

# BERRY BYPASS SOUTH ROUTE SUGGESTION REVIEW OF TECHNICAL INVESTIGATION GROUP FINDINGS

DRAFT TERMS OF REFERENCE

MARCH 2012

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## PURPOSE

This draft Terms of Reference provides the scope and intent for an independent examination of the Berry bypass southern route review process.

### 1. BACKGROUND

On 7 February 2012 the NSW Government through the Member for Kiama announced RMS would review costings related to a possible southern bypass of Berry. (Refer Attachment A – Media Release).

A potential bypass route south of Berry was long-listed for RMS consideration during the 2006/2007 Berry bypass route selection process. No southern route progressed to the short-list of options announced in November 2007 and considered during a route selection value management process in May 2008.

The Berry bypass southern route review announced by the NSW Government in February 2012 is a result of concerns about the elimination of the southern route.

A technical investigation group was formed with a brief to:

- Develop an indicative route bypassing Berry to the south with sufficient information to produce a robust strategic estimate.
- Use its best endeavours to:
  - Optimise the southern route to minimise property impacts and land severance.
  - Engineer a cost effective southern route solution.
  - Apply any benefits found on the southern route to the northern route where applicable, and vice versa.
- Evaluate the feasibility of the southern bypass route by comparing it to the currently preferred northern bypass route within the context of the whole Foxground and Berry Bypass Princes Highway Upgrade.

### 2. OBJECTIVES

The principal objective of the independent review is to observe and record the nature of the process to ensure it has been thorough and even handed when evaluating the strategic route feasibility estimate for the southern bypass and the technical inputs required to produce it.

### 3. INPUTS

Resource materials available for this work includes any and all previous project documentation.

### 4. SCOPE

The independent examination of the review will achieve the above objective above by considering whether:

- the technical investigations have been conducted in an unbiased and even handed manner for both routes.

- The technical investigation group adequately questioned and challenged the scope of work and outputs.
- the scope of work and outputs are in line with community and RMS expectations.
- all reasonable measures been taken to ensure a like for like comparison of the two bypass routes.
- the best possible engineering solutions have been applied to both routes.
- applicable suggestions from the community and others have been included in developing the route designs and construction methods.
- the proposed constructability methods are realistic and reasonable.
- any innovations carry a risk premium.
- the appropriate risk factors and contingencies have been adopted, and are properly documented.
- the construction programme is realistic and production rates are in line with construction industry norms.
- the cost estimate is thorough and complete.

## 5. OUTPUT

The output is a high-level report on the technical investigation process and findings.

## 6. GOVERNANCE & RESPONSIBILITIES

The independent reviewers engagement will be in accordance with NSW Government procurement guidelines and RMS procedures.

The RMS authorised delegate on the contract is to be the RMS General Manager, Project Development.

The independent reviewers will report to the General Manager, Project Development.

The final Terms of Reference will be published on the RMS website.

## 7. REPORTING

The final report into the technical investigation group process will be published on the RMS website.

This report will not be subject to RMS approval and the independent consultant will decide on the content and format of the report.

The independent consultant's draft final report and findings will be presented to the General Manager, Project Development without reference to the RMS project team or the technical investigation group.

## 8. ASSUMPTIONS

- That the technical investigation group is gathering data to assist in performing a strategic route feasibility cost gateway.
- That the deliberations of the RMS technical investigation group and its final report will also be published by RMS.
- That the review process is considering only cost related factors and not environmental factors.

- That RMS will continue to consult with the Berry community to refine the preferred northern route so as not to prejudice its progress.
- That the RMS Executive will provide advice to the NSW Government based on the outcome of the review and the independent examination of that review.

## 9. KEY MILESTONES

The independent reviewers will report to the RMS General Manager, Project Development:

- Four weeks prior to the finalisation of the technical investigation group considerations.
- Upon submission of the technical investigation group draft report to RMS.
- Two weeks after the submission of the technical investigation group draft report to RMS.

As the independent review team otherwise see fit.

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