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ORGANISATION: Department of Planning
and Environment

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SUBJECT: Tomingley Gold Extension Project – Response to RFI 9 - Transport for NSW
advice

☐ Confidential ☐ Please Reply ☐ For Follow-up ☐ Urgent ☒ For your information

MESSAGE:

Greetings Steve

I refer to the Department's Request for Information RFI 9 in relation to preparation of a response to advice from Transport for NSW dated 27 September 2022. The following provides a response prepared by the Applicant and Constructive Solutions to each of the matters raised. Constructive Solutions have prepared the design for the realigned Newell Highway and local roads as well as the *Traffic Impact Assessment* for the Project. It is noted that the following responses have been informed by detailed discussion with Transport for NSW in relation to the WAD required for works on the realigned Newell Highway. For ease of reference, matters raised by Transport for NSW are presented in *italics*, with responses presented in normal text.

State Environmental Planning Policy (Resource and Energy) 2021

Peak road traffic movements associated with shift changeover times are to occur outside of local school bus pick up and drop off times.

Noted

The proponent is to prepare and obtain Department of Planning Secretary approval of a Public Road Construction Management Plan, Construction Traffic Management Plan, Blast Management Plan, Landscape Plan, Storm Water Management Plan, Lighting Plan and Operational Traffic Management Plan. Each plan is to be approved by the Secretary of Planning prior to works or operation commencing to which each plan relates.

Note: TfNSW has reviewed the Blast Management Plan and is comfortable with the mitigation measures and control commitments proposed.

The Applicant notes the nominated management plans recommended by Transport for NSW and concurs with the recommendation that these plans be prepared and approved prior to the commencement of works. For ease of management and consistency with the current/anticipated management plans prepared for the existing TGO and proposed TGEP mining operations, the Applicant recommends that the following nomenclature be used for the management plans.

- Construction Environmental Management Plan, incorporating a Construction Traffic Management Plan.
- Blast Management Plan.
- Water Management Plan, incorporating a Surface Water Management Plan.
- Lighting Management Plan.
- Operational Traffic Management Plan.

Use of the rest area in Tomingley for the purposes of performing a U-turn to allow access to the site for vehicles approaching the site from the south is not supported. Access from the south must be obtained by way of making right turns from the highway using right turn treatments designed and constructed in accordance with Austroads Guide to Road Design treatments, into the site and/or local roads.

This requirement is noted and will be included in the Technical Specification (G10) for the construction contractor to take into account when developing the Construction Traffic Management Plan.

Construction and Operation activities are to be controlled and managed so to not impact on the safe operation of the Newell Highway. This includes, but is not limited to, light spillage, dust, blasting, erosion and sediment and storm water management.

Noted

TfNSW Roads Act 1993

To undertake the realignment, private financing and construction works on the Newell Highway and for the proposed realigned highway section, in which TfNSW has a statutory interest, the developer is required to enter a formal agreement in the form of a Works Authorisation Deed (WAD) with TfNSW prior to works commencing.

Noted. The required WAD has been signed by all Parties and executed.

Prior to commencement of any construction activities, a number of prescribed requirements and conditions will need to be undertaken, as outlined in the WAD, including the process for geometric, structure and pavement design approval.

All relevant requirements of the WAD will be complied with prior to construction.

All plans and documents required to be prepared under this Deed (including without limitation the Design Documents and Project Plans) must comply with all standards set by TfNSW (including Technical Directions), Australian Standards and Austroads Guides with TfNSW Supplements and relevant Codes of Practice.

Noted .

Prior to closure of the existing Newell Highway alignment, the realigned Newell Highway is to be constructed, suitable for use and dedicated as a public road.

Noted .

The new section of the Newell Highway is to be designed and constructed to achieve the same or greater flood immunity as the redundant section of highway. Demonstration that the design of the new section of highway can achieve this requirement is to be provided to TfNSW as part of the WAD, prior to the commencement of construction works.

Noted. WAD B11 requires 1:20 or 5% AEP flood immunity, which exceeds the current level of flood immunity.

In addition to commitments made in Table 3.4.1 of the Amendment Report No. 616/52, the realignment is to include one (1) metre centreline, audio tactile line marking on the Newell Highway and provide allowances, at the proponents cost, to any necessary alterations to the point-to-point cameras located either side of the proposed realignment. The Newell Highway realignment is to be designed and constructed in accordance with Austroads Guide to Road Design, relevant TfNSW supplements and TfNSW route standards.

Noted, with the following clarifying comments in relation to the signed WAD.

- 1m wide centre line - WAD B11 requires a 1.0m wide centreline.
- Audio tactile line marking (ATLM) - There is no requirement in the WAD for installation of ATLM. TfNSW has reviewed three design submissions and no comment has ever been made in regards ATLM. ATLM is not present on the existing road or on either side of the project length. ATLM is not a requirement under Austroads or Australian Standards. TfNSW Technical Direction TETD 2019/01 notes that the decision to install ATLM is multifactorial and based on factors such as crash history, cross section, budget, access requirements and traffic volumes. Constructive Solutions state that there is no mandate to install ATLM on all new roads. As a result, it is considered an unreasonable request to expect the Developer to pay for additional enhancements where there are no warrants for such.
- Point-to-point cameras – no physical alterations to the point-to-point cameras are proposed or will be required.

In relation to the design and construction standards to be applied to the realigned Newell Highway, the Applicant notes that the signed WAD A1 references the Austroads Guide to Road Design and relevant TfNSW supplements. Constructive Solutions is unaware of any consistent “TfNSW route standards” applicable to the Newell Highway. Such standards are likely to be subjective and unenforceable. As a result, the proposed works will be constructed in accordance with the signed WAD.

The design and construction of the realigned highway pavement and tie-ins to the existing Newell Highway alignment is to conform to Austroads Guide to Pavement Technology Part 2 'Pavement Structural Design'. The final pavement design will require approval from TfNSW.

This matter is adequately dealt with in WAD A1 which states

"All plans and documents required to be prepared under this Deed (including without limitation the Design Documents and Project Plans) must comply with all standards set by TfNSW (including Technical Directions), Australian Standards and Austroads Guides with TfNSW Supplements and relevant Codes of Practice".

Pavement design is an element of the design and is covered by the above statement. As a result, pavement design is addressed in the signed WAD.

Intersection treatments on the realigned Newell Highway are to be designed and constructed in accordance with Austroads Guide to Road Design and able to accommodate the largest vehicle using the intersection (PBS 3B combinations <42.0 metres). Intersection treatments are to be, as a minimum, channelised right turn and auxiliary left turn lanes.

The signed WAD identifies that all intersections have been designed and would be constructed as channelised right and auxiliary left turns.

The design vehicle identified by the signed WAD is PBS 3A. This vehicle type was identified in the 50% Concept Design and been presented on all subsequent design submissions to Transport for NSW, with no comment or challenge made. Furthermore, the strategic plan for the upgrading of the Newell Highway has as its aim to achieve PBS 3A capacity throughout its length. There is no mention of PBS 3B. No recent TfNSW projects on the Newell Highway (up to at least 2022) have included the PBS 3B requirement. The existing Highway was not designed for PBS 3B and there is no context to demonstrate that this is a valid requirement, or that the Applicant should fund such an upgrade.

The proposed overtaking lanes (south and north bound) are to be sufficient length to allow passing of PBS 3B vehicles.

Note: In this regard, the shorter than standard 1500 metre (excluding tapers) long overtaking lanes may be insufficient.

As identified above, PBS 3B vehicles are not proposed and this requirement is not considered relevant. Constructive Solutions state that Transport for NSW advice in the document RFI Alk-003 was to maintain the proposed 1500m length for the passing lanes

Utilities are, as far as practical, to be located outside the road reserve. Any utilities proposed within existing and/or proposed road reserves require prior consent under the Roads Act 1993.

Constructive Solutions noted that Transport for NSW has accepted utilities being located within the Road Reserve as per their response to RFI Alk-010.

A Road Occupancy Licence (ROL) is required prior to any works commencing within three (3) metres of the travel lanes of the Newell Highway. Please contact 1300 656 371 for further information regarding a ROL. A Traffic Control Plan prepared by a SafeWork NSW accredited person is to be submitted as part of the ROL application.

Noted.

I trust that this provides you with the information that you require at this stage. Please do not hesitate to contact me should you required additional information.

Regards



Mitchell Bland
Managing Director / Principal

