

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- 50A. The Proponent shall undertake the following in relation to the section of Wybong Road between the Golden Highway and the mine access road:
- (a) undertake a road condition survey, in consultation with Council and to the satisfaction of the Director-General, prior to carrying out any development on site;
 - (b) maintain the road to the satisfaction of Council, from the commencement of project-related works until the Bengalla Link Road extension is commissioned;
 - (c) undertake a second road condition survey, in consultation with Council and to the satisfaction of the Director-General, following the completion and commissioning of the Bengalla Link Road extension; and
 - (d) following approval of the second road condition survey, repair the road to at least the condition determined by the initial survey, to the satisfaction of Council.

The road condition surveys shall be undertaken by a suitably qualified expert/s whose appointment/s have been approved by the Director-General.

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51. Prior to carrying out any development on site, the Proponent shall prepare (and subsequently implement) a construction traffic management plan for the project to the satisfaction of the RTA and Council; and following approval, implement the plan to the satisfaction of the RTA and Council. The plan shall include specific measures in relation to:
- speed limits, warning signage, barriers and repairs on Wybong Road, based on a detailed road safety audit;
 - restriction of project-related traffic to the nominated access routes, including an effective driver education and self-policing penalty system;
 - restriction of heavy vehicle access during school bus hours; and
 - consultation with the local community and relevant agencies regarding the project and traffic management measures.

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Consent is clear that use of Wybong Road West is conditional by agreement unto the completion of the Early Works.

2.3.2 Traffic Accessing the Hunter River Pipeline

The southern (Mangoola Road) Traffic access road and Traffic Management Plan for the Early Works construction of the Pumping Station need to be fully described.

S2.4 Wybong Road East Upgrade.

S3.4 Temporary traffic signals for Wybong Road East upgrade

The 24-hour, fixed interval traffic lights with 30 seconds for traffic to pass through the work zone per direction (at 40 km/h), a 5 second amber time, and a 90 second all red clearance time giving a cycle time of 250 seconds based on a 1 km work section is causing a degree of angst in the community particularly as the fixed alternating green light flow often means that traffic in one direction is delayed for a complete cycle when no traffic has used the green displayed in the opposite direction.

"The maximum delay to any traffic unit would be 250 seconds (one cycle), with the overall average delay being just over one minute. ...this gives a relatively poor level of service." Many residents report frequent delays of five to ten minutes and longer.

It is suggested that the automatic sensors be employed so that in the situation that no traffic is queued at one end of the work zone that the green light revert to the predominant traffic flow without the 90 second, all red, delay.

The fixed traffic light sequencing operation on a 24 hour basis is inappropriate to the needs of the site and the road using community. Traffic light sequencing, out of road work hours, ought be automatic, as default red in all directions with 10 second green automatically "on sensed demand", (first come, first served) as operated initially would better serve community need.

S2.5 Construction Schedule

The Mangoola Coal Mine Construction Schedule needs to be clearly defined and segregated from the Wybong Road East Upgrade schedule.

Consent is clear that construction of the Mangoola Coal Mine shall not commence until after construction of the Wybong Road East Upgrade is completed. Early Works that may take place while the Wybong Road East Upgrade is being completed (below) need to be clearly listed in the TMP.

3. Insert the following to the definitions list in schedule 1:

Early Works	The works identified in modification application MP 06_0014 MOD 1, as modified by the letter from Xstrata dated 4 July 2008, including construction and use of the: mine access road; temporary access roads; site office and associated amenities and compound; Coal Handling and Preparation Plant pad; borrow pit for the supply of material for civil works and disposal of unsuitable material; water pump and temporary pipeline from the Hunter River; and localised clearing associated with Aboriginal site salvage works and geotechnical investigations.
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Completion of Wybong Road East Upgrade is clearly indicated as April 2010. A date for commencement of Mangoola Mine Construction (Not Early Works) needs to be clearly indicated.

S2.7 Traffic Generation

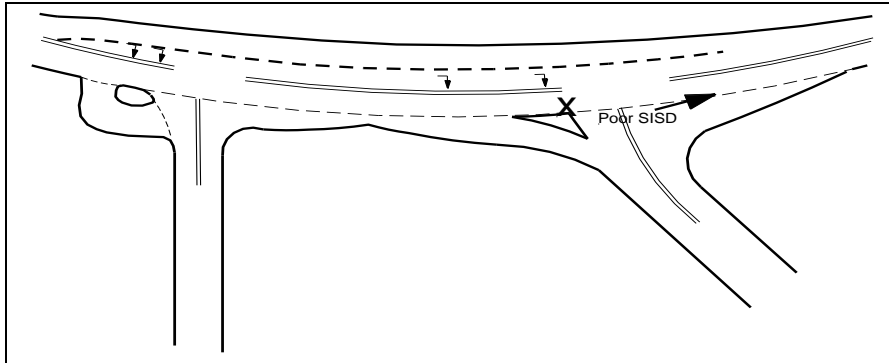
The type of Construction referred to as generating the truck movements listed is not defined as Early Works, Wybong Road East Upgrade or Mangoola Coal Mine construction related. The construction referred to needs to be defined.

Conclusion

Additional to the comments above:

- Use of Wybong Road West (Mangoola Mine Northern Access Road to Golden Highway) beyond Early Works is conditional by agreement such as extension of the MOU with Council and reflective modification of consent. Wybong Action Group submits that any continued or expanded use of Wybong Road west by Xstrata Mangoola P/L be associated with a Council and Consent requirement and time frame for Xstrata to upgrade Wybong Road West intersection alignments & SISD's, surface widths, surface, culverts, overtaking opportunities (road is nil overtaking for long stretches over near 80% of 15km) where indicated in an updated road safety audit. We note that the extent of this upgrade is relative to the existing structural road characteristics, the structural requirements and extent of Xstrata Mangoola use, total road use, agreement with Council and consultation with the community.
- Graphic Impressions of geometric alignment for all intersections and the school bus stop at Castlerock Road need to be made available for viewing on the Xstrata Mangoola website.
- Treatment of the floodway at the commencement of CastleRock Road needs to be clarified (is the floodway to remain?)
- Treatment of the former temporary bus stop on Ridgeland Road needs to be clarified (is the sealed surface to remain, be removed or be incorporated in the widening of the intersection?)

We note that SISD to the west from Ridglands Road remains poor with several collisions avoided each week with traffic oncoming from the west along Wybong Road. With commencement of construction this hazard will increase substantially, incorporation of the former temporary bus stop into a slip lane may lessen the hazard by providing a deceleration and merging function from Ridglands Road. Ridglands Road is the main residential and commuter feeder to Wybong Road East.



- Heavy Vehicle Operation in school bus hours should remain restricted with consideration given to after-hours (night) delivery by any special purpose loads/vehicles
- Accommodation for Pedestrians & cyclists should be provided at Spring Creek, Sandy Creek and any other bridge crossings
- Statistics on Animal Collisions in the vicinity of biodiversity corridors 8,2,3,4,5,6 should be collated and reported to CCC to identify any ameliorative actions which can be taken
- Illuminative Painting or reflective markers are needed on the concrete sidewalls of Sandy Creek bridge for the length of the bridge as the dulled finish makes the sidewalls difficult to distinguish at night while the guardrails at either end of the bridge are highly visible
- Maintenance of the road surface on Wybong Road that has recently diminished should be restored.

Wybong Action Group submits the above in good faith for final internal review of the Mangoola Coal Construction Traffic Management Plan. We believe that the comments are constructive and in the best interests of all concerned and recommend them to Xstrata Mangoola P/L for consideration.

We acknowledge and appreciate that Xstrata Mangoola P/L has considered and incorporated features of various submissions and representations made by the community regarding the Wybong Road Upgrade and look forward to the continuance of dialogue between all interested parties and stakeholders concerned.

Yours Sincerely,

John Shewan
President
Wybong Action Group