



18 March 2021

SF2018/318466; WST18/00146/06

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

Attn: Jack Turner

Dear Mr Turner,

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 referring SSD- 10419 via the NSW Major Projects Planning Portal on 19 February 2021 to provide comment and concurrence pursuant to clause 16 of *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007* (Mining SEPP) and section 138(2) of the *Roads Act 1993*.

From review of the submitted documentation 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.
- 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).
- 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 (m) 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.

1. Road Comments

TfNSW has reviewed the documentation submitted with the application and requests additional advice be received to address the following matters to continue the assessment of the application:

- No information has been provided on the construction related traffic generation component of the development. Whilst construction traffic may be less than the traffic generated by the operation of the development, it will utilise a different intersection with the Kidman Way to the operational traffic. In this regard, the following additional information is required to be provided:
 - The largest vehicle (design vehicle) to use the construction access;
 - The daily and peak hour traffic generation (quantification and timing), for both light and heavy vehicles, for construction traffic;
 - Trip origin and destination; and
 - Number of oversize vehicles.
- The DA documents outline the additional traffic likely to be generated as a result of the additional intensity proposed. However, as this approval will “replace” the existing approvals and also include the additional intensity, quantification of the total traffic generated by the development to be approved is required to be provided, both for peak daily traffic and peak hour traffic.

2. Rail Comments

TfNSW is the rail authority for the rail corridors of the Country Regional Network (CRN) for purpose of the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) and Transport Asset Holding Entity of New South Wales (TAHE) is a State-owned corporation that holds rail property assets and rail infrastructure, including the CRN. John Holland Rail (JHR) has been appointed, as of 15 January 2012, to manage the CRN.

Among various proposals contained in the SSD, the applicant seeks approval for development of new workings of the Great Cobar and Gladstone deposits to create the New Cobar Complex Project (Proposal) within the area for Consolidated Mining Lease 6 (CML 6) which includes:

- part of the operational rail corridor from Nyngan Junction to Cobar, and
- parts of the non-operational rail corridor.

Both rail corridors form part of the CRN.

It is noted that the Environmental Impact Assessment does not have information regarding the non-operational rail corridor. The applicant is advised that the non-operational rail corridor is owned by TAHE via gazettal notices.

The following additional information is required to be submitted.

(a) Access to rail corridor

- The proponent is to provide additional information identifying whether the proposed mine workings for Great Cobar and Gladstone will require access to the non-operational rail corridor.
- In the event that access to rail corridors (or air space) is required, the proponent is advised the following process will be required:
 - An appropriate application must be submitted to JHR for its endorsement and if endorsed, submitted to TfNSW for approval with or without conditions/ no approval.
 - Once the application is approved by TfNSW, the applicant is required to enter into a licence with TAHE on terms suitable to TAHE in relation thereto. Terms of

Transport for NSW

51-55 Currajong Street PARKES NSW 2870 | PO Box 334 PARKES NSW 2870 DX20256
P 6861 1449 | W development.western@rms.nsw.gov.au | ABN 18 804 239 602

the licence will include provisions which allow TAHE to terminate the licence and will require the licensee to pay an annual licence fee, obligates the licensee to comply with certain safety requirements.

- The applicant must bear the costs including but not limited to costs associated with obtaining approvals from TfNSW and complying with JHR's requirements.
- The applicant is encouraged to contact JHR's Third-Party Works Team via CRN.3rdpartyworks@jhq.com.au to discuss the above if necessary. It is also advised that this letter does not constitute an approval from JHR, TfNSW or TAHE in respect of its access.

(b) Excavation in, above, below or adjacent to rail corridors

- The applicant must advise whether any proposed activities for those mine workings and the New Cobar Complex Project Site which would involve excavation more than 2m below ground level within or/and within 25m of the non-operational rail corridor.
- If there is any such excavation, the Proponent must undertake further analysis including a geotechnical and structural engineering assessment outlining the risks and mitigation strategies for all phases of the project (construction, operation and decommissioning) demonstrating that there will be no adverse impact on the stability and integrity of the rail corridor land and rail infrastructure.

(c) Cranes and Equipment

- The applicant must advise whether cranes or other equipment will be used in the air space above the rail corridors.
- In the event that cranes are required to be used in air space above the operational rail corridor, the applicant must provide a safety assessment of the works necessary for the Proposal to assess any potential impact or intrusion on the Danger Zone (as defined in the JHR Network Rules and Procedures <http://www.jhrcrn.com.au/what-we-do/network-operations-access/network-rules-procedures-forms>).
- It is noted that any works must be undertaken by a qualified Protection Officer (as defined in the JHR Network Rules and Procedures <http://www.jhrcrn.com.au/what-we-do/network-operations-access/network-rules-procedures-forms>). Also, the use of mobile cranes must be in accordance with the AS 2550 series of Australian Standards, Cranes, Hoist and Winches, including AS2550 15-1994 Cranes – Safe Use- Concrete Placing Equipment.

(d) Fencing

- Boundary fences along the rail corridors should be installed and maintained by the applicant during construction and operation of the proposal in accordance with JHR's engineering standards which are available at <http://jhrcrn.com.au/media/2071/crn-cp-511-v1-1.pdf>.

(e) Evidence of approvals from TfNSW or its predecessors

- The applicant is requested to provide evidence that an approval from TfNSW or its predecessor has been obtained to install the pipeline within the non-operational rail corridor. If required, the applicant is advised to contact JHR (Joanne Cheoung, Commercial Property Analyst, via joanne.cheoung@jhq.com.au) to further discuss.

(f) Cobar Private Branch line

- Should any parts of the Proposal have potential and consequential impacts on the private railway line, the Proponent is recommended to contact Mr. Amel Tokalic via Amel@plateway.com.au to discuss any potential impacts of the SSD on the branch line.

Transport for NSW

51-55 Currajong Street PARKES NSW 2870 | PO Box 334 PARKES NSW 2870 DX20256
P 6861 1449 | [W development.western@rms.nsw.gov.au](mailto:development.western@rms.nsw.gov.au) | ABN 18 804 239 602

Please confirm with TfNSW that the application will not be determined until TfNSW has had an opportunity to undertake a thorough assessment of the proposed development, following provision of the above-mentioned additional information. If you have any queries or wish to discuss this matter further, please contact Alexandra Power (02) 6861 1453.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Alexandra Power', with a stylized, flowing script.

A/Team Leader
Development Services
West

Transport for NSW

51-55 Currajong Street PARKES NSW 2870 | PO Box 334 PARKES NSW 2870 DX20256
P 6861 1449 | W development.western@rms.nsw.gov.au | ABN 18 804 239 602