12/05/2022

SF2022/008700 | WST22/00078/10

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

Attention: Gen Lucas

Dear Ms Lucas

SSD 41579871: Lot 4 DP751341, Constellation Project, Girilambone, NSW, 2831
Request for Secretary's Environmental Assessment Requirements (SEARs)

Thank you for the referral requesting input to the Secretary's Environmental Assessment Requirements (SEARS) for the abovementioned development proposal received via the NSW Major Projects Planning Portal on 2 May 2022.

Transport for NSW (TfNSW) has reviewed the SSD Scoping report provided and understands that the proposed development still in the pre-feasibility stage and development of the Constellation Project and the design and definition of the Project is yet to be finalised. However, broadly the Project will initially comprise;

- mining the copper bearing ore through open cut and underground methods,
- either transport the ore to Tritton mine for processing or leach the ore on-site depending on mineralogical characteristics and economic value,
- establish typical mine site facilities on site, including for administration, water management and ore management; and typical mine site infrastructure to support the operations and ore handling,
- establish a waste rock emplacement (WRE) on site, and
- appropriate haul road will be established for transport of ore to Tritton mine for processing.
- proposed ore transport routes will utilise and/or cross the Mitchell Highway (HW7) at or near Girilambone.
- ore concentrate will be transported from Tritton Mine to Hermidale siding and will cross the Barrier Highway (HW8) at Hermidale.

Transport for NSW
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TfNSW has identified the following key points to be addressed in the Environmental Impact Statement being prepared in support of the project:

- TfNSW requests that the Environmental Impact Statement be supported by a Traffic Impact Assessment prepared by a suitably qualified person in accordance with the Austroads Guide to Traffic Management Part 12, TfNSW Supplements to Austroads and the RTA Guide to Traffic Generating Developments. The TIA should be tailored to the scope of the proposed development and include, but not necessarily be limited to, consideration of the following:
    - Project schedule:
        - Hours and days of work, number of shifts and start and end times.
        - Transport considerations at each phase and stage of the project, including construction, operation and decommissioning.
    - A map of the surrounding road network identifying the site access, nearby accesses, intersections and transport related facilities and the proposed transport route/s including processed ore transport routes identifying all public roads proposed to obtain access from the classified (State) road/s to the development site.
    - The total impact of existing and proposed development on the road network with consideration for a 10 year horizon. This should include;
        - Identify Annual Average Daily Traffic (AADT) volumes with percentage heavy vehicles along the transport route/s and diagrammatically demonstrate AM and PM peak hour movements at key intersections.
        - Background traffic data from published sources and/or recent survey data. The source of data and any assumptions are to be clearly explained and justified, including the growth rate applied to the future horizon.
        - The volume and distribution of existing and proposed trips to be generated by the construction, operational and decommission phases of the development. This should identify the maximum daily and hourly demands generated by the development, particularly where they coincide with the network peak hour.
        - Assessment of the cumulative impacts on transport routes of concentrate to the Hermidale siding including the need for existing intersection upgrades on the haulage route.
        - The type and frequency of vehicles accessing the development site including,
            - The design vehicle.
            - Number and ratio of heavy vehicles to light vehicles.
            - Peak times for project-related traffic, including commuter periods.
            - Proposed hours for servicing vehicles.
            - Interactions between existing and project related traffic.
            - Any over size and over mass vehicles required during construction, and the materials to be transported.
        - The origins, destinations and routes for:
            - Commuter (employee and contractor) light vehicles and pool vehicles,
            - Heavy (haulage) Vehicles,
            - Over size and over mass vehicles,

- Details of the road geometry and alignment along the identified transport route/s. Assessment of the route is to include existing formations, crossings, intersection treatments and any identified hazards. This should include;
  - Available sight distances at the site access and nearby intersections and any constraint to achieving the required sight distance for the posted speed limit.
  - An assessment of turn treatment warrants in accordance with the Austroads Guide to Traffic Management Part 6 and Austroads Guide to Road Design Part 4A for intersections along the identified transport route/s, identifying the existence of the minimum basic turn treatments and addressing the need for any warranted higher order treatments.
  - Swept path analysis demonstrating the largest design vehicle entering and leaving the development, and moving in each direction through intersections along the proposed transport route/s.
  - The need for improvements to the classified road network, and the improvements proposed such as road widening and intersection treatments, to cater for and mitigate the impact of project related traffic.
- Identification and assessment of potential impacts the proposal may have relating to lighting, visual amenity, noise, drainage and air quality on the function and integrity of all affected roads, road users and sensitive receivers along the proposed transport route/s.
- Capacity analysis using SIDRA or other relevant application, to identify an acceptable Level of Service (LOS) at intersections with the classified (State) road/s, and where relevant, analysis of any other intersections along the proposed transport route/s.
- A review of crash data along the identified transport route/s for the most recent 5 year reporting period and an assessment of road safety along the proposed transport route/s considering the safe systems principles adopted under Future Transport 2056.
- Strategic (2D) design drawings of all proposed road works and the site access demonstrating scope, estimated cost and constructability of works required to mitigate the impacts of the development on road safety, traffic efficiency and the integrity of transport infrastructure. Works must be appropriately designed for a design speed of the existing posted speed limit plus 10km/h.
- Site plan demonstrating site access, internal manoeuvring, servicing and parking areas consistent with the relevant parts of AS2890 and Council requirements.
- Details of measures to address impacts and/or provide connections for public transport services and active transport modes, such as, public and school bus services, walking and cycling.
- Details of any Traffic Management Plan (TMP) proposed to address the construction, operation and decommission phases of the proposed development to be developed following approval of the EIS, in consultation with relevant Councils and TfNSW. The TMP would need to identify strategies to manage the impacts of project related traffic, including any community consultation measures for peak haulage periods.

- 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.

- An assessment of the road safety impacts of the proposed transport tasks on the level crossing at Girilambone, including a safety assessment, using ALCAM as well as other guides and tools including: Austroads Guides to Road Design, Australian Standard 1742.7 and Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (NSW Roads and Traffic Authority, 2011) and Safe System Assessment.

  The safety assessment is to consider the operation of each level crossing on the transport routes for the development and ensure compliance with Australian Standards 1742.7 and the RTA's Establishing a Railway Crossing Safety Management Plan https://roads-waterways.transport.nsw.gov.au/business-industry/partners-suppliers/traffic-management/railway-crossing-safety/the-documents.html

- TfNSW is the rail authority of the Country Regional Network (CRN) across NSW and Transport Asset Holding Entity (TAHE) is a State – owned corporation holding rail property assets and rail infrastructure, including the CRN. As of 29 January 2022, UGL Regional Linx (UGLRL) has been appointed by TfNSW to manage the CRN and is responsible for reviewing and providing comments to ensure potential development impacts to rail operations (current and future) is considered and addressed.

  The proposed haulage route seeks to traverse across the non – operational railway corridor from Nyngan Junction to Byrock.

  Country Regional Network - Rail Corridor and Assets - Level Crossings
  - Provide details of traffic routes for operation and construction on impacted level crossings; and
  - If required under Section 2.96 of the SEPP (Transport & Infrastructure) 2021, provide an ALCAM assessment on level crossings which are proposed to be included in traffic routes for operation and construction.

    For further consultation with UGLRL as the Rail Infrastructure Manager for the CRN on behalf of TfNSW, please contact Andrew Burton via andrew.burton@uglregionallinx.com.au

- An assessment of the likely risks to public safety, in particular, transport and use of any dangerous goods, and in accordance with State Environmental Planning Policy No. 33 – Hazardous and Offensive Development and transporting reagents in accordance with the requirements of Australian Dangerous Goods Code and Australian Standard 4452 Storage and Handling of Toxic Substances. This should include relevant incident management strategies for transportation on public roads.

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.

TfNSW appreciates the opportunity to contribute to the SEARs and requests that a copy of the SEARs be forwarded to TfNSW at the same time they are sent to the applicant. If you wish to discuss this matter further, please contact the undersigned on 0417125741.

Yours faithfully

Howard Orr
Team Leader
Development Services West
Regional and Outer Metropolitan