



Elle Clementine  
Resource & Energy Assessments  
Department of Planning, Industry and Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Ms. Clementine,

**McPhillamys Gold Project (SSD 9505)**

Thank you for your email notification dated 10 September 2019 requesting Transport for NSW (TfNSW) review the subject proposal.

The subject proposal seeks approval for a greenfield open cut gold mine and associated water supply pipeline in the Central Tablelands region of NSW. The mine development area is located approximately 6km from the nearest rail line from Tarana to Orange Junction and therefore it is considered unlikely to have consequential impact on rail corridor operations. However, the proposed pipeline will traverse rail corridors at three locations, all of which are currently in operation.

TfNSW, in consultation with John Holland Rail (JHR) who is appointed as the Rail Infrastructure Manager to manage the Country Regional Network, have reviewed the documentation in support of the subject proposal and provide our comment on the above matter in **Attachment A**.

If you require any further information, please don't hesitate to contact Billy Yung, Senior Transport Planner, via email at [billy.yung@transport.nsw.gov.au](mailto:billy.yung@transport.nsw.gov.au). I hope this has been of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Mark Ozinga'.

Per  
**Mark Ozinga**  
Principal Manager, Land Use Planning & Development  
Customer Strategy & Technology

CD19/07414

## **Attachment A – Detailed comments on SSD 9505**

### **Access to rail corridor**

#### Comment:

The Environmental Impact Statement indicates that each of the rail crossings are proposed to be underbored, with determination of appropriate underboring techniques to be determined in consultation with JHR. Underboring is intended to occur under the railway reserve and the proponent wishes to create an easement for the pipeline.

TfNSW advises that access to rail corridors will only be permitted by way of licence rather than an easement. Formal approval from the rail authority is required in relation to access to the rail corridors for carrying out the pipeline development. As advised by JHR, there is no record of consultation from the Applicant in relation to the above matter.

#### Recommendation:

The Applicant must consult with JHR during the Response to Submissions (RtS) stage to discuss the requirements for an infrastructure licence in relation to the works to be performed on the rail corridor and for the ongoing management and maintenance of the pipeline and decommissioning. The outcome of the discussion must be documented in the RtS report for acknowledgement. An outline of the application procedure for the licence is provided in **Attachment B**.

The Applicant is advised to contact JHR (Joanne Cheoung, Commercial Property Analyst, via email at [joanne.cheoung@jhq.com.au](mailto:joanne.cheoung@jhq.com.au) or telephone 02 9685 5092) in regards to this matter.

## Attachment B – An outline of application procedure for infrastructure licence

Should any access to rail corridor land (or air space) be required, an appropriate application must be submitted and further a licence agreement must be entered. The application will be reviewed by JHR and if endorsed, submitted to the rail authority for approval with or without conditions / no approval.

- i. The Proponent will be required to submit an application to JHR for JHR's endorsement and for approval by the rail authority with or without conditions /non-approval;
- ii. Once an approval is obtained, the Proponent will be required to enter into an infrastructure licence with the rail authority on terms suitable to the rail authority in relation thereto. The licence will relate to the works being performed on the rail corridor land and for the ongoing management and maintenance of the pipeline and decommissioning. Terms of the licence will include provisions which allow the rail authority to terminate the licence and remove the pipeline at any time, requires the licensee to pay an annual licence fee, obligates the licensee to comply with certain safety requirements specifically in relation to accessing the rail corridors to perform maintenance on the rail infrastructure (e.g. engaging rail protection officers. The licence to install the pipeline will require the Proponent to hold relevant levels of insurance and bank guarantees.
- iii. The Proponent must bear the costs including but not limited to costs associated with obtaining approvals from the rail authority and complying with JHR's requirements.
- iv. The Proponent will be required to carry out the installation in compliant with JHR's Safety Management System.
- v. The works to be performed for installation of the pipeline are to be carried out in accordance with JHR's Engineering Standards as updated from time to time, once completed, a built-in data survey should be provided to JHR for its consideration.

Should the Proponent wish to make further requires regarding the application process, please contact John Holland Rail at [CRN.3rdpartyworks@jhq.com.au](mailto:CRN.3rdpartyworks@jhq.com.au).