



23 November 2020

The Manager
Department of Planning, Industry & Environment
Locked Bag 5022
Parramatta NSW 2124

Attention: Philip Nevill

SSD-10367 – PROPOSED UNDERGROUND MINING OPERATION & DA14/98-MOD 16 – CHANGES TO EXISTING OPEN CUT MINING OPERATION TO SUPPORT PROPOSED UNDERGROUND MINING OPERATION, COWAL GOLD MINE.

I refer to your correspondence regarding the subject Application which was referred to Transport for NSW (TfNSW), formerly Roads and Maritime Services, for assessment and comment.

The site is subject to 2 separate but interrelated applications which represent a request to modify the development consent for the Cowal Gold Mine for changes to the open pit mining and processing operations at the Cowal Gold Mine to accommodate and support the proposed underground mining operation and extension of the operational life to 2040. The applications are supported by Environmental Impact Statements prepared by EMM dated October 2020 and a Traffic Impact Assessment (TIA) prepared by EMM dated September 2020.

The subject site is located to the north of West Wyalong and is remote from the classified road network however the mining operation relies on access via the Newell Highway, Mid-Western Highway and Goldfields Way (which are all classified roads) for the movement of materials and staff.

The supporting documentation prepared by EMM indicates that the Underground Development Project will result in an increase in movements of both light and heavy vehicles during both the construction and operational phases of the project. The anticipated volumes are to be higher than current open pit operations but, less than the traffic generation during the 18 month construction period. This includes light vehicle (car) movements and heavy vehicle movements including the existing shuttle bus service between Cowal Gold Operations (CGO) and nearby communities.

The supporting documentation identifies 3 preferred routes for access the subject site from the broader surrounding road network and the nearby communities of West Wyalong, Condobolin and Forbes. The TIA indicates that the additional peak hourly traffic movements as a result of both the underground development and Mod 16 to the existing operation are predicted to be mostly to and from West Wyalong therefore this report restricts its assessment to the route from West Wyalong. Notwithstanding this, the TIA acknowledges that the other preferred routes will experience increases in traffic volumes but claims that the increased traffic volumes can be accommodated by the current Local and State road network and no road upgrades are required.

The preferred route from Forbes includes the intersection of West Plains Road with the Newell Highway. This intersection is located on the Newell Highway, which is a road train route, within a

110 kmh speed zone. The submitted report does not address the current standard of this intersection. As this intersection with the Newell Highway is located within a high speed road environment and will experience an increase in traffic volumes it is considered appropriate that it be constructed to provide a Basic Right Turn (BAR) and Basic Left Turn (BAL) intersection treatment for road safety reasons.

Given the nature of the mining operation, the location of the subject site and the shift work periods TfNSW promotes the need to address and review workers fatigues issues particularly relating to travel to and from the subject site. It is noted that the proponent has adopted practices to encourage the use of the existing employee shuttle bus service and car pooling. It would be appropriate for fatigue issues and mitigation measures to be regularly reviewed.

TfNSW emphasises the need to minimise the impacts of the proposed development on the existing public road network and maintain the level of safety, efficiency and maintenance along the road network. The following conditions are appropriate for road safety and network efficiency reasons.

Transport for NSW has assessed the applications based on the documentation provided and would raise no objection to the development proposal subject to the Consent Authority ensuring that the development is undertaken in accordance with the information submitted as amended by the inclusion of the following as conditions of consent (if approved):-

1. The intersection of the Newell Highway with West Plains Road shall be constructed as a Basic Right Turn (BAR) and Basic Left Turn (BAL) intersection treatment within the Newell Highway. The design and construction of the intersection treatment shall be in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Transport for NSW for the posted speed limit and be designed for a road train route. The pavement standards are to be in accordance with the requirements of Transport for NSW for the proposed turning traffic.
2. An audit of the existing intersection treatment as constructed is to be undertaken by an appropriately qualified person to assess the compliance of the existing intersection with the required treatment and the integrity of the existing pavement to cater to the expected turning traffic volumes and the through traffic along the Newell Highway. Should the intersection not comply with these requirements the intersection and pavement treatment is to be designed and constructed to comply with the adopted standards.
3. Any works associated with the development shall be at no cost to Transport for NSW.

Should the audit ascertain that works are required to be undertaken then the following additional requirements will apply;

1. The Newell Highway is part of the State Road network. For works on the State Road network the developer is required to enter into a Works Authorisation Deed (WAD) with Transport for NSW before finalising the design or undertaking any construction work within or connecting to the road reserve. The applicant is to contact development.south.west@rms.nsw.gov.au for further detail.

Please be advised that under the provisions of the Environmental Planning & Assessment Act it is the responsibility of the Consent Authority to assess the environmental implications, and notify potentially affected persons, of any development including conditions.

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

Please forward a copy of the Notice of Determination for this Development Application to the Land Use -TfNSW at the same time as advising the applicant.

Yours faithfully



Per:
Jonathan Tasker
Acting Director South West