

Our Ref: DA221920  
Enquire to: Brett Walsh  
Telephone: (07) 4651 5600

31 August 2020

Waratah Coal Pty Ltd  
GPO Box 1538  
BRISBANE QLD 4001

Sent via email: [info@waratahcoal.com](mailto:info@waratahcoal.com)

Dear Sir / Madam,

**Further Advice Letter**  
*SECTION 68(1) OF THE PLANNING ACT 2016*  
Given under section 35 of the Development Assessment Rules

The Barcardine Regional Council has carried out a further review of your development application for the following premises.

**Application details**

Applicant Number:	DA221920
Approval sought:	Development Permit for a Material Change of Use
Description of the development proposed:	Public utility (1,400MW power station and associated infrastructure including access roads and substation); Environmentally relevant activities (ERA14 – electricity generation, ERA16 – extractive and screening activities, ERA50 – mineral and bulk material handling, ERA 60 – waste disposal and ERA63 – sewerage treatment; and Hazardous chemical facility.

**Location details**

Street address:	3260 Monklands Road, Alpha QLD 4724
Real property description:	Part of Lot 2 on SP136836

**Information requested**

A further assessment has been completed of the abovementioned development application, specifically the *draft infrastructure agreement term sheet schedule* for the preparation of an infrastructure agreement in response to item 9 of Council's information request dated 2 April 2020. As an outcome of this assessment, the Barcardine Regional Council advises that the following additional information is required to assist in finalising the infrastructure agreement. In accordance with section 35 of the Development Assessment Rules, Council provides the following:

## 1. Local Roads – Project

- a. The road descriptions provided in the draft terms sheet schedule do not align with any Council records. Please ensure appropriate mapping and/or reference material is included as an annexure to the draft agreement.
- b. Provide details of the drainage requirements and flood design standards (i.e. Q5, Q10, etc).
- c. Include a detailed design and compliance approval process to be carried out by Council prior to the commencement of any works. Alternatively, provide detailed design drawings for consideration that can be included as an annexure to the agreement.
- d. Provide details of maintenance agreement, in the form of a monetary contribution. This should be supported by a traffic network analysis across the entire region to determine impact on local and State road network.

## 2. Local Roads – Accommodation

Council is of the opinion that these works (i.e. upgrade to Villafield Road and intersection with the Capricorn Highway) are not necessarily required to be included in the agreement with Council, as the upgrade roadworks are required by conditions issued under separate Development Permit for Reconfiguring a Lot and Material Change of Use (council reference: DA241415 and DA251415).

## 3. State-controlled Transport Infrastructure

Council has provided a copy of the draft terms sheet schedule to DTMR Fitzroy District Office for review and comment. Initial feedback is that a separate agreement will be required for State-controlled road with the road authority (Queensland Department of Transport and Main Roads) and railway works with the railway manager (Queensland Rail). Notwithstanding this all infrastructure agreements will be required to be drafted and entered concurrently prior to the development application being decided.

The **Department of Transport and Main Roads** provides the following advice in the table below:

State controlled transport infrastructure	TMR would typically expect traffic growth to be modelled separately on each section of relevant state-controlled road using growth rates specific to and consistent with historical growth rates on that section.
	Traffic Impact Assessment to determine the amount of pavement impact contribution to be made.
	Upgrade and re-align Capricorn Highway and Saltbush Road to cater for Type 2 road trains (53.5m): <ul style="list-style-type: none"><li>• Please provide the SIDRA modelling files so that it can be determined what heavy vehicle factors, size and gap acceptance were adopted, and SIDRA results can be validated.</li><li>• Upgrade and realignment plans for the Capricorn Hwy and Saltbush Road should be accompanied by a Design Assumptions Report stating:<ul style="list-style-type: none"><li>○ Design Speeds (110km/hr for Capricorn Hwy)</li><li>○ Design Vehicle (Type 2 Road Train on Capricorn Hwy, Type 1 Road Train on Saltbush Road)</li><li>○ Typical Cross Section elements appropriate for design vehicle (3.5m traffic/turning lanes, 1.5m</li></ul></li></ul>

	<p>shoulders)</p> <ul style="list-style-type: none"> <li>○ Minimum horizontal curve radii, and curve lane/shoulder widening requirements.</li> <li>• CHR(S) should be designed for a 3.5m wide turning lane with deceleration and storage appropriate for the design speed and vehicle. Based on your plans, for a deceleration length of 85m(110km/hr design speed) you have provided 20m of storage, this is inappropriate for your design vehicle, a Type 1 Road Train should have a minimum of 42m storage per vehicle, assuming max 1 vehicle queued, total length of deceleration and storage should be 127m(not 105m as provided).</li> </ul>
	Hydraulic Analysis must be done for the Realignment work at Capricorn Hwy and Recommendation report should be provided.
	Road safety Assessment should be carried out for the section of Road as part of Traffic Impact Assessment

**Queensland Rail** provides the following advice on the rail corridor:

- a) Upgrade and re-align Capricorn Highway and Saltbush Road to cater for Type 2 road trains (53.5m) with adequate queuing distance between the railway level crossing (LXR\_03581) and the Capricorn Highway intersection to allow Type 2 road trains (53.5m) to queue. The minimum clearance should be 5m from the edge running rail (of the closest railway track) as per Section 5.4 – Short Stacking and Figure 3.2 – Yellow Box Marking of *AS1742.7:2016 Manual of Uniform Traffic Control Devices, Part 7: Railway* plus the length of a Type 2 road train (53.5m). Vehicles must also not encroach on any upgraded safety controls for the railway level crossing.
- b) The railway level crossing of the Central Line at Saltbush Road (LXR\_03581) must be upgraded to:
  - i. include the required active and passive safety controls in accordance with AS1472.7-2016 Manual of uniform traffic control devices, Part 7: Railway crossings, AS/NZD1158.1.1 Lighting for roads and public spaces – Vehicular traffic (Category V) lighting – Performance and design requirements, and other relevant standards determined by the railway manager (Queensland Rail).  
The safety controls will in part be determined by ALCAM assessments undertaken by the railway manager using traffic data provided by the applicant and verified by the Department of Transport and Main Roads. Other factors such as but not limited to short stacking, sight distance, width and the like may also necessitate the need for upgraded safety controls.
  - ii. Provide adequate road width (carriageway and verge) at the level crossing to accommodate the two-way directional flow of Type 2 Road Trains with the road through the level crossing to be sealed with asphaltic concrete or similar material for the distance required by the railway manager and in accordance with relevant standards such as Queensland Rail standard drawing 'Level Crossings –

Details of Public Road Grading and Sign Posting' (drawing number 2586, issue B).

Waratah Coal is responsible for the costs associated with upgrading the railway level crossing and also for obtaining the necessary arrangements and approvals from the railway manager for the design and construction of the upgraded level crossing.

- c) Relevant approvals from the applicable road manager will be required to upgrade the railway level crossing, for instance:
  - i. Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Region for the removal and installation of signage on the Capricorn Highway; and
  - ii. Barcaldine Regional Council for the removal and installation of signage, pavement markings and road works on Saltbush Road.

#### **4. Airport Upgrade**

Further certainty is required on an alternative Airport, in the event that the Alpha Airport development cannot be advanced.

#### **5. Accommodation Facility**

Recommend considering Barcaldine township as an alternative location to Aramac and Muttaborra. It is noted that Emerald is closer to the site than Aramac and Muttaborra.

It is also noted that the construction camp, if located outside of the SDA, will require a development application for a Development Permit for a Material Change of Use. If located in the SDA it may be subject to an SDA application.

#### **6. Permanent Power Connection to Alpha**

The timing of the electrical connection to Alpha must be as part of the first stage of the project or prior to first power plant commencing operation.

#### **7. Construction and Operational Water Usage and Supply**

Council notes construction water will be sourced from the mine (dewatering) and potable water will be obtained through a RO plant. To avoid any confusion, Council has no capacity to supply for potable water from either Alpha or Jericho townships.

#### **8. Construction Sewerage**

Council notes sewerage from construction workforce is proposed to be trucked off-site to a licenced facility. Council is not aware of a licenced facility in the region that would be able to receive the expected volumes based on peak construction workforce numbers. The nearest licenced facility to the site is the Barcaldine sewage treatment plant. The plant is currently undergoing upgrades to meet existing demand, there is no capacity at the plant to receive sewage from the project during the peak construction phases. Further details are required of the expected demand generated by the peak construction workforce. A monetary contribution will be required for any upgrades to Council's licenced facility to accommodate the demand generated by the proposed development. Council has undertaken initial cost estimates based on workforce projections at approximately \$2 million for the necessary upgrades to handle the increased load on the facility.

It is understood that a permanent onsite sewage treatment plant will be established for the operational phase of the project.

#### **9. Construction and Operational Waste**

Council notes a commercial contractor will remove construction and operational waste from site and transport to established Council waste facilities (i.e. landfill). Council will require further details such as an assessment of the waste streams and expected volumes produced throughout the lifespan of the project. A monetary contribution may be required for any upgrades to the Council waste facilities.

#### **10. Alpha Town Water**

It is understood that Waratah Coal will provide an increased water treatment capacity at the existing Alpha water treatment plant, increasing from existing 17 l/s to a nominal 34 l/s. It should be noted that the bore (i.e. water source) also needs to increase capacity to meet demand. This will require further investigation with consideration of upgrading the existing town bore or the drilling of a new town bore/s. For your information, the existing town bores achieve 4-6l/s with a current capacity at approximately 25l/s.

#### **11. Alpha Town Sewerage**

A monetary contribution will be accepted by Council towards connecting Alpha town to a reticulated sewerage infrastructure. It is expected that the contribution will be calculated on the demand generated by the project at an equivalent person (EP) rate.

#### **12. Community Infrastructure**

A monetary contribution will be accepted by Council towards purchasing the Alpha golf course to facilitate the relocation of the Alpha township out of the high and extreme flood hazard and the relocation of the Alpha golf course to a suitable location.

Clarification is required on Waratah Coal's role to 'assist and facilitate' the Alpha township relocation plans, initial thoughts is that this may include Waratah Coal contributing towards:

- a. Structure planning
- b. Infrastructure planning
- c. Relocation costs
- d. Master planning of golf course
- e. Constructing new golf course

#### **13. Obligations**

Council has no objections to a clause being included in the agreement that allows Waratah Coal to pass on its obligations to provide infrastructure improvements with written approval of Barcaldine Regional Council.

#### **14. Development Application and Timing**

The agreement is expected to be entered into prior to the development application being decided. Therefore, the agreement must include clauses and reference to the development application and the agreement is entered into on the scenario of an approval for the development application being granted.

All works and monetary contributions contained in the agreement are to be undertaken and complied with prior to the commencement of the use of the first stage of the project unless an alternative timeframe is specified.

## Further details

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Please note that Council may request further advice any time before the application is decided.

For further information please contact Deputy Chief Executive Officer Brett Walsh on (07) 4651 5625.

Yours faithfully,



for  
**Steven Boxall**  
Chief Executive Officer