



6/04/2022

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The Manager
Resource and Energy Assessments
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Attention: Mandana Mazaheri

Dear Ms Mazaheri

SSD-9176048: Tomingley Gold Extension project

Thank you for referring the Tomingley Gold Extension Project (SSD-9176045) via the Major Projects Portal on 28 February 2022 as a part of the exhibition of the EIS for this project.

TfNSW understands that the proposed development will involve:

- A new open cut and underground gold mine at the San Antonio and Roswell (SAR) prospects, with private services and ore haulage roads, an amenity (screening) earth bund, and other facilities between the mine extension site and the existing Tomingley Gold Mine infrastructure.
- Upgrading the existing Tomingley Gold Mine facilities including an increased processing plant rate, extracting and processing up to 1.75 million tonnes of ore per year (Mtpa) across the combined sites for up to 10 years (MP09_0155 is currently approved for 1.5 Mtpa until 31 December 2025).
- Surrender of the existing Tomingley Gold Operations Project consent (MP09_0155), with those activities to continue under the new approval.
- Realignment of a section of the Newell Highway approximately 1km to the west, and Kyalite Road, in response to the proposed open cuttings and site perimeter enclosure. It is noted the proposed alignment would increase the length of the Newell Hwy by some 460m or 15 seconds of travel time, and the applicant proposes to improve flood protection to meet 5% (1 in 20) Annual Exceedance Probability storm events, as well as additional safety features such as wire rope safety barrier along the median and edges for part of the alignment.

TfNSW have reviewed the Integrated Transport Assessment prepared by Constructive Solutions dated December 2021 and require the following additional information to continue the assessment of the application:

- **General comment-** No information provided on the intended extraction rates or the method of transportation of the extracted material.
- **Section 2.4.1- Traffic volumes-** it is noted that the AADT provided varies between the AADT data on Traffic Volume Viewer for Station ID T0251. Clarification is required to confirm the discrepancy between the survey data and the Traffic Volume viewer Station ID T0251.
- **Section 2.4.1- Traffic Volumes- Table 5-** identifies the existing traffic volumes as an AADT with HV%. It is unclear as to the location of the traffic counts provided for Back Tomingley West Road, Kyalite Road and McNivens Lane, this data does not appear to be representative of the background AADTs for the Newell Highway (HW17) at these intersections. Clarification is required as to the location of the surveys and how the AADTs were derived for these intersections.
- **Section 2.4.1-Traffic Volumes-** it is unclear what the AM/PM peak is proposed for the construction traffic associated with the Tomingley Gold Mine Expansion Project and road work construction, the AM/PM peak during the operation of the Tomingley Gold Mine and the distribution splits between the McNivens Lane, Back Tomingley West Road and the Kyalite Road intersection during construction of the road works and the Tomingley Gold Mine Expansion.

- **Section 2.4.1- Existing traffic volumes-** No information has been provided on the existing traffic volumes for the Kenilworth access proposed to be used during construction.
- **Section 2.5-School Bus Services-** identifies that school buses run along Kyalite Road, Back Tomingley West Road, Tomingley West Road which are likely to be impacted by the proposed realignment and the operational phase of the Tomingley Gold Mine expansion. No information has been provided as a part of the ITA as to how the impacts of the realignment will be mitigated or minimised throughout the different stages of construction of the Tomingley Gold Mine expansion.
- **Section 3.1.1- Road Construction Compound and Section 3.1.2- SAR Mine Site Construction Compound Area**
 - It is identified within these section that the right turn movement from the Newell Highway onto Kyalite Road for construction workers associated with the realignment would be restricted from turning right from the northbound direction. There is no mention as to how this will be controlled or managed.
 - Section 3.1.1- identifies that LV/HV will utilise the McNivens Lane/HW17 and Back Tomingley West Road/HW17 intersection for the construction of the road work. There is no mention of the traffic volumes or distributions associated with the McNivens Lane/HW17 and Back Tomingley West Road/HW17 intersection and there has been no assessment of the *Figure 3.25 of Austroads Guide to Traffic Management Part 6* for these intersections during construction. The ITA will need to be reviewed to provide the traffic volumes and distribution splits utilising these intersections in accordance with *Figure 3.25 of Austroads Guide to Traffic Management Part 6* and provide a strategic concept design based on the outcome of this assessment.
 - Section 3.1.2-SAR Mine Site Construction Compound Area identifies that the access for construction workers associated with the Tomingley Gold Mine expansion would utilise the Kyalite/Newell Highway intersection, however there is no mention as to the requirement to restrict the right turn for the workers associated with the Tomingley Gold extension project. The ITA is required to be revised to clarify the application of the restriction of the right turn movements at the Kyalite/Newell Highway intersection or provide an assessment of the intersection treatments required for the right turn at this intersection in accordance with *Figure 3.25 of Austroads Guide to Traffic Management Part 6*.
 - Section 3.1.1 identifies the Heavy Vehicle Exit point 1 utilising intersection of McNivens Lane/HW17 and 2 utilising the HW17/Back Tomingley West Road intersection. There appears to be no mention of ingress for heavy vehicles or the heavy vehicle design vehicle.
 - It is noted within 3.1.1 that the road construction workforce travelling from the south would be required to continue through to the village of Tomingley and turn right into the existing truck stop rest area before travelling back south along HW17 to turn left into the Kyalite Road intersection. TfNSW does not support the use of the Tomingley rest area to allow for traffic to continue northbound to turn left into Kyalite Road from the Newell Highway and alternative measures should be considered.
- **Section 4.1.1- Heavy Vehicles-**It is noted that there are no haulage routes identified on public roads. However, it is unclear from this section the proposed haulage routes for the operation of the development.
- **Section 4.1.1-Heavy Vehicles-** This section does not identify the design vehicle proposed to be utilised during construction and operation of the development.
- **Section 4.1.1- Heavy Vehicles-** This section does not identify the haulage routes for heavy vehicles or OSOM deliveries during construction.
- **Section 4.3.3- Land swaps-** It is noted within this section that land swaps to create the road corridors through the process of subdivision will commence on completion of the 100% concept designs acceptance by TfNSW and NSC. There is a risk to the proponent and the project of the commencement of this process prior to the approval of the Tomingley Gold Mine expansion.
- **Section 4.6.4.1- Road Construction Compound Area Access Point (“Kenilworth” Property)-** The warrants assessment presented for the Kenilworth access which is the construction compound area identifies the value of QM for the background traffic for the left turn as QT2 which is 168 vph. Austroads Part 6 Guide to Traffic Management identifies that on a two-way two-lane road the QM is equal to QT1+QT2 which in this case would result in the background traffic for the left turn being measured at 360vph and not 168vph changing the current result from a CHR/BAL to a CHR/AUL(s). Clarification is required by the proponent as to why a CHR/BAL is warranted over a CHR/AUL(S).
- **Section 4.6.4- intersection upgrades- Kyalite/Newell Highway temporary upgrade-** the temporary upgrade has been assessed as requiring a BAL treatment and will mitigate the right turn

through signage and TMP measures. The BAL was assessed on a background traffic volume equivalent to 168 vph instead of the required QT1+QT2 which would result in a background traffic volume of 340 pushing the BAL to an AUL based on a QM of 340 and a left turn of 97 vehicles. Clarification is required by the proponent as to the above assessment.

- **Section 4.6.4- intersection upgrades-** identifies that the McNiven Road, Kyalite Road and the Back Tomingley West Road intersections with the Newell Highway upon realignment will be upgraded to CHR/AUL as per TfNSW comments and requirements with the review of the 50% Strategic Design for the realignment. The current 100% concept design identifies that the proposed intersection treatments at McNiven Road and Back Tomingley West Road are proposed to be a CHR/BAL intersection treatment. It does not appear within the ITA that sufficient justification or context has been provided to clarify the changes to the intersection treatments. Additional information will be required to provide sufficient justification in accordance with a warrants assessment as per *Figure 3.25 of Austroads Guide to Traffic Management 6*.
- **Appendix 2- HW17 realignment- 100% concept-** The 100% concept design plans do not provide the strategic concept design for the temporary intersection treatments for the Kenilworth property that will be utilised for the light vehicle construction workforce associated with the alignment in the interim. It is noted *Figure 3.25 of Austroads Guide to Traffic Management Part 6* assessment has identified the provision of temporary intersection treatments of a Rural Basic Left Turn (BAL) treatment and a Channelised Right turn short treatment (CHR(s)) at the property access, however a strategic concept design that captures the scope of the proposed design has not been provided and will be required as a part of the additional information.
- **Appendix 2-HW17-realignment-100% concept-** Clarification is required within the ITA that specifies how each property access that currently has an access along the current alignment of the Newell Highway has been provided an access within the Strategic Concept Design.

If you wish to discuss this matter further, please contact Alexandra Power by email: development.west@transport.nsw.gov.au.

Yours faithfully



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Regional and Outer Metropolitan