



TOMINGLEY
GOLD OPERATIONS PTY LTD
(A wholly owned subsidiary of Alkane Resources Ltd)

Tomingley Gold Operations

Traffic Management Plan



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TABLE OF REVISIONS

Revision Number	Revision Date	Prepared By	In Consultation With	Approved By	Comments
Revision 1	August 2012	Geolyse		Colleen Measday	Submitted for Approval
Revision 2	October 2012	Colleen Measday	NSC & RMS	Michael Sutherland and	Updated following consultation with RMS and NSC
Revision 3	February 2015	Mark Williams		Sean Buxton	Annual Review
Revision 4	September 2016	Mark Williams		Sean Buxton	Review following Mod 3
Revision 5	July 2024	Lachlan Maher	NSC & TfNSW	David Pritchard	Review following SSD 9176045

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1. Introduction and Scope

This Traffic Management Plan (Plan) has been updated in accordance with relevant guidelines as stipulated in Development Consent (SSD 9176045) which was granted in February 2023, for the development of the Tomingley Gold Extension Project (TGEP).

This Plan will manage external traffic related issues during the operational period of the Tomingley Gold Operations (TGO) and TGEP, hereby referred to collectively as the Project. This Plan will be used by TGO personnel as the first point of reference for external traffic related issues.

TGO is a wholly owned subsidiary of Alkane, located near the village of Tomingley, approximately 50km southwest of Dubbo and 18km north of Peak Hill in Central Western New South Wales.

Initial Project Approval (PA) 09_0155 for TGO was granted in July 2012 with the mining lease issued in 2013. The gold processing plant was commissioned in January 2014 and has been operating at the design capacity of 1Mtpa since late May 2014.

The four open cut pits at TGO are Wyoming One (completed 2019), Wyoming Three (completed 2015), Caloma One (completed 2023) and Caloma Two (completed 2019).

Underground mining development commenced in 2019 from the base of Wyoming One open cut.

The Project includes a processing plant with associated residue storage facilities (RSF1 and RSF2).

The TGEP development includes the development of the San Antonio and Roswell (SAR) deposits (both as open pits and underground works), construction of associated infrastructure (including haul roads, pastefill plant, water stores, etc.) and the associated Newell Highway Realignment. SSD 9176045 (Modification One) was approved by the Department of Planning Housing and Infrastructure (DPHI) in September 2023 for the relocation of the proposed paste fill plant. This tranche of work was called Stage 1(a) and includes construction of the pastefill plant, site office and internal light and heavy vehicle access roads connecting the Stage 1(a) area to the existing TGO site. These works are being completed under a Construction Environmental Management Plan (CEMP) that was approved by DPHI on the 6th October 2023.

The Newell Highway Realignment is not included within this plan. Potential impacts and associated traffic management impacts from the highway realignment project will be addressed within a separate Newell Highway realignment Construction Environmental Management Plan (CEMP) that will be prepared in accordance with Part C of SSD9176045. This plan will be prepared by the highway construction company and will be submitted to various agencies for consultation prior to submission to DPHI for approval. This plan will be approved prior to any works taking place.

This Plan sits under the overarching Environmental Management Strategy (EMS) for the Project and with the other Environmental Management Plans, forms the basis for environmental management at the Project.

2. Consultation

The initial plan was developed in consultation with NSW Transport, Roads and Maritime Services (RMS) and Narromine Shire Council (NSC).

- Revision 1 was presented to NSC on 15/08/2012 at a meeting held in their offices. They had very few comments and deemed the plan to be adequate.
- Revision 1 of this Plan was presented to RMS on 17/08/2012 at a meeting held in their office. RMS distributed the plan to parties within the agency and formal comments were issued to TGO via email on 18/09/2012.

The initial Plan was provided to Council for review and consultation and all future signage modifications or additions are sent to Council to review in their Local Traffic Committee meetings prior for consent prior to installation. With the approval of Development Consent (SSD 9176045) the preparation of this Plan requires consultation with Transport for New South Wales (TfNSW) and Narromine Shire Council (NSC). Comments and TGO's response to comments from the agencies above are included as **Appendix 2**.

3. Legislative Requirements

3.1 Legislative Framework and Approval

TGO operates under Development consent (SSD 9176045) where mining operations may be carried out onsite until 31 December 2032.

Development Consent Condition B68 requires the preparation of a Traffic Management plan (this Plan). Management plan requirements are covered in Condition D5.

TGO's Environmental Protection Licence (EPL 20169) has no conditions relating to Traffic.

In NSW, the *Road Transport (Safety and Traffic Management) Act 1999*, governs the safe management of road transport and will be complied with and referred to during the operation of TGO. In addition to this act, the following Standards and Guidelines will also guide traffic management for the project:

- Austroads Guide to Road Design
- TfNSW Supplements to Austroads Guide to Road Design
- Australian Standard AS1742 – Manual of Uniform Traffic Control Devices

4. External Road Network

4.1 Existing Roads

The Newell Highway forms part of the National Highway network and is a state road under the control of TfNSW referred to as Highway 17 (HW17). In the vicinity of site, HW17 is generally flat with long, straight sections. The road configuration generally consists of a two-lane / two-way sealed road with 3.5m wide travel lanes and 1.5m sealed shoulders, with the pavement considered to be in good condition. The road is delineated consisting of guideposts, retroreflective raised pavement markers (RRPMs) and centre and edge line markings. The posted speed limit is 110km/h except for the northern and southern approaches to the village of Tomingley where the posted speed limit reduces to 80km/h before reducing to 50km/h within the village. There are a number of rural property access points that intersect with HW17 in the area around site.

Tomingley-Narromine Road (Main Road No. 89) connects HW17 to the town of Narromine. The section of road in the vicinity of site consists of a two-lane / two-way sealed road with 3.1m wide travel lanes and 1m wide shoulders. Delineation consists of guideposts and centre and edge line markings. The posted speed limit in the area is 80km/h.

Tomingley West Road is a local road that provides access to rural properties and the existing TGO Mine Site. To the east of site, it consists of a two-lane / two-way sealed road with 3.5m wide travel lanes and 0.5m wide sealed shoulders. The pavement is considered to be in relatively good condition. Delineation consists of guideposts and centre and edge line markings (though these markings have faded in places). To the west of site, it consists of a two-lane / two-way sealed road with 3.5m wide travel lanes and shoulders between 1-1.5m wide. The road caters for two way traffic and the pavement was considered to be in relatively good condition. There is no delineation to the west of site. The posted speed limit is 60km/h at the intersection with Tomingley Road before increasing to 100km/h.

Back Tomingley West Road is a local road that provides access to rural properties. It is located to the west of the project site. It is an unsealed road with an average pavement width of approximately 6m that caters for two way traffic. The pavement is considered to be in fair to reasonable condition however there are a number of soft spots due to poor drainage. There is no delineation on the road. There is no posted speed limit, however the default speed limit is 100km/h.

Kyalite Road is a local road that provides access to rural properties. It is an unsealed road with an average pavement width of approximately 6m that caters for two way traffic. The pavement is

considered to be in reasonable condition. There is no delineation on the road. There is no posted speed limit, however the default speed limit is 100km/h.

Thornycroft Road is a local road that provides access to rural properties. It is an unsealed road with an average pavement width of approximately 4.5m that caters for two way traffic. The pavement is considered to be in reasonable condition. There is no delineation on the road. There is no posted speed limit, however the default speed limit is 100km/h.

McNivens Lane is a local road. It is an unsealed road with an average pavement width of approximately 3.5m that caters for two way traffic. The pavement is considered to be in fair to reasonable condition however there are a number of soft spots. There is no delineation on the road. There is no posted speed limit however the default speed limit is 100km/h. The lane crosses Gundoong Creek via a gravel causeway. This section of road is commonly underwater for extended periods of time as the opportunity for flood waters to dissipate is limited given the areas flat terrain.

4.2 Existing Intersections

The intersection of HW17 and Tomingley Road is a T-intersection inclusive of an Auxiliary Right (AUR) and Auxiliary Left (AUL) turn treatments of HW17. HW17 is the priority road and appropriate signage (give way signs and a sightboard) is in place on Tomingley Road. A median island is present along Tomingley Road to prevent vehicles cutting the corner when undertaking turn maneuvers. The pavement is considered to be in good condition. Delineation is provided in the form of guideposts, line marking, RRPMS and overhead street lighting. The posted speed limit is 60km/h for the whole intersection.

The intersection of Tomingley Road and Tomingley West Road is a T-intersection inclusive of a Basic Right (BAR) turn treatment on Tomingley Road. Tomingley Road is the priority road and a sightboard is in place on Tomingley West Road. The pavement is considered to be in relatively good condition. Delineation is provided in the form of guideposts and line marking. The posted speed limit is 80km/h for the whole intersection.

The intersection of Tomingley West Road and the existing TGO Mine Site access is a rural property access which is sealed and wide enough to cater for two way traffic movements. Stop control is in place for the access road inclusive of a sightboard. The pavement is considered to be in relatively good condition. Delineation is provided in the form of guideposts and line marking (though the marking is fading). The speed limit is 60km/h on the access road and 100km/h on Tomingley West Road.

The intersection of Tomingley West Road and Back Tomingley West Road is a 4 way intersection. Tomingley West Road is the priority road with signposted give way control for Back Tomingley West Road and Lovers Lane. There is no signposted speed limit however the default speed limit is 100km/h for the whole intersection.

The intersection of Back Tomingley West Road and McNivens Lane is a basic T-intersection over unsealed gravel pavement. Back Tomingley West Road is the priority road. There is no signage or delineation for the intersection.

The intersection of HW17 and Back Tomingley West Road is a T-intersection. HW17 is the priority road and appropriate signage (give way signs and sightboard) is in place on Back Tomingley West Road. The pavement is considered to be in relatively good condition. Delineation is provided in the form of guideposts, RRPMS and line markings. There are no turn treatments and the sight distance is greater than 300m in both directions along HW17. The posted speed limit for HW17 is 110km/h.

The intersection of HW17 and Kyalite Road is a T-intersection. HW17 is the priority road and appropriate signage (give way signs and sightboard) is in place on Kyalite Road. The pavement is considered to be in relatively good condition. Delineation is provided in the form of guideposts, RRPMS and line markings. There are no turn treatments and the sight distance is greater than 300m in both directions along HW17. The posted speed limit for HW17 is 110km/h.

The intersection of HW17 and McNivens Lane is a T-intersection. HW17 is the priority road and appropriate signage (give way signs and sightboard) is in place on McNivens Lane. The pavement is considered to be in relatively good condition. Delineation is provided in the form of guideposts, RRPMS and line markings. There are no turn treatments and the sight distance is greater than 300m



in both directions along HW17. The posted speed limit for HW17 is 110km/h.

The intersection of Kyalite Road and Thornycroft Road is a basic T-intersection over unsealed gravel pavement. Kyalite Road is the priority road. There is no signage or delineation for the intersection.

4.3 Newell Highway Underpass

A heavy mine vehicle underpass has been excavated and constructed under the Newell Highway south of Tomingley Village. The Newell Highway underpass has been designed and constructed in accordance with the TfNSW design criteria and standards at the time of approval. Screens have been installed adjacent to, and either side of, the underpass to prevent driver distraction. As per the project approval conditions a Level 2 Inspection is carried out annually by an appropriately qualified bridge / road engineer in accordance with the "Bridge Inspection Procedure Manual".

4.4 Site Access

The Main Site Access Road to the TGO has been constructed off Tomingley West Road. Vehicles access TGO via three (3) main routes:

- To/from Dubbo via the Newell Highway, Tomingley-Narromine Road and Tomingley West Road;
- To/from Peak Hill and Parkes via the Newell Highway, Tomingley-Narromine Road and Tomingley West Road; and
- To/from Narromine via Tomingley-Narromine Road and Tomingley West Road.

A fourth route that may be used at some time is access from the Newell Highway via Bulgandramine Road, however very few vehicles will use this route. This route would only be used in the event of a traffic accident on the Newell Highway blocking traffic attempting to access the site from the south. This scenario would be very rare and in the event of its occurrence the existing route can adequately accommodate existing traffic and any mine generated traffic.

Vehicle Access to TGEP is currently done via two (2) main routes:

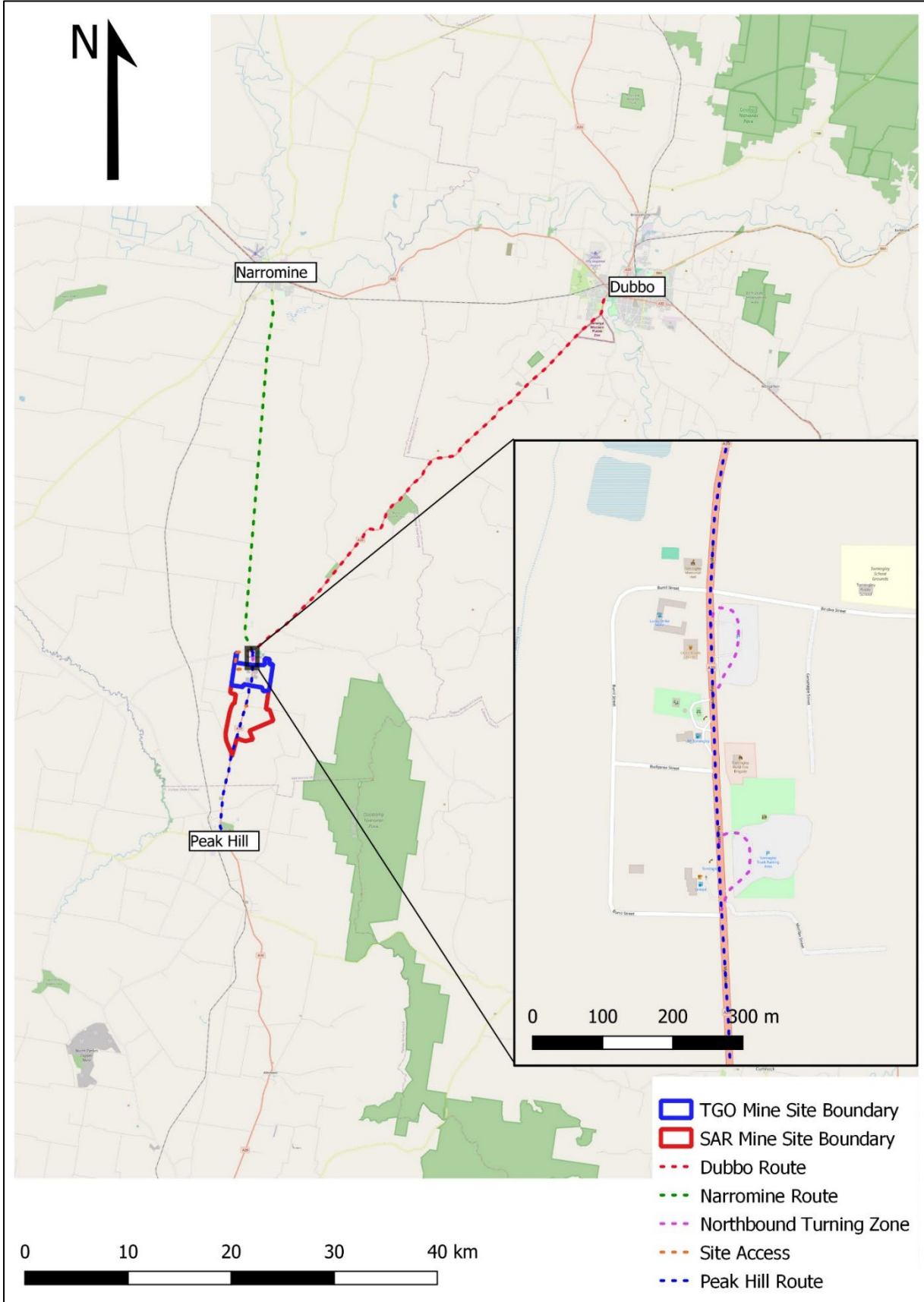
- Southbound from Dubbo and Narromine via the Newell Highway or Tomingley Road to the Newell Highway, turning left onto Kyalite Road and then right into the site.
- Northbound from Peak Hill and Parkes via the Newell Highway, continuing into Tomingley before conducting a U-turn in the truck stopping bays and returning South to turn left onto Kyalite Road and then right into the site.

Figure 1 details the site access routes, and drivers are expected to prioritize using these routes where possible.



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Figure 1 – TGO Traffic Routes



5. Traffic Details

5.1 Existing and Forecast Traffic

An Integrated Transport Assessment was conducted by Constructive Solutions Pty Ltd as part of the Environmental Impact Statement for TGEF.

As part of this assessment, existing traffic levels were assessed in roads surrounding site, with a forecast for future traffic levels based on the assumption of 1% growth per annum. This is located below in **Table 1**.

Table 1 - Recorded and Forecast Traffic Levels

Road	Traffic Counter Location	Recorded Traffic (2020)		Forecast Traffic (2022)		Forecast Traffic (2032)	
		AADT ⁽⁴⁾	HV ⁽⁵⁾ %	AADT	HV %	AADT	HV %
HW17 (Newell Highway) ⁽¹⁾	Between Kyalite Road and Back Tomingley West Road	4448	44.8	4537	45	5012	45
Back Tomingley West Road ⁽¹⁾	Approximately 100m on the approach to HW17	34	9.8	22	44	25	44
Kyalite Road ⁽²⁾	Approximately 100m on the approach to HW17	22	41.3	15	10	17	10
McNivens Lane ⁽³⁾	-	15	10	35	10	38	10

Note (1) – 2 week period from 24 August 2020 to 6 September 2020

Note (2) – 13 week period from 1 November 2019 to 24 January 2020

Note (3) – Assumed existing traffic volume given traffic is considered to be less than Kyalite Road as evidenced by its length and the number of properties serviced

Note (4) – AADT stands for Annual Average Daily Traffic

Note (5) – HV stands for Heavy Vehicle

During the assessment, it was noted that peak hour traffic on HW17 occurs as follows:

- AM Peak: 8:00am – 9:00am at 325 vehicles per hour (vph); and
- PM Peak: 3:30pm – 4:30pm at 348vph.

5.2 Bus Services

There are several bus services that operate adjacent to the Project Site as indicated below in **Table 2**. **Figure 2** details where these bus services follow the three main routes to Narromine, Dubbo and Peak Hill and nearby mine access/egress points.

Of these services, they have informal stops within Tomingley village and do not stop on HW17 directly North or South of the Project. It is unlikely that the project will have any impact on these

Figure 2 – Nearby Bus Routes

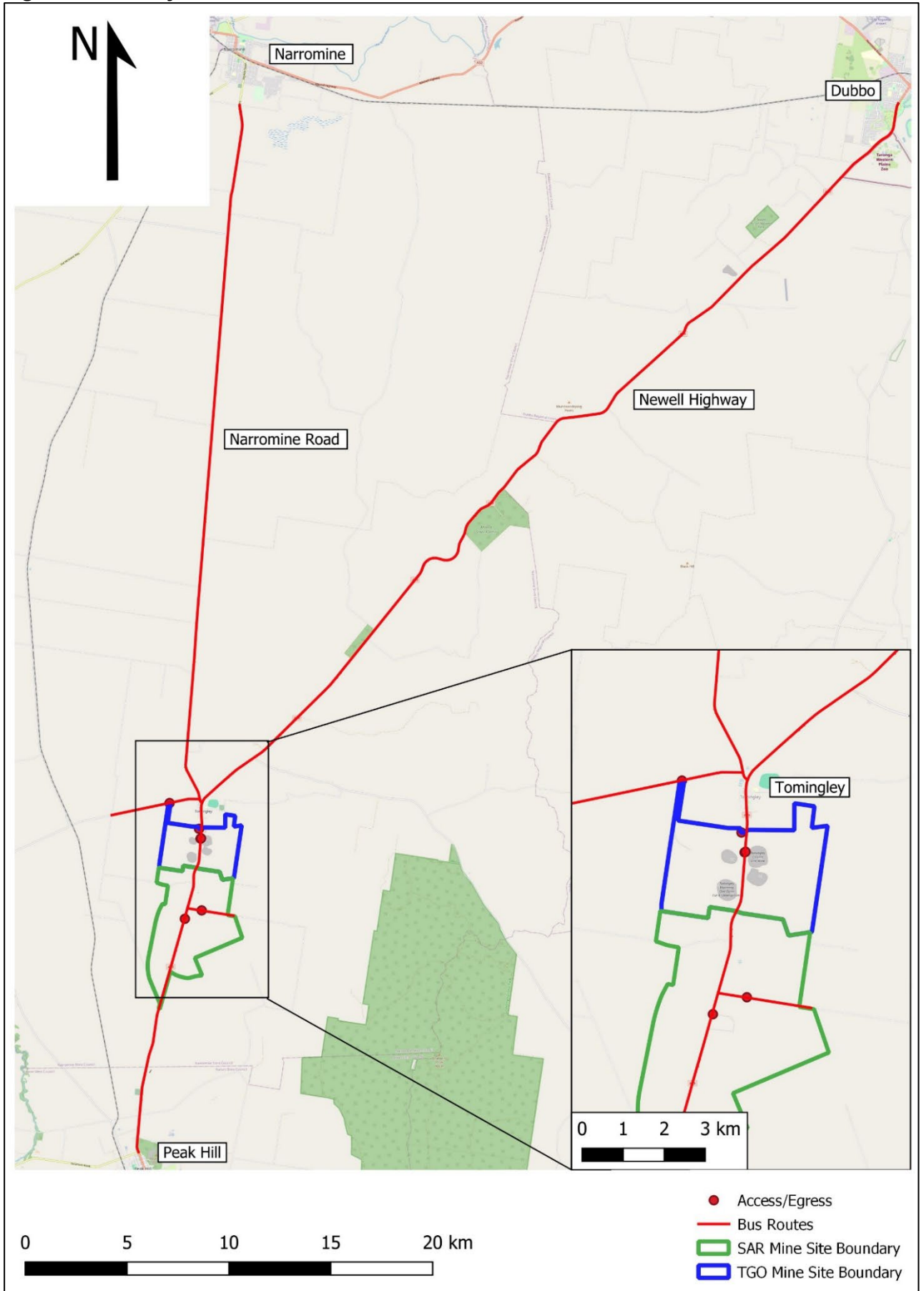


Table 2 – Bus Routes

Type	Road Name	When	No. of Services	Service Provider	Stop Locations
School Bus	HW17	Weekdays	AM x 3 PM x 3	1. Tony Witts 2. Dubbo Buslines 3. Parker, GJ & AF	Various – informal
School Bus	Tomingley Road	Weekdays	AM x 2 PM x 2	1. Tony Witts 2. Parker, GJ & AF	Various – informal
School Bus	Tomingley West Road	Weekdays	AM x 2 PM x2	1. Tony Witts 2. Parker, GJ & AF	Various – informal
School Bus	Back Tomingley West Road	Weekdays	AM x 1 PM x 1	Parker, GJ & AF	Various – informal
School Bus	Kyalite Road	Weekdays	AM x 1 PM x1	Parker, GJ & AF	Various - informal
Coach Service ⁽¹⁾	HW17	Every day except Friday	8:47am ⁽²⁾ 6:12pm ⁽³⁾	Transport for NSW	Tomingley Coach Stop

Note (1) – Coach service between Cootamundra and Dubbo

Note (2) – Monday, Wednesday, Saturday

Note (3) – Tuesday, Thursday, Sunday

5.3 Pedestrians and Cyclists

During the development of the Integrated Transport Assessment no pedestrians or cyclists were observed on the local roads and only a very small number of pedestrians were observed on HW17 adjacent to the rest area in the 50km/h speed zone within the village of Tomingley.

5.4 Crash History

The Integrated Transport Assessment analyzed crash history in the vicinity of the Project Site. The analysis found that within the vicinity of site, the number of crashes reported is minor given the volume of traffic using HW17. The assessment concluded that the reported history in the vicinity of site does not indicate any areas of concern within the road network.

6. TGO Traffic

The generation and types of traffic from the development of TGEP was assessed for the preparation of the Integrated Transport Assessment included in the Environmental Impact Statement for the project and was prepared by Constructive Solutions Pty Ltd.

6.1 Vehicle Traffic Types

The vehicle types accessing the TGO would include:

- Light vehicles such as passenger vehicles and light delivery trucks;



- Heavy vehicles such as large rigid trucks and semi-trailers; and
- Oversize and overweight vehicles used for the infrequent delivery of plant components and mine operation vehicles throughout the life of the mine.

6.2 Traffic Locations

6.2.1 SAR Construction Site

The entry and exit point for mine construction workers is via temporary site access from the existing Kyalite Road alignment within the footprint of the SAR Open Cut. Vehicles would use the existing HW17 and Kyalite Road Intersection, though will mainly use left turns to access the Kyalite Road. All heavy vehicles approaching from the south will have to continue north and conduct a U-turn in the track stopping bays within Tomingley.

An internal road is being built to connect the SAR construction site with the existing TGO mine site. Once this road is completed, TGO traffic will prioritize using this internal road instead of travelling through Tomingley and on public roads.

At the completion of the realignments of HW17 and Kyalite Road (including the overpass) and the associated closure of existing roads, vehicles associated with ongoing SAR Mine Site construction activities would use the new realigned sections of HW17 and Kyalite Road and the new SAR Mine Site access road.

6.2.2 TGO Mine Site

The entry and exit point for TGO workers is via the mine access road on Tomingley West Road. Vehicles use the existing Tomingley Road and Tomingley West Road and Tomingley Road and HW17 intersections.

6.2.3 Traffic Levels

The anticipated traffic generated by the TGO for both the construction and operational phases determined in the Constructive Solutions Report is summarised below in **Tables 3** and **4**.

Table 3 – Construction Vehicle Movements

	Light Vehicles	Heavy Vehicles
Road Construction Site Compound		
Typical Daily Movements ⁽¹⁾	100	6
Estimated Maximum Daily Movements ⁽¹⁾	120	120
SAR Mine Site Construction Site Compound		
Typical Daily Movements ⁽¹⁾	120	6
Estimated Maximum Daily Movements ⁽¹⁾	170	60
Note (1) – Two vehicles movements = one return trip		

Table 4 – Operational Vehicle Movements

	Light Vehicles	Heavy Vehicles
SAR Mine Site Vehicle Movements		
Average Daily Movements ^{(1),(2)}	100	6
Maximum Daily	240	8



Movements ^{(1),(3)}		
Peak Hour Movements ⁽¹⁾	96	4
TGO Mine Site Vehicle Movements		
Daily Movements ⁽¹⁾	156	12
<p>Note (1) – Two vehicle movements = one return trip</p> <p>Note (2) – An “Average Day” would be representative of operations during FY27 when anticipated direct employment levels would be approximately 155 people, plus contractors</p> <p>Note (3) – A “Maximum Day” would be representative of operations during FY25 when anticipated employment levels would be approximately 235 people, plus contractors</p>		

7. Management Measures

Traffic management measures to be implemented to manage external traffic movements associated with the TGO are outlined in the following sections of this report. Note that no management measures consider the impact of the Newell Highway Realignment, as this will be discussed in a separate Newell Highway Realignment Management Plan.

7.1 Operation Times

Management of traffic will partly be achieved through the operation times of the project. Road construction and mine construction activities are currently proposed to be undertaken during the following working hours:

- Monday to Saturday 7:00am to 10:00pm; and
- No work on Sunday or Public Holidays

Construction related traffic is anticipated to last for approximately for 7 months for each of the two construction projects.

With regards to non-construction (operational) traffic, this largely consists entirely of light vehicles due to no ore being removed from site (as ore is processed into gold on site). As a result, once construction is complete, traffic generated by the project will drop substantially, leaving mostly light vehicles used for personnel transportation. In addition, the majority of vehicles leaving site will be around the following hours:

- 6:00am all week – shift changeover;
- 6:00pm all week – shift changeover;
- 7:00am Monday to Friday – staff start; and
- 4:30pm Monday to Friday – staff finish.

The majority of operational traffic will not coincide with the identified peak times for HW17, minimizing the sites impact on peak hour traffic.

Oversize plant, equipment or material that requires an escort by police or other authorities for safety reasons may be delivered outside of the operational hours above. Where these cases do occur, Traffic Control Plans will be required to be in place, as discussed in Section 7.13.

7.2 Drivers Code of Conduct

A drivers Code of Conduct will be developed detailing requirements to;

- Adhere to posted speed limits or other required travelling speeds;
- Adhere to the designated transport routes; and
- Implement safe driving practices, including during hazardous weather conditions

The Code of Conduct will include procedures to allow for reporting of breaches with the Code,



which will be used to assess whether personnel are following the Code as required. These procedures will also consider how non-compliance/s with the Code can be addressed.

This Code of Conduct can be found attached to this Plan as **Appendix 1**. The Code of Conduct will be reviewed when this plan is reviewed.

7.3 Bus Routes

The Integrated Transport Assessment concluded that given the peak traffic times at TGO are related to the shift changeovers between 6-7am/pm each day, 40% of all traffic movements occur at these peak times. This is noted to be both before the morning bus travel times, and after the afternoon bus travel times. Some traffic is expected during bus travel times but would consist mainly of administrative staff in light vehicles traveling to and from work, and is not considered to have a major impact on any bus routes.

The Integrated Transport Assessment concluded from this that neither the construction or the operation of site is likely to impact any of the services listed in Section 5.2 above. Regardless, the identified school bus services will be notified of any changes to plans that may result in impacts to their services. The drivers Code of Conduct also sets forth requirements of caution when near busses.

7.4 Road Works

While road realignments will impact on the traffic on site, exact details around these alignments will not be detailed in this plan. Information around the road realignments will be discussed within the specific road construction plans developed and approved prior to the construction.

7.5 TGO Intersections

There are three (3) intersections currently present that are required to be used to access the main TGO site. These are;

- Newell Highway – Tomingley Road Intersection;
- Tomingley Road – Back Tomingley West Road Intersection; and
- Back Tomingley West Road – Site Intersection

These three have been previously assessed under the original environmental approval. At the time, several management measures were required including the installation of signage, streetlights and minor roadworks (sealing and upgrading of the road) to ensure a safer route to access site. Currently all oversize equipment to site travel through these three intersections, and are able to do so in a safe manner.

The Traffic Impact Assessment for TGEF identified that as all the measures that have previously been identified have been undertaken, there is no need for further management measures.

7.6 TGEF Intersections

7.6.1 Newell Highway – Kyalite Road Intersection

The Traffic Impact Assessment did not find that any upgrades were required. As has been noted previously, heavy vehicles will be prohibited from turning across the road (right) onto Kyalite Road through this intersection. Instead, they will be required to conduct a U-turn in the Tomingley town truck stops before returning and turning left through the intersection onto Kyalite Road. If oversize loads need to be delivered to the SAR Mine, they will be assessed (detailed in 7.13) with regards to safely turning at this intersection.

7.6.2 Temporary Kyalite Road Intersection

A temporary intersection has been established on Kyalite Road as part of the SAR Mine CEMP. The intersection has been developed to allow access into the SAR Mine via Kyalite Road and to facilitate the turning of heavy vehicles into the site. The works on the intersection involved expanding the turning circles, widening the road, and providing some more solid pavement to



minimize the need to rework the road following heavy vehicle movements.

The turning circle has been designed to accommodate oversize vehicle movements onto site. The extended turning circle also provides a place for trucks to pull to the side of the road to let traffic through if needed, though there are unlikely to be any delays entering site due to the ample parking space currently available in the SAR Mine area.

Traffic volumes will be below what was forecast in the Integrated Traffic Assessment as the development of TGEF is being completed in stages despite being assessed to be done at once. As identified in previous sections, peak times will be towards the mornings and evenings as shift workers attend the site.

7.7 Temporary Traffic Controls

Where applicable, TGO will provide and maintain temporary traffic controls that may be needed as a result of either construction or operation. It is unlikely that any detours will be needed outside of when roadworks will occur, which as noted previously, will be covered in a specific road construction plan.

Temporary traffic controls may include temporary signage, which may be required around the temporary entry/exits to the site. All temporary signage will be displayed to TfNSW standards.

Neighbours will be notified, either via text messages, phone calls, email or letterbox drops of any traffic related works occurring due to the operation of TGO. Other important stakeholders identified by TGO will also be notified of works, including Narromine Shire Council.

7.8 Other Environmental Impacts

Other environmental impacts as a result of traffic (noise and dust) will be addressed in the relevant management plans detailing these environmental issues.

7.9 Community Information

The community of Tomingley and general road users are kept informed about traffic related issues via the following avenues:

- TGO information board at the truck rest station on the Newell Highway at Tomingley; and
- Information distributed through the Community Consultation Committee.
- Meetings with Narromine Shire Council during the project development process where necessary.

The Information Notice Boards will indicate progress on the construction of the various components of the road infrastructure, expected completion dates and any delays that might be experienced due to such construction works being carried out.

A copy of the Traffic Management Plan is available on the Project Website www.alkane.com.au/tomingley

7.10 Traffic Incident Management

Traffic incidents for mine related traffic on the external road network will be managed in accordance with the TGO Incident Response Management System.

The management of traffic related incidents will also include liaison with emergency authorities (police, ambulance, fire brigade etc) to ensure that such authorities are aware of the main site access road and emergency access routes available to the mine site.

7.11 Emergency Road Management

Where public roads are damaged and require emergency repair or maintenance as a result of the construction of site. TGO will ensure that the responsible party undertakes these works in a timely manner and to the satisfaction of TfNSW.



It is noted that in the unlikely event of a public road needing emergency repair, there may be delays while appropriate designs are developed and the mobilization of workers to undertake rectification works. Any emergency signage or road control will be provided by the responsible party for the period required while works are undertaken.

There may not be detours available depending on the location affected, due to the fact that the Newell Highway lacks appropriate alternate routes (with most side roads being unsealed and poorly maintained) in the event of a road closure. In the case of road closure, road control companies are available to provide management while the issue is rectified.

TGO would liaise with TfNSW or a transport management company after any incident to ensure that sound advice is provided to ensure any impacts are mitigated as best and as quickly as possible.

To avoid confusion, it is noted that blasting in the open cut pits will no longer require road closures to occur. This has happened previously due to the Wyoming and Caloma pits proximity to the Newell Highway. The SAR mine has been designed with an ample buffer to the highway, eliminating the need to close the road to ensure safe blasting.

7.12 Emergency Access Roads

Two emergency access roads connect directly from the mine site to the Newell Highway, one on either side of the highway. These will only be used in the event of an on-site emergency.

The emergency access road security gates are locked, and signage has been installed indicating the access is for emergency use only. In the event of an emergency site personnel will meet the necessary emergency vehicles at the gates and escort them through the site to the emergency thus ensuring the safety of the emergency vehicle through the site.

7.13 Restricted Access Vehicles and Oversize and Overmass (OSOM) Vehicles

Restricted Access Vehicles (RAVs) or Oversize and Overmass (OSOM) vehicles will be needed to deliver mine site components and large mining equipment to site. The majority of oversize deliveries will occur during the construction phase of the project rather than the operational phases. Though this will depend on the needs of site at any point in time.

A specific Traffic Control Plan (TCP) is required to be developed by the contractor in accordance with TfNSW requirements developed for each type of oversize delivery. The TCP will address the following issues:

- The TCP shall be prepared in accordance with the Road and Traffic Authority's Traffic Control at Worksites Manual – Issue 1:2000 and by suitably qualified and accredited personnel in accordance with Section 2.4 of the Traffic Control at Worksites Manual.
- Appropriate permits being issued by Roads & Maritime Services and the NSW Police Force.
- Use of escort vehicles as required.
- Provision of traffic controllers as required.
- Restriction of RAV deliveries to daylight hours.

TGO does not produce any TCPs for oversize vehicles, as it is managed directly by the transport company (in the case of TGO owned equipment) or the contracting company (in the case of contractor owned equipment). Each TCP is to consider the requirements of site (including the requirements of this document) in addition to the road rules, public vehicle movements and other factors that may impact traffic (public holidays, turning circles, etc.). Each TCP is to be approved prior to any vehicle movement taking place, and each movement must comply with the requirements of its associated TCP.

8. Complaints Handling

TGO maintains a 24-hour 7 day, Community Complaints Number (02 6865 6116). The purpose of this complaints line is to receive complaints from members of the public in relation to activities



conducted at the premises or by vehicle or mobile plant.

In addition to this, complaints can be lodged by email at tomingleygold@alkane.com.au or by visiting the site office.

Complaints are recorded and investigated in accordance with TGOs procedure detailed in the Environment Management Strategy for handling complaints.

The complaints register is maintained and updated on the TGO website monthly.

9. Reporting and Evaluation of Compliance

In the absence of specific conditions, the lack of any incidents (whether notified of the incident internally or externally) over the course of a month will be used to assess compliance. TGO's Annual Review includes a comprehensive review of the site's environmental performance for the previous financial year. This detailed review evaluates and reports on compliance and identifies trends in the monitoring data.

9.1 Independent Environmental Audit

As required under Schedule 2, Condition D12 and D13 of SSD9176045, TGO must commission an Independent Environmental Audit within one year of mining operations commencement, and every three years thereafter, unless the Secretary directs otherwise. TGO must submit this audit to the Planning Secretary and other NSW agencies that ask for it and implement the recommendations to the satisfaction of the Secretary. TGO will make each Independent Audit Report publicly available within 60 days after submission to the Planning Secretary. The initial audit was completed in June 2015 with subsequent audits being completed in August 2018 and May 2021.

9.2 Annual Review

By the end of September each year, TGO must submit a report to the DPE reviewing the environmental performance of the project, to the satisfaction of the Secretary. The review includes the conditions stipulated in Schedule 2 Condition D10 of the SSD. A copy of the Annual Review will be submitted to Narromine Shire Council (NSC) and relevant agencies and made available to the TGO Community Consultative Committee (CCC) and any interested person upon request.

9.3 Incident Notification

The Planning Secretary will be notified in writing via the Major Projects website immediately after TGO becomes aware of a transport incident. The notification will identify the development and set out the location and nature of the incident. Subsequent notification requirements will be given, and reports submitted in accordance with the requirements set out in Appendix 8 of the Development Consent.

9.4 Non-Compliance Notification

The Planning Secretary will be notified in writing via the Major Projects website within seven days of TGO becoming aware of a transport non-compliance. The notification will identify the development, set out the condition of consent that TGO 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, or will be, undertaken to address the non-compliance.

Note: A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

9.5 Other Statutory Requirements

Where TGOs activities result in a transport non-compliance with any other statutory requirements, the Planning Secretary will be notified in writing via the Major Projects website as soon as practicable of a transport non-compliance. The notification will identify the development, set out the statutory requirement that TGO 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, or will be, undertaken to address the



non-compliance.

10. Roles and Responsibilities

The roles and responsibilities for the implementation of the Traffic Management Plan are indicated in **Table 5**.

Table 5 – Implementation Roles

Role	Responsibility
General Manager Operations – Alkane	Accountable for the overall performance of the operations, including the outcomes of this plan.
Environment and Community Manager	Ensure the implementation for this Plan, including reporting and resolution of issues. Ensure employees are competent through training and awareness programs.
All Personnel	Follow direction provided by the Operations Manager and Environment and Community Manager. Show due care not to cause environmental harm. Notify Supervisor/Environment and Community Manager of any non-compliance.

11. Competence, Training and Awareness

All personnel working on the TGO will undergo a project induction. This induction includes information on the management of traffic related issues while travelling to and from site, including the following points:

- Consideration and courtesy are essential when driving on public roads;
- Speed limits must be strictly adhered to;
- Formal entries and exits from site must be used; and
- Emergency exits are just for emergencies.

After completing the induction workers will sign a statement of attendance and records of this will be kept in the site office.

12. Plan Revision

The revision of this plan is completed in accordance with Condition D6 and D7 of SSD 9176045 as described below.

D6 Within three months of:

- a) the submission of an incident report under condition D8;
- b) the submission of an Annual Review under condition D10;
- c) the submission of an Independent Environmental Audit under condition D12; or
- d) the approval of any modification of the conditions of this consent (unless the conditions require otherwise);
- e) notification of a change in development phase under condition A5; or
- f) a direction of the Secretary under condition A3,

the suitability of existing strategies, plans and programs required under this consent must be reviewed by the Applicant.



D7 If necessary, to either improve the environmental performance of the development or cater for a modification or comply with a direction, the strategies, plans and programs required under this consent must be revised, to the satisfaction of the Planning Secretary. Where revisions are required, the revised document must be submitted to the Planning Secretary for approval within six weeks of the review.

13. References

Constructive Solutions Pty Ltd. Tomingley Gold Extension Project Integrated Transport Assessment December 2021

R.W. Corkery & Co. Pty Ltd. Tomingley Gold Extension Project Environmental Impact Statement Major Project Application SSD-9176045 January 2022



Appendix 1

Drivers Code of Conduct

As part of the TGO Traffic Management Plan, all workers and routine visitors to site (requiring an induction) are informed during their induction (or refresher) of the Driver's Code of Conduct. After completing the induction workers will sign a statement of attendance and records of this will be kept in the site office. If there is a review or changes to the Code of Conduct, all workers and routine visitors to site will be informed of any new or removed expectations.

The Code of Conduct sets the following expectations that must be complied with when driving to and from site and sets the requirement that drivers will:

- obey all speed limits, including when overtaking another vehicle;
- obey all signs and directions as required when driving (stop signs, give way signs, school zones, temporary speed changes, etc);
- do not drive under the influence of drugs or alcohol;
- manage fatigue while driving over long distances by taking appropriate breaks every 2 hours;
- maintain good road etiquette (including not overtaking in dangerous situations, maintaining a safe following distance with other vehicles, avoiding noise from excessive breaking, etc);
- maintain a safe and roadworthy vehicle, including ensuring that it has working headlights, brake lights, indicators, etc;
- drive to the conditions of the road (weather and otherwise) including slowing down when visibility is reduced due to fog, rain, etc;
- turn off all flashing lights utilised by mine vehicles within mining areas once on public roads,
- use the identified site entrances for the vehicle type and work purpose, and
- follow the identified mine route to Narromine, Dubbo and Peak Hill.

Additional obligations are present for the heavy vehicles (greater than 4.5 t GVM), whose drivers must:

- comply with all requires of National Heavy Vehicle Law and Regulations, including driving hours and fatigue management,
- ensure all loads are covered or properly secured where applicable,
- ensure any oversize loads / vehicles are appropriately marked and escorted where required,
- stagger departures from the TGO office by 2 minutes; and
- follow the identified routes to Narromine, Dubbo or Peak Hill.

Drivers are not obligated to follow the identified routes to Narromine, Dubbo or Peak Hill if the driver does not need to pass through or by the towns at all (for example if the driver is returning to a rural property, or a contractor / delivery is heading to a second work site).

Any incident (including near misses) that involves a development or operations related vehicle that occurs on the mine approved routes while travelling to and from site, needs to be brought to the attention of relevant TGO personnel as soon as practical.

Any complaints by members of the community against vehicles travelling to or from site will be investigated, with the investigation to determine whether the drivers Code of Conduct has been breached.

If a driver is found to have breached the Code of Conduct, the driver will be reminded of their obligations and the expectations when travelling on public roads. Further appropriate action will be considered depending on the nature of the breach.

Appendix 2 – Comments from Consultation

Transport for NSW

Comment	Response	Section Addressed
<p>The submitted TMP is a revision of a previous TMP (dated 2016) addressing existing mining operations and does not address the approved development under SSD-9176045, including the expansion of the existing mine site and future re-alignment of the Newell Highway (HW17). The 'Scope' of the TMP should be updated to address these matters.</p>	<p>Scope has been updated to include the works associated with TGEP, including a comment about the Newell Highway Realignment be excluded from this plan for clarity.</p>	<p>Section 1</p>
<p>The TMP has not addressed “all transport routes and traffic types to be used for development – related traffic” as required by Condition B68(b). Accordingly, transport routes to and from the site should be illustrated in route maps including surrounding road network, existing site operations, proposed construction areas associated with the mining development approved under the subject SSD (acknowledging the future Newell Highway re-alignment). Routes should be illustrated for (inter alia):</p> <ul style="list-style-type: none"> - Road Construction Compound Area (as described in 6.2.1 of the TMP) - SAR Mine Construction Compound Area - SAR Mine Site during operations. - The TGO Mine site via mine access on Tomingley West Road (Operational). 	<p>Section 6.2.1 Road Construction Compound Area has been removed from the plan, as impacts associated with this area will be managed under the Newell Highway Realignment CEMP.</p> <p>Section 4.1 has been updated, and Section 7.1 has been added discussing the transport routes. Maps have been produced showing identified travel routes to the three nearby towns (Narromine, Dubbo and Peak Hill).</p> <p>To avoid confusion and duplication of maps, this plan does not currently make any reference as to how the future Newell Highway will look after the realignment (or what traffic will be at this point). Impacts from the Newell Highway Realignment will be considered in the Newell Highway Realignment Construction Environmental Management Plan as it is being managed as a separate project to all other TGEP developments. This CEMP will be submitted for approval prior to any works taking place for the Newell Highway Realignment.</p> <p>This plan will be updated prior to the completion of the Newell Highway realignment to consider how the road system has changed.</p>	<p>Section 4.1 Section 6.2.1</p>
<p>Further information is to be included in the TMP identifying how oversize and overmass vehicles (OSOM) will travel to and from the site during both construction and operational phases of the development. Section 6.1 identifies infrequent delivery of plant components requiring OSOM movements to the site. The TMP should be updated to include OSOM route maps during both the construction and operational stage of the development with consideration to existing road conditions, pinch points and scheduling with other vehicle movements. Details relating to dimensions and mass for the largest OSOM vehicle should also be included. Page 20 of the submitted TMP states that OSOM details are produced in section 4.9 of the document, however these details cannot be located.</p>	<p>There is no broad policy or form to be completed for all OSOM movements to and from site, given only some of these will be conducted by contractors, builders, etc.</p> <p>The reference in page 20 was deleted, as Section 7.12 discussed Restricted Access Vehicles, of which TGO considered OSOM vehicles to fit under. The section has been renamed for clarity.</p> <p>Section 7.12 has been expanded to note the requirements to be met before any OSOM vehicle movements can take place heading towards site.</p> <p>The details for the largest OSOM cannot be included as the size and weight of OSOM movements may be determined by site needs, which change over time, and thus, TGO cannot be certain what the largest move will be.</p>	<p>7.13</p>
<p>TfNSW acknowledges that the TMP references a separate Road Construction Plan will be submitted to cover any details of detours, roadworks or temporary</p>	<p>All roadwork activity is to be managed by TGO as a separate project to the SAR mine</p>	<p>Section 1</p>

<p>traffic controls to facilitate construction of the approved development. As each of these matters influence the road network, details should be included in the TMP.</p>	<p>development.</p> <p>As such, a separate Newell Highway Re-alignment Construction Environmental Management Plan (prepared in accordance with Part C of SSD9176045) will be prepared. This document will cover all impacts associated with the road development and as such, it is not included within this plan</p>	
<p>Section 4.2 of the TMP identifies existing intersections along construction and traffic routes but does not consider suitability or efficiency for facilitating traffic movements associated with the development, particularly heavy vehicle and OSOM movements. The original Traffic Impact Assessment findings should be replicated in the TMP, including reference to any future upgrades that are required prior to commencement of the subject development.</p>	<p>At the current stage, the intersections onto site can be grouped into those associated with TGO (existing in use by site) and TGEP (new site) These are addressed in sections 7.5 and 7.6 respectively.</p> <p>The other intersections onto site are associated with the Newell Highway Realignment, and so impacts on these intersections will be covered within the Newell Highway Realignment Construction Environmental Management Plan, to be submitted and approved prior to any Highway Realignment works taking place.</p>	<p>Section 7.5 Section 7.6</p>
<p>Condition B68(c)(i) requires the TMP to detail how traffic volumes will be managed at the temporary Kyalite Road intersection. The TMP includes minimal detail and does not consider the suitability of the temporary intersection in related to the volume and types of vehicles that will be entering during construction. The TMP should provide surety as to how the designated temporary intersection can sufficiently and safely facilitate the highest probable volume of construction traffic.</p>	<p>The temporary Kyalite Road intersection has been developed as part of the SAR Mine CEMP. As part of this, minor earthworks have been undertaken to widen the road and ensure there is adequate turning circles for the largest loads to enter site. A figure demonstrating the expanded intersection has been included.</p> <p>In addition, the expanded turning circle will allow vehicles to pull to the side of the road if waiting to enter site (very unlikely to occur given the large spaces for parking available in site).</p> <p>The volume of vehicles entering the site will remain below what was forecast due to the staged nature of the TGEP expansion. The Integrated Traffic Assessment considered all works to take place at the same time, while the staged development has reduced the amount of people on site at any time.</p>	<p>Section 7.6</p>
<p>Section 5.2 of the TMP confirms that there are school bus routes exist along the haulage route including 'various informal' bus stops along classified roads (including the Newell Highway (HW17), a 110km/h speed zone) and other high-speed local roads. Condition B68(c) requires the TMP to address how conflict with school bus routes is to be minimized. The TMP must be updated to give clarity if construction and operational traffic peaks and school bus schedules overlap, given Table 2 identifies several services running in and around the AM/PM peak periods. Additionally, the bus stop locations should be notated and illustrated on route maps to ensure vehicles associated with the development are aware and vigilant when driving near the designated bus stops. This should also be encapsulated in the <i>Driver Code of Conduct (Appendix 1)</i></p>	<p>Please note that there is no "haulage route" on public roads. Light vehicles may move between sites, and heavy vehicles transporting equipment / materials to site will use public roads but no heavy vehicles containing ore will do this at any time.</p> <p>The plan has been updated to note that the peak traffic hours expected at TGO occur at the shift changeover times at 6-7am and 6-7pm each day. This is before and after school bus morning and afternoon travel times. There is some traffic expected during school bus travel times but would mostly consist of administrative staff travelling to and from work, in light vehicles, not heavy vehicles.</p> <p>A map has been developed identifying the school bus routes as known to TGO. As two of the bus lines that run are 'informal', bus stops are not marked on this map, given they may change at short notice. The drivers Code of Conduct has been updated to include a requirement to show due care around busses when travelling in the</p>	<p>Section 7.3 Appendix 1</p>

	mornings and afternoons.	
<p>Condition B68(c)(iii) states that the TMP should address mitigation measures and responses to emergency road repair requirements affected by construction and/or public road closures. The TMP acknowledges the potential for delays during rectification/emergency works but does not provide evidence as to how operational traffic will continue to utilize key routes that may be impacted by public road closures and maintenance. Alternative routes or emergency signage and road control measures should be considered in this instance.</p>	<p>Alternative routes would have to be considered on a case by case basis after an incident occurs. TGO is not certain that alternative routes would be available in all circumstances, as many of the roads coming of the Newell Highway are unsealed and in poor condition, and may be unsuitable or unsafe for high traffic movements on short notice.</p> <p>Emergency road control measures are available and would be undertaken as soon as practicable in the event of an incident to ensure impacts are managed until the situation is resolved.</p>	Section 7.11
<p>Condition B68(d) has not been satisfactorily addressed. The <i>Driver Code of Conduct</i> referred in Appendix 1 of the TMP should be expanded to address matters including (inter alia) safe driving practices like: noise management (brakes), minimum distance between vehicles, ensuring checks for vehicle / equipment quality before start of journey, observation of dispatch, fatigue management and product transportation scheduling. Additionally, reference to the approved heavy vehicle routes and school bus stop locations should; d be made and illustrated on the Code of Conduct.</p>	<p>The <i>Code of Conduct</i> has been revised and expanded to be clearer considering the comment provided.</p> <p>Reference to the approved vehicle routes has been added, and maps of such will be included as an appendix if the <i>Code of Conduct</i> is included on any other documents.</p>	Appendix 1

Narromine Shire Council

Comment	Response	Section Addressed
<p>Update to the name of the plan – Traffic 'Impact' Management Plan. Confirm name of document for consistency with condition B68 (requires a Traffic Management Plan) and throughout the document. Suggest to keep naming convention consistent for clarity, also "Plan" and "TMP" are used interchangeably.</p>	<p>Name and title of document adjusted. All uses of 'TMP' changed to 'Plan' for consistency</p>	<p>Whole Document</p>
<p>Under Section 2 it states "In addition to the initial plan involving consultation, proposed details of Traffic Management signage are forwarded to councils Traffic Management Committee for discussion." This could be reworded to: "The initial Plan was provided to Council for review and consultation and all future signage modifications or additions are sent to Council to review in their Local Traffic Committee meetings prior for consent prior to installation."</p>	<p>Reworded as suggested.</p>	<p>Section 2</p>
<p>The Plan should address/cross ref any traffic related provisions that are relevant to conditions during blasting. It is noted that temporary road closures of the highway may occur. This is not clearly identified in the Traffic Impact Management Plan.</p>	<p>Blasting will not cause road closures or traffic impacts at all. Previously, road closures have been required when blasting in the open cut pits due to the proximity of said pits to the Newell Highway. Open cut mining has ended in the existing pits, and the new SAR mine has been designed to have a sufficient buffer to the Newell Highway, eliminating the need for road closures during blasting. A note about this information has been included.</p> <p>Unexpected road closures will be managed as they occur with consideration from TfNSW, and are addressed in Section 7.11.</p>	<p>Section 7.11</p>
<p>Section 7.12 refers to RMS – need to update to Transport for NSW, there could be other instances, to cross check drafting.</p>	<p>Reference updated, document checked for other old references to RMS.</p>	<p>Section 7.13</p>
<p>Section 7.7 Community Information, should also mention the SMS system for neighboring community members used for communicating road issues. Also, with regard to notifying site, contractors and work control of the temporary road closures. Council would request that relevant staff be included in an email notification – engineering@narromine.nsw.gov.au</p>	<p>Paragraph added to detail communication methods taken by site (text, phone, email, letterbox) to alert locals (and other important stakeholders) of planned traffic controls.</p>	<p>Section 7.7</p>