

Resource Assessments  
Department of Planning, Industry & Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

**Attention: Rose-Anne Hawkeswood**

24 January 2022

**SSI-53307723: Request for Secretary's Environmental Assessment Requirements (SEARs) for Narrabri Lateral Pipeline within Narrabri Shire Council**

Dear Rose-Anne,

Thank you for referring the abovementioned request for SEARs via the NSW Major Projects Planning Portal on 11 January 2023 inviting comment from Transport for NSW (TfNSW).

TfNSW has reviewed the Scoping Report, prepared by Santos Limited, dated 23 December 2022 prepared for the prospective Narrabri Lateral Pipeline development comprising 50-60km of lateral transmission gas pipeline linking the Narrabri Gas Project and Hunter Gas Pipeline. Construction activity is expected to take 6-12 months and employ 150-200 construction workers. Temporary construction workforce camp sites are to be proposed.

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 the *Future Transport Strategy 2056*.

To ensure that TfNSW's key interests are addressed, TfNSW requests that any future application be submitted with an Environmental Impact Assessment (EIA) containing a Traffic Impact Assessment (TIA), prepared by a suitably qualified person/s in accordance with the Austroads Guide to Traffic Management Part 12, Australian Standards and any complementary TfNSW Supplements, and *Roads and Maritime Guide to Traffic Generating Developments*. The TIA should contain information listed in *Attachment A: Traffic Impact Assessment*.

TfNSW encourages early discussions with proponents regarding the traffic and network matters associated with Critical State Significant Infrastructure. If you wish to discuss this matter further, please contact the undersigned on ph. 0481-068-175.

On determination of this matter, please forward a copy of the final SEARs to TfNSW at [development.west@transport.nsw.gov.au](mailto:development.west@transport.nsw.gov.au).

Yours faithfully,



**Kylie-Anne Pont**

A/ Team Leader Development Services  
West Region | Community and Place  
Regional and Outer Metropolitan

OFFICIAL

### Attachment A: Traffic Impact Assessment (TIA)

The purpose of the TIA is to address the impact of traffic generation on the public road network and measures employed to ensure traffic efficiency and road safety during construction, operation and decommissioning of the project.

The requested TIA should be tailored to the scope of the proposed development and include, but not be limited to, the following:

- Detailed plans identifying the proposed location of:
  - Project-related infrastructure including that within the road and rail corridors.
  - Any other temporary or permanent project-related structures, within the road reserve or rail corridor. Include demarcation of local and classified road reserves.
  - Permanent or temporary vehicular access to classified roads.
  - If blasting is required, any structures on the road network that could be sensitive to blasting (e.g. bridges, pump stations, etc.). Note, if any structures are likely to be affected, an assessment of the impact must ensure that the peak particle velocity is limited to an acceptable level to TfNSW.
  - The Scoping Report identifies that ancillary infrastructure and temporary facilities are to be provided for the duration of the project construction including (but not limited to) worker camps. The TIA should identify the location and quantify the traffic generation associated with the temporary use.
  - The layout of the internal road network, parking facilities and infrastructure.
- Cumulative impacts:
  - Identify and assess the implications of any road and rail projects that will potentially be occurring simultaneously with the scheduling of the project.
  - An assessment should be undertaken as a part of the EIA and TIA to identify the projects that will have overlapping construction periods and assess the cumulative traffic impacts with emphasis on the following:
    - The cumulative impacts from traffic generated from the construction workforces in terms of the origin-destination routes, access, AM/PM peaks where there is overlap with other projects.
    - The cumulative impacts of heavy vehicle movements in terms of AM/PM peaks and routes where there is an overlap with other projects.
- Anticipated heavy vehicle routes should be identified. Note, the National Heavy Vehicle Regulator (NHVR) approved routes identified on the [Restricted Access Maps \(RAV MAP\)](#) are to be utilised for the heavy vehicle routes for the proposed development.
- Project schedule:
  - Hours and days of work, number of shifts and start and end times,
  - Phases and stages of the project, including construction, operation and decommissioning.
- Traffic volumes including:
  - Existing background traffic, and,
  - Project-related traffic for each phase or stage of the project.
- Traffic characteristics including:
  - Number and ratio of heavy vehicles to light vehicles,
  - Peak times for existing traffic,
  - Peak times for project-related traffic including commuter periods,

## Transport for NSW

- Proposed hours for transportation and haulage,
- Interactions between existing and project-related traffic.
- The origins, destinations and routes for:
  - Commuter (employee and contractor) light vehicles and pool vehicles,
  - Heavy (haulage) vehicles,
- Identify the necessary road network infrastructure upgrades that are required to cater for and mitigate the impact of project related traffic on both the local and classified road network for the development (for instance, road widening and/or intersection treatments). In this regard, preliminary concept drawings should be submitted with the SSI application for any identified road infrastructure upgrades. It should be noted that any identified road infrastructure upgrades will need to be to the satisfaction of TfNSW and Council.
- Proposed road facilities, access and intersection treatments are to be identified and be in accordance with Austroads Guide to Road Design including provision of Safe Intersection Sight Distance (SISD).
- Consideration of the local climate conditions that may affect road safety during the life of the project (e.g. fog, wet and dry weather, icy road conditions).
- Impact on rail corridors detailing the location and methodology for works within the corridor. Note, the rail authority for rail corridors likely to be affected by the project is ARTC. It is advised that ARTC be consulted about the proposal in preparation of the EIA (e. [development@artc.com.au](mailto:development@artc.com.au)).
- Impact on public transport (public and school bus routes) and consideration for alternative transport modes such as carpooling and shuttle buses during construction.
- Identification and assessment of potential environmental impacts of the project, such as blasting, lighting, visual, noise, dust and drainage on the function and integrity of all affected public roads.
- Controls for transport and use of any dangerous goods in accordance with *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development*, the *Australian Dangerous Goods Code* and *AS4452 Storage and Handling of Toxic Substances*.
- Propose a Driver Code of Conduct for haulage operations which could include, but not be limited to:
  - Safety initiatives for haulage through residential areas and/or school zones.
  - An induction process for vehicle operators and regular toolbox meetings.
  - A public complaint resolution and disciplinary procedure.