

4 December 2025

TfNSW reference: WST25/000169/001

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

SSI-99419963: Request for Secretary's Environmental Assessment Requirements for McPhillamys Gold Infrastructure Project Water Supply Pipeline – Multiple lots – 2816 Mid-Western Highway (HW6), Kings Plains

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 Infrastructure Project Water Supply Pipeline amended development comprising of:

- *an approximately 90 km water supply pipeline, comprising generally below-ground pipework and valving;*
- *four pumping station facilities, comprising:*
 - *above and below ground pipework and valving;*
 - *water storage tanks;*
 - *monitoring and control equipment;*
 - *pump and motor buildings, control rooms/electronic switch room housing;*
 - *water management systems (e.g. bunding and water collection systems); and*
 - *access road and parking facilities*
- *pressure reducing systems; and*
- *a communications system.*

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 *Connecting NSW Strategy* (adopted October 2025).

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

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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 1: Traffic Impact Assessment (TIA)**.

Additionally, Transport for NSW is the rail authority of the Country Regional Network (CRN) across NSW. Transport Asset Manager is a State-owned corporation that holds rail property assets and rail infrastructure, including the CRN. As of 29 January 2022, UGL Regional Linx (UGLRL) has been appointed by TfNSW to operate and manage the CRN to ensure any potential impacts to rail corridors are considered and addressed. As the proposal affects the railway corridor, TfNSW request that the consent authority consider the comments outlined in **Attachment 2 for rail related matters**.

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.

Yours sincerely,



Kylie-Anne Pont
Team Leader Development Services (West)
Transport Planning
Planning, Integration and Passenger

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Modification to Conditions of Consent (SSD-9505)

It is understood from the Scoping Report that the applicant will obtain approval from the Department of Planning, Housing and Infrastructure (DPHI) for a modification of the existing consent to align with the future SSI-99432220.

The EIS should include details of the related modification application by clearly identifying all changes to the approved project, demonstrating that the amended project continues to comply with all relevant environmental, planning, and statutory requirements. This should include:

1. A clear description of each proposed change to the approved project.
2. A table comparing approved vs. modified project elements (design, location, scale, construction methods, operational characteristics).
3. Updated drawings, plans, and maps clearly identifying all amendments (marked-up and clean versions).
4. Demonstrate that the proposed realignment of the pipeline can be delivered in a manner that avoids creating new or unacceptable environmental or amenity impacts.
5. A planning justification explaining why the modification is required.
6. Clarify how the modification does not result in contradictions between the applications.

Approval Pathway

The application must clearly outline the proposed staging of the Project across its full lifecycle, including pre-construction minor works, construction, operation and maintenance, and decommissioning/removal and rehabilitation. For each stage, the application is to identify and describe the necessary statutory approval pathways, authorisations, and consents required under relevant NSW legislation, including but not limited to the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the *Roads Act 1993*. This is to include, at a minimum:

1. Landowner/s Consent – Private Land: Evidence of landowner consent for all privately owned land parcels affected by the proposed alignment, including locations where the pipeline transitions from private land to the public road network.
2. Landowner Consent – Public Land: Evidence of landowner consent for all public land required for the Project, including the relevant road reserve and associated public infrastructure corridors.
3. Road Works Approvals: Details of all approvals required under Section 138 of the Roads Act 1993, including the execution of any necessary Works Authorisation Deeds or related agreements with Transport for NSW (TfNSW), demonstrating that all works within the road corridor will be carried out in accordance with the requirements of the road authority.

Water Supply Pipeline – Realigned Route

TfNSW does not support the construction of privately owned infrastructure within the public road corridor. Accordingly, TfNSW recommends that the pipeline be designed to be positioned wholly on private property, with consent sought from the relevant landowner/s prior to the determination of any application.

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In instances where the pipeline must cross a public road, specifically a classified road, the following is advised and recommended:

1. In relation to the EIS, TfNSW requires the identification of ancillary infrastructure, such as pipelines that are crossing or near the classified road network or rail infrastructure within TfNSW remit. The following information is required to be provided:
 - a. The heights or depths (under boring) and the vertical and horizontal clearances (overhead) in accordance with Austroads.
 - b. The method for construction of the pipelines across classified road network, inclusive of any proposed hurdles or other temporary infrastructure.
 - c. Location of infrastructure and impacts (excavation or fill) relative to the road reserve, including demarcation of local and classified road reserves, survey data and GPS coordinates.
 - d. Distance from road reserve if the pipeline is to be constructed in parallel to the classified road network.
 - e. Vehicular access required to construct and maintain the infrastructure. Access points or access tracks required for ETLs or other infrastructure will require the same level of assessment as detailed above. Note, construction laydown areas should be wholly contained on private land and not within the classified road corridor.
 - f. Any trenchless excavation of the pipeline crossing the classified road network must comply with TfNSW *Technical Direction-Geotechnical (GTD208-002) for Trenchless Excavation within the Road and Maritime Infrastructure*.
 - g. Strategic concept designs, including cross-sections, must be provided for each pipeline line crossing the classified road network.
 - h. Where the pipe alignment is proposed along or crossing a classified road reserve, the pipeline is to be located as far from the carriageway as practicable to allow for adequate clear zone area, future widening or road upgrades. Crossings are to be made at or near 90 degrees to the road centreline and at least 30 metres from road intersections, unless otherwise approved.
 - i. Thrust or directional boring of utilities is to be used underneath all classified roads.
 - j. Utilities are to have a minimum depth of 2.4m below the road surface, 1.0m below the invert of table drains, and 0.75m elsewhere in the road reserve.
 - k. Pipes carrying pressurised fluids under roads are to be sleeved in steel or ductile iron (DICI), continuously welded.
 - l. Any annular void remaining outside any utility service, conduit, or outer sleeve pipe (encasement) is to be cement grout pumped to fill the annular void.
 - m. The developer should be aware that the proposed locations of pipelines within road corridors may be required to be adjusted in location or depth during planning to accommodate planned future TfNSW works. It is recommended that the proponent contact TfNSW prior to finalising the EIS to confirm whether TfNSW has any known pending or planned road works in the vicinity of the affected roads.

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 Traffic Impact Assessment (TIA) should be tailored to the scope of the proposed development and include, but not be limited to, the following:

1. 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.
2. Detailed plans identifying the location of any:
 - a. Proposed and existing project-related infrastructure within and outside of the project boundary.
 - b. Any other project-related structures within the road reserve. Include demarcation of local and classified road reserves.
 - c. 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.
 - d. 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.
 - e. 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.
3. 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:
 - a. 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.
 - b. The cumulative impacts of heavy vehicle movements in terms of AM/PM peaks and routes where there is an overlap with other projects.
 - c. 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.
4. Heavy vehicle and OSOM routes:
 - a. Identify the return routes for OSOMs.

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- b. 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.
 - c. 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.
 - d. 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).
5. Project schedule:
- a. Phases and stages of the project, including construction, operation and decommissioning / rehabilitation, as applicable, and
 - b. Operational hours and days of work, number of shifts and start and end times.
6. Traffic volumes including:
- a. Existing background traffic,
 - b. Project-related traffic for each phase or stage of the project,
 - c. Projected cumulative traffic at commencement of operation, and a 10-year horizon post-commencement.
7. Traffic characteristics including:
- a. Number and ratio of heavy vehicles to light vehicles,
 - b. Peak times for existing traffic justified by up-to-date traffic counts,
 - c. Peak times for project-related traffic including commuter periods,
 - d. Proposed hours for transportation and haulage,
 - e. Specify the design vehicles for the project (in particular identifying the all relevant types of heavy / OSOM / specialist vehicles and shuttle buses)
 - f. Interactions between existing and project-related traffic.
8. 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.
9. The origins, destinations and routes for:
- a. Commuter (employee and contractor) light vehicles and pool vehicles,
 - b. Heavy (haulage) vehicles and OSOM vehicles (where applicable).
10. 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 *Austroads Guidelines*.

11. 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).
 12. 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).
 13. The layout of the internal road network, parking facilities and infrastructure.
- Impact on rail corridors and level crossings detailing any proposed interface treatments. Note, comments provided in **Attachment 2**.
14. Impact on public transport (public and school bus routes) and consideration for alternative transport modes such as carpooling and shuttle buses during construction.
 15. 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.
 16. 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 periods of heavy vehicle movements.
 17. Propose a Driver Code of Conduct for heavy vehicles involved in construction delivery and maintenance works which could include, but not be limited to:
 - a. Safety initiatives for haulage through residential areas and/or school zones.
 - b. An induction process for vehicle operators and regular toolbox meetings.
 - c. A public complaint resolution and disciplinary procedure.

Rail Impacts

The Scoping report identifies that the proposed pipeline alignment will intersect CRN operational rail corridors at three locations:

- Tarana to Orange Junction line at Vale Road, Orton Park NSW
- Tarana to Orange Junction line between Brewongle Lane and Tarana Road, Brewongle NSW
- Wallerawang to Baal Bone Junction Line near the intersection of Pipers Flat Road and Range Road, Portland NSW

The Environmental Impact Statement (EIS) must assess the potential impacts of the proposed McPhillamys Water Supply Pipeline works on the CRN operational rail corridors identified above, as well as any other CRN rail corridor that may be affected by the proposed works.

The EIS must address the relevant heads of consideration under Sections 2.97, 2.98 and 2.99 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* and the *Development near Rail Corridors and Busy Roads Interim Guideline (2008)*, including (but not limited to) the following matters:

1. For any excavation activities in and within 25m of the railway corridor to a depth of at least 2m below ground level, a Geotechnical Investigation Report that includes:
 - Analysis of any potential impact of the proposed water pipeline development on the rail corridor and rail infrastructure
 - Construction and operation-induced vibration impacts on the rail corridor and rail infrastructure; and
 - Potential loadings of the development of the rail corridor and rail infrastructure.
2. For any excavation activities in and within 25m of the railway corridor to a depth of at least 2m below ground level, a Structural drawings and Report which demonstrate (if applicable):
 - The foundation design and associated works have taken into consideration the rail infrastructure and assets to enable verification of compliance with TfNSW requirements
 - Any deformation induced by bulk excavation will not have adverse impacts on the rail corridor, rail infrastructure or rail easements
 - Cross-sectional drawings/plans showing ground surface, rail tracks, subsoil profile, and structural design of sub-ground support adjacent to the rail corridor located adjacent to the subject development site. Cross-sectional drawings should also include the accurate RL depths and horizontal distances from assets (tracks, easements, structures, and cables) to the nearest point of excavation or ground penetration works. All measurements are to be verified by a Registered Surveyor
3. Details of the stormwater management plan and drainage details (if proposed) which may have impacts on the rail corridor land and rail infrastructure including existing culverts.
4. A suite of survey plans that shows rail corridor, fencing and rail infrastructure (including easements).

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5. Details of traffic routes (Heavy Vehicles, and Oversize Overmass) if the port to site access route involves using rail infrastructures (i.e., level crossings, overbridge, and underbridge).

In addition, the following is highlighted for the Proponent's attention:

TfNSW advises that formal approval from the rail authority is required in relation to access to the rail corridors for carrying out the proposed pipeline development.

1. As the proposed pipeline crosses the CRN rail corridor, prior to lodgement of EIS the applicant shall obtain landowner consent to lodge EIS from UGLRL on behalf of TfNSW.

To obtain landowner consent please contact UGLR's Development team via development@uglregionallinx.com.au

2. The applicant is also required to lodge an Approval in Principle (AIP) Application to UGLRL's third-party works.

To lodge an AIP applicant please contact UGLRL third-party works at thirdpartyworks@uglregionallinx.com.au

3. Preliminary Contamination Assessment:

TfNSW is currently conducting an environmental assessment to identify contamination on the CRN. All railway corridors are generally deemed to be contaminated unless proven otherwise by sample testing. Contamination risk arises from both the construction (e.g., unknown fill used in rail construction) and operations (e.g., transportation of contaminated material, spills) of the railway. Potential contaminants could include but are not limited to, heavy metals, PAHs, phenolics (boiler ash), Organochlorine Pesticides (OCPs) and Organophosphorus Pesticides (OPPs). Although TfNSW is committed to ensuring the health and well-being of the community, TfNSW is not aware of whether there are contaminants found in the rail corridor or on the common boundaries of the development site.

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