

Our ref: STH19/00167/03
Contact: Hayley Sarvanandan 4221 2423
Your ref: SSI-9973

3 June 2020

Jack Turner
Department of Planning, Industry & Environment
BY EMAIL: Jack.Turner@planning.nsw.gov.au
CC: information@planning.nsw.gov.au

EASTERN GAS PIPELINE MOD 1 (SSI-9973) – PROPOSED PIPELINE FROM PORT KEMBLA TO CRINGILA

Dear Jack

Transport for NSW (TfNSW, formerly Roads and Maritime Services) refers to your correspondence dated 21st May 2020 regarding the subject application. TfNSW has completed an assessment of the application, based on the information provided and focussing on the impact to the state road network. TfNSW notes for this modification:

- The Eastern Gas Pipeline (EGP) project finalised in 1996 was originally approved under Part 5 of the EP&A Act. The EGP has since been designated as State Significant Infrastructure (SSI) under Part 5 of the EP&A Act.
- The development proposes a gas pipeline approximately 5.6 kilometres in length between Kemplar Grange and Cringila, duplicating the existing branch line of the main EGP. The additional pipeline is required to increase the amount of gas that can be transported from Port Kembla Gas Terminal to the EGP.
- The development proposes construction of an EGP tie-in facility located in Kemplar Grange to connect the proposed pipeline to the existing EGP and connection to the Cringila facility which is part of the Australian Industrial Energy's (AIE's) Port Kembla Gas Terminal Project.
- The development would generate additional traffic during the construction and maintenance of the pipeline from the following activities; construction personnel travelling to and from the site, delivery of construction materials and removal of waste products, and construction personnel and mobile plant equipment moving along the alignment during construction. Construction is expected to take approximately six months.
- The existing pipeline was developed with an operational easement, the proposed modification will be installed within the existing easement where possible. The Modification Report dated May 2020 (Attachment 1); Section 1.3 shows the proposed route for the pipeline.

TfNSW has reviewed the information provided. The application does not provide enough information to assess the development modification. TfNSW requires the matters outlined in Attachment 2 to be addressed.

If you have any questions please contact Hayley Sarvanandan on 4221 2423.

Please ensure that any further email correspondence is sent to development.southern@rms.nsw.gov.au

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Chris Millet', with a stylized flourish at the end.

Chris Millet
Manager Land Use
Southern Region

See separate attached document

The following information needs to be addressed:

1. **Pipeline Route:** The route for the additional pipeline shown in section 1.3 of the Modification Report appears to cross the Princes Motorway and Five Islands Road at different locations to the existing EPG. Easements will be required at these locations.
2. **Traffic Impact Study:** A detailed traffic impact study (TIS) is required to consider the implication of the construction of the pipeline. As a guide Table 2.1 of the RTA Guide to Traffic Generating Developments outlines the key issues that may be considered in preparing a TIS. The TIS needs to include, but not be limited to:
 - a. Details on road transport routes to be used to provide access to/from the sites along the alignment of the pipeline during construction. This including vehicles travelling along the state road network, wishing to travel to and from the site. Due to the characteristics of such a project it is appropriate that the development be considered as two distinct stages, the construction phase and operational phase (this includes decommissioning);
 - b. Details on existing movements along the road network and proposed additional movements to and from the development site (including traffic volumes based on survey), including types of vehicles, peak hour movements and maximum daily movements (heavy and light vehicles);
 - c. The traffic study needs to consider existing traffic volumes (based on survey) and the likely impact of additional traffic associated with the proposed development including the suitability of the existing intersections against Austroads standards, the associated need for upgrades and interruptions to traffic flow on the state road network;
 - d. Consideration of the impacts to the state road network and identification of appropriate measures to mitigate the impact. In this regard, intersection traffic modelling may be required once traffic generation and transport routes are clarified;
 - e. The identification of suitable infrastructure required to ameliorate any traffic impacts and safety impacts associated with the development. This including details on intersection upgrades supported by strategic designs that demonstrate compliance with Austroads guidelines, Australian Standards, TfNSW supplements, etc and a Traffic Management Plan including but not limited to:
 - Clarification of the proposed routes to and from the site (construction and operational phase). This including permanent and temporary staff movement and clarification of the source of materials and the associated routes;
 - Clarification of the type of vehicles using the proposed routes, the likely peak hour movements, the likely distribution of these movements (i.e. which direction they are coming from/going to) and the expected duration of the operation (and associated traffic movements).
 - Details on any oversize and over-mass vehicles and loads expected for the construction, operation and de-commissioning of the project.
 - Driver Code of Conduct.
 - f. Permanent and temporary staff numbers (including employees and contractors) and staff parking arrangements during construction, operation and decommissioning of the project.