

23 February 2021

SF2011/002339; WST11/00046/18

Director
Resource Assessments
Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attn: Jack Turner, Planner

Dear Mr Turner,

**MP10_0191_MOD-6: Lot 664 DP 761702 & others; 353 Burthong Road, Nymagee
Hera Mine Mod 6: 100ktpa ore, rock and 60ktpa mineral concentrate transport**

Thank you for the above development application (DA) referral via the NSW Planning Portal on 7 December 2020 inviting comment from Transport for NSW (TfNSW) pursuant to section 16 of the *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007*.

From review of the submitted documentation, TfNSW understands:

- The proposal will extend the life of the current approval from 31 December 2022 to 31 December 2025 (3 years), with no changes to existing approved extraction of processing rates.
- Most of the submitted documents assert there will be no change to staffing levels, however, Mod 6 Report (November 2020) Appendix 1 Table A1 refers to an increase of 16 operations staff positions, to be accommodated at the onsite camp with a 7-on and 7-off roster. Staff will be transported by bus to/from regional airports.
- Transport up to 100,000 tonnes per annum (ktpa) of mineral ore by road from Hera Mine to Peak Gold Mine at Cobar, using the designated haul route Burthong Road (local road), Priory Tank Road (MR461) and Kidman Way (MR410).
- Additionally, up to 100ktpa of waste rock may be transported by the return route (Peak Mine to Hera Mine) after mineral extraction, for use onsite at Hera Mine.
- An additional bulk ore sample of up to 20,000 tonnes may be transported on a once-off basis from the Federation Exploration Project (10km south of Hera Mine on Burthong Road) to Peak Mine by the same route, if the mineral grade is too high to be processed by equipment at Hera Mine.
- Increase from the approved 50,000 tpa to up to 60,000 tpa of mineral concentrate (lead and zinc) by road from Hera Mine – Burthong Road – Hartwood Street NYMAGEE (MR461) – Milford Street (MR461) – Hermidale-Nymagee Road (MR228) – Nymagee Street HERMIDALE – Nyngan Street – Youngee Street – Barrier Highway (HW8) – to the private rail siding opposite Yarrandale Road at HERMIDALE, and empty return trips.
- Transport will be by truck combinations approved for use on the TfNSW Restricted Access Vehicle (RAV) and Road Train maps. At the time of writing, Type 1 A-Doubles or modular B-Triples with an average 50 tonne load capacity

are the largest combinations approved on the proposed haul routes at General Mass Limits (GML). Special permits are required through NHVR if any occasional use of combinations exceeding these standards is needed.

TfNSW provides the following comments pursuant to clause 16 of the Mining SEPP for consideration by the consent authority:

- Ore and waste rock transport between Hera and Peak Mines is not to exceed 44 daily or 4 hourly truck movements in either direction (i.e. 4 ore loads and 4 waste rock backloads in any hourly period).
- Condition 35A and Condition 35B are required to be modified to require the works identified within the condition(s) to be completed prior to the operational commencement of Modification 6.
- Prior to commencement of haulage under this consent, a Driver Code of Conduct is to be prepared or updated for haulage operations and is to consider, but not be limited to:
 - Safety initiatives for haulage through residential areas and/or school zones.
 - An induction process for vehicle operators and regular toolbox meetings.
 - A public complaint resolution and disciplinary procedure.
- Condition 38 shall be amended to require the existing Traffic Management Plan be reviewed and modified to align with the proposed modification, in consultation with Cobar Shire Council and TfNSW.
- To continue to limit mineral concentrate movements to eight (8) per day averaged over a calendar month, condition 37A of MP10_0191 consent is to remain in force following determination of MOD-6.

TfNSW provides its concurrence pursuant to section 138 of the *Roads Act 1993*, subject to the following conditions:

- Prior to commencing haulage of ore or waste rock between Hera and Peak Mines, the following intersection upgrades are to be completed, with design details to comply with *Austroads* guides and the relevant RMS *Supplements to Austroads*, to the satisfaction of Council as the roads authority and TfNSW:
 - Upgrade Priory Tank Road intersection with Burthong Road to provide a Basic Left (BAL) treatment into Priory Tank Road.
 - Upgrade Kidman Way intersection with Priory Tank Road to provide a BAL treatment for the southbound movement into Priory Tank Road as recommended in the MOD-6 Report.
 - Upgrade Kidman Way intersection with Peak Mine private road (approximately 7.9km south of the Barrier Highway) to provide a BAL treatment for the northbound movement into the private road.

Note: This upgrade has also been separately recommended as a requirement under Cobar Shire DA2020/LD-029 prior to commencement of haulage between Queen Bee Mine and Peak Mine.

- BAL treatments are to be constructed in accordance with Figure 8.2 of *Austroads Guide to Road Design 2017* (copy enclosed), be at least 3.5m wide (from edge of traffic lane) with pavement widening length and turn arc adequate to cater for Type 1 road trains (36.5m length) and an equivalent Performance Based Standards (PBS) Level 3B vehicle. Intersection works are to be designed and constructed for a 110 km/h operating speed.

- Install advance truck warning signs (W5-22 Size B) with distance plates (W8-5 Size B), 300metres from each upgraded intersection on all approaches.
- Details of any ancillary works are to be provided including (but not limited to) line marking, intersection and road name signage, drainage transitions, batter slopes, vegetation removal, services relocation, and road reserve widening acquisition. Existing line markings and signage (such as the transverse yield lines) may need to be renewed as part of the works.
- The developer will be required to undertake private financing and construction of works on the Kidman Way, a State classified road 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.
- A Road Occupancy Licence (ROL) is required prior to any works commencing within three (3) metres of the travel lanes of a State classified road, or work that has potential to impact traffic flow such as the use of traffic control devices or signage to protect workers. Please contact 1300 656 371 for further information regarding a ROL. A Traffic Control Plan prepared by a SafeWork NSW accredited person is to be submitted as part of the ROL application.

Thank you for the opportunity to provide comment on this modification application. Please note 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 the Department's determination of the modification application to TfNSW at development.western@rms.nsw.gov.au. If you wish to discuss this matter further, please contact Bevan Crofts, Case Officer on (02) 6861 1449.

Yours faithfully



Andrew McIntyre
A/Manager of Development Services
West