

Submission on referral information

Lithium Plus Minerals Ltd – Lei Lithium Project

This submission is made under regulation 53 of the Environment Protection Regulations 2020

NT EPA reference number: EP2024/038

Government authority – Department of Logistics and Infrastructure

Theme / issue	Comment
Social Impacts	<ol style="list-style-type: none"> 1. A Traffic Impact Report in accordance with the Austroads Guide to Traffic Management Part 12: “Integrated Transport Assessments for Developments” is required for the proposed mining activities. The report must detail the traffic generation, trip distribution, traffic operation impact, the nature and timing of impacts, and recommended measures required to accommodate and/or mitigate the traffic impacts of the mining activities, including construction traffic. All road sections and/or intersections where traffic generation increases the existing traffic, existing proportion of heavy vehicle traffic or equivalent standard axles (ESAs) by 5% or more must be assessed. 2. An Operational Traffic Management Plan (detailing site access, haulage routes, vehicle types, volumes of vehicles and other relevant matters, including a risk assessment) shall be submitted to TCSD, DLI prior to commencement of all operations. 3. The proposed application does not provide sufficient information to identify the formally approved access location to Section 2746 Hundred of Hughes, 2873 Cox Peninsula Road from a public road. <p>Therefore, where the licence and/or lease holder proposes to utilise an existing, but un-formalised and/or unapproved access to a Northern Territory Government (NTG) controlled road, the access shall be upgraded to meet current standards in accordance with the Austroads “Guide to Traffic Management”, “Guide to Road Design”, relevant Australian Standards and the requirements of TCSD, DLI. Additionally, the access shall be designed and constructed to accommodate the maximum sized vehicle expected to utilize the access.</p> <p>The access shall be constructed in accordance with the Department’s standard drawing CS-3005 “rural residential property access”. The access:</p> <ul style="list-style-type: none"> • shall accommodate the maximum vehicle configuration intended to use the property • shall be constructed and sealed to the property boundary • shall be located such that it’s meets the appropriate sight and stopping distance and spatial separation criteria, in accordance with the Austroads “Guide to Traffic Management”, “Guide to Road Design” and related standards; and • shall provide similar waterway drainage structures across the road’s table drain (if required). <p>Note that a mining permit, lease and/or licence issued for mining within the Northern Territory is not an approval for access to adjacent roads. Approval for access to be taken from or constructed within a public road reserve rests solely with the relevant road authority.</p>

Environmental impact assessment under the *Environment Protection Act 2019*

- | | |
|--|---|
| | <ol style="list-style-type: none">4. Design documents for all new (either temporary or permanently) or upgraded accesses must be submitted to TCSD, DLI for road agency approval. Design documents must include all existing accesses onto the Fog Bay Road within one (1) kilometre of the proposed access to the site.5. New/ upgraded intersections are subject to a Road Safety Audit in accordance with the Department's policy "Road Safety Audits".6. The proponent is required to obtain a "Permit to Work within the NTG Road Reserve" prior to the commencement of any works within the Fog Bay Road road reserve.7. Areas of land zoned PM (Proposed Main Road) including the 100m wide Fog Bay Road road reserve should be excluded from all proposed mining activities.8. The licence and/or lease holder shall ensure that all reasonable measures are taken to prevent the dropping or tracking of materials onto the sealed road network (e.g. the loads of all trucks entering and leaving the site of works are to be constrained). This includes ensuring that all wheels, tracks and body surfaces are free of mud and other contaminants before entering onto the sealed road network. |
|--|---|

Note that tracked material on the road pavement is a potential safety issue.