

27 November 2025

TfNSW reference: WST25/00168/001

Energy, Resources and Industry  
Department of Planning, Housing and Infrastructure  
Locked Bag 5022  
PARRAMATTA NSW 2124  
By Email: mandana.mazaheri@planning.nsw.gov.au

**Attention: Mandana Mazaheri**

**SSD-9505: Request for Secretary's Environmental Assessment Requirements for SSD-9505: Lot 1 DP 1058009 and others; 2816 Mid-Western Highway (HW6), Kings Plains McPhillamys Gold Mine - Integrated Waste Landform - Scoping Report**

Thank you for referring the abovementioned request for Secretary's Environmental Assessment Requirements (SEARs) via the NSW Major Projects Planning Portal on 17 November 2025 inviting comment from Transport for NSW (TfNSW).

TfNSW has reviewed the Scoping Report, prepared by Regis Resources Ltd, dated November 2025 prepared for the prospective McPhillamys Gold Mine development identified as Integrated Waste Landform and comprising the integration of the approved MGP with the MGIP and the:

- *option to dewater tailings generated from the processing plant with filtration infrastructure at the processing plant;*
- *option to transfer filtered tailings generated at the processing plant and waste rock generated from the open pit, to an IWL;*
- *option for alternative site layout to accommodate the IWL;*
- *option to use the realigned mine site access road; and*
- *option to supplement the approved construction water supply with water from additional construction water production bores and associated pipelines, as well as third party construction water supply (subject to commercial arrangement).*

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 Environmental Impact Statement (EIS) contains 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

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complementary TfNSW Supplements, and *Roads and Maritime Guide to Traffic Generating Developments*. The TIA should contain information listed in **Attachment 1: Traffic Impact Assessment (TIA)**.

TfNSW encourages early discussions with proponents regarding the traffic and network matters associated with State Significant Development. If you wish to discuss this matter further, please contact Alexandra Long, Development Services Case Officer, on ph. 1300 019 680.

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 sincerely,

A handwritten signature in black ink, appearing to be "Nathan Boscaro".

**Nathan Boscaro**

Manager Development Services (West)

Transport Planning

Planning, Integration and Passenger

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### Modification to Conditions of Consent (SSD-9505)

The Applicant must obtain approval from the Department of Planning, Housing and Infrastructure (DPHI) for a modification of the existing consent. The modification application must clearly identify all changes to the approved project, demonstrate that the amended project continues to comply with all relevant environmental, planning, and statutory requirements, and provide sufficient information for DPHI to assess the nature and extent of the proposed modifications.

This should include:

- A clear description of each proposed change to the approved project.
- A table comparing approved vs. modified project elements (design, location, scale, construction methods, operational characteristics).
- Updated drawings, plans, and maps clearly identifying all amendments (marked-up and clean versions).
- Demonstrate that all proposed access routes and entry points can be delivered in a manner that avoids creating new or unacceptable environmental or amenity impacts and are capable of meeting AusRoads standards.
- A planning justification explaining why the modification is required.
- Explanation of why the modification does not result in new or unacceptable impacts.

### 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:

- Identify the timeframe for the schedule of works (commencement year and completion year) overlapping timeframe of components during construction (to capture worst case scenario) and identify the construction hours for the project.
- Detailed plans identifying the location of any:
  - Proposed and existing project-related infrastructure within and outside of the project boundary.
  - Any other project-related structures within the road reserve. Include demarcation of local and classified road reserves.
  - Identify existing and proposed access crossings from the classified road network required for the project (including any access required from classified road network for components being constructed outside of the project area). Where access is proposed from the classified road in lieu of local road access, the TIA should address s.2.119 of *State Environmental Planning Policy (Transport and Infrastructure) 2021*.
  - 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.

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- The Scoping Report identifies that ancillary infrastructure and temporary facilities are to be provided on-site. The TIA should identify the source for input materials and quantify the traffic generation associated with the haulage of the source materials.
- The Scoping Report does not provide any details regarding construction materials or specify whether any temporary facilities are to be provided on-site. The EIS and TIA must identify the source for input materials and quantify the traffic generation associated with the haulage of the source materials. Where the location of source materials is not yet known, worst case scenarios for traffic distribution of those materials to and from the development site are to be addressed.
- 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.
- An assessment should be undertaken as a part of the EIS 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.
  - Cumulative impacts and consideration in relation to the timing of movements of OSOMs where other projects will be utilising the same routes as proposed for this development.
- Heavy vehicle and OSOM routes:
  - Identify the return routes for OSOMs.
  - 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.
  - Further include details on the number of OSOM movements, the intended time for OSOM movements to occur, and GPS coordinates along the proposed routes for pinch points, traffic management measures and pull-over bays / rest areas along the OSOM routes.
  - Identifying road and rail projects occurring along the OSOM route within the anticipated schedule for the movement of the OSOM components. Inclusive of any impacts (e.g civil works or obstructions) that could impede the movement of the OSOM components due to the concurrent road and rail projects occurring along the nominated OSOM route(s).
- Project schedule:
  - Phases and stages of the project, including construction, operation and decommissioning / rehabilitation, as applicable, and
  - Operational hours and days of work, number of shifts and start and end times.
- Traffic volumes including:
  - Existing background traffic,

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- Project-related traffic for each phase or stage of the project,
- Projected cumulative traffic at commencement of operation, and a 10-year horizon post-commencement.
- Traffic characteristics including:
  - Number and ratio of heavy vehicles to light vehicles,
  - Peak times for existing traffic justified by up-to-date traffic counts,
  - Peak times for project-related traffic including commuter periods,
  - Proposed hours for transportation and haulage,
  - Specify the design vehicles for the project (in particular identifying the all relevant types of heavy / OSOM / specialist vehicles and shuttle buses)
  - Interactions between existing and project-related traffic.
- 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.
- The origins, destinations and routes for:
  - Commuter (employee and contractor) light vehicles and pool vehicles,
  - Heavy (haulage) vehicles and OSOM vehicles (where applicable).
- Road safety assessment of key haulage route/s. Note, where road safety concerns are identified at a specific location along the proposed haulage routes, TfNSW suggests that the TIA be supported by a targeted Road Safety Audit undertaken by suitably qualified persons in accordance with the *Austrroads Guidelines*.
- Proposed road facilities, access and intersection treatments are to be identified and be in accordance with Austrroads 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).
- The layout of the internal road network, parking facilities and infrastructure.
- Impact on rail corridors and level crossings detailing any proposed interface treatments. Note, the rail authority for rail corridors in the vicinity of the site is [ARTC/UGL].
- 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*.

- A draft Traffic Management Plan (TMP) that could be implemented following approval of the EIS, in consultation with relevant Councils and TfNSW. The TMP should 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.

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