



20 May 2021

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

Attention: Philip Nevill

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

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

TfNSW has reviewed the Submissions Report prepared by EMM dated February 2021 and subsequent addition information provide on behalf of the proponent. From the documentation it is understood that the proponent accepts the majority of the submission from TfNSW dated 23 November 2020 but requests the review of the requirement for the upgrade of the intersection of West Plains Road with the Newell Highway.

TfNSW has completed an assessment of the DA, based on the information provided and focussing on the impact to the state road network. TfNSW notes for this DA:

- The Response from TfNSW dated 23 November 2020 included a requirement that the intersection of the Newell Highway with West Plains Road be constructed as a Basic Right Turn (BAR) and Basic Left Turn (BAL) intersection treatment. The submission from Forbes Council also requested that the intersection be constructed to the same standard.
- Section 4.4 of the Submissions Report acknowledges that the intersection of West Plains Road with the Newell Highway would require a Basic Right Turn (BAR) intersection treatment in accordance with the Austroads standards;
- The submission from EMM dated 18 May 2021 acknowledge that a significant proportion of the existing traffic on West Plains Road (34 of 42) is mine related. The submission acknowledges that the proposed expansion will generate additional traffic along West Plains Road and therefore increase the proportion of traffic on West Plains Road that is related to mine operations;
- The need for an intersection treatment is mainly governed by the demand for turn manoeuvres not the through traffic. The Basic Right Turn (BAR) intersection treatment is required to accommodate the existing and proposed additional traffic. The need for the Basic Left Turn (BAL) treatment may be removed as the development does not generate left turn from the Newell Highway to West Plains Road.

- Section 4.6 of the Submissions report introduces the concept that any contribution made by the mine would be based on the percentage of mine related traffic against total volumes of traffic passing this intersection. Based on the warrants from the Austroads documentation the need for a basic intersection treatment such as a Basic Right Turn (BAR) is governed firstly by the need for turning traffic. However to progress to the higher order intersections treatment there is a need to further consider both the turning and through traffic volumes.

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

Based on the above the submission from TfNSW dated 23 November 2020 is revised to read as follows.

Transport for NSW has assessed the Development Application based on the documentation provided and would raise **no objection subject to conditions** on the basis that the Consent Authority ensures that the development is undertaken in accordance with the information submitted as amended by the inclusion of the conditions listed below.

1. The intersection of the Newell Highway with West Plains Road shall be constructed as a Basic Right Turn (BAR) intersection treatment within the Newell Highway. The design and construction of the intersection treatment shall be in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Transport for NSW for the posted speed limit and be designed for a road train route. The pavement standards are to be in accordance with the requirements of Transport for NSW for the proposed turning traffic.
2. Any works associated with the development shall be at no cost to Transport for NSW.

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

TfNSW highlights that in determining the application it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary (proposed or deemed necessary) to the development. This may include the need for further environmental assessment for any ancillary road works.

Upon determination of this matter, please send a copy of the Notice of Determination to development.south.west@transport.nsw.gov.au

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

Yours faithfully



Maurice Morgan
Team Leader, Development Services South