11/10/2021

SF2018/318466 | WST18/00146/07

The Manager
Resource Assessments
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Philip Nevill

Dear Mr Nevill

SSD-10419: consolidated mining lease (CML) 6, mining purposes lease (MPL) 854 and mining lease (ML) 1483 and ML 1805; Kidman Way (MR410), Cobar
New Cobar Complex Project

Thank you for the above referral via the NSW Major Projects Portal inviting comment from Transport for NSW as a part of the Response to Submissions for SSD-10419.

TfNSW has reviewed the submitted documentation and it is understood that the development is for the New Cobar Complex Project, consisting of:

- Amalgamation of existing approved underground mining of the Chesney and Jubilee deposits,
- Development of new underground workings of the Great Cobar and Gladstone deposits,
- Groundwater dewatering of the relevant historical and proposed underground workings via the historical Great Cobar Shaft,
- An increase of the number of ore haulage trucks between the New Cobar Complex and Peak Complex from 25 loaded trips per day (50 movements in and out) to 50 loaded trips (100 movements in and out) per day (daylight hours only) averaged over a calendar year. The increase of daily truck movements will provide flexibility to PGM if there are unforeseen production disruptions (e.g. bad weather),
- Crushing and screening of ore within the existing surface run of mine (ROM) pad at the New Cobar Complex,
- Transportation of ore to the Peak Complex via Kidman Way for processing, using road registered heavy vehicles (HV),
- Harvesting of waste rock and:

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    - immediately deploying the material underground for use in stope backfilling operations (waste rock will remain underground and will not be transported to the surface as a preference), and
    - transportation of non-acid forming material to the surface for use across the complexes for construction/rehabilitation tasks (eg tailings dam lifts),
- Deposition of potentially acid forming waste rock brought to the surface and stored within the waste rock emplacements (WRE) where at end of mine life it would be capped, or progressively returned underground for disposal,
- Continuation of all other approved activities within the New Cobar Complex,
- Processing will remain at the existing approved rate of up to 800,000 tpa,
- Construction of a short (no more than 400 metre) power line from an existing 22 kilovolt (kV) line servicing PGM, to a proposed compact substation located adjacent to the approved fresh air intake and proposed emergency egress winder.

Road Matters

TfNSW does not object to the proposal subject to the following conditions being included in any consent issued in relation to this SSD application by the consent authority:

- All existing consents associated with the development are to be surrendered following commencement of development in accordance with this consent.
- All vehicles are to enter and exit the site in a forward direction.
- Prior to the commencement of construction works, the intersection of the Kidman Way/Construction Access must be upgraded as follows:
    - A Rural Basic Left-Turn (BAL) Treatment (see Figure 8.2 of Part4A of AGTRD) is to be provided to accommodate 19m long design vehicle.
    - A Rural Basic Right-Turn (BAR) Treatment (see Figure A6 of Part4 of AGTRD) is to be provided to accommodate 19m long turning design vehicle and the highway design vehicle length of 36.5m.
    - The property access leg of the intersection is to be sealed to a distance of 20m from the hold line of the intersection.
    - Safe Intersection Sight Distance (SISD) requirements as per Austroads Guide to Road Design Part 4A and relevant TfNSW Supplements to Austroads is to be provided and maintained in both directions at the intersection. For a 90 km/h operating speed a minimum SISD of 214 metres should be provided.

    Note: Should DPIE support the above recommendation, a plan of the proposed road works will need to be submitted to TfNSW for concurrence pursuant to section 138(2) of the Roads Act 1993 and prior to Council granting its consent for the road works.
- Prior to commencement of the development, the intersection of the Kidman Way/New Cobar Complex Access must be upgraded to accommodate the turning movements of a 35.4m B-Triple vehicle as generally shown on EMM Drawing J190278 EMM-001 Revision 1 dated 22/4/2020.

    Note: The upgrade has also been separately recommended as a requirement under Cobar DA2020/LD-029.
- Prior to commencement of the development, the intersection of the Kidman Way/Peak Way Access must be upgraded as follows:

- A Rural Basic Left-Turn (BAL) Treatment (see Figure 8.2 of Part4A of AGTRD) is to be provided to accommodate 35.4m long design vehicle.
- Upgrade to accommodate the turning movements of a 35.4m B-Triple vehicle.

Note: The BAL upgrade has also been separately recommended as a requirement under MP10_0191_MOD-6 and Cobar DA2020/LD-029.

Note: Should DPIE support the above recommendation, a plan of the proposed road works will need to be submitted to TfNSW for concurrence pursuant to section 138(2) of the Roads Act 1993 and prior to Council granting its consent for the road works.

- Prior to construction within classified State roads commencing, consent to the design must be obtained from Council and concurrence must be sought from TfNSW pursuant to Section 138(2) of the Roads Act 1993 – please forward the strategic detail design to development.western@rms.nsw.gov.au for review.
- The developer will undertake private financing and construction of works on the Kidman Way, a State classified road (MR410) in which TfNSW has a statutory interest. A formal agreement in the form of a Works Authorisation Deed (WAD) is required between the developer and TfNSW prior to works commencing.
- Prior to the commencement of construction work the proponent is to contact the TfNSW Road Access Unit at road.access@transport.nsw.gov.au to determine if a road occupancy licence (ROL) is required. In the event an ROL is required provide the consent number in the road occupancy licence application. Please note that up to 10 working days is required for Road Occupancy Licence applications to be assessed and processed. https://roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html.
- Prior to the operation of the development, 'Advance truck warning signs' (W5-22 Size B) with distance plates (W8-5 Size B) underneath, located 250m from the intersections on both approaches along the highway must be installed.
- Prior to the commencement of works a Traffic Management Plan (TMP) including Driver Code of Conduct is to be submitted to and concurrence obtained from Transport for NSW. The preparation of the TMP will require consultation with Transport for NSW, Cobar Shire Council, the principal contractor(s) and relevant stakeholders. The requirements of the TMP and Driver Code of Conduct are to cover the matters referred to within the TMP Annexure (**TAB A**).

  The TMP is to be reviewed and updated in response to any changes in operating conditions. A copy of the TMP and Driver Code of Conduct is to be provided to contractors and employees as a part of the site induction and a copy is to be made available to Transport for NSW with each major update.

Rail Matters

TfNSW, in consultation with John Holland Rail in it's role as the Rail Infrastructure Manager (RIM), has reviewed the Submissions Report. It is noted that Submissions Report states that there are no non-operational rail corridors in the vicinity of the Project, therefore, the New Cobar Complex Project and its associated activities will have no impacts on any operational or non-operational rail corridor.

Since receipt of the Submissions Report, the applicant has provided additional information to JHR confirming the following extent:

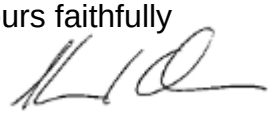
1. The SSD does not have relevance or impacts on the operational rail corridor from Nyngan Junction to Cobar (in green below in **TAB C**).
2. The new underground working that requires access to the non-operational rail corridor (marked in red in **TAB C**) is the Great Cobar Deposit only.
3. The existing workings forming part of the New Cobar Complex Project do not require access to the non-operational rail corridor.
4. The Great Cobar Pipeline was constructed in accordance with development approval for DA 2019/LD-00024 and is currently in operation. However, the pipeline traverses the non-operational rail corridor without TfNSW's approval.
5. The Great Cobar Exploration decline area includes parts of the non-operational rail corridor. This area will be used to support the Great Cobar Deposit. The Great Cobar decline was also previously approved via a REF and its access to the rail corridor was not approved by TfNSW.

Comments in relation to the potential impact to the rail corridor and infrastructure are provided in **TAB D**. In addition, if the subject application is to be approved, it is requested that the conditions as outlined in **TAB E** be imposed to ensure that the proposed development is undertaken in a safe manner and will not have an adverse effect on the rail infrastructure.

Please be advised that under the *Environmental Planning & Assessment Act 1979* it is the responsibility of the consent authority to assess environmental impacts, and notify potentially affected persons, of any referral agency conditions.

Please forward a copy of Councils determination to TfNSW at development.western@transport.nsw.gov.au when it is sent to the applicant. If you wish to discuss this matter further, please contact the undersigned on 02 6861 1530.

Yours faithfully



Howard Orr
Team Leader
Development Services West
Regional and Outer Metropolitan

TAB A - TMP Annexure: Traffic Management Plan and Driver Code of Conduct

The Traffic Management Plan (TMP) and Driver Code of Conduct is to outline measures to manage traffic related issues associated with all phases of the development (e.g. deliveries, construction, operation, maintenance, decommissioning), any construction or excavated materials, machinery and personnel involved. The TMP is to detail the potential impacts associated with the development, the measures to be implemented, and the procedures to monitor and ensure compliance. The TMP is to address (but not be limited to):

a. Specific commitments for the provision and use of buses and car-pooling during construction to limit peak hourly traffic. Plans and measures to manage the impacts of personal vehicle parking at pickup points (e.g. in towns) are to be detailed.

b. An enforceable policy for staff and contractors to use the designated commuter route in preference to back roads, where the journey is not unreasonably lengthened, as detailed in the approved EIS.

c. Details of origin, destination, quantity, size and frequency of vehicle movements associated with the development including those accessing and egressing the site.

d. Timings and staging of construction and operation of the development.

e. Existing and projected background traffic, peak hour volumes and types and their interaction with projected development related traffic.

f. Loads, weights, lengths and number of movements of haulage and construction related vehicles including Over Size Over Mass (OSOM) loads.

g. The management and coordination of construction and staff vehicle movements to the site and measures to limit disruption to other motorists, including special OSOM management measures.

h. Scheduling of haulage vehicle movements to occur outside of daily commuter peak periods, local special event times, school bus (both in rural and town areas) and school zone operating hours.

i. Active communication procedures for traffic such as school buses or haulage vehicles from other quarries, or near potential safety hazards.

j. Scheduling of heavy vehicle movements to minimise convoy or platoon lengths.

k. Consideration to minimise the route length for road transport, particularly for OSOM loads.

l. Any OSOM will be the subject of separate permits through the National Heavy Vehicle Regulator.

m. Mitigation of local climate conditions that may affect road safety for vehicles used during construction, operation and decommissioning of the facility (e.g. scheduling during daylight hours, or outside of fog, wet weather, ice or snow).

n. Transport of hazardous materials in accordance with the relevant transport codes.

o. Specific mitigation measures along the approved transport routes. Road and intersection improvement works are to be completed prior to the commencement of on-site construction unless specifically approved otherwise in the conditions of consent.

p. Consultation and engagement with affected stakeholders, including regulatory authorities, landowners, businesses, bus operators and so forth.

q. Policies and procedures for addressing concerns raised by the community on project related matters.

r. Dust suppression and mitigation measures on public roads and within the site boundaries.

s. Toolbox meetings to facilitate continuous improvement initiatives and incident awareness.

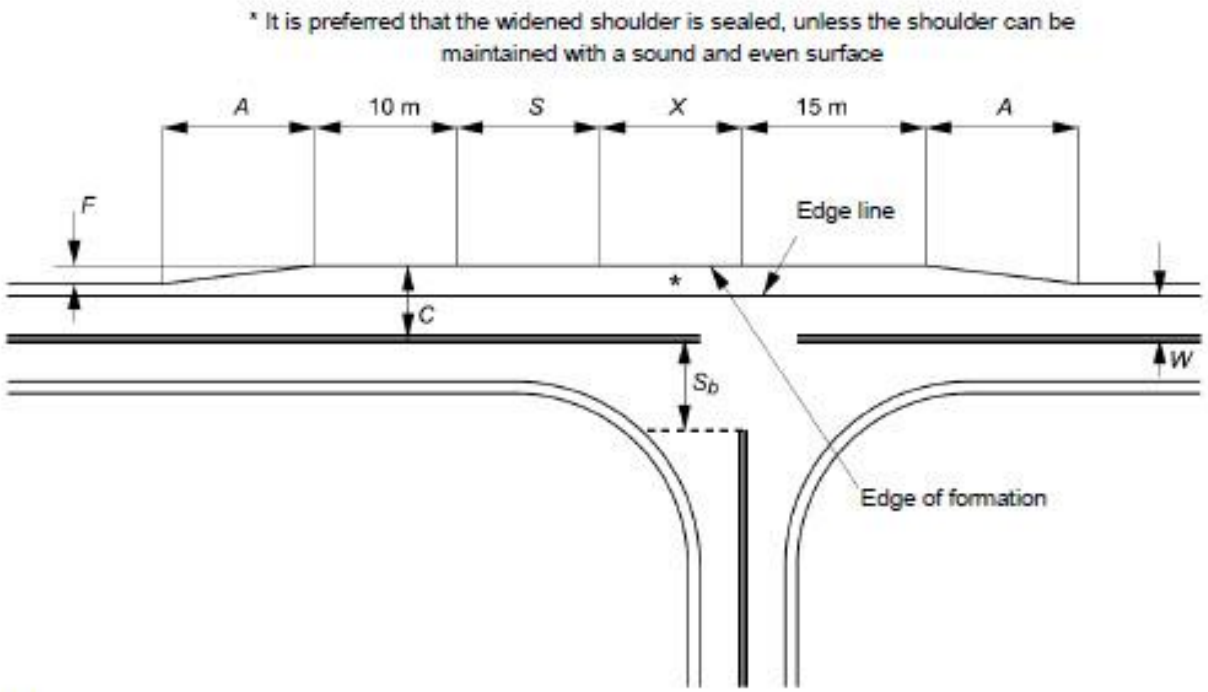
t. Truckloads are to be covered at all times when being transported, to minimise dust and loss of material onto roads which may form a traffic hazard.

u. Measures to ensure responsible fatigue management and discourage driving under the influence of alcohol and/or drugs, dangers of mobile phone use and driving to the conditions, and adherence to posted speed limits.

(End of TMP Annexure)

TAB B – Intersection Designs

Figure A 6: Basic right (BAR) turn treatment on a two-lane rural road



Notes:

This treatment applies to the right turn from a major road to a minor road.

The dimensions of the treatment are:

W = Nominal through lane width (m) (including widening for curves). Width to be continuous through the intersection.

C = On straights – 6.5 m minimum

7.0 m minimum for Type 1 & Type 2 road trains

On curves – widths as above + curve widening (based on widening for the design turning vehicle plus widening for the design through vehicle)

$A = \frac{0.5VF}{3.6}$

Increase length A on tighter curves (e.g. those with a side friction demand greater than the maximum desirable). Where the design through vehicle is larger than or equal to a 19 m semi-trailer the minimum speed used to calculate A is 80 km/h

V = Design speed of major road approach (km/h)

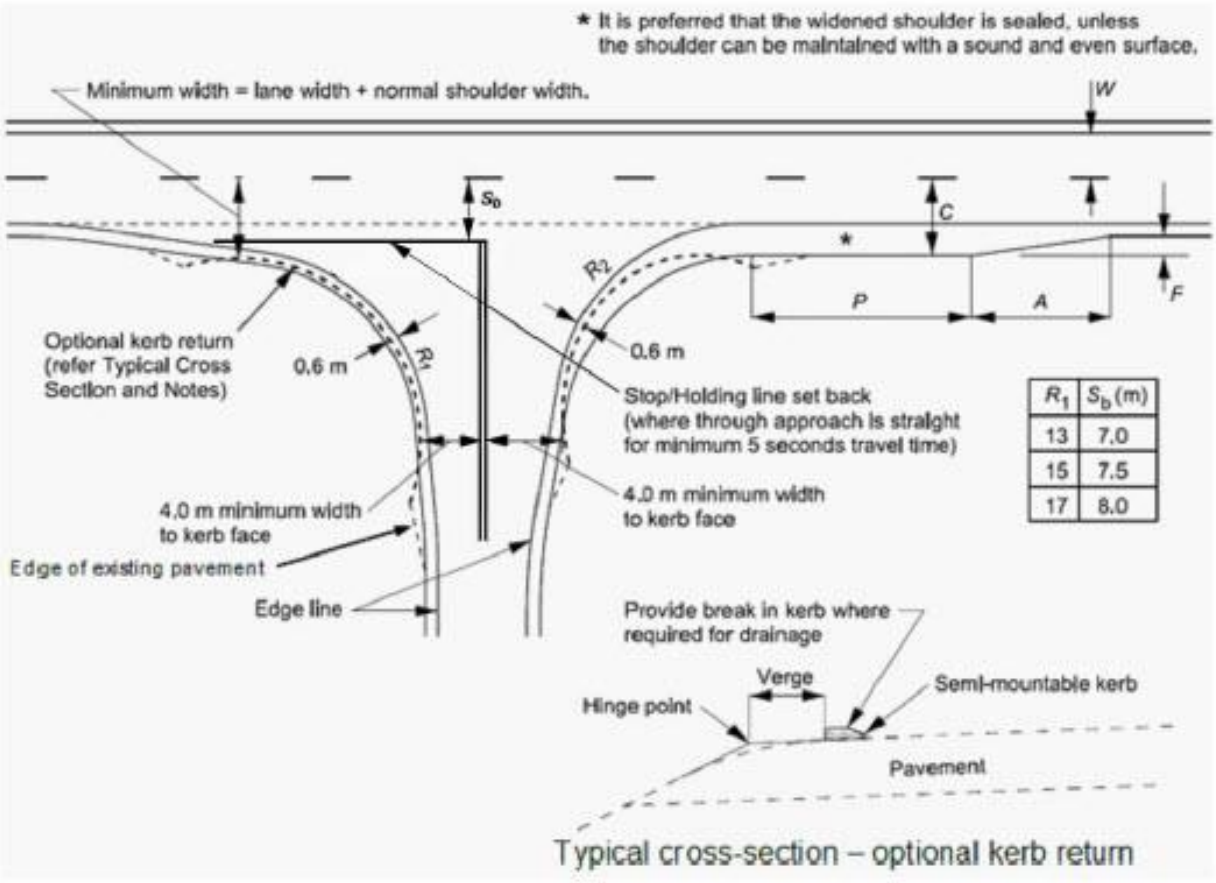
F = Formation/carriageway widening (m)

S = Storage length to cater for one design turning vehicle (m) (minimum length 12.5 m)

X = Distance based on design vehicle turning path, typically 10–15 m

Source: Department of Main Roads (2006)[12].

Figure 8.2: Rural basic left-turn treatment (BAL)



R_1	S_b (m)
13	7.0
15	7.5
17	8.0

Notes:

- *R_1 and R_2 are determined by the swept path of the design vehicle.*
- *The dimensions of the treatment are defined thus:*

  W = *Nominal through lane width (m) (including widening for curves).*

  C = *On straights – 6.0 m minimum.*
  On curves – 6.0 m plus curve widening (based on widening for the design turning vehicle plus widening for the design through vehicle).

  $A = \frac{0.5VF}{3.6}$

  V = *Design speed of major road approach (km/h).*

  F = *Formation/carriageway widening (m).*

  P = *Minimum length of parallel widened shoulder (Table 8.1).*

  S_b = *Setback distance between the centre of the major road and the give way or stop line in the minor road.*

Source: Department of Main Roads (2006)[35].

TAB C – Identification of the Rail Corridors for SSD-10419

Source: John Holland Rail

TAB D - Comments on SSD-10419 Submissions Report and its additional information

The Great Cobar Deposit

Access to the rail corridor

Comment

The Proposal includes mining activities of the Great Cobar deposit which is adjacent to and in the non-operational rail corridor. In order for the Proponent to access to the non-operational rail corridor, the Proponent must obtain approval from TfNSW including but not limited to execution of a licence.

Recommendation

The applicant should be conditioned to contact JHR's Third-Party Works Team via CRN.3rdpartyworks@jhg.com.au to discuss the execution of a licence prior to commencing the mining activities.

Excavation in, above, below or adjacent to rail corridors

Comment

The Proposal includes mining activities of the Great Cobar deposit which is adjacent to and in the non-operational rail corridor at a depth greater than approximately 150m below ground level, although it does not require any surface disturbance to the rail corridor. However, should the rail corridor become operational during construction and operation of the Proposal, it is essential for the applicant to develop a track monitoring and repair plan with JHR and TfNSW to ensure that the mining activities do not have any adverse impacts on the rail corridor.

Recommendation

The applicant should be conditioned to consult with JHR and TfNSW for the development of a track monitoring and repair plan in the event of the rail corridor become operational during construction and operation of the Proposal.

Blasting operations in close proximity to the Country Regional Network (CRN) Infrastructure

Comment

The EIS states that blasting will be used for the development of the underground workings and is proposed occur under independent firing conditions and the approximate number of blasts will be 3 per 24-hour period and 20 per 7-day period. Although the EIS indicates that blasting operations are permitted in accordance with Condition 4 of the development consent (2004/LDA00003 and Condition L4 of the EPL (3596), it is essential for JHR to assess an individual blasting operation if it is to occur within 600m from the rail corridor to ensure that it has no long-term detrimental impacts on the assets, the future rail operations and safety in accordance with JHR's Blasting Guidelines. The applicant is advised to follow the procedure below prior to commencing any blasting operations in close proximity to the CRN infrastructure:

a. The Proponent is required to submit an application to JHR for Approval In Principle (AIP) for JHR's endorsement and for TfNSW's approval with conditions/no conditions or non-approval.
b. Once an AIP is obtained, a Blasting Risk Management Workshop will be held between representatives of JHR and the Proponent to develop and agree with a Risk Management Plan.
c. Once a Risk Management Plan is agreed, a JHR Maintenance Superintendent will sign it off prior to a blasting operation.
d. The relevant Maintenance Superintendent must be notified at least 7 days prior to the blasting operation.
e. Once the blasting operation is performed, the Proponent is required to carry out a post-blasting inspection of the rail corridor and to prepare an inspection report confirming that the rail track and the relevant rail infrastructure remain fit for traffic.
f. Prior to a post-blasting inspection, the Proponent is also required to submit an application to JHR for its endorsement and if endorsed, for TfNSW's approval in order to access the rail corridor for the post-blasting inspection. Once it is approved by TfNSW, the Proponent is further required to enter into a licence on terms suitable to TfNSW in relation to the access to the rail corridor. Terms of the licence may include provisions which allow TfNSW to terminate the licence at any time, will require the licensee to pay an annual licence fee, obligates the licensee to comply with certain safety requirements specifically in relation to accessing the rail corridor to perform maintenance on the rail infrastructure (e.g. engaging rail protection officers) etc. The licence will require the applicant to hold relevant levels of insurance, bank guarantees etc. Further information can be found at http://www.jhrcrn.com.au/what-we-do/property-services/third-party-work-enquiries/.
g. Any changes/damage to the rail infrastructure must be reported immediately to the relevant Maintenance Superintendent. Any costs associated with repairs should be fully borne by the Proponent.
h. Each blasting operation must be assessed in accordance with JHR's Blasting Guidelines on a case by case basis.

Recommendation

The applicant should be conditioned to consult with JHR and TfNSW in accordance with JHR's Blasting Guidelines prior to commencing any blasting operations in close proximity to the CRN infrastructure.

The Great Cobar Pipeline Project and The Great Cobar Exploration Decline

Access to the rail corridor

Comment

The New Cobar Complex Project will require to use the water pipeline which has already been constructed on the part of the non-operational rail corridor and which is currently in operation in accordance with development approval for DA 2019/LD-00024.

In addition, the Great Cobar deposit will be accessed by the approved Exploration Decline which includes part of the non-operational rail corridor. Although both projects are already approved without TfNSW's prior approval to access to the non-operational rail corridor, it

is essential that the applicant satisfy requirements by JHR and TfNSW in order to legitimate both projects to access to the rail corridor.

Recommendation

The applicant should be conditioned to contact JHR's Third-Party Works Team via CRN.3rdpartyworks@jhg.com.au to discuss the execution of a licence prior to commencing the mining activities.

TAB E – Conditions of Consent requested for SSD-10419

The Great Cobar Deposit

Access to the rail corridor

Prior to commencing of the mining activities proposed in the Great Cobar Deposit, the Proponent must satisfy requirements by JHR and TfNSW including but not limited to execution of a licence.

Reason for condition

Access to any part of the rail land is prohibited unless it is permitted to do so.

Excavation in, above, below or adjacent to rail corridors

In the event of the non-operational rail corridor become operational during construction and operation of the Great Cobar Deposit, the applicant is required to develop a plan for track monitoring and a subsequent repair of the track and have the plan agreed by JHR's Principal Track and Civil Engineer.

Reason for condition

It is essential to ensure that the mining activities do not have any safety and adverse impacts on the non- operational rail corridor.

Blasting operations in close proximity to the Country Regional Network (CRN) Infrastructure

Prior to commencing any blasting operation that is to be occurred within 600m from the rail corridor, the applicant is required to consult and obtain approval from JHR who manages the CRN assets and infrastructure.

Reason for condition

It is essential to ensure that the blasting operation would not have any no long-term detrimental impacts on the assets, as well as the future rail operations and safety.

The Great Cobar Pipeline Project and The Great Cobar Exploration Decline

Access to the rail corridor

Prior to commencing of the mining activities proposed in the Great Cobar Deposit, the applicant must satisfy the requirements by JHR and TfNSW including but not limited to execution of a licence in respect of the Great Cobar Pipeline and the Great Cobar Expiration Decline area respectively.

Reason for condition

Access to any part of the rail land is prohibited unless it is permitted to do so.

NOTE: The applicant is advised to contact JHR's Third party works team via CRN.3rdpartyworks@jhg.com.au to discuss the above conditions if required.