

8 December 2022

TfNSW reference: WST11/00046/25

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

Attention: Jack Turner - Jack.Turner@planning.nsw.gov.au.

Dear Sir/Madam

SSD-24319456: BURTHONG ROAD NYMAGEE - FEDERATION GOLD PROJECT

I refer to the request by the Department of Planning and Environment (DPE) dated 18 October 2022 seeking input from Transport for NSW (TfNSW) to the Response to Submissions (RTS) for the abovementioned development proposal.

TfNSW has reviewed the information and, at this time, does not support the development in its current form. To review its position, TfNSW requires additional information as provided in **Attachment 1**.

If you have any questions, please contact Masa Kimura, on email development.west@transport.nsw.gov.au.

Yours faithfully



Andrew McIntyre
Manager Development Services
West Region | Community & Place

Attachment 1

Context

- Barrier Highway (HW08) & Kidman Way (MR410) are classified State roads. Priory Tank Road / Balowra Road (MR461), Glenwood Road (MR419) and Hermidale Nymagee Road (MR229) are classified Regional roads. Council is the roads authority for all public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.
- The proposal is for establishment and operation of an underground gold and metalliferous mining activity, with supporting surface infrastructure, mining approximately 6.95 million tonnes (Mt) of ore over a period of 12 to 14 years. Materials mined from the site are transported by road to the Hermidale Rail siding.
- These works affect TfNSW interests - safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy 2056*.

TfNSW advice

- The calculated traffic generation rates for construction and operation of the proposed development appear underestimated. In particular, the heavy vehicle transportation of concentrate, heavy vehicles movements to transport components of the Solar Farm, and cumulative development of surrounding land uses. It is envisaged greater traffic movements and impacts will occur on the surrounding road network than has been presented.
- Turning warrant assessments have identified upgrades to the above intersections. The submitted turning templates for the identified B-Triple (36.5m) indicate widening of existing pavements is required. In the RTS documentation, the necessary upgrades have been linked to an and / or planning scenario and even linked to the operation of an existing mine. TfNSW considers the upgrades are essential to the subject development and need to be provided prior to the development of the project to ensure the safety, efficiency and ongoing operation of the classified road network.
- With the Barrier Highway (HW08) continuing to be used for this development, an upgrade of the Rail Siding Access and Hermidale Nymagee Road intersections is recommended. Although identified in the submitted RTS information that BAR type intersections are required, given the types of haulage vehicles and their slow operating speeds in what is otherwise a high-speed environment, TfNSW recommends higher order treatment to cater for movements safely and efficiently. This would involve a CHR type intersections, with an AUL at Hermidale Nymagee Road.
- In lieu of the above, TfNSW strongly recommends the Applicant investigate an alternative route to the rail siding. Consideration should be given to the use of the local road network and new rail crossing on the southern side of the railway line. This alternative will provide a more direct, cost effective, and time saving option.
- With the Kidman Highway (MR410) continuing to be used for this development, an upgrade of its intersection with Priory Tank Road is recommended. The submitted RTS information has identified a BAL, which TfNSW considers acceptable in this instance. Additional widening is required to adequately cater for the necessary turning wheel movements.

- It is recommended that a Construction Traffic Management Plan (CTMP) be prepared to include specifics of heavy vehicle movements to transport components of the Solar Farm to the subject site. These would include at least the following items:
 - i. Identify all the types of OSOM vehicles to be used for the project and the routes proposed
 - ii. number of OSOM movements, the intended time for OSOM movements to occur and identify the location of pull-over bays / rest areas along the OSOM routes.
 - iii. Overall combination load length, width, height and mass
 - iv. Maximum component length, widths and heights
 - v. Wheelbase dimensions,
 - vi. Maximum trailer articulation angle(s),
 - vii. Minimum overhang heights above the road surface,
 - viii. Axle loads and axle group loads in terms of both tonnes and Equivalent Standard Axles (refer to Austroads Guide to Pavement Technology).

TfNSW highlights that in determining the application under the Environmental Planning and Assessment Act 1979, it is the Consent Authority's responsibility to consider the environmental impacts of any roadworks which are ancillary to the development. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of project approval.

Any roadwork on the classified road network is to be designed and constructed in accordance with the current Austroads Guidelines, Australian Standards and TfNSW Supplements.

For intersections upgrades along the Barrier Highway (HW08) & Kidman Way (MR410), the Developer will be required to provide strategic designs for each intersection upgrade for TfNSW endorsement and enter into a Works Authorisation Deed (WAD), or other suitable agreement as required by TfNSW prior to any road works commencing. The developer will be responsible for all costs associated with the roadwork and administration for the WAD. It is recommended that developers familiarise themselves with the requirements of the WAD process. Further information can be obtained from the TfNSW website.