



Appendix E

Addendum to the traffic and transport impact assessment



Memorandum



Ground floor, 20 Chandos Street
St Leonards NSW 2065
PO Box 21
St Leonards NSW 1590

T 02 9493 9500

E info@emmconsulting.com.au

www.emmconsulting.com.au

20 August 2021

To: Peak Gold Mines
From: Abdullah Uddin
Subject: New Cobar Complex Project - Response to submission (Traffic)

1 Background

EMM Consulting Pty Ltd (EMM) was engaged by Peak Gold Mines Pty Ltd (PGM) to undertake a traffic impact assessment (TIA) (EMM 2021a) to support the Environmental Impact Statement (EIS) (EMM 2021b) for the New Cobar Complex Project.

The New Cobar Complex Project EIS was publicly exhibited from 25 February 2021 to 24 March 2021, and DPIE wrote to PGM on 31 March 2021 requesting responses to the matters raised by NSW Government agencies, local government authorities and the community that were received during the public exhibition of the EIS.

Transport for New South Wales (TfNSW) and Roads and Maritime Services (RMS) made a submission on the project, which requested further clarification on elements of the TIA. The RMS submission was a duplicate of the TfNSW submission, therefore responses to address the issues raised in the submission by TfNSW also apply to the submission by RMS.

This memo outlines the traffic related comments raised by the authorities and EMM's responses.

2 TfNSW submission

2.1 Road related comments

2.1.1 Construction related traffic – comment

No information has been provided on the construction related traffic generation component of the development. Whilst construction traffic may be less than the traffic generated by the operation of the development, it will utilise a different intersection with the Kidman Way to the operational traffic. In this regard, the following additional information is required to be provided:

- The largest vehicle (design vehicle) to use the construction access;
- The daily and peak hour traffic generation (quantification and timing), for both light and heavy vehicles, for construction traffic;
- Trip origin and destination; and
- Number of oversized vehicles.

2.1.2 Construction related traffic - response

Construction traffic for the project will relate to the construction of a short (no more than 400 m) power line spur to supply power for a ventilation fan to be installed at the exhaust air rise, and an emergency egress winder at the fresh air intake shaft. The ventilation shafts are approved, but not yet constructed as part of the Great Cobar exploration decline, a separate project approved by Cobar Shire Council.

The construction phase will take approximately six months, and will comprise one week for mobilisation of equipment, four weeks for site preparation and minor earthworks, 18 weeks for structural, mechanical, piping, electrical and instrumentation (SMPEI) works and one week for demobilisation of equipment.

Traffic generation for construction works is summarised in Table 2.1 below.

Table 2.1 Construction traffic

Construction stage	Daily light vehicle trips	Daily heavy vehicle trips	Peak hourly light vehicle trips	Peak hourly heavy vehicle trips
Mobilisation	5	2	4	2
Site preparation	5	3	4	2
SMPEI	5	2	4	2
Demobilisation	5	2	4	2

Construction will typically take place during daylight hours, with a morning peak between 6 am and 7 am, and an afternoon peak between 5 pm and 6 pm.

Construction vehicles are likely to include:

- semi-trailers;
- a 130 tonne (t) mobile crane;
- side tippers;
- prime mover and floats;
- a water cart (nominally 25 kilo-litre (kL));
- 3 t and 8 t Hiab trucks; and
- a 25 t Franna crane.

The largest design vehicle will be a prime mover and float, with a maximum length of 19 m. Oversize vehicles will likely include the mobile crane (60 t vehicle, with the weight distributed over five axles), and prime movers and floats to transport earthmoving equipment and the ventilation fan. The relevant permits from the National Heavy Vehicle Regulator (NHVR) will be acquired by the transport operator for any oversized vehicles for the project, prior to mobilisation.

Vehicle origin and destination will be confirmed during the detailed design and procurement phases. It is likely that all light vehicles and the majority of heavy vehicles will have trip origins and destinations within the Cobar local area, including the Peak and New Cobar Complexes. Specialised components such as the ventilation fan and compact substation will come from further away, and will likely be transported to site from Sydney, Newcastle, Broken Hill or Adelaide along the Barrier Highway and Kidman Way.

The proposed construction access off Kidman Way is located 650 m south of the intersection with the Barrier Highway, and is an existing intersection which provides access to a PGM owned road and property. The

intersection is located on a straight section of road, and has sufficiently wide geometry to accommodate the construction vehicles. The construction traffic is unlikely to have a significant impact on road traffic on Kidman Way.

2.1.3 Quantification of total traffic - comment

The DA documents outline the additional traffic likely to be generated as a result of the additional intensity proposed. However, as this approval will “replace” the existing approvals and also include the additional intensity, quantification of the total traffic generated by the development to be approved is required to be provided, both for peak daily traffic and peak hour traffic.

2.1.4 Quantification of total traffic - response

A summary of current and proposed operational traffic is presented in Table 2.2.

This summary is considered to be a maximum traffic scenario where there are no interruptions to operations and ore trucks are operating continuously during daylight hours, as well as dry conditions where a water truck is in continuous operation between the Peak and New Cobar complexes.

Light vehicle traffic will relate to movement of the underground workforce from the Peak Complex to the New Cobar Complex, with peak movements at shift changeover periods of 6-7 am and 6-7 pm. The PGM workforce, distributed across both the Peak and New Cobar complexes will remain at current workforce levels of approximately 272 FTE. Most of the project workforce will remain based at the Peak Complex, and the majority of workers travelling from the Peak Complex to the New Cobar Complex will be working underground, or in ancillary services based at the Peak Complex.

Table 2.2 Operation traffic

	Daily light vehicle trips	Daily heavy vehicle trips	Peak hourly light vehicle trips	Peak hourly heavy vehicle trips
Current	22	33	20	6
Proposed	45	60	30	8

The increase in traffic as a result of the project is minor in the context of the existing road network and current volumes of traffic, and will not impact the current intersections operating at level of service (LOS) A.

2.2 Rail related comments

2.2.1 Rail corridor - comment

TfNSW is the rail authority for the rail corridors of the Country Regional Network (CRN) for purpose of the State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) and Transport Asset Holding Entity of New South Wales (TAHE) is a State-owned corporation that holds rail property assets and rail infrastructure, including the CRN. John Holland Rail (JHR) has been appointed, as of 15 January 2012, to manage the CRN.

Among various proposals contained in the SSD, the applicant seeks approval for development of new workings of the Great Cobar and Gladstone deposits to create the New Cobar Complex Project (Proposal) within the area for Consolidated Mining Lease 6 (CML 6) which includes:

- part of the operational rail corridor from Nyngan Junction to Cobar, and
- parts of the non-operational rail corridor.

Both rail corridors form part of the CRN.

It is noted that the Environmental Impact Assessment does not have information regarding the non-operational rail corridor. The applicant is advised that the non-operational rail corridor is owned by TAHE via gazettal notices.

The following additional information is required to be submitted [shortened by EMM for clarity]:

- a) Access to rail corridor;
- b) Excavation in, above, below or adjacent to rail corridors;
- c) Cranes and Equipment;
- d) Fencing;
- e) Evidence of approvals from TfNSW or its predecessors; and
- f) Cobar Private Branch line.

2.2.2 Rail corridor – response

While consolidated mining lease 6 (CML6) covers areas which include both operational and non-operational rail corridors, all works associated with the New Cobar Complex Project will be more than 500 m south of the Cobar-Nyngan rail corridor, and there are no non-operational rail corridors in the vicinity of the project. Therefore, the New Cobar Complex Project and any associated activities will have no impacts on any operational or non-operational rail corridors.

I hope the above addresses the authority's transport related comments. However, if you have any questions, please feel free to contact Ellie Evans on 0423 530 744 or myself at the number below.

Yours sincerely



Abdullah Uddin

Associate Traffic Engineer

auddin@emmconsulting.com.au

0425 478 650

3 References

EMM 2020a, *New Cobar Complex Project, State Significant Development (SSD10419) – Traffic impact assessment*. Prepared by EMM on behalf of PGM.

EMM 2021b, *New Cobar Complex Project, State Significant Development (SSD10419) – Environmental Impact Assessment*. Prepared by EMM on behalf of PGM.