



14 August 2019

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

Attention: Andrew Rode

SSD-5012 MOD 1 – PROPOSED EXTRACTIVE INDUSTRY – ATLAS-CAMPASPE MINERAL SANDS, OPTIMISATION OF MINING AND RAIL LOADING, IVANHOE-BALRANALD ROAD, BALRANALD.

I refer to your correspondence regarding the subject Application which was referred to Roads and Maritime Services for assessment and comment.

Roads and Maritime Services has reviewed the information provided, including the Modification Report dated July 2019 prepared by Resources Strategies PTY LTD and the Road Transport Assessment dated 12 July 2019 prepared by The Transport Planning Partnership (tpp). It is understood that the modification is in respect to the Development Consent for SSD-5012 dated 6 June 2014. From the information provided it is understood that in relation to the public road network and potential traffic generation the main changes proposed by the modification can be summarised in the following;

- Increased mineral concentrate production from 546,000 tpa to 665,000 tpa,
- An increase in the heavy vehicle haulage of extracted material from the mine site to the rail siding facility south of Ivanhoe from 24 loads per day to 35 loads per day,
- An increase in the heavy vehicle haulage of waste to the mine site from 50,000 tpa to 65,000 tpa,
- Alternative routes of travel for light vehicle worker traffic to use local roads between the mine site and Mildura/Buronga instead of being restricted to travel via the approved haulage route and the Sturt Highway,
- The use of the Boree Plains-Gol Gol Road to its intersection with the Balranald-Ivanhoe Road for light vehicles between the mine site and Balranald,
- The modification of the proposed intersection for the rail siding facility access road with the Balranald-Ivanhoe Road.

The submitted modification presents changes to a number of roads or approved routes within the vicinity of the Atlas-Campaspe mine site. The majority of the surrounding public road network is classed as local road under the provisions of the Roads Act. However the Balranald-Ivanhoe Road (MR67) and Arumpo Road (MR431) are classified “regional” roads. The Balranald-Ivanhoe Road and Arumpo Road are both approved route train routes.

Condition 6 of the Development Consent for the Atlas Campaspe Mine requires that light vehicles access the mine site via the Mine access road to the Balranald-Ivanhoe Road and to the Sturt Highway. The Road Transport Assessment includes an assessment of the modified light vehicles route via local roads to Mildura and to Balranald. The revised route to Mildura is estimated to save approximately 150 km. Over 12 months of operations of the Project, it is estimated that this represents a saving of over 1.7 million vehicle kilometres travelled (VKT) associated with the movement of employees between the Atlas-Campaspe Mine and Mildura/Buronga. No changes are proposed to the approved route for the haulage of extracted material.

This modification to Condition 6 is proposed for light vehicles only and should be conditioned to deny heavy vehicles and shall require the preparation of management plan to provide for a regular regime of inspection of suitability and road maintenance along the route for road safety purposes. The management plan is to be developed in association with, and approved by, the Balranald and Wentworth Shire Councils. A management plan to address fatigue management for workers travelling to and from the mine site shall be prepared to the satisfaction of Council and Roads and Maritime Services. The Road Transport Assessment recommends that the revised Transport Management Plan (CMA, 2018a) would include a revised Fatigue Management Plan prepared in consideration of the Fatigue Management Guide (NSW Resources Regulator, 2018) and incorporates specific measures for the Project workforce.

The modified proposal also includes the use of Boree Plains-Gol Gol Road to the Balranald-Ivanhoe Road instead of using the Mine access road to its intersection with the Balranald-Ivanhoe Road. This represents a reduction in travel distance of approximately 32 km. Over 12 months of operations of the Project, it is estimated that this represents a saving of over 0.4 million vehicle kilometres travelled (VKT). This revised route will require works to the intersection of the Boree Plains-Gol Gol Road with the Balranald-Ivanhoe Road. The Road Transport Assessment acknowledges the need for works to this intersection. The intersection is to be constructed to provide for a Basic Right Turn (BAR)/Basic Left Turn (BAL) intersection treatment in accordance with the Austroads Guide to Road Design for the posted speed limit for an approved road train route. The Boree Plains-Gol Gol Road shall be sealed for at least 100 metres from the carriageway of the Balranald-Ivanhoe Road. Schedule 3 Condition 1 table 1: Road Upgrade Works should be modified to refer to works to upgrade the existing Balranald-Ivanhoe Road and Boree Plains-Gol Gol Road intersection. The reference to Boree Plains-Gol Gol Road (5.5 km section) may also need to be modified as the intention is to use this road to its intersection with Balranald-Ivanhoe Road.

The intersection for the rail facility access road with the Balranald-Ivanhoe Road is proposed to be modified to provide for a Basic Right Turn (BAR)/Basic Left Turn (BAL) intersection treatment. Based on the direction of travel and the traffic volumes on the Balranald-Ivanhoe Road Roads and Maritime would not object to this modification subject to the intersection treatment being designed and constructed in accordance with the Austroads Guide to Road Design for the posted speed limit for an approved road train route. The rail facility access road shall be sealed for at least 100 metres from the carriageway of the Balranald-Ivanhoe Road.


Roads and Maritime Services has no objection to the proposed increased extraction rate and the increase in the heavy vehicle haulage of extracted material from the mine site to the rail siding facility south of Ivanhoe to no more than 35 loads per day along the approved haulage route and the subsequent modification of conditions 7 and 9.

The Road Transport Assessment addresses the proposed modifications and provides recommendations. Based on the adoption of the recommendations included in the Road Transport Assessment and measures to address the issues outlined above Roads and Maritime Services would raise no objection to the proposed modification as submitted.

Please note that comments relevant to the rail network have been provided under separate letter.

Any enquiries regarding this correspondence may be referred to the Manager, Land Use for Roads and Maritime Services (South West Region), Maurice Morgan, phone (02) 6923 6611.

Yours faithfully



Per:
Lindsay Tanner
Director, South West NSW