



23 August 2021

Department of Planning, Industry & Environment
Industry Assessments
GPO Box 39
SYDNEY NSW 2001

Attention: James McDonough

**DUNGOG ROAD (MR101) SSD-6612 MARTINS CREEK QUARRY EXTENSION PROJECT,
ADVICE ON AMENDMENT REPORT AND RESPONSE TO SUBMISSIONS, STATION
STREET, MARTINS CREEK**

I refer to your request for advice on 3 June 2021 regarding the abovementioned Amendment Report and Response to Submissions.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with Future Transport Strategy 2056.

Dungog Road, Gresford Road, Tocal Road, Paterson Road, Flat Road and Pitnacree Road to Melbourne Street form part of MR101, a classified (Regional) road. Melbourne Street from Pitnacree Road (MR104) and New England Highway (A43) are classified (State) roads. Station Street and Grace Avenue are local roads within the Dungog Shire LGA. TfNSW highlights that Dungog Shire Council and Maitland City Council are the roads authority for these roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

The following matters are provided for DPIE's consideration:

Gresford Road / Dungog Road Intersection

Previous comments provided by TfNSW regarding the intersection of Gresford Road and Dungog Road are generally addressed by Daracon in the RtS. As both Gresford and Dungog Roads are local roads it is recommended Daracon design and construct the intersection in accordance with the relevant standards, to Council's satisfaction, before the commencement of any operational stages of the project.

Gostwyck Bridge and approaches

1. Gostwyck Bridge is under the care and control of TfNSW. The Gostwyck Bridge Report does not address the bridge barrier capacity of the existing bridge. TfNSW can advise that the existing barriers are timber railings that are typical of heritage timber bridges and that upgrade of the barriers to meet current standards is not feasible with the existing deck configuration. To ensure safety of the bridge and road users it will be necessary to keep traffic on the centre of the bridge by installing kerbs that maintain a 3.5m travel lane. The kerbs must be compatible with timber bridge heritage requirements. The design of kerb is to be approved by TfNSW and design/installation funded by Daracon.
2. The report outlines cost of maintenance and requires clarification on contribution to maintenance costs by Daracon. In Appendix C Strategic maintenance costs, the allocation of 30% contingency in item 2.5 appears to have errors for allocations for 2020, 2030 and 2045 resulting in a potential under-estimation of the future maintenance costs. This should be reviewed and corrected.
3. *Traffic Impact Assessment Section 4.4 – Impact of Generated Traffic.* There has been no consideration of traffic impacts at the bridge noting it operates as a one way with give way control. Assessment of the ongoing safe operation of this control point is required, including consideration of potential queuing on approaches in peak times and end of queue management. Mitigation measures should be determined by Daracon in consultation with Council and TfNSW.
4. Daracon proposes upgrades to the approaches to Gostwyck Bridge. The RtS contains a concept plan (Figure 2.17) of the proposed upgrades. Final plans should be prepared by Daracon in consultation with Council and TfNSW.

New quarry access road and bridge over the North Coast Railway Corridor

Daracon will be required to enter into an agreement with ARTC as the Rail Infrastructure Manager (RIM) for the new overbridge. Construction and maintenance will be the responsibility of Daracon.

Should you require further information please contact Tim Chapman, Development Services Case Officer, on 4908 7688 or 0412274356 or by emailing development.hunter@transport.nsw.gov.au.

Yours sincerely



Liz Smith
Manager Development Services North