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| Author | J Coffey | Created | June 2012 |
| Approved | M Williams | Review date | June 2019 |
| Version | Rev 5 | Updated | June 2019 |

TRAFFIC MANAGEMENT PLAN

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| | Rev 0 | S. Haures | Initial document | | |
| 1 | Rev 1 | R W Corkery & Co Pty Limited Kay Oxley and Mitchell Bland | Peer review and update | 21/06/12 | |
| 2 | Rev 2 | S. Haures | Final Initial document | 15/08/12 | S. Pearce |
| 3 | Rev 3 | J Thompson | Review following MOD3 | 14 May 2016 | S Ramsay |
| 4 | Rev 4 | J Thompson | Review following MOD4 | 12 Apr 2017 | S Ramsay |
| 5 | Rev 5 | J Coffey (SLR) | Review following MOD5 | 5 June 2019 | M Williams |

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1 Introduction

Hera Mine is an underground metalliferous mine owned by Hera Resources Pty Ltd (Hera Resources), a wholly owned subsidiary of Aurelia Metals Limited (Aurelia). The mine is located approximately 100km southeast of Cobar and approximately 4km south of Nymagee in the central west of New South Wales (NSW) (refer **Figure 1**).

This Traffic Management Plan has been prepared in accordance with Schedule 3, Condition 38 of Project Approval (PA) 10_0191 which was issued by the Department of Planning, Industry and Environment (DPIE) on 31 July 2012 under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). PA 10_0191 has since been modified five times with the most recent modification (MOD 5) being approved on 3rd December 2019. The site also operates in accordance with Environment Protection Licence (EPL) 20179, as well as Mining Lease (ML) 1686 (issued 16 May 2013) and ML 1746 (issued 7 December 2016) issued under the *Mining Act 1992* (Mining Act).

This Traffic Management plan is limited in scope to the Project Approval boundary and approved transportation routes, and describes the following:

- The consultation undertaken during preparation of this management plan;
- The legal and other requirements associated with management of traffic-related issues;
- Traffic management measures that will be implemented during the life of the operation;
- Evaluation of compliance to traffic and haulage operations;
- Incident reporting;
- Competence and awareness training;
- Preventative measures; and
- Document review.

Hera Mine (as approved) involves the following aspects (refer **Figure 2**):

- Extraction of waste rock and metalliferous ore using underground open stope mining methods and underground load and haul operations until 31 December 2022, from ML1686 and ML1746.
- Backfilling of underground stope voids created during underground mining using waste rock including waste rock transferred from the surface Waste Rock Emplacements (WREs).
- Use of surface infrastructure required for the underground mine, including a box cut, portal and decline, magazines, fuel store, ventilation rises and power and water store.
- Use of a processing plant, including a Run of Mine (ROM) pad, WRE, crushing, grinding and screening operations, gravity separation and flotation circuits to process up to 505,000 tonnes per annum (tpa) of metalliferous ore to produce gold and silver doré (unrefined bars) and a zinc/lead concentrate.
- Use of the Northern and Southern WREs for the placement of waste rock (to date only the Southern WRE is constructed).
- Use of a Tailings Storage Facility (TSF), including cyanide detoxification of tailings prior to discharge to the TSF.

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- Use of ancillary facilities, including a ventilation rise, escapeway, Site Office, car park, Contractors Office, Laydown area and workshop, a Reagent Store, plant workshop, ablutions facilities, crib room, hardstand, laydown areas, concentrate storage shed, and an explosives magazine.
- Use of a water management system to enable the harvesting and supply of water for environmental flows.
- Use of a Light Vehicle Access Road and a Main Site Access Road and intersection to allow site access from Burthong Road.
- Transportation of zinc/lead concentrate from the Mine to Hermidale via the Principal Concentrate Transportation Route, or when unavailable, via the Secondary Concentrate Transportation Route.

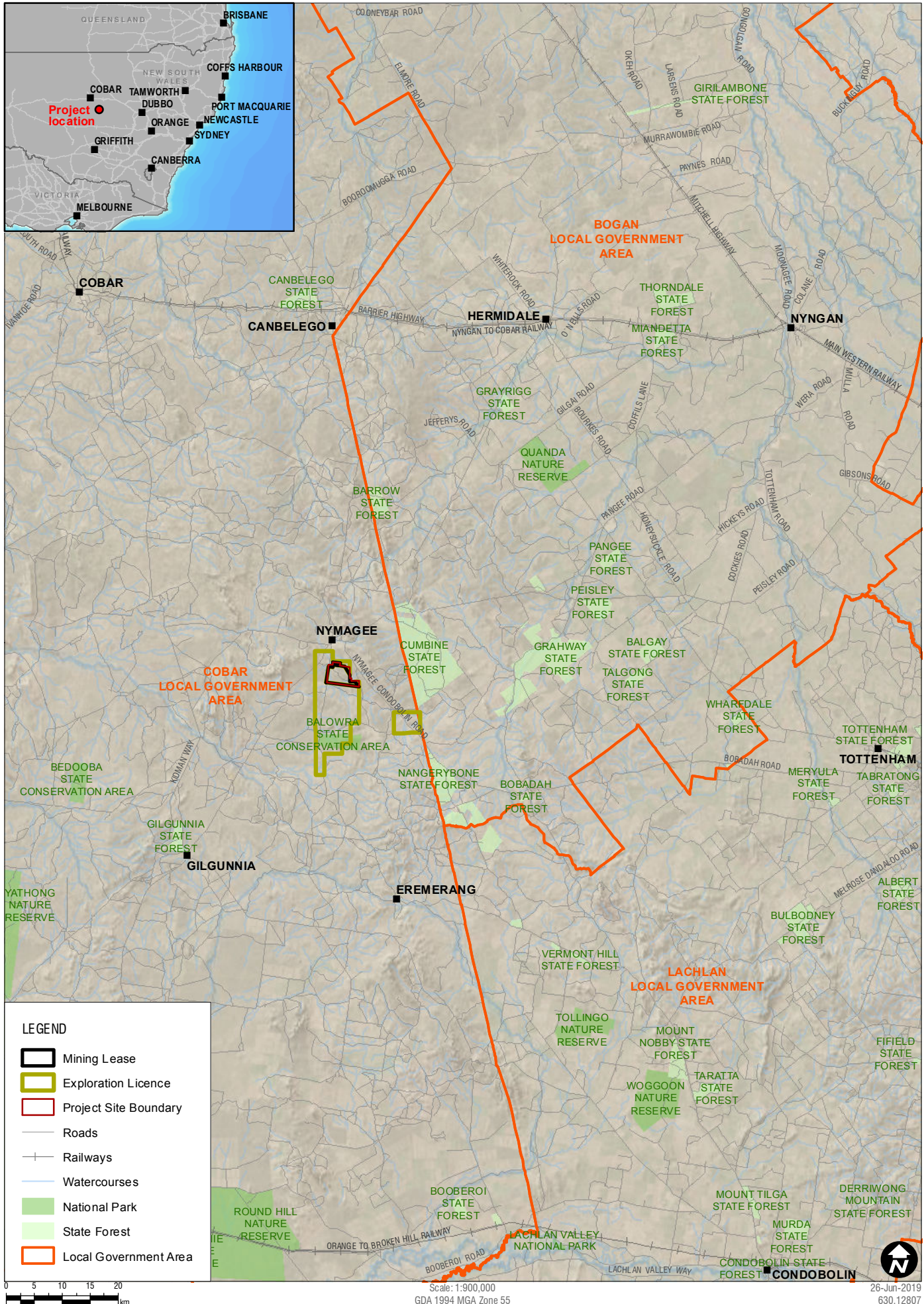
This version of the Traffic Management Plan has been updated following approval of MOD 5, which included the following aspects:

- Increasing the rate of transportation of concentrate from Hera Mine to the Hermidale rail siding from 50 000 tonnes (t) per calendar year to 60 000 t per calendar year including an increase of daily truck movements from 4 to 8;
- Installation of a 13.7 hectare (ha), 204 mega litre (ML) crest height Water Management Dam to act as an external decant pond for the existing TSF;
- Receipt of water from dewatering of the Nymagee Copper Mine for use in processing operations at the Hera Mine or evaporation within the Water Management Dam; and
- Increasing the approved maximum elevation of the Southern Waste Rock Emplacement from 10m above ground level to 15m above ground level, or approximately 350m AHD.



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Figure 1. Locality Plan.



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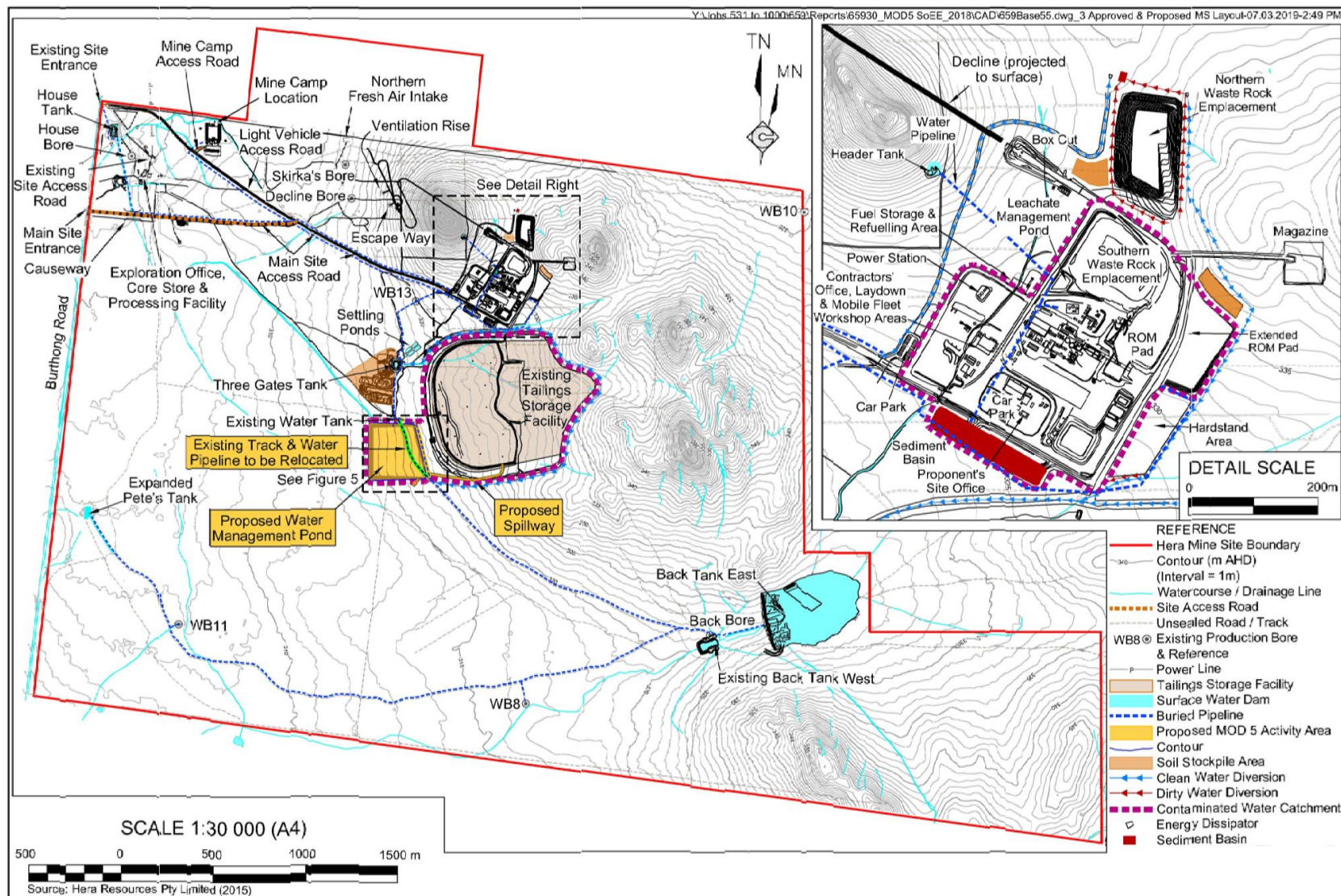


Figure 2 Approved Site Layout

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2 Consultation

Schedule 3, Condition 38(c) of PA 10_0191 requires this Traffic Management Plan to be prepared in consultation with the Cobar Shire Council (CSC) and Bogan Shire Council (BSC) prior to being submitted to the Secretary of the DPIE for approval.

The following consultation was undertaken during the preparation of previous revisions of this document:

- A draft of the management plan was sent to CSC on 2 August 2012. A response was received requesting a number of changes;
- A second draft of the management plan was sent to CSC on 16 August 2012. A response was received on 28 August 2012 requesting further changes;
- A third draft of the management plan was submitted to CSC on 31 August 2012. A response was received on 20 September 2012 accepting the management plan;
- Email transmission from BSC on 20 Feb 17 providing no comment on Revision 4; and
- Email transmission from CSC on 24 Mar 17 requesting minor changes to Revision 4 which have been included in this version of the management plan.

This revision of the management plan was provided to CSC and BSC on 16th February 2020. The following correspondence was received:

- BSC comment to confirm the route to Endeavour Mine no longer part of the consent – route removed from Figure 4;
- CSC had no comments.

3 Legal and Other Requirements

3.1 Project Approval 10_0191

PA10_0191 stipulates the required criteria that the construction and operational activities of the Mine must comply with and sets out the core requirements of this management plan. Relevant conditions (including the relevant Statement of Commitments) associated with this management plan, and where they have been addressed in this document are reproduced in **Table 1**.

Table 1 Project Approval Traffic and Transport Conditions

| Condition No. | Condition | Where addressed |
|----------------------------|---|-----------------|
| Schedule 2, Condition 6(c) | Ore Extraction and Processing 6. The Proponent shall not: (c) transport more than 60,000 tonnes of concentrate from the site in a calendar year, | Section 6.3 |

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| Condition No. | Condition | Where addressed |
|--------------------------|--|-------------------------------------|
| Schedule 2, Condition 7 | <p>Hours of Operation</p> <p>7. The Proponent shall comply with the operating hours in Table 1. Transportation of lead and zinc concentrate and gold doré from the site Daylight hours, 7 days per week.</p> | Section 6.3 |
| Schedule 2, Condition 11 | <p>OPERATION OF PLANT AND EQUIPMENT</p> <p>The Proponent shall ensure that all the plant and equipment used at the site, or to transport materials from the site, is:</p> <p>(a) maintained in a proper and efficient condition; and</p> <p>(b) operated in a proper and efficient manner.</p> | Section 6.3 |
| Schedule 3, Condition 33 | <p>TRANSPORT</p> <p>Dangerous Goods</p> <p>Transportation of all dangerous goods to or from the site shall be undertaken in strict accordance with Australian Code for the Transport of Dangerous Goods by Road and Rail.</p> | Hazardous Materials Management Plan |
| Schedule 3, Condition 34 | <p>Road Upgrades</p> <p>Within 6 months of the date of this approval, the Proponent shall:</p> <p>(a) commission a suitably qualified independent expert, whose appointment has been approved by the Secretary, to undertake a design and pavement condition review for the intersection of Burthong Road and Priory Tank Road, which:</p> <p>(i) identifies any deficiencies in the design or pavement condition of the intersection;</p> <p>(ii) recommends appropriate design upgrades and pavement repairs taking into consideration the type, volume and direction of traffic generated by the mine; and</p> <p>(iii) ensures the recommended design is in accordance with the applicable AUSTROADS standards.</p> <p>(b) undertake intersection design and pavement upgrades in accordance with the recommendations of the review in (a), in consultation with CSC, and to the satisfaction of CSC.</p> | Section 6.2.3 |

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| Condition No. | Condition | Where addressed |
|---------------------------|--|-----------------|
| Schedule 3, Condition 35 | <p>Within 6 months of the date of this approval, the Proponent shall:</p> <p>(a) commission a suitably qualified independent expert, whose appointment has been approved by the Secretary, to undertake a review of the existing traffic control devices on Burthong Road and Priory Tank Road, which:</p> <p>(i) reviews all existing traffic devices, including traffic signs, traffic signals, pavement markings, guide posts, delineators and safety barriers, and identifies any deficiencies; and</p> <p>(ii) recommends appropriate upgrades in accordance with the applicable AUSTROADS standards;</p> <p>(b) install traffic control devices in accordance with the recommendations of the review in (a), to the satisfaction of CSC.</p> | Section 6.2.4 |
| Schedule 3, Condition 35A | <p>Prior to commencing the transport of concentrate to the Hermidale rail siding via Nymagee-Hermidale Road, or an alternative date nominated by BSC and CSC (with respect to the works within the relevant local government area), the Proponent shall implement, or contribute to the cost of implementing the recommendations in the report titled Visual Review of Traffic Control Devices – Hera Mine to Hermidale Siding prepared by Geolyse Pty Ltd and dated 7 May 2014, to the satisfaction of BSC and CSC.</p> | Section 6.2.4 |
| Schedule 3, Condition 35B | <p>Prior to commencing the transport of concentrate to the Hermidale rail siding via Nymagee-Hermidale Road, or an alternative date nominated by CSC, the Proponent shall upgrade the intersection of Hartwood Street and Milford Street in accordance with the recommendations of the report titled <i>Geotechnical Investigation of Hartwood Street and Milford Street on Priory Tank Road, Nymagee NSW</i>, prepared by Envirowest Consulting Pty Ltd dated 23 May 2014 and the relevant AUSTROADS standards, to the satisfaction of CSC.</p> | Section 6.2.2 |
| Schedule 3, Condition 36 | <p>Access Road and Intersection Construction</p> <p>The Proponent shall construct the site access road for heavy vehicles, and associated intersection of this access road and Burthong Road, prior to the commencement of construction of the process plant. The intersection shall be designed and constructed to the satisfaction of CSC and in accordance with the applicable AUSTROADS standards.</p> | Section 6.2.1 |
| Schedule 3, Condition 37 | <p>Monitoring of Concentrate Transport</p> <p>The Proponent shall:</p> <p>(a) keep accurate records of the:</p> <p>(i) amount of lead and zinc concentrate transported from the site (on a monthly basis); and</p> <p>(ii) the date and time of loaded truck movements from the site; and</p> <p>(b) provide the Secretary with a summary of these truck movements in the Annual Review.</p> | Section 7.1 |

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| Condition No. | Condition | Where addressed |
|---|--|-----------------|
| Schedule 3, Condition 37A | <p>Transport of Concentrate to Hermidale Rail Siding</p> <p>The Applicant shall restrict the transport of concentrate to the Hermidale rail siding via the Nymagee-Hermidale Road during daylight hours and limit vehicle movements (entering and leaving the site) to 8 per day, averaged over a calendar month, unless otherwise agreed by the Secretary.</p> | Section 6.3 |
| Schedule 3, Condition 38 | <p>Traffic Management Plan</p> <p>The Proponent shall prepare and implement a Traffic Management Plan to the satisfaction of the Secretary. The plan shall:</p> | This document |
| | (a) focus on traffic management along Nymagee-Hermidale Road, Burthong Road and Priory Tank Road, particularly in the vicinity of the villages of Nymagee and Hermidale; | Section 6 |
| | (b) describe the measures to minimise conflicts between road users and ensure that trucks from the mine do not travel through surrounding local roads; | Section 6 |
| | (c) be developed in consultation with both BSC and CSC and submitted for the approval of the Secretary prior to carrying out any development on the site under this approval. | Section 2 |
| Schedule 5, Condition 3 | <p>Management Plan Requirements</p> <p>The Proponent shall ensure that the management plans required under this approval are prepared in accordance with any relevant guidelines, and include:</p> | Section 5 |
| | (a) detailed baseline data; | |
| | (b) a description of: | |
| | (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions); | Section 3 |
| | (ii) any relevant limits or performance measures/criteria; | Section 4 |
| | (iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the project or any management measures; | Section 7 |
| | (c) a description of the measures that would be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria; | Section 6 |
| | (d) a program to monitor and report on the: | Section 7 |
| (i) impacts and environmental performance of the project; | | |
| (ii) effectiveness of any management measures (see c above); | | |
| (e) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible; | Not applicable | |

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| Condition No. | Condition | Where addressed |
|--------------------------|---|-----------------|
| | <p>(f) a protocol for managing and reporting any:</p> <ul style="list-style-type: none"> (i) incidents; (ii) complaints; (iii) non-compliances with statutory requirements; and (iv) exceedances of the impact assessment criteria and/or performance criteria; and | Section 8 |
| | <p>(g) a protocol for periodic review of the plan. Note: The Secretary may waive some of these requirements if they are unnecessary for particular management plans.</p> | Section 11 |
| Schedule 5, Condition 5 | <p>Revision of Strategies, Plans and Programs Within three months of:</p> <ul style="list-style-type: none"> (a) the submission of an annual review under condition 4 above; (b) the submission of an incident report under condition 7 below; (c) the submission of an audit under condition 9 below; or (d) any modification to the conditions of this approval (unless the conditions require otherwise), the Proponent shall review, and if necessary revise, the strategies, plans, and programs required under this approval to the satisfaction of the Secretary. <p><i>Note: This is to ensure the strategies, plans and programs are updated on a regular basis, and incorporate any recommended measures to improve the environmental performance of the project.</i></p> | Section 11 |
| Schedule 5, Condition 7A | <p>REPORTING Incident Reporting</p> <p>The Proponent shall notify the Secretary and any other relevant agencies of any incident associated with the project as soon as practicable after the Proponent becomes aware of the incident. Within seven days of the date of the incident, the Proponent shall provide the Secretary and any relevant agencies with a detailed report on the incident.</p> | Section 7 |
| Schedule 5, Condition 7B | <p>Non Compliance Notification</p> <p>The Department must be notified in writing to compliance@planning.nsw.gov.au within 7 days after the Applicant becomes aware of any non-compliance with the conditions of this consent. The notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been done, or will be, undertaken to address the non-compliance.</p> | Section 7 |

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4 Objectives and Outcomes

Table 2 lists the objectives and outcomes for the Traffic Management Plan.

Table 2 Objectives and Outcomes

| Objective | Outcome |
|--|---|
| a) To ensure the intersection of Burthong Road and Priory Tank Road is designed and upgraded to relevant standards and traffic devices are sufficient for the management of additional mine-related traffic. | (i) Effective and safe upgrade of Burthong Road and Priory Tank Road to manage additional mine-related traffic. |
| b) To effectively manage Mine related traffic to minimise conflict between vehicles using Burthong Road and Priory Tank Road. | (ii) Minimal conflict between vehicles using Burthong Road and Priory Tank Road. |
| c) To ensure the Mine-related traffic does not result in unacceptable impacts on the village of Nymagee and to ensure that travel through surrounding local roads is not conducted. | (iii) Minimal adverse impact on traffic within and surrounding Nymagee. |

5 Baseline Data

An assessment of the baseline traffic data for the area was undertaken as part of the original Environmental Assessment (EA) for the mine (Traffic Solutions, 2011). The data was sourced from the RTA's Annual Average Daily Traffic Data (AADT) 2005 for the Western Region, and is summarised in **Table 3**.

Table 3 Baseline Traffic Data

| Road | Location | AADT |
|---|---|------------|
| Kidman Way | 8 km south of Cobar | 500 (2005) |
| | North of Priority Tank–Lachlan Shire Boundary Road | 157 (2005) |
| Nymagee – Hermidale Road | 2 km south of Barrier Hwy | 56 (2005) |
| Priority Tank–Lachlan Shire Boundary Road | South of Nymagee-Hermidale Road | 27 (1992) |
| Nymagee – Gilgunnia Road | South of Priority Tank–Lachlan Shire Boundary Rd | 72 (1992) |
| Nymagee – Hermidale Road | East of Priority Tank – Lachlan Shire Boundary Road | 28 (1992) |

Traffic Solution (2011) determined that the peak hour flows along Kidman Way (south of Cobar) would be less than 50 vehicles per hour, and that the daily flows along Burthong Road would be less than 5 vehicles per hour. The assessment concluded that the existing operation of all the roads in the area was considered to operate at a very good level of service 'A'.

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6 Traffic Management Measures

6.1 Introduction

During the operations, traffic travelling to and from the site will typically include:

- Semi-trailers;
- Rigid trucks;
- Buses/minibuses;
- Smaller trucks and service vehicles; and
- Light vehicles.

This section presents the traffic management measures that will be implemented during the life of the mine to ensure that Schedule 3, Conditions 33 to 38 of PA 10_0191 and the objectives of this plan are achieved. These measures include the following commitments:

- Construction of the Main Site Entrance intersection and upgrade of the existing site access intersection on Burthong Road (complete – refer **Section 6.2.1**);
- Upgrade of the intersection at Hartwood Street and Milford Street on Priory Tank Road, Nymagee (complete – refer **Section 6.2.2**);
- Upgrade and repair road surfaces along the approved concentrate transport route between the Main Site Entrance and Hermidale rail siding as required utilising the *Visual Road Pavement Condition Assessment, Hera Mine to Hermidale Siding* (Geolyse, 2014a) as an initial road condition report (has not yet been triggered – refer **Section 6.2.3**);
- Ensure all roads and tracks that cross waterways are designed and constructed in accordance with the Department of Industry – Water (DoI Water) Guidelines for Controlled Activities, and the documents *Policy and Guidelines for Fish Friendly Waterway Crossings* (DPI, 2004) and *Why do Fish Need to Cross the Road? - Fish Passage Requirements for Waterway Crossings* (DPI, 2003), as well as in consultation with Department of Primary Industries (DPI) – Fisheries and Department of Industry – Water (DoI Water);
- Implement the measures identified in the statement of commitments; and
- Implement the Drivers Code of Conduct which specifies speed limits both on and off-site.

6.2 Site Access and Maintenance/Upgrade of Local Roads

Schedule 3, Conditions 33 to 38 of PA 10_0191 identify a range of requirements in relation to upgrades and maintenance of the local road network and Main Site Entrance. The following sections summarising the works that have been completed or are planned to be implemented to satisfy these conditions.

6.2.1 Main Site Entrance and Light Vehicle Access Road

In satisfaction of Schedule 3, Condition 36 the Company engaged CSC to upgrade the Main Site Entrance and Light Vehicle Access Road. This included widening and sealing of the road to accommodate heavy vehicles and reduce dust emissions. The works were completed in 2016.

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6.2.2 Hartwood Street and Milford Street Intersection

In satisfaction of Schedule 3, Condition 35B the Company engaged suitably qualified consultants to provide recommendations on the upgrade of the Hartwood and Milford Street intersection. In May 2014, Envirowest Consulting Pty Ltd were engaged by Geolyse Pty Ltd (under direction from the Company) to complete a Geotechnical investigation and road pavement design of the intersection titled *Geotechnical Investigation of Hartwood Street and Milford Street on Priory Tank Road, Nymagee NSW* (Envirowest, 2014).

The report was supplied to CSC, and CSC was engaged to complete the intersection upgrade works. The works were completed in 2016.

6.2.3 Upgrade and Repair Road Surfaces Between the Main Site Entrance and Hermidale Rail Siding

In satisfaction of Schedule 3, Condition 34 of PA 10_0191 the Company engaged Geolyse Pty Ltd to prepare the report titled *Visual Road Pavement Condition Assessment, Hera Mine to Hermidale Siding* (Geolyse, 2014a). The Company will undertake road surface upgrades along the approved concentrate transport route between the Main Site Entrance and Hermidale rail siding if deterioration of roads is occurring as a result of mining activities, using the Geolyse (2014a) as an initial road condition report. To date this has not been required.

6.2.4 Traffic Control Devices Between Main Site Entrance and Hermidale Rail Siding

In satisfaction of Schedule 3, Condition 35A of PA 10_0191 the Company engaged Geolyse Pty Ltd to prepare the report titled *Visual Review of Traffic Control Devices – Hera Mine to Hermidale Siding* (Geolyse, 2014b). The report was supplied to BSC via email on 24 May 2014. The company has agreed to provide the funds required to implement the recommendations provided in the report.

6.3 Concentrate Transport

As per Schedule 3, Condition 37A of PA 10_0191, the Company is authorised to transport up to 60,000 tonnes of concentrate per calendar year. Transport of lead and zinc concentrate and gold doré from site will be restricted to daylight hours seven days a week. Condition 37A stipulates a limit of eight vehicle movements (entering and leaving the site) per day, averaged over a calendar month, unless otherwise agreed by the Secretary.

To ensure compliance to these commitments, the Company will implement the following:

- Heavy vehicles transporting concentrate will use the main route when conditions allow (**Figure 3**);
- Heavy vehicles transporting concentrate will use the alternate route (**Figure 4**) when required. This includes during times of road closures following heavy rain or when more than eight truck movements per day averaged over a calendar month is required;
- Before the alternate route is utilised, the Company must inform the CSC that it intends to use the alternate route;
- Maintain records of all concentrate trucks arriving and departing from the site including the date and time of arrival/departure;
- Restrict concentrate transport during times of rainfall to reduce damage to local roads;
- Weigh all concentrate trucks before leaving site to ensure they are not overloaded;

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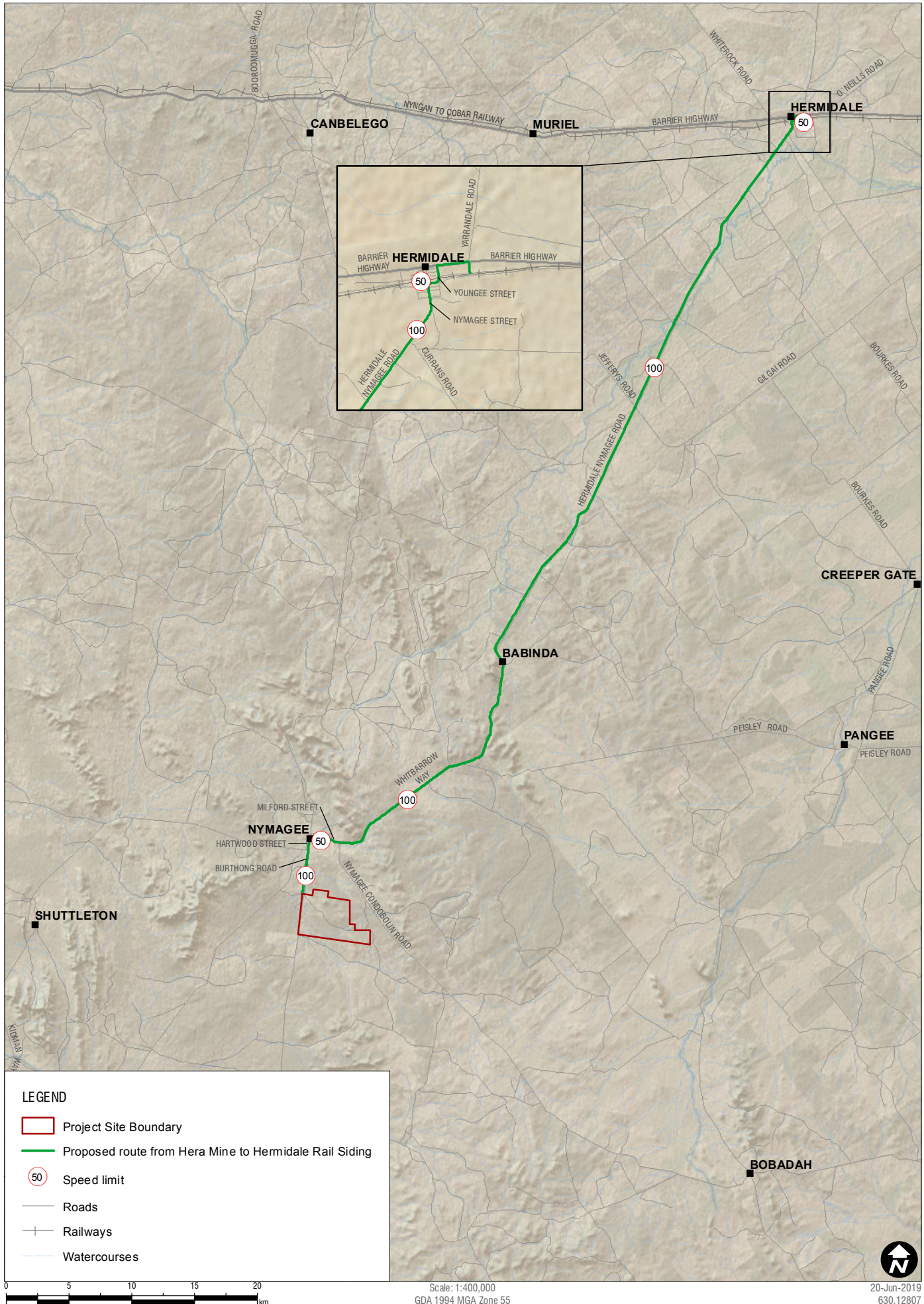
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- Prepare a monthly summary of concentrate truck movements including; date, time, amount of concentrate transport and average number of vehicle movements per day and publish on the Aurelia Metals website. This information will also be included in the Annual Review;
- Implement and enforce a Driver’s Code of Conduct;
- Implement a Planning Agreement with CSC to provide contributions to the local community and road maintenance;
- All plant and equipment used to transport materials from the site will be maintained in a proper and efficient condition, and operated in a safe manner; and
- Ensure that all vehicles transporting bulk concentrate are loaded on a weigh bridge using a front-end loader fitted with a bucket load indicator to avoid overloading.

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| Traffic Management Plan | | | AUR- |
| Author | J Coffey | Created | June 2012 |
| Approved | M Williams | Review date | June 2019 |
| Version | Rev 5 | Updated | June 2019 |

Figure 3. Main route for the transport of concentrate from the Site to the Hermidale rail siding.

H:\Projects-SLR\630-3\WML\630-ATL\630-12807-Hera-Gold-Mine-Management-Plan-Revision\06-SLR-Data\07-CAD\GIS\KML\SLR\630-12807_Main-TransportRoute_01.mxd



LEGEND

- Project Site Boundary
- Proposed route from Hera Mine to Hermidale Rail Siding
- 50 Speed limit
- Roads
- Railways
- Watercourses

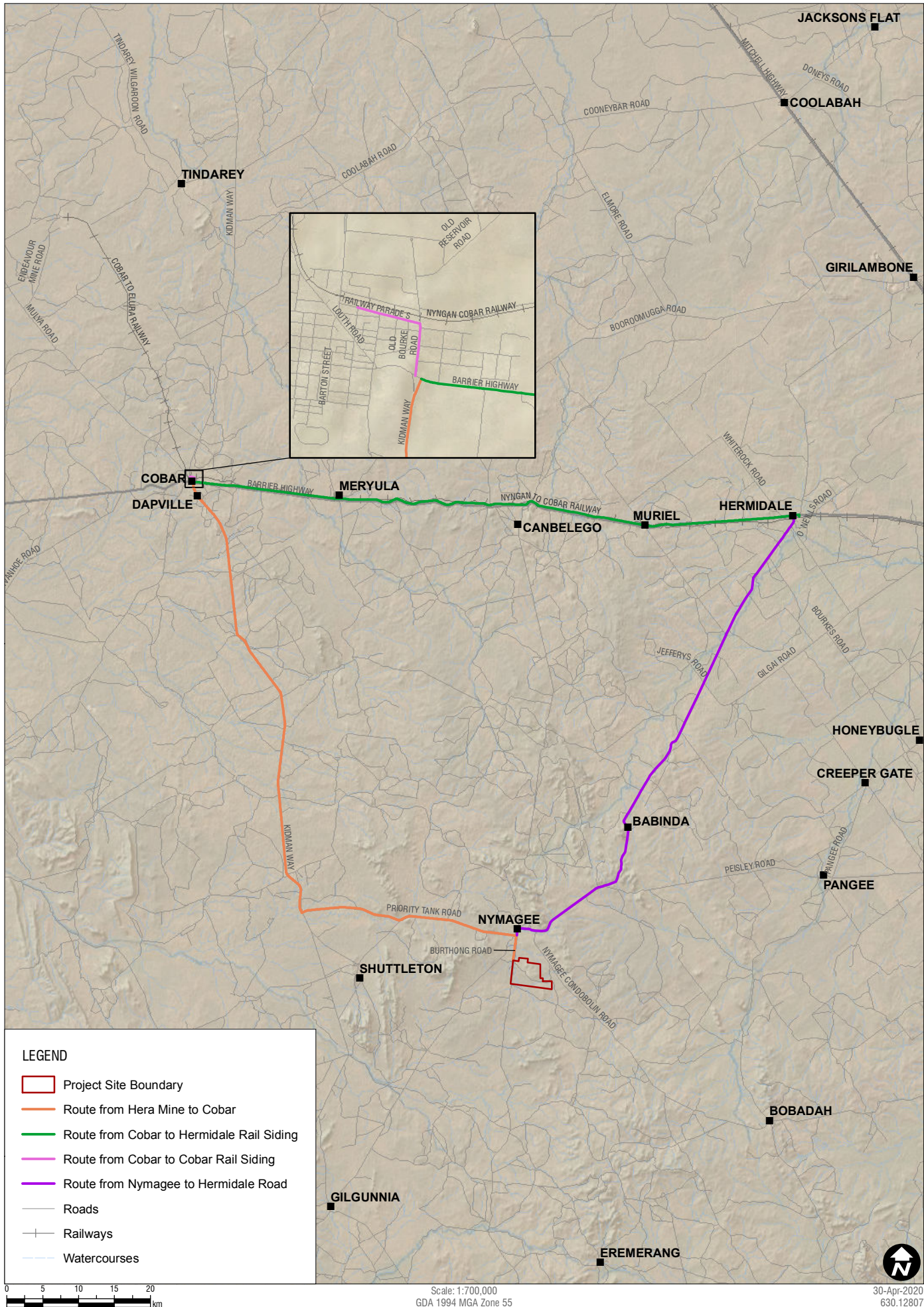
Main Transport Route

FIGURE 3



| | | | |
|--------------------------------|-------------------|-------------|------------------|
| Traffic Management Plan | | | AUR- |
| Author | J Coffey | Created | June 2012 |
| Approved | M Williams | Review date | June 2019 |
| Version | Rev 5 | Updated | June 2019 |

Figure 4. Alternate route for the transport of concentrate from the Site to the Hermidale rail siding.



H:\Projects\SLR\630-12807\Nymagee\Nymagee\Map\Revisions\Site_SLR_Data\07_CAD\GIS\Krc6\SLR\630-12807_AltimateTransportRoute_02.mxd

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|--------------------------------|-------------------|-------------|------------------|
| Traffic Management Plan | | | AUR- |
| Author | J Coffey | Created | June 2012 |
| Approved | M Williams | Review date | June 2019 |
| Version | Rev 5 | Updated | June 2019 |

6.3.1 Voluntary Planning Agreement with Cobar Shire Council

On 22 January 2016, the Company and CSC met to discuss the terms and conditions of the updated Voluntary Planning Agreement (VPA). It was agreed that under the VPA the Company would make an annual contribution to CSC for road repair and maintenance and a community fund for Nymagee. The agreement has been accepted by all parties and implemented. The Company is currently in talks with CSC after MOD5 approval to amend the planning agreement and to have it signed by 30 June 2020.

6.3.2 Voluntary Planning Agreement with Bogan Shire Council

On 11th December 2019, the Company and BSC signed an updated Voluntary Planning Agreement (VPA). It was agreed that under the VPA the Company would make an annual contribution to BSC for road repair and maintenance. The agreement has been accepted by all parties and implemented.

6.4 Site Traffic Management

Figure 5 presents the main heavy vehicle through fares and site rules within the site. All heavy and light vehicles must obey the following site rules when accessing the site:

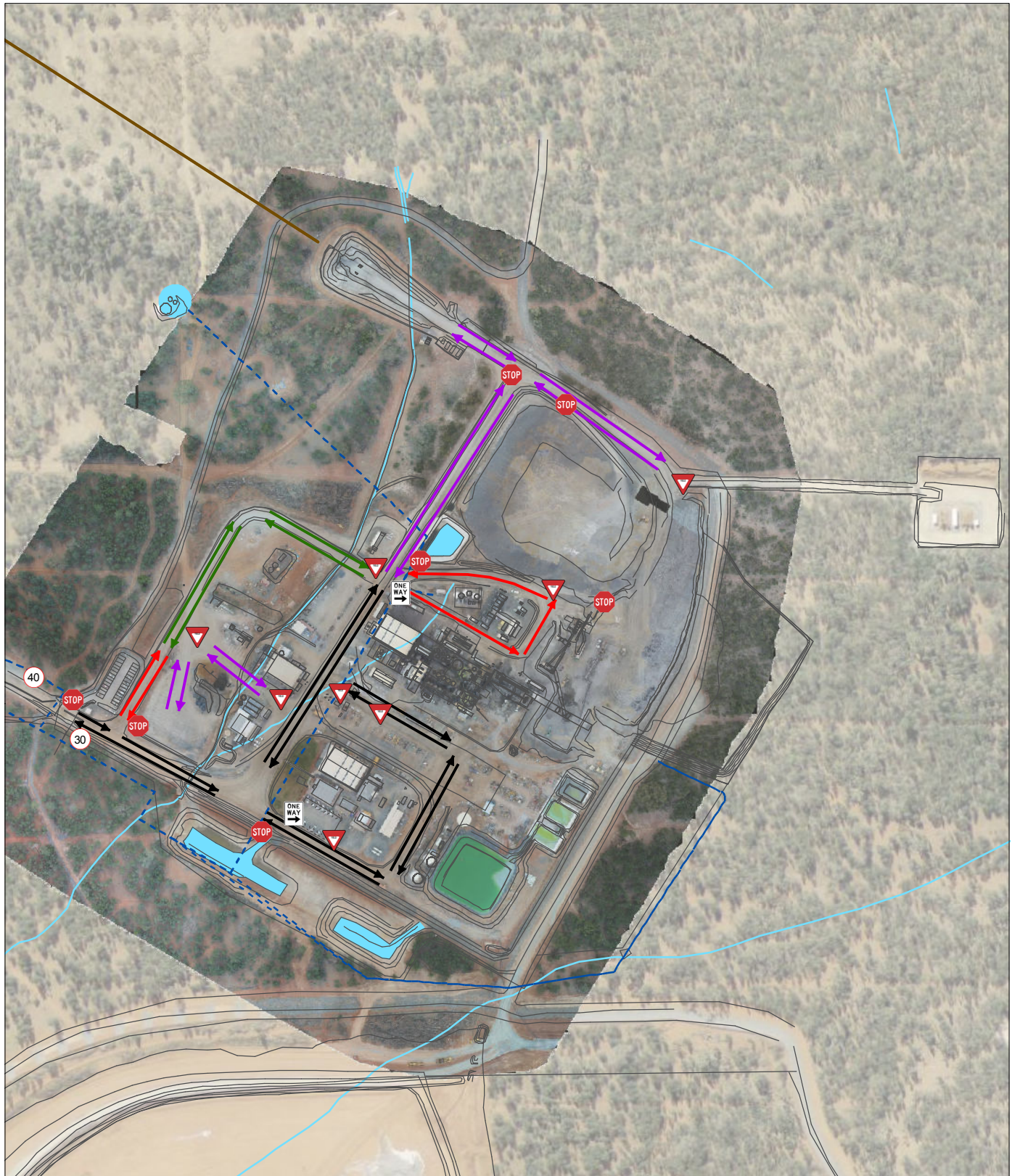
- A speed limit of 40 km/hr applies to the Main Site Access Road, Light Vehicle Access Road and roads around the leases;
- A speed limit of 30 km/hr applies to all areas within the Site;
- All vehicles must be fitted with flashing light, reverse alarm, fire extinguisher and first aid kit when accessing the site;
- All personnel must be properly inducted for the areas they are accessing;
- Visitors must report straight to the Administration Office and sign the Visitor’s Log;
- Heavy vehicle driver’s regularly accessing the site must have read and signed the Driver’s Code of Conduct;
- Heavy vehicles have right of way at all times;
- All vehicles must receive positive communication when approaching within 50 m of heavy vehicles;
- All vehicles must communicate via Channel 2 when accessing the ROM pad or waste rock dump; and
- All vehicles must obey all traffic signage.



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| Traffic Management Plan | | | AUR- |
| Author | J Coffey | Created | June 2012 |
| Approved | M Williams | Review date | June 2019 |
| Version | Rev 5 | Updated | June 2019 |

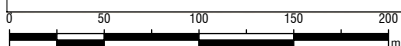
Figure 5. Main heavy vehicle through fares and site rules

H:\Projects-SLR\630-SW\N\TL630\N\TL630_12807_Hera_Gold_Mine_Management_Plan_Revisions\06_SLR_Data\07_CAD\GIS\K\G\SLR\630\02\07_Ordnance\HV_Routes_01.mxd



LEGEND

- | | | | | |
|--|-------------|-----------------------------|--|-------------------------|
| | Speed limit | Heavy Vehicle routes | | Pipeline |
| | Give way | | | Creek |
| | Stop | | | Dams |
| | One way | | | Underground mining area |
| | | | | Site infrastructure |
| | | | | |
| | | | | |
| | | | | |



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GDA 1994 MGA Zone 55

20-Jun-2019
630.12807

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| Traffic Management Plan | | | AUR- |
| Author | J Coffey | Created | June 2012 |
| Approved | M Williams | Review date | June 2019 |
| Version | Rev 5 | Updated | June 2019 |

6.5 Driver’s Code of Conduct

As per the Statement of Commitments included in PA 10_0191, a Driver’s Code of Conduct has been implemented (**Appendix A**). All heavy vehicle drivers that regularly visit the site are required to read, agree to and sign the Driver’s Code of Conduct. This will be conducted on an annual basis.

6.6 Speed Limits

The speed limit in operational sections of the site will be restricted to 30 km/hr. In all other sections of the site, speed limits will be restricted to a maximum of 40 km/hr.

All vehicles travelling on public roads will abide by the local speed limits ensuring they slow down to 50 km/hr while travelling through the Nymagee, Cobar and Hermidale townships.

7 Evaluation of Compliance and Reporting

The Company will take all reasonable and feasible measures to ensure compliance is achieved. The following sections outline how compliance will be assessed and reported.

7.1 Monthly Concentrate Truck Movement Report

The Company will publish a monthly report on the Aurelia Metals website summarising the transport of concentrate. The report will document the amount of lead and zinc concentrate transported from the site (on a monthly basis), as well as the date and time of loaded truck movements from the site. This information will also be published in the Annual Review with a summary of any traffic-related complaints received for the reporting period.

7.2 Road Safety Audit between the Barrier Highway approach on the Nymagee Road and the Access to the Hermidale Rail Siding

RMS required the Company to complete a Road Safety Audit between the Barrier Highway approach on the Nymagee Road and the access to the Hermidale rail siding by 2 February 2018. The audit was submitted on the 8th February 2018 and was conducted in consultation with RMS and BSC. Opportunities for improvement identified by the audit will be considered and implemented as required.

7.3 Annual Safety Review of the Truck Movements on the Barrier Highway

RMS requires the Company to complete an annual safety review of the truck movements on the Barrier Highway. The review will be completed each calendar year for the life of the mine.

The annual safety review will be completed in consultation with RMS and BSC. The results of the annual safety review will be presented to RMS and BSC as required. Any safety issues significantly exacerbated by traffic associated with the mine will be rectified as required.

7.4 Investigate the use of the Service Road adjacent to the railway track

RMS required the Company to investigate the use of the service road adjacent to the railway track as an alternative to accessing the Barrier Highway. The intention was the possible inclusion of this route in future Project Approval modifications. This investigation was to be completed and submitted to RMS by

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2 February 2018 however it was concluded that this would not be possible due to the proximity to the rail lines. The service road was deemed unsuitable due to the following reasons:

- Its proximity to the rail line;
- There is insufficient space for B Doubles to turn onto the service road after the rail crossing as the service road is not designed to accommodate B Doubles;
- The service road is dirt and would create dust issues for the rail traffic and the local community of Hermidale;
- No incidents or complaints have been received due to the haul trucks utilising the Barrier Highway;
- The Barrier Highway is the safer option due to being designed to accommodate B Doubles; and
- The concentrate trucks turning onto the Barrier Highway from Hermidale Road only make up a small percentage of the greater truck movements turning at this intersection (previous studies were conducted with council).

8 Incident Reporting

Incident Reporting will be undertaken in accordance with Schedule 5, Condition 7 of PA 10_0191. In the event of a crash, incident, near miss or complaint, the Company will initiate an investigation. The incident will be reported as soon as practicable after the Company becomes aware of an incident and the subsequent investigation will be reported to the relevant departments within seven days of the initial report. The investigation will seek to determine:

- What occurred at the time of the incident;
- The root cause of the incident;
- Any contributing factors which led to the incident;
- Whether appropriate controls were implemented to prevent the incident; and
- Recommendations for corrective and/or preventative actions that could be implemented to reduce the likelihood of the incident reoccurring.

Incident investigations will be communicated to all personnel through toolbox meetings and/or company memorandums. If required, the Traffic Management Plan and/or Driver’s Code of Conduct will be reviewed and amended in consultation with CSC, BSC and the DPIE.

Complaints can be directed to the Company via phone or email. These details are presented in **Table 4** and will be widely advertised to the local community via the Aurelia Metals website.

Table 4 Contact Details for the Complaints Directory.

| Method | Details |
|-----------|--|
| Email | complaints@aureliametals.com.au |
| Telephone | 1300 016 240 |

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|--------------------------------|-------------------|-------------|------------------|
| Traffic Management Plan | | | AUR- |
| Author | J Coffey | Created | June 2012 |
| Approved | M Williams | Review date | June 2019 |
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9 Roles and Responsibilities

Table 5 lists the roles and responsibilities for the management plan.

Table 5 Roles and Responsibilities

| Position | Accountable Task |
|--|--|
| General Manager – Hera Mine | <ul style="list-style-type: none"> • Must ensure adequate resources are available to enable implementation of this management plan. • Accountable for the overall environmental performance of the Mine, including the outcomes of this management plan. • Ensure road design, construction and maintenance is undertaken according to licence requirements. |
| Environment Advisor | <ul style="list-style-type: none"> • Ensure the implementation of this management plan. • Ensure all site personnel are competent through training and awareness programs. • Ensure vegetation is minimised at the site access to maintain clear vision for driver’s entering or existing the Mine site. • Report all crashes, near misses and complaints to the General Manager and in the Annual Review. |
| WHS Advisor | <ul style="list-style-type: none"> • Investigate all crashes and near misses and develop corrective actions if necessary. • Report crashes to regulatory agencies as required. • Retain all reports for a period of no less than four years. |
| All personnel operating vehicles and equipment at site | <ul style="list-style-type: none"> • Abide by all sections of this management plan. |
| All supervisors | <ul style="list-style-type: none"> • Report all crashes, near misses or reports of persons not complying with this Traffic Management Plan to the Environment Advisor and WHS Advisor. |
| All personnel | <ul style="list-style-type: none"> • Report anyone not complying with this management plan to their supervisor. |
| Heavy vehicle driver’s accessing the site regularly | <ul style="list-style-type: none"> • Abide by all sections of this management plan. • Abide by the Driver’s Code of Conduct. |

10 Training and Awareness

All personnel will undergo traffic awareness training. Traffic awareness training will be a component of the competency based site induction program. Drivers of heavy vehicles who regularly attend the site will be supplied with the Driver’s Code of Conduct of which they will abide by.

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| Approved | M Williams | Review date | June 2019 |
| Version | Rev 5 | Updated | June 2019 |

11 Review

In accordance with Schedule 5, Condition 5 of PA 10_0191 this management plan will be reviewed and, if required, revised within 3 months of:

- the submission of an annual review under Schedule 5, Condition 4;
- the submission of an incident report under Schedule 5, Condition 7;
- the submission of an independent audit report under Schedule 5 ,Condition 9; and
- any modification to the conditions of PA (unless the conditions require otherwise).

This review will include the adequacy of strategies, plans and programs as required under the PA. Any recommendations for appropriate measures or action to improve the environmental performance of the Mine and or any assessment, plan or program will be incorporated into this management plan.

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|--------------------------------|-------------------|-------------|------------------|
| Traffic Management Plan | | | AUR- |
| Author | J Coffey | Created | June 2012 |
| Approved | M Williams | Review date | June 2019 |
| Version | Rev 5 | Updated | June 2019 |

12 References

Department of Primary Industries (2004) *Policy and Guidelines for Fish Friendly Waterway Crossings*

Department of Primary Industries (2003) *Why do Fish Need to Cross the Road? - Fish Passage Requirements for Waterway Crossings.*

Envirowest Consulting Pty Ltd (2014) *Geotechnical Investigation of Hartwood Street and Milford Street on Priory Tank Road, Nymagee NSW.*

Geolyse Pty Ltd (2014a) *Visual Road Pavement Condition Assessment, Hera Mine to Hermidale Siding.*

Geolyse Pty Ltd (2014b) *Visual Review of Traffic Control Devices, Hera Mine to Hermidale Siding.*



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|--------------------------------|-------------------|-------------|------------------|
| Traffic Management Plan | | | AUR- |
| Author | J Coffey | Created | June 2012 |
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| Version | Rev 5 | Updated | June 2019 |

Appendix A – Driver Code of Conduct



| | | | |
|--------------------------|------------|--------|---------------|
| Driver's Code of Conduct | | | |
| Author | J Thompson | | |
| Approved | S Ramsay | | |
| Version | V 2.0 | Review | November 2018 |

DRIVER'S CODE OF CONDUCT

| | | | |
|--------------------------|------------|--------|---------------|
| Driver's Code of Conduct | | | |
| Author | J Thompson | | |
| Approved | S Ramsay | | |
| Version | V 2.0 | Review | November 2018 |

1 Scope

This Driver's Code of Conduct must be read, understood and signed by all drivers of heavy vehicles who access the Hera Gold Mine (the Project) on a frequency of greater than once per month. The Project is owned and operated by Hera Resources Limited (the Company).

Heavy vehicles are vehicles that have a Gross Vehicle Mass (GVM) or Aggregate Trailer Mass (ATM) of more than 4.5 tonnes and a combination that includes a vehicle with a GVM or ATM of more than 4.5 tonnes (Source: Heavy Vehicle National Law NSW, 2013 No 42a).

2 All Drivers of Heavy Vehicles

All Drivers of Heavy vehicles must comply with all conditions in this section.

2.1 NSW Roads and Maritime Services (RMS) Requirements

This Driver's Code of Conduct requires all driver's to comply with the following:

- All drivers must ensure they are appropriately licenced for the vehicle and cargo they are operating;
- All drivers must comply with all NSW RMS regulations including but not limited to:
 - speed limits;
 - load limits; and
 - driving hours.

2.2 Local Council Requirements

This Driver's Code of Conduct requires all driver's to obey local council regulations regarding road closures. This includes road closures during times of heavy rainfall. It is the driver's responsibility to check with local council's for road closure information.

2.3 Hera Gold Mine Requirements

This Driver's Code of Conduct requires all driver's to comply with the following:

- Drivers are to ensure they have a Full Surface Induction;

| | | | |
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| Driver's Code of Conduct | | | |
| Author | J Thompson | | |
| Approved | S Ramsay | | |
| Version | V 2.0 | Review | November 2018 |

- Drivers are to ensure they have all the correct Personal Protective Equipment (PPE);
- Drivers are to read, understand and sign this Driver's Code of Conduct (**Appendix 1**);
- Maintain safe driving practises at all times, which are appropriate to the conditions;
- Drivers are to comply with Project speed limits, communication requirements and access requirements including:
 - Access the site via the Main Site Entrance (Heavy Vehicle Access Road) only;
 - Obtaining positive communications with other road users (visual or radio);
 - Obeying Project speed limits including 40 km/hr on the Heavy Vehicle Access Road and 30 km/hr while in the Project site (through the boom gate)
- Drivers are to sign into the visitor registry as soon as they enter site if they do not have an Access Card; and
- When exiting a vehicle, drivers are to ensure vehicles are turned off and correctly isolated (hand break engaged and in gear).

2.4 Transport of Dangerous Goods

This Driver's Code of Conduct requires all driver's to comply with the following:

- Transport of all dangerous goods to or from the site shall be undertaken in strict accordance with *Australian Code for the Transport of Dangerous Goods by Road and Rail*; and
- Ensure that transportation of hazardous materials to or from the site is undertaken in accordance with the Department's *Hazardous Industry Planning Advisory Paper No. 11 – Route Selection*.

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|--------------------------|------------|--------|---------------|
| Driver's Code of Conduct | | | |
| Author | J Thompson | | |
| Approved | S Ramsay | | |
| Version | V 2.0 | Review | November 2018 |

3 Concentrate Transport Trucks

All drivers of concentrate transport trucks must comply with all conditions in this section.

This Driver's Code of Conduct requires all drivers of concentrate haulage trucks to comply with the following:

- Transport concentrate along the main transport route only when permissions permit (**Figure 1**);
- Transport concentrate along the alternate route during times of road closure when the main route is inaccessible (**Figure 2**). This is typically following heavy rainfall;
- Ensure all loads are securely covered before leaving site;
- Avoid overloading trucks by utilising the weigh bridge;
- Ensure concentrate is transported from the Hera Mine during daylight hours only (Daylight savings: 0700 to 1930; non-daylight savings: 0700 to 1700);
- Ensure no more than eight vehicle movements (four loads of concentrate) between the Project and Hermidale rail siding occur per day averaged over a calendar month;
- The Transport Company must provide consistent service throughout the month. The Transport Company is to avoid behaviours that would lead to no truck movements early in the month and then have excessive truck movements at the end of the month;
- Ensure extra safety precautions are adhered to when entering the Barrier Highway from the Nymagee Road including but not limited to:
 - Ensure the vehicle comes to a complete stop before entering the Barrier Highway; and
 - If another vehicle is in the driver's line of site, they are not to enter the Barrier Highway.
- Obey all speed limits particularly through the village of Nymagee and Hermidale; and

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| Driver's Code of Conduct | | | |
| Author | J Thompson | | |
| Approved | S Ramsay | | |
| Version | V 2.0 | Review | November 2018 |

- Concentrate haulage is not to occur during times of heavy rainfall or when the road has been closed by the Cobar Shire Council or Bogan Shire Council

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| Author | J Thompson | | |
| Approved | S Ramsay | | |
| Version | V 2.0 | Review | November 2018 |

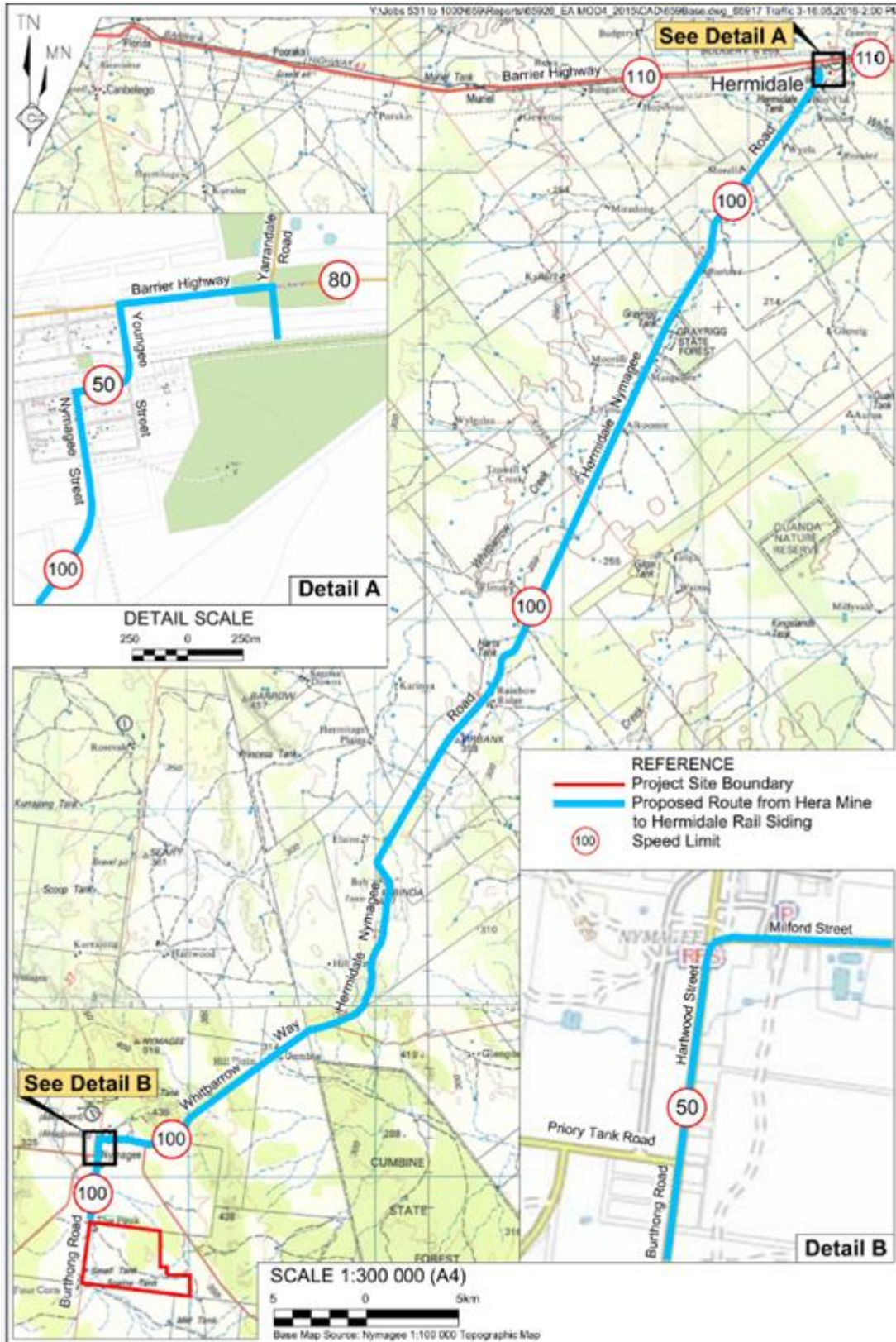


Figure 1 – Approve route for transport of concentrate from the Hera Gold Mine to Hermidale rail siding

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| Author | J Thompson | | |
| Approved | S Ramsay | | |
| Version | V 2.0 | Review | November 2018 |

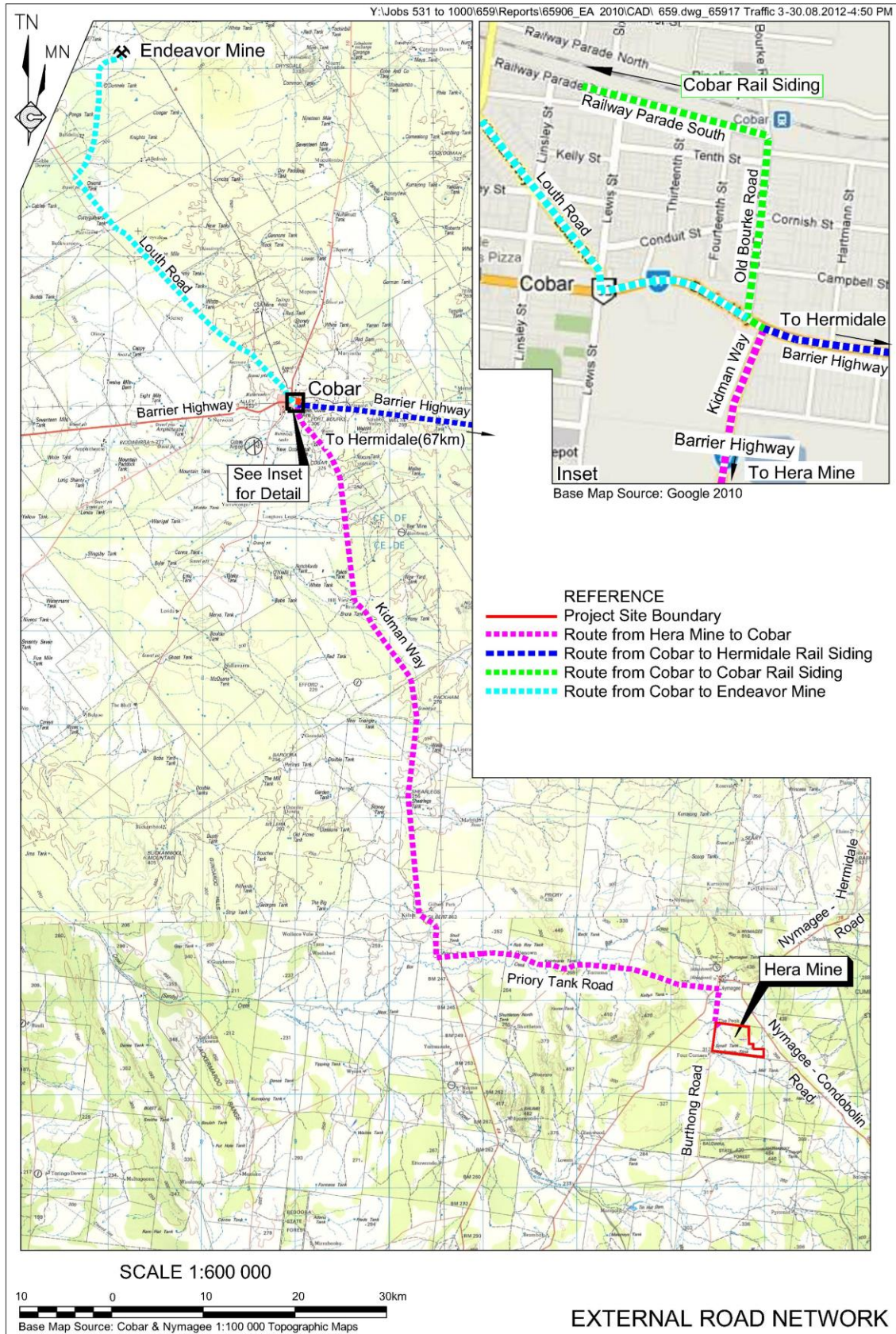


Figure 2. Alternate route for the transport of concentrate from the Project to the Hermidale rail siding.



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| Driver's Code of Conduct | | | |
| Author | J Thompson | | |
| Approved | S Ramsay | | |
| Version | V 2.0 | Review | November 2018 |

4 Appendices

4.1 Appendix 1- Driver's Code of Conduct Sign-Off Sheet

Name:

Full Site Induction Complete:

Yes / No (circle one)

Mobile Number:

Transport Company:

Company Contact Name:

I, _____, have been provided with a copy of the Driver's Code of Conduct for the Hera Gold Mine. I have read and understood this Code of Conduct and agree to abide by the conditions contained within it when operating on behalf of Hera Resources Limited.

Print Name:

Signed:

Date:



| | | | |
|--------------------------------|-------------------|-------------|------------------|
| Traffic Management Plan | | | AUR- |
| Author | J Coffey | Created | June 2012 |
| Approved | M Williams | Review date | June 2019 |
| Version | Rev 5 | Updated | June 2019 |

Appendix B – BSC and CSC Consultation

From: [Graeme Bourke](#)
To: [Jonathon Thompson](#)
Subject: RE: Traffic Management Plan for Consultation
Date: Friday, 28 February 2020 2:33:25 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.jpg](#)

Hi Jonathon

I have reviewed the Traffic Management Plan and as the references to the unsealed sections of the Nymagee to Hermidale Road have been removed, Bogan Shire Council has no comments on the Traffic Management Plan to make.

Regards

Graeme Bourke
Director Engineering Services

Bogan Shire Council
81 Cobar Street
PO Box 221
Nyngan NSW 2825

P: (02) 6835 9000
F: (02) 6835 9011
E: graeme.bourke@bogan.nsw.gov.au
W: www.bogan.nsw.gov.au



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From: Jonathon Thompson [mailto:Jonathon.Thompson@areliametals.com.au]
Sent: Friday, 28 February 2020 12:29 PM
To: Graeme Bourke; Garry Ryman (garry.ryman@cobar.nsw.gov.au)
Cc: Cobar Shire Council; Liam Richards
Subject: FW: Traffic Management Plan for Consultation

Hi Graeme and Garry,

DPIE have indicated that we cannot continue with the approval of the Traffic Management Plan until I have received some form of communication from you both. In response to this email are you able to do one of the following:

- If you intend on responding, please let me know what date you intend to respond;
- If you are not intending on responding, can you please just send me an email stating that

no comment on the Management Plan will be provided?

I would like to keep this plan moving through the system if possible so a prompt response would be greatly appreciated!

Regards,

Jonathon Thompson | Group Manager - Environment

Aurelia Metals Ltd

Suite 5, Level 2, 60-62 McNamara Street | PO Box 8626 | ORANGE | NSW | 2800

T +61 2 6837 3030 | **F** 02 6361 4711 | **M** 0488 065 144

E jonathon.thompson@aureliametals.com.au | **W** www.aureliametals.com.au



From: Jonathon Thompson

Sent: Sunday, 16 February 2020 5:29 PM

To: Graeme Bourke <graeme.bourke@bogan.nsw.gov.au>; Garry Ryman
<garry.ryman@cobar.nsw.gov.au> <garry.ryman@cobar.nsw.gov.au>

Cc: mail CSC <mail@cobar.nsw.gov.au>; Liam Richards <Liam.Richards@aureliametals.com.au>

Subject: Traffic Management Plan for Consultation

Hi Graeme and Garry,

MOD5 for the Hera Mine Project Approval (10_0191) has recently been approved. In response to this the management plans are being updated. Condition 38 (c) Schedule 3 of the project approval requires that the management plan be developed in consultation with Bogan Shire Council and Cobar Shire Council.

As a result of this condition, please find attached a tracked changes version of the Traffic Management Plan. Can you please review this and provided any comments by **1 March 2020** (this is in line with consultation guidelines on the Department of Planning, Industry and Environments (DPIE) Major Projects Portal).

If I have not heard from you by 1 March 2020 I will assume you have no comments and the management plan will be submitted to the Secretary for approval.

Regards,

Jonathon Thompson | Group Manager - Environment

Aurelia Metals Ltd

Suite 5, Level 2, 60-62 McNamara Street | PO Box 8626 | ORANGE | NSW | 2800

T +61 2 6837 3030 | **F** 02 6361 4711 | **M** 0488 065 144

E jonathon.thompson@aureliametals.com.au | **W** www.aureliametals.com.au



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From: [Garry Ryman](#)
To: [Liam Richards](#)
Cc: [mail CSC](#)
Subject: RE: Traffic Management Plan for Consultation- Hera Mine File
Date: Wednesday, 1 April 2020 7:44:49 AM
Attachments: [image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)

Hi Liam,

Only one comment being - can you check whether the transport route to the Endeavor Mine is still covered by the consent (it may have dropped out of the consent via one of the consent modifications) and if not suggest relevant adjustment to the Plan regarding references to the Endeavor route.

Otherwise no problems/comments in respect to the TM Plan and no need for further consultation about the Plan.

Regards
Garry

Garry Ryman

Director

Planning & Environmental Services Department

Cobar Shire Council | 36 Linsley Street | PO Box 223 | Cobar NSW 2835

P: (02) 6836 5888 | F: (02) 6836 3964 | E: garry.ryman@cobar.nsw.gov.au | W: www.cobar.nsw.gov.au

IMPORTANT NOTICE: This e-mail and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Cobar Shire Council is not responsible for any unauthorised alterations to this e-mail or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of the Cobar Shire Council. If you receive this e-mail in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this e-mail if you are not the intended recipient. Before printing, please consider the environment.

From: Liam Richards <Liam.Richards@aureliametals.com.au>
Sent: Thursday, 26 March 2020 4:54 PM
To: Garry Ryman <garry.ryman@cobar.nsw.gov.au>
Cc: mail CSC <mail@cobar.nsw.gov.au>
Subject: RE: Traffic Management Plan for Consultation

Hi Garry,

Thanks for the phone call at 4:28pm. I'm following up the consultation for the *Traffic Management Plan* that was sent to you on 16 February 2020.

Condition 5 (d), Schedule 5 of Hera's Project Approval 10_0191 required this Management Plan be submitted for approval on 6 March 2020 due to being three months since Modification 5 was approved.

Please reply to my email with your consultation in this matter. Graeme has already responded

with his feedback.

Note: Change of postal address in email signature, GPO Box 7 BRISBANE QLD 4001.

Regards,

Liam Richards | Environment Advisor | Hera Mine

Aurelia Metals Ltd

"The Peak" 353 Burthong Road Road NYMAGEE NSW 2831 | GPO Box 7 BRISBANE QLD 4001

DD +61 2 6837 3019 | **T** +61 2 6837 3030 | **F** 02 6361 4711 | **M** 0431 422 151

E liam.richards@aureliametals.com.au | **W** www.aureliametals.com.au



From: Jonathon Thompson <Jonathon.Thompson@aureliametals.com.au>

Sent: Friday, 28 February 2020 12:29 PM

To: Graeme Bourke <graeme.bourke@bogan.nsw.gov.au>; Garry Ryman
<garry.ryman@cobar.nsw.gov.au> <garry.ryman@cobar.nsw.gov.au>

Cc: mail CSC <mail@cobar.nsw.gov.au>; Liam Richards <Liam.Richards@aureliametals.com.au>

Subject: FW: Traffic Management Plan for Consultation

Hi Graeme and Garry,

DPIE have indicated that we cannot continue with the approval of the Traffic Management Plan until I have received some form of communication from you both. In response to this email are you able to do one of the following:

- If you intend on responding, please let me know what date you intend to respond;
- If you are not intending on responding, can you please just send me an email stating that no comment on the Management Plan will be provided?

I would like to keep this plan moving through the system if possible so a prompt response would be greatly appreciated!

Regards,

Jonathon Thompson | Group Manager - Environment

Aurelia Metals Ltd

Suite 5, Level 2, 60-62 McNamara Street | PO Box 8626 | ORANGE | NSW | 2800

T +61 2 6837 3030 | **F** 02 6361 4711 | **M** 0488 065 144

E jonathon.thompson@aureliametals.com.au | **W** www.aureliametals.com.au



From: Jonathon Thompson
Sent: Sunday, 16 February 2020 5:29 PM
To: Graeme Bourke <graeme.bourke@bogan.nsw.gov.au>; Garry Ryman
(garry.ryman@cobar.nsw.gov.au) <garry.ryman@cobar.nsw.gov.au>
Cc: mail CSC <mail@cobar.nsw.gov.au>; Liam Richards <Liam.Richards@aureliametals.com.au>
Subject: Traffic Management Plan for Consultation

Hi Graeme and Garry,

MOD5 for the Hera Mine Project Approval (10_0191) has recently been approved. In response to this the management plans are being updated. Condition 38 (c) Schedule 3 of the project approval requires that the management plan be developed in consultation with Bogan Shire Council and Cobar Shire Council.

As a result of this condition, please find attached a tracked changes version of the Traffic Management Plan. Can you please review this and provided any comments by **1 March 2020** (this is in line with consultation guidelines on the Department of Planning, Industry and Environments (DPIE) Major Projects Portal).

If I have not heard from you by 1 March 2020 I will assume you have no comments and the management plan will be submitted to the Secretary for approval.

Regards,

Jonathon Thompson | Group Manager - Environment

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