

11 April 2017

SF2012/027015; WST13/00119/01

The Manager
Resource Assessments
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Ms Elle Donnelley

Dear Ms Donnelley

**SSD5537: Hawson's Iron Ore Project; Lot 96 DP 760494, Lot 2 DP754514, Lot 606 DP761564,
Lot 1 DP 754514, Lot 3508 DP 765800
Request for input into Secretary's Environmental Assessment Requirements (SEARs)**

Thank you for your email on 31 March 2017 requesting input into SEARs for the proposed Iron Ore Project South West of Broken Hill from Roads and Maritime Services.

The Preliminary Environmental Assessment has been reviewed. Roads and Maritime notes;

- The proposal is for an open cut Iron Ore mine, as well as a water pipeline traveling South East from the site, and a slurry pipeline traveling North East of the site to Broken Hill.
- The mine is expected to operate over a period of 20 years.
- The project will involve the construction of a road to link the mine site to the Silver City Highway via a new intersection.
- Material extracted during the project will be transported to either Port Pirie or Whyalla via the Adelaide – Sydney railway line.
- The proposed construction of a spur railway line and associated logistics and handling facilities adjacent to the Adelaide – Sydney railway line.

Roads and Maritime has reviewed the submitted *Preliminary Environmental Assessment* and has identified the following key issues to be addressed in the Environmental Impact Statement being prepared in support of the project:

- A traffic impact study prepared in accordance with the methodology set out in Section 2 of the *RTA's Guide to Traffic Generating Developments 2002* and including:
 - For the construction, operation and decommissioning of the project; road transport volumes and vehicle types broken down into:
 - origin and destination
 - travel routes
 - peak hours.

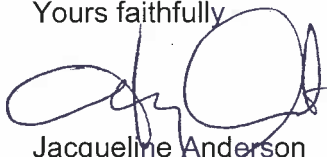
Roads and Maritime Services

- The study is to provide details of projected transport operations including:
 - traffic volumes
 - tonnage and vehicle types used for transport
 - physical constraints on the haulage route
 - measures to be put in place to ensure a high level of safety for all road users interacting with mine related traffic.
 - Traffic volumes are to include mine-input related traffic generation (e.g. fuel deliveries, maintenance, services) and impacts of mine related traffic generation on public roads.
 - An assessment of the cumulative impacts of mine traffic during construction and operation of the project. Particular consideration must be given to the cumulative impacts of project related heavy vehicle traffic with the existing heavy vehicle traffic on the haulage route, including heavy vehicle traffic generated by existing mining operations (actual and approved) and other background traffic. One of the impacts that must be assessed is the potential for and likelihood of conflict at intersections not capable of accommodating simultaneous heavy vehicle through and/or turning movements.
 - Any over size and over mass vehicles and loads expected for the construction, operation and decommissioning of the project. The shortest and least trafficked route should be given priority for the movement of construction materials and machinery to minimise the risk and impact to other motorists so far as is reasonably practicable.
 - Temporary and permanent staff numbers (including employees and contractors) and staff parking arrangements during construction, operation and decommissioning of the project.
 - The measures to be employed to ensure traffic efficiency and safety on the public road network during construction, operation and decommissioning of the project.
 - Proposed road improvements or traffic management measures to mitigate expected traffic generation and increased risks to road safety.
- Access locations and treatments need to be identified and in accordance with *Austroads Guide to Road Design* and Roads and Maritime supplements, including safe intersection sight distance.
 - Details of required infrastructure works to support any increased demand on the road network as a result of the project.
 - Pipelines within classified road reserves must be constructed in accordance to relevant Roads and Maritime guidelines.

Roads and Maritime appreciates the opportunity to contribute to the SEARs and requests that a copy of the SEARs be forwarded to Roads and Maritime at the same time they are sent to the applicant.

Should you require further information please contact Andrew McIntyre, Manager Land Use Assessment, on 02 6861 1453.

Yours faithfully



11/4/17

Jacqueline Anderson
A/ Network & Safety Manager
Western