

COWAL GOLD OPERATIONS
TRANSPORT MANAGEMENT PLAN



January 2022

Revision Status Register

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TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>	
1	INTRODUCTION	1
	1.1 SCOPE OF THIS PLAN	1
	1.2 STRUCTURE OF THIS PLAN	4
2	STATUTORY REQUIREMENTS	5
	2.1 DEVELOPMENT CONSENT CONDITIONS	5
	2.2 REGULATORY CONSULTATION	6
3	TRANSPORT ROUTES FOR DEVELOPMENT-RELATED TRAFFIC	7
	MINE ACCESS ROUTES	7
	3.1 7	
	3.1.1 Mine Access Route to/from West Wyalong	7
	3.1.2 Mine Access Routes to/from Condobolin Mine Access Routes to/from Forbes	7 9
	3.1.3 9	
	3.2 ON-SITE ACCESS ROADS	11
	3.3 LAKE COWAL ROAD REALIGNMENT ACCESS ROADS	11
	3.4 DUPLICATE PIPELINE CONSTRUCTION ACCESS ROADS	11
4	PROTOCOL FOR DILAPIDATION SURVEYS AND LOCAL ROAD REPAIRS	13
	4.1 PRE-CONSTRUCTION DILAPIDATION SURVEY	13
	4.2 POST-CONSTRUCTION DILAPIDATION SURVEY	14
	4.3 LOCAL ROAD REPAIRS	14
5	LOCAL ROAD UPGRADES	15
	5.1 UPGRADE OF THE NEWELL HIGHWAY-WEST PLAINS ROAD INTERSECTION	15
6	PIPELINE DUPLICATION AND LAKE COWAL ROAD REALIGNMENT PLANS	18
	6.1 PIPELINE DUPLICATION WORKS	18
	6.2 LAKE COWAL ROAD REALIGNMENT	18
	6.2.1 Corringale Lane Closure/ Reduction	18
7	TRAFFIC MANAGEMENT MEASURES	20
	7.1 MEASURES TO MANAGE DEVELOPMENT-RELATED TRAFFIC	20
	7.2 EMPLOYEE SHUTTLE BUS SERVICE	20
	7.3 TRAFFIC CONTROLS	21
	7.3.1 On-site Traffic Controls	21
	7.3.2 Off-site Traffic Controls	21
	7.4 LOCAL COMMUNITY NOTIFICATION	22
	7.5 MINIMISING DISRUPTION TO SCHOOL BUSES AND OTHER MOTORISTS	22
	7.6 HAULAGE VEHICLE SCHEDULING	23
	RESPONDING TO LOCAL CLIMATE CONDITIONS	24
	7.7 24	
	7.8 EMERGENCY REPAIR OR MAINTENANCE REQUIREMENTS	24
	7.9 TRAFFIC MANAGEMENT FOR OVER-DIMENSIONAL VEHICLES	24
8	CODE OF CONDUCT FOR DRIVERS	25
9	COMPLAINTS HANDLING PROCEDURE AND DISPUTE RESOLUTION	27
	9.1 COMPLAINTS HANDLING PROCEDURE	27
	9.2 DISPUTE RESOLUTION	27

10	MONITORING, REPORTING AND REVIEW PROGRAM	28
11	STAKEHOLDER CONSULTATION	30
12	REFERENCES	32

LIST OF TABLES

Table 1	Development Consent Requirements for this TMP
Table 2	Pre-Construction Local Road Dilapidation Survey Scope
Table 3	Local Road Upgrades and Preliminary Schedule

LIST OF FIGURES

Figure 1	CGO Locality
Figure 2	General Arrangement of CGO
Figure 3	Local Road Network
Figure 4	Regional Road Network
Figure 5	Potential Local Roads to be Used During Pipeline Duplication Construction Works
Figure 6	Lake Cowal Road Realignment

1 INTRODUCTION

The Cowal Gold Operations (CGO) is located approximately 38 kilometres (km) north-east of West Wyalong in New South Wales (NSW) (Figure 1). Evolution Mining (Cowal) Pty Limited (Evolution) is the owner and operator of the CGO. Development of the CGO is approved to occur within Mining Lease (ML) 1535 and ML1791.

Development Consent (DA 14/98) for the CGO (including the Bland Creek Palaeochannel Borefield water supply pipeline) was granted by the Minister for Urban Affairs and Planning under Part 4 of the *Environmental Planning and Assessment Act, 1979* (EP&A Act) on 26 February 1999. Development Consent (DA 2011/64) for the operation of the Eastern Saline Borefield was granted by the Forbes Shire Council on 20 December 2010.

The Minister for Planning granted approval for the *Cowal Gold Operations Underground Development Project* as State-significant Development No. 10367 under Section 4.38(2) of the EP&A Act on 30 September 2021 and to modify DA 14/98 through *Modification No.16* (herein referred to as Mod 16) under Section 4.55(2) of the EP&A Act.

DA14/98 generally allows:

- Mining operations until 2040.
- Ore processing at a rate of 9.8 Mtpa.
- Tailings and waste rock emplacement on site.
- Operation of a range of ancillary mining infrastructure.

SSD 10367 generally allows:

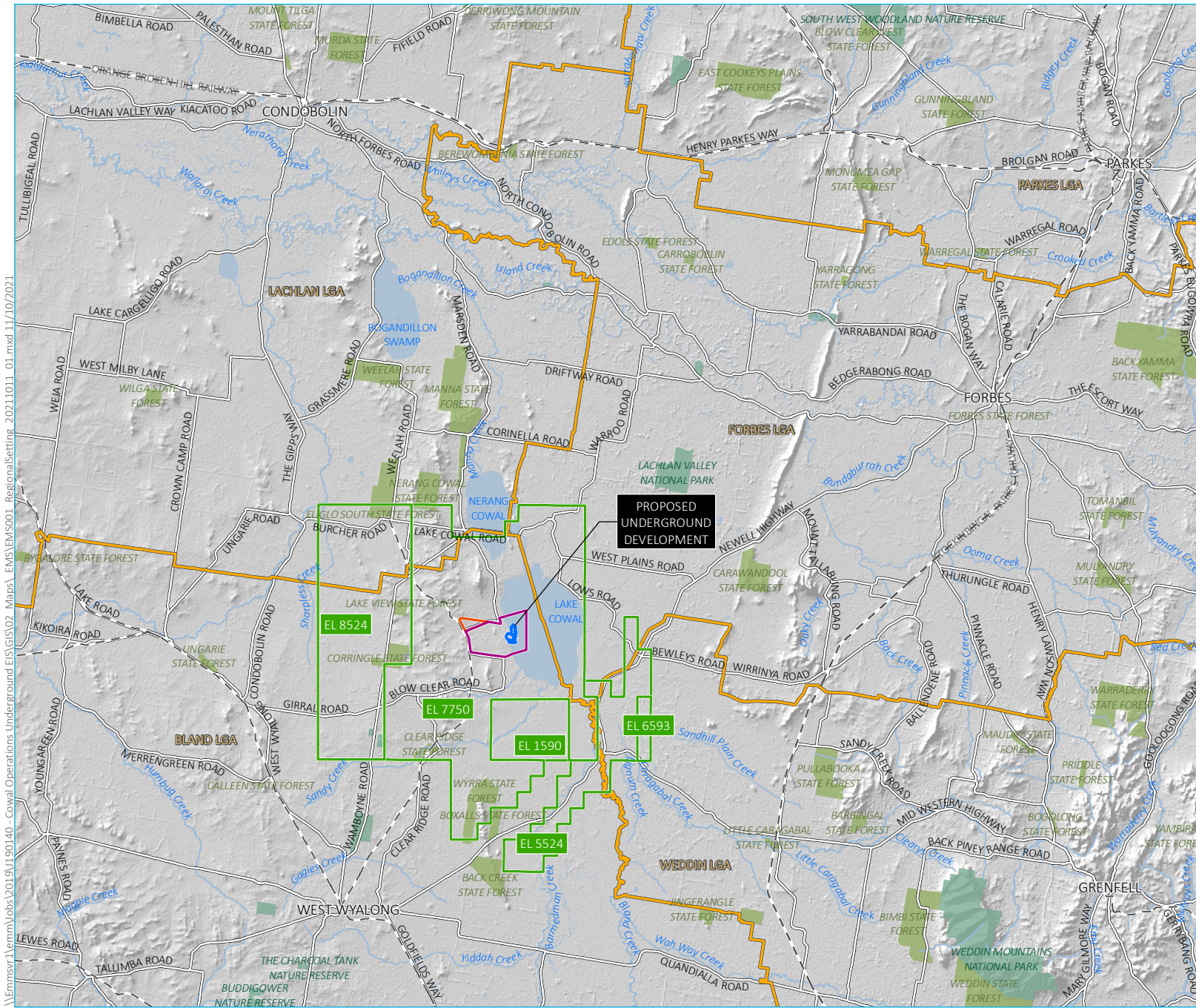
- Underground stope mining until 2040.
- Backfilling the stopes with cemented paste made from tailings.
- Development of ancillary infrastructure including a box-cut to the underground mine and a paste fill plant.

The general arrangement of the approved CGO is provided in Figure 2.

This revised Transport Management Plan (TMP) has been prepared to reflect the conditions of DA 14/98 and SSD 10367 as approved on 30 September 2021 and supersedes all former versions of the TMP. Copies of the approved development consents for Mod 16 and SSD 10367 are available on Evolution's website (www.evolutionmining.com.au).

1.1 SCOPE OF THIS PLAN

DA 14/98 condition 7.1(d) requires Evolution to prepare a TMP for the CGO. The requirements of this condition are further outlined in Section 2.1. In addition to this, SSD 10367 also requires roadworks as a precondition of approval of the Underground Development Project.

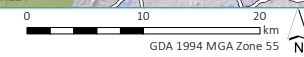


- KEY**
- Proposed underground development
 - Mining lease (ML1535)
 - Mining lease (ML1791)
 - Exploration licence (EL)
 - Rail line
 - Main road
 - Named watercourse
 - Waterbody
 - Local government area
 - NPWS reserve
 - State forest

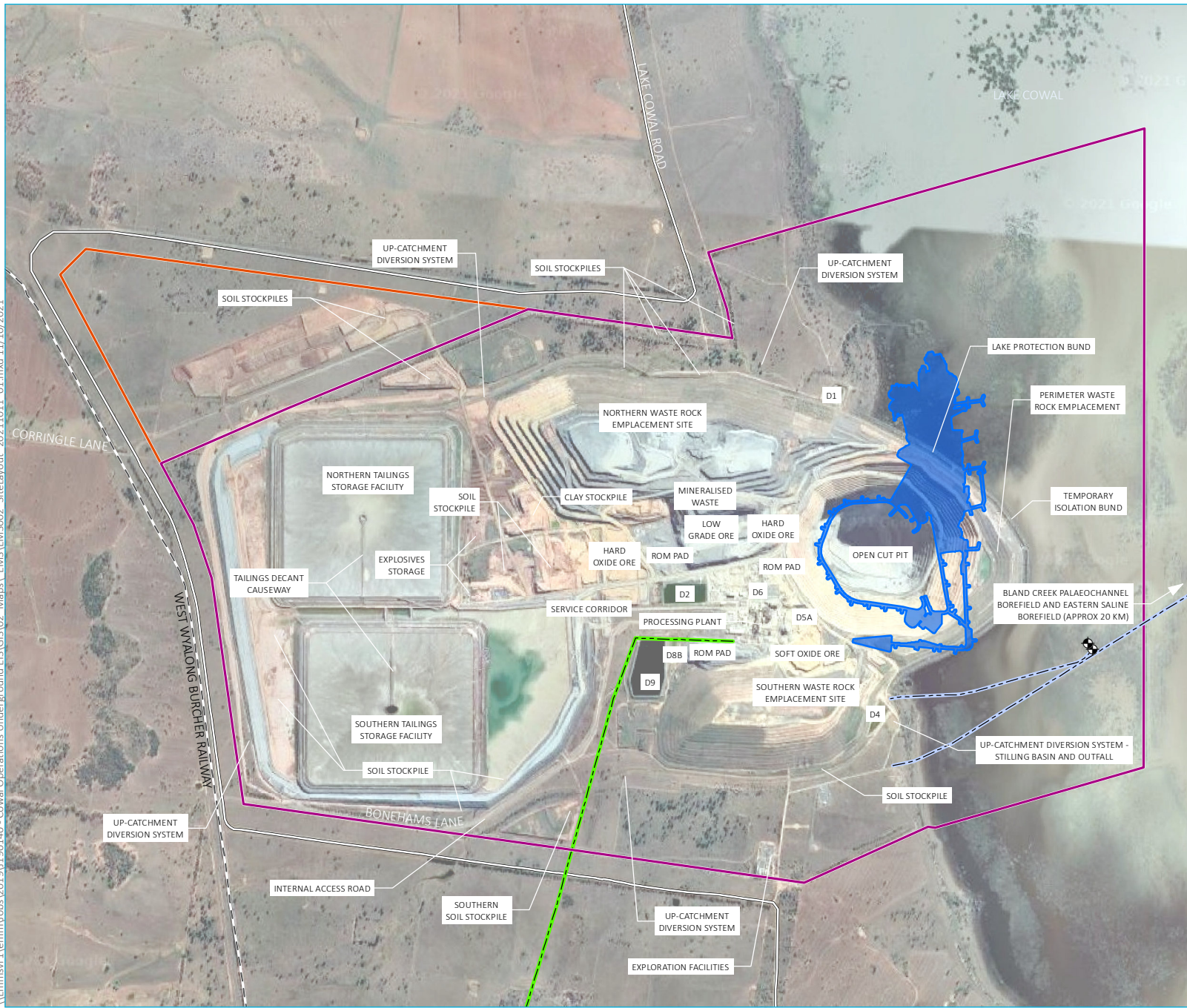
Evolution Mining
Cowel Gold Operations

Figure 1
Regional location

Source: EMM (2021); Evolution (2021); DFSI (2017); GA (2011); ASGC (2006)



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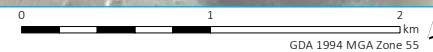
- KEY**
- Proposed underground development
 - Mining lease (ML1535)
 - Mining lease (ML1791)
 - Approximate exploration focus area
 - Electricity transmission line
 - Water supply pipeline
 - ⊕ Saline groundwater supply bore
 - - - Rail line
 - Main road

Evolution Minin
Cowal Gold Operations

Cowal Gold Operations site layout

Figure 2

Source: EMM (2021); Evolution (2021); DFSI (2017)



The TMP was originally prepared based on the road transport aspects of the Processing Rate Modification as set out in GTA Consultants (2018) *Cowal Gold Operations Modification 14 Road Transport Assessment*. Rev1 of the TMP (this document) uses the information of a further traffic and transport study prepared as part of the Underground Development Project EIS (2020) and Mod 16 applications to revise the plan, acknowledges the completion of some works and plans for additional works.

1.2 STRUCTURE OF THIS PLAN

The remainder of this TMP is structured as follows:

- Section 2: Identifies the requirements of DA 14/98 condition 7.1(d) for this TMP and other conditions relevant to this TMP.
- Section 3: Outlines the transport routes for CGO-related traffic, including the approved mine access routes, the approved temporary mine access routes, the conditions under which the temporary routes are used, and access routes for construction works.
- Section 4: Describes the protocols for undertaking dilapidation surveys to assess the existing condition of local roads associated with CGO-related traffic prior to, and following, any construction-related traffic, and for the repair of local roads that have been damaged by construction-related traffic.
- Section 5: Provides details and scheduled timing of the upgrades to the local roads associated with the approved mine access routes.
- Section 6: Provides plans for the Pipeline duplication, and Lake Cowal Road realignment works, and details the local roads to be used to access these work sites.
- Section 7: Describes the traffic management measures that will be implemented to minimise traffic safety issues and disruption to local road users of the CGO-related transport routes.
- Section 8: Describes the CGO's driver's code of conduct.
- Section 9: Outlines the CGO's complaints handling procedure.
- Section 10: Details the monitoring and reporting program relevant to this TMP.
- Section 11: Lists the references cited in this TMP.

2 STATUTORY REQUIREMENTS

2.1 DEVELOPMENT CONSENT CONDITIONS

DA 14/98 condition 7.1(d) and condition B18 and B19 of SSD 10367 detail the requirements for the TMP and required roadworks associated with the Underground Development Project. Table 1 presents each requirement and outlines where they are addressed in this TMP.

**Table 1
Development Consent Requirements for this TMP**

DA 14/98 Mod 16		Section
7.1(d)	<p>Transport Management Plan</p> <p>The Applicant must prepare a Transport Management Plan for the Cowal Gold Operations to the satisfaction of the Planning Secretary. This plan must be prepared in consultation with TfNSW, Forbes, Bland and Lachlan councils and be submitted to the Planning Secretary for approval prior to commencing any construction works associated with the Underground Mine Development and/or Modification 16 as described in the EIS, unless the Planning Secretary agrees otherwise. The plan must include:</p>	This TMP
	(i) details of the transport routes to be used for development-related traffic, including roads to be used during construction of the pipeline duplication (as shown in Appendix 7);	Section 3
	(ii) a protocol for undertaking dilapidation surveys to assess the: <ul style="list-style-type: none"> • existing condition of local roads along the approved transport routes prior to any development-related construction works; and • condition of local roads 	Section 4
	(iii) a protocol for the repair of any local roads identified in the dilapidation surveys to have been damaged during development-related construction works;	Section 4
	(iv) detailed plans and implementation schedules for the road upgrades specified in Table 9 of Schedule 2 of this consent;	Section 5
	(v) detailed plans of the pipeline duplication and Lake Cowal Road realignment, as these works relate to impacts on local roads;	Section 6
	(vi) details of the measures that would be implemented to minimise traffic safety issues and disruption to local users of the transport routes during construction and operation, including:	Section 7
	<ul style="list-style-type: none"> • measures to manage development-related traffic, including vehicles associated with the pipeline construction, road realignment and gravel haulage campaigns 	Section 7.1
	<ul style="list-style-type: none"> • measures to encourage the use of the employee shuttle bus service; 	Section 7.2
	<ul style="list-style-type: none"> • temporary traffic controls, including detours and signage 	Section 7.3
	<ul style="list-style-type: none"> • notifying the local community about development-related traffic impacts; 	Section 7.4
	<ul style="list-style-type: none"> • minimising potential for conflict with school buses and other motorists as far as practicable; 	Section 7.5
	<ul style="list-style-type: none"> • scheduling of haulage vehicle movements to minimise convoy length or platoons; 	Section 7.6
	<ul style="list-style-type: none"> • responding to local climate conditions that may affect road safety such as fog, dust, wet weather; 	Section 7.7
	<ul style="list-style-type: none"> • responding to any emergency repair or maintenance requirements; and 	Section 7.8
	<ul style="list-style-type: none"> • a traffic management system for managing over-dimensional vehicles; 	Section 7.9
	(vii) a driver's code of conduct that addresses: <ul style="list-style-type: none"> • travelling speeds; • driver fatigue; • procedures to ensure that drivers adhere to the designated transport routes; and • procedures to ensure that drivers implement safe driving practices; 	Section 8
	(viii) a complaints handling procedure;	Section 9
	(ix) a program to monitor and report on the effectiveness of the implementation of the measures in this plan.	Section 10

SSD 10367		
B18	The Applicant must construct a Basic Right Turn within the Newell Highway at its intersection with West Plains Road: <ul style="list-style-type: none"> a) in accordance with the relevant Austroads guidelines, Australian Standards and TfNSW specifications, to the satisfaction of TfNSW; b) at no cost to TfNSW; and c) prior to commencement of mining operations, unless otherwise agreed by the Planning Secretary. 	Section 5
B19	If there is any dispute between the Applicant and TfNSW in implementing these requirements, then any of the parties may refer the matter to the Planning Secretary for resolution.	Section 5

In addition to the above, the following DA 14/98 conditions are also relevant to this TMP:

- Condition 7.1(a) requires that the approved mine access routes are the only routes to be used by CGO employees and contractors travelling to and from the CGO. This condition has been addressed and is in Section 3.
- Conditions 7.1(b) requires that the design and construction of the Lake Cowal Road realignment is undertaken in consultation with the Bland Shire Council and in accordance with the *Austroads Guide to Road Design*. This condition has been addressed and is in Section 6.
- Condition 7.1(c) details the requirements for local road upgrades. This condition is reproduced in full and addressed in Section 5.

2.2 REGULATORY CONSULTATION

In accordance with the requirements of DA 14/98 condition 7.1(d), Rev0 (November 2019) of this TMP was prepared in consultation with the NSW Roads and Maritime Service (RMS), Bland Shire Council (BSC), Forbes Shire Council (FSC) and Lachlan Shire Council (LSC). This version (Rev1, January 2022) incorporates the findings of the traffic and transport studies publicly exhibited as part of the Underground Development Project EIS and Mod 16 documents and has been developed in consultation with TfNSW, BSC, FSC and LSC.

The recommendations of TfNSW and FSC in regard to the required upgrade of the Newell Highway-West Plains Road intersection have been incorporated into this plan.

3 TRANSPORT ROUTES FOR DEVELOPMENT-RELATED TRAFFIC

In accordance with DA 14/98 condition 7.1(d)(i), the following sub-sections provide details of the transport routes to be used for development-related traffic, including the approved mine access routes and approved temporary mine access routes (Section 3.1), the roads to be used during any realignment of the Lake Cowal Road (Section 3.2) and the roads used during construction of the duplicated pipeline (Section 3.4).

3.1 MINE ACCESS ROUTES

Development-related operational and construction traffic will use the preferred approved road transport routes described below. The alternative approved routes will only be used under the circumstances described below.

3.1.1 Mine Access Route to/from West Wyalong

All development-related traffic to and from West Wyalong will use the approved mine access route from West Wyalong, which is fully sealed and comprised of the following roads (Figure 3):

- Ungarie Road;
- Wamboyne Road;
- Blow Clear Road;
- Bonehams Lane; and
- the internal mine access road within ML 1535.

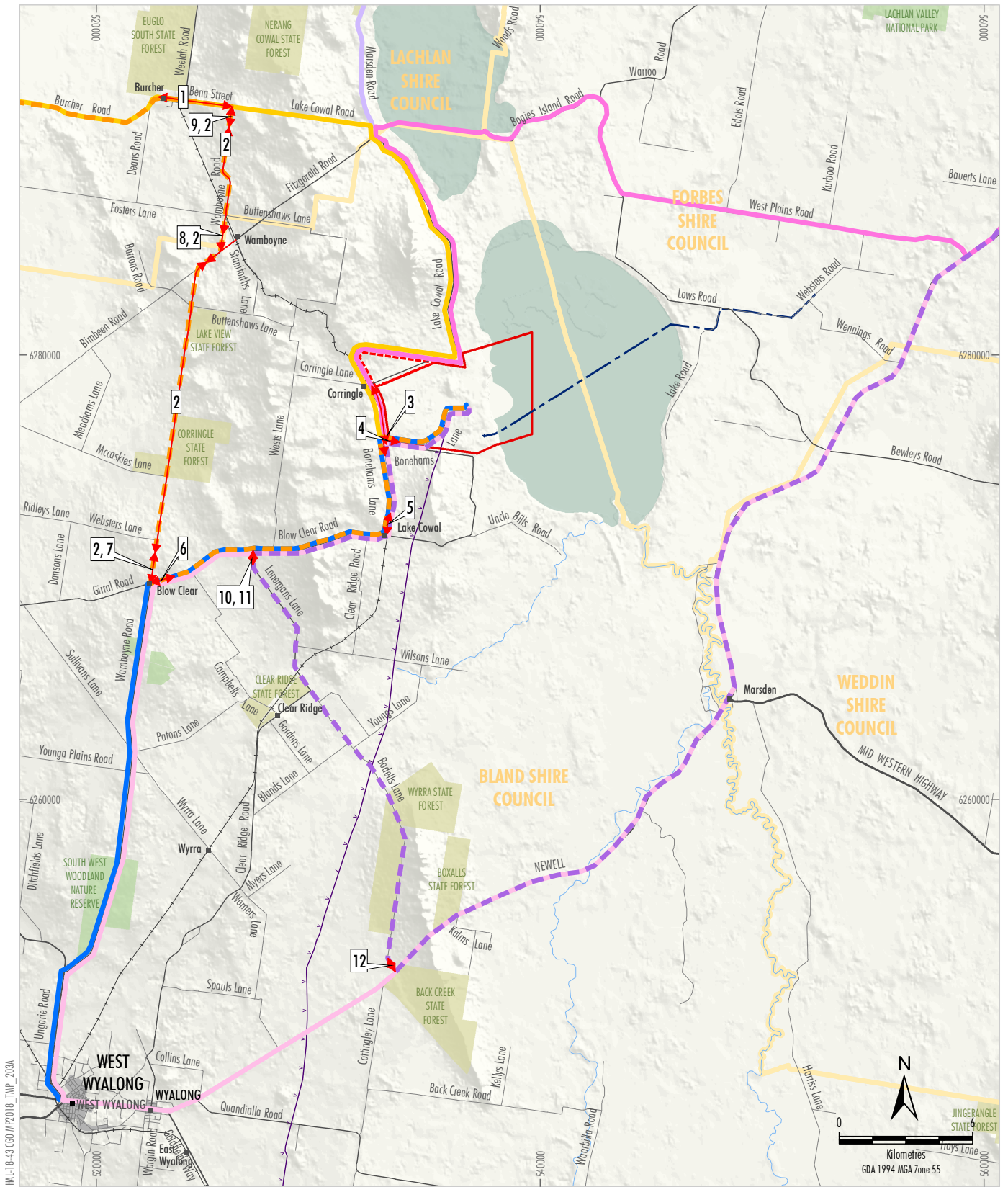
3.1.2 Mine Access Routes to/from Condobolin

All development-related traffic to and from Condobolin will use the preferred approved mine access route when it is trafficable. The route is partially unsealed and comprises the following roads (Figure 3):

- The Gipps Way;
- Burcher Road;
- Bena Street;
- Lake Cowal Road (east-west) (unsealed);
- Fitzgerald Road (unsealed);
- Lake Cowal Road (north-south) (unsealed); and
- the internal mine access road within ML 1535.

When the preferred route is not passable due to flooding, the sealed road approved alternative mine access route from Condobolin will be used by all development-related traffic. The approved sealed mine access route from Condobolin comprises the following roads (Figure 3):

- The Gipps Way;
- Burcher Road;
- Bena Street;
- Wamboyne Road (also known as Livingstone Road, unsealed near former railway level crossing);
- Blow Clear Road;
- Bonehams Lane; and
- the internal mine access road within ML 1535.



LEGEND

- Mining Lease Boundary (ML 1535)
- Mining Lease Boundary (ML 1791)
- Local Government Area Boundary
- National Park & Nature Reserve
- State Forest
- Railway
- Indicative Mine Water Supply Pipeline Duplication

- Mine Access Route (West Wyalong)
- Preferred Mine Access Route (Condobolin)
- Preferred Mine Access Route (Forbes)
- Mine Access Route (Forbes - Sealed Network)
- Temporary Mine Access Route (Forbes - High Water Level 1)
- Mine Access Route (Condobolin - Sealed Network)
- Temporary Mine Access Route (Forbes - High Water Level 2)
- Road Upgrade Location
- Road Upgrade Description Refer (Table 3 of TMP)



TRANSPORT MANAGEMENT PLAN
Local Road Network

Figure 3

3.1.3 Mine Access Routes to/from Forbes

All development-related traffic to/from Forbes will use the preferred approved mine access route from Forbes when it is trafficable. The preferred approved mine access route is partially unsealed and comprises the following roads (Figure 3):

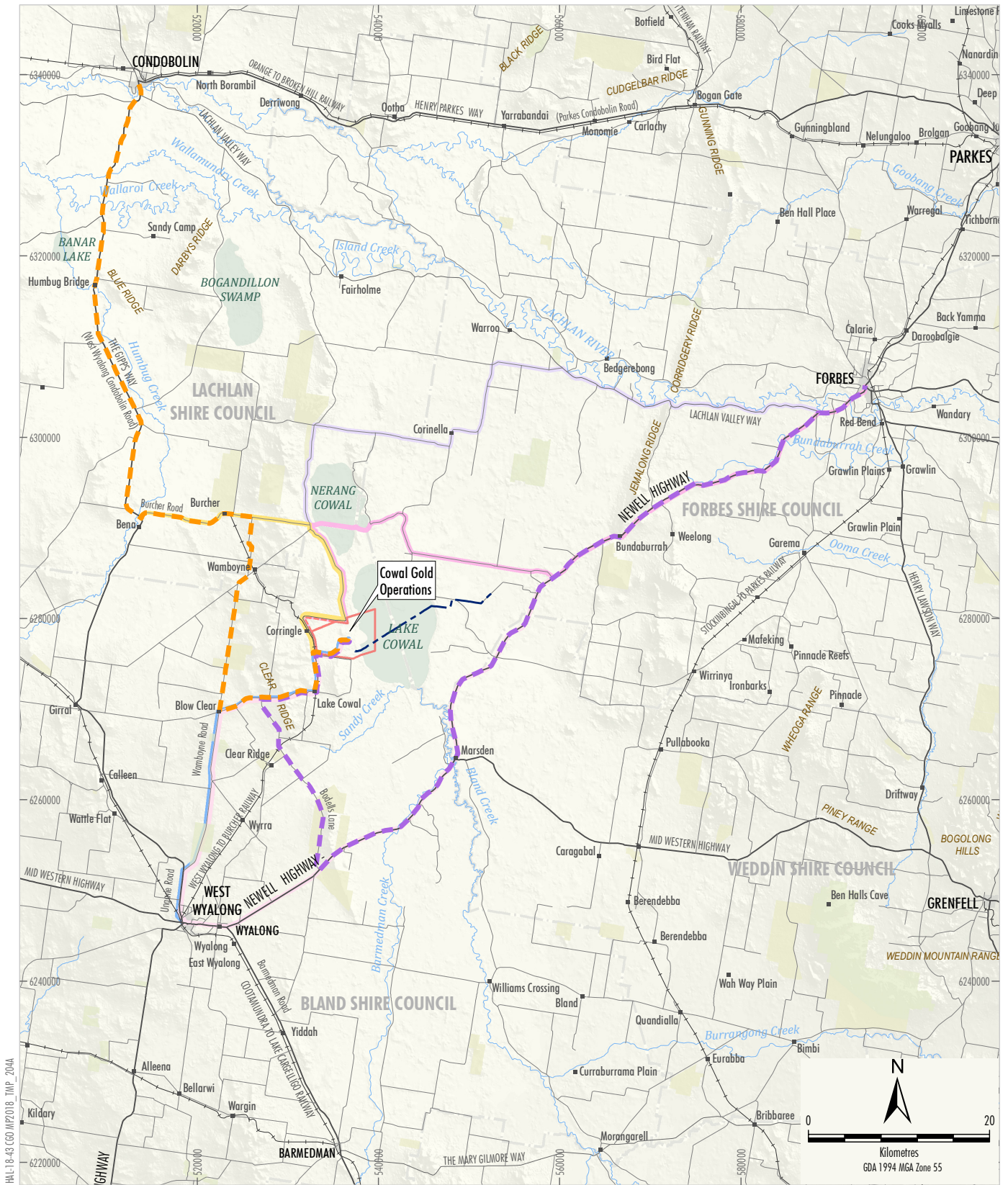
- Newell Highway;
- West Plains Road;
- Bogies Island Road (partly unsealed);
- Lake Cowal Road (east-west) (unsealed);
- Fitzgerald Road (unsealed);
- Lake Cowal Road (north-south) (unsealed); and
- the internal mine access road within ML 1535.

When the water level is high in Lake Cowal/Nerang Cowal, the preferred mine access route from Forbes via Lake Cowal Road and Bogies Island Road is closed (Figure 3), all development-related traffic to/from Forbes will use the following approved temporary mine access route (Figure 4):

- Newell Highway;
- Lachlan Valley Way;
- Driftway Road;
- Warroo Road;
- Corinella Road (partly unsealed);
- Marsden Road (unsealed);
- Lake Cowal Road (east-west) (unsealed);
- Fitzgerald Road (unsealed);
- Lake Cowal Road (north-south) (unsealed); and
- the internal mine access road within ML 1535.

When the preferred mine access route and the alternative/temporary high-water route from Forbes are impassable due to flood conditions, all development-related traffic from Forbes will use either (Figures 3 and 4):

- Newell Highway via West Wyalong and then the approved mine access route from West Wyalong (Section 3.1.1) (an entirely sealed route); or
- Newell Highway to Bodells Lane (unsealed), then Lonergans Lane (unsealed), Blow Clear Road, Bonehams Lane and the internal mine access route within ML 1535.



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LEGEND

- Mining Lease Boundary (ML 1535)
- Mining Lease Boundary (ML 1791)
- National Park & Nature Reserve
- State Forest
- Local Government Area Boundary
- Railway
- Indicative Mine Water Supply Pipeline Duplication
- Mine Access Route (West Wyalong)
- Preferred Mine Access Route (Condobolin)
- Preferred Mine Access Route (Forbes)
- Mine Access Route (Forbes - Sealed Network)
- Temporary Mine Access Route (Forbes - High Water Level 1)
- Mine Access Route (Condobolin - Sealed Network)
- Temporary Mine Access Route (Forbes - High Water Level 2)

Source: Geoscience Australia (2006); NSW Department Planning and Environment (2017); Office of Environment and Heritage NSW (2017)



TRANSPORT MANAGEMENT PLAN
Regional Road Networks

Figure 4

3.2 ON-SITE ACCESS ROADS

As shown in Figure 3, heavy vehicles making deliveries to site during both the construction and operational phases of the Project will now enter Gate 14 (south of the existing road to the main gate). In keeping with clause 13.1.4.3 of the Australian Code for the Transport of Dangerous Goods by Road and Rail 2020 (ADG Code) (NTC 2020), access via this gate will provide separation between light vehicles and heavy vehicles entering the site and routes deliveries of reagents and explosives away from the most populous areas of the site.

3.3 LAKE COWAL ROAD REALIGNMENT ACCESS ROADS

As described in Section 1.1, the approved development at CGO will include activities within the area of both ML 1535 and ML 1791, works associated with the realignment of Lake Cowal Road and works associated with the local road upgrades (Section 5). Vehicles used the internal mine access road within ML 1535 to access ML 1791 and to access the Lake Cowal Road realignment works directly from Lake Cowal Road.

Construction vehicles for any Lake Cowal Road realignment works will primarily access the worksite directly from Lake Cowal Road (travelling from West Wyalong) and will travel to Lake Cowal Road using the approved mine access routes as described in Section 3.1 (Figures 3 and 4), then to the works site access off Lake Cowal Road.

3.4 DUPLICATE PIPELINE CONSTRUCTION ACCESS ROADS

Construction vehicles for the pipeline duplication works occurring on the western side of Lake Cowal (i.e., the CGO side of Lake Cowal) used the approved mine access routes to the CGO described in Section 3.1 (Figures 3 and 4) and the internal mine access road within ML 1535.

Construction vehicles for the pipeline duplication works that occurred on the eastern side of Lake Cowal used Newell Highway from either Forbes or West Wyalong and the following local roads (Figure 5):

- West Plains Road between Newell Highway and Websters Road;
- Wennings Road between Newell Highway and Websters Road;
- Lows Road between Newell Highway and Lake Road;
- Websters Road between West Plains Road and Lake Road; and
- the northern portion (approximately 1.2 km) of Lake Road south of Lows Road.

Any proposal to use other roads other than the above (e.g., due to flooding) will require this TMP to be revised in consultation with the relevant regulatory agencies (Section 2.2).



LEGEND

- Potential Access Route
- Privately-owned Dwelling
- Bland Creek Palaeochannel Borefield Bore 4
- - - Approved Duplicated Mine Water Supply Pipeline

Source: Evolution (2018); Coffey (2016; 2018); © NSW Department of Finance, Services & Innovation (2017)



TRANSPORT MANAGEMENT PLAN
 Roads used for the Pipeline Duplication
 iWorks

Figure 5

4 PROTOCOL FOR DILAPIDATION SURVEYS AND LOCAL ROAD REPAIRS

In accordance with DA 14/98 conditions 7.1(d)(ii) and 7.1(d)(iii), this section provides details of:

- the protocol for undertaking dilapidation surveys to assess the existing conditions of local roads along the approved transport routes prior to any development related construction works;
- the protocol to assess the condition of local roads along these transport routes following any development-related construction works; and
- the protocol for the repair of any local roads identified in the dilapidation surveys to have been damaged during development-related construction works.

4.1 PRE-CONSTRUCTION DILAPIDATION SURVEY

Prior to the first use of the mine access routes from Condobolin and Forbes for construction traffic travelling to the CGO; Evolution commissioned a suitably qualified person to assess the pre-construction condition of the local roads along the approved transport routes anticipated to be traversed by construction traffic associated with the CGO. The scope of the dilapidation surveys (relevant to each Council area) is included in Table 2. Note that this dilapidation survey will not preclude regular mine traffic from accessing the site via the approved access routes.

The assessment included a visual inspection of the pavement/carrageway, travelling in both directions, and locations of damage or deficiency recorded with photographs or video, including GPS coordinates. Geotechnical investigations of the existing pavement/carrageway were not considered necessary at this stage. The results of the survey were contained within a pre-construction conditions road dilapidation report that was submitted to the Bland, Lachlan and Forbes Shire Councils prior to commencement of the construction.

**Table 2
Pre-Construction Local Road Dilapidation Survey Scope**

Forbes Shire	Bland Shire	Lachlan Shire
Construction Works West of Lake Cowal		
<i>Preferred Condobolin Route</i>		
n/a	Relevant sections of Lake Cowal Road (N-S) between Fitzgerald Road and CGO Access Road	n/a
<i>High Water 2 Alternative Forbes Route</i>		
n/a	Bodells Lane between Newell Highway and Lonergans Lane Lonergans Lane between Bodells Lane and Blow Clear Road	n/a
Construction Works East of Lake Cowal (Pipeline Duplication)		
West Plains Road between Newell Highway and Websters Road	n/a	n/a
Wennings Road between Newell Highway and Websters Road		
Lows Road between Newell Highway and Lake Road		
Websters Road between West Plains Road and Lake Road		
Lake Road for 1.2 km south of Lows Road		

4.2 POST-CONSTRUCTION DILAPIDATION SURVEY

Within 6 months of completion of the original mine construction works, Evolution was to commission a suitably qualified person to assess the condition of local roads in Table 2 that were traversed by construction traffic associated with the CGO. Any routes included in Table 2 that were not used by construction traffic during the construction works were not included in the post-construction dilapidation survey.

The assessment included a visual inspection of the pavement/c carriageway, travelling in both directions, and locations of damage or deficiency recorded with photographs or video, including GPS coordinates. The results of the survey were contained within a post-construction road dilapidation report that recorded observable change in/damage to the pavement/c carriageway condition, and was submitted to the relevant authorities (e.g., Bland, Lachlan and Forbes Shire Council).

4.3 LOCAL ROAD REPAIRS

For the locations on the local roads identified in the post-construction dilapidation survey as having been damaged or requiring maintenance, Evolution repaired the area to an equivalent or higher standard than that identified in the pre-construction survey within 6 months of completion of the post-construction dilapidation survey (unless an alternative timeframe was agreed with the relevant Council).

Consent under Section 138 of the *Roads Act 1993* (Roads Act) is required for any works or activities in a public reserve, public roadway or footpath (nature strip). Section 138 of the Roads Act requires that all activities undertaken within Council's road reserve be approved by Council prior to the activities being undertaken.

Any damage caused by the CGO construction works was raised with the relevant Council to arrange any required work permit approvals for the remediation works. Following completion of the repair work, photos were taken and placed on record, and Evolution informed the relevant Council to inspect the works and to provide confirmation of the Council's satisfaction with the works.

The dilapidation survey included consideration of what is considered 'normal wear' on the roads, in consideration of location, road type/design, standard and weather conditions.

5 LOCAL ROAD UPGRADES

In accordance with DA 14/98 condition 7.1(d)(iv), this section provides details of the road upgrades and implementation schedule for the local road upgrades specified in Table 9 of DA 14/98 condition 7.1(c). This is summarised in Table 3 below.

Only the upgrade of the Newell Highway-West Plains Road intersection has not been completed. All required road upgrades identified in Table 3 were undertaken in accordance with the relevant Australian Standards and/or Austroads guidelines, and to the satisfaction of the relevant Council.

5.1 UPGRADE OF THE NEWELL HIGHWAY-WEST PLAINS ROAD INTERSECTION

Both TfNSW and the FSC advocated for the upgrade to this intersection by Evolution due to a slight increase in traffic volumes during both construction and operation of the Project. Evolution has agreed to fund the works and the current status of that work is:

- Scope of the upgrade as defined by TfNSW remains unchanged
- MU Group have been engaged to undertake the investigation and design of the Intersection, preparing and implementing the WAD management through to approval status with the TfNSW
- ETA for design and WAD approval is early May-2022
- A preliminary agreement is in place with Forbes Shire Council to execute the works.
- Evolution is planning to execute construction in May-June 2022 (tbc) over a nominal 3 to 4 week period.

Table 3
Local Road Upgrades Required by Development Consent 14/98

ID ^A	Location	Upgrade Requirements	Description of Works	Status
Lachlan Shire Council				
1	Bena Street between Wamboyne Road and Burcher Road	Localised widening of Bena Street and Lake Cowal Road on approach to Wamboyne Road to allow vehicles to pass in the vicinity of the intersection	Road widening to minimum 7 m wide seal in accordance with Austroads (2016) over a sufficient distance to allow drivers of heavy vehicles to observe each other and pass without moving to the unsealed shoulder. The detailed design will be developed in consultation with Lachlan Shire Council to identify the suitable design heavy vehicle, and determine the length over which the widening is required. Works to be completed prior to use of the preferred or alternative mine access route to/from Condobolin for a gravel haulage campaign from the CGO.	Complete
2	Wamboyne Road between Blow Clear Road and Bena Street	Maintenance of guide posts	Replace damaged guide posts on Wamboyne Road between Blow Clear Road and Bena Street in accordance with AS1742.2. Works to be completed prior to use of the alternative mine access route to/from Condobolin by development-related traffic.	Complete
8	Wamboyne Road (north) at its intersection with Wamboyne Road (southwest) and Fitzgerald Road	Install give way signs and line marking across Wamboyne Road (north) at its intersection with Wamboyne Road (southwest) and Fitzgerald Road and replace the noncompliant sight board	Give way markings across Wamboyne Road for southbound traffic and give way signs facing Wamboyne Road southbound traffic in accordance with AS1742.2. Remove non-compliant sight board and replace with two unidirectional hazard markers facing the stem of the T-intersection in accordance with AS1742.2. Works to be completed prior to use of the alternative road mine access route to/from Condobolin by development-related traffic.	Complete
9	Wamboyne Road at its intersection with Bena Street and Lake Cowal Road	Install give way signs and line marking	Give way markings across Wamboyne Road and give way signs facing Wamboyne Road traffic to be installed in accordance with AS1742.2. Works to be completed prior to use of the alternative road mine access route to/from Condobolin for a gravel haulage campaign from the CGO.	Complete
Bland Shire Council				
3	Lake Cowal Road at the intersection with Bonehams Lane and the Mine Access Road	Install give way markings across Lake Cowal Road at the intersection with Bonehams Lane and the Mine Access Road	Install Give way markings across Lake Cowal Road in accordance with AS1742.2. To be completed prior to commencement of construction work.	Complete
4	90-degree bend in Bonehams Lane	Improve signage at the bend with chevron alignment markers or similar	Treatment for substandard horizontal curve in accordance with AS1742.2, notably for inbound traffic towards the CGO. May include one or more of: guideposts with delineators, raised pavement markers on dividing line, advisory speed sign, chevron alignment markers. To be completed prior to commencement of construction work.	Complete

Table 4 (Continued)
Local Road Upgrades Required by Development Consent 14/98

ID ^A	Location	Upgrade Requirements	Description of Works	Status
Bland Shire Council				
5	Bonehams Lane at Blow Clear Road	Install give way markings	Install Give way markings across Bonehams Lane in accordance with AS1742.2. To be completed prior to commencement of construction work.	Complete
6	Blow Clear Road on approach to Wamboyne Road	Replace the non-compliant crossroad warning sign with a give way ahead (W3-2) sign	Remove crossroad warning sign in Blow Clear Road westbound, and replace with a give way ahead sign (W3-2) in accordance with AS1742.2. Works to be completed prior to commencement of construction work.	Complete
7	Wamboyne Road at its intersection with Blow Clear Road	Upgrade the pavement for left turns from Wamboyne Road onto Blow Clear Road and upgrade intersection signage and line marking	Signage and linemarking upgrade prior to commencement of construction work. Pavement upgrade for BAL treatment consistent with Austroads requirements for turns from Wamboyne Road to Blow Clear Road, with associated linemarking and signage in accordance with AS1742.2. Works to be completed prior to use of the Condobolin alternative route for gravel haulage campaigns.	Complete
10	Lonergans Lane at Blow Clear Road	Install give way signs and line marking	Install Give way markings across Bonehams Lane and install give way signs facing Lonergans Lane traffic in accordance with AS1742.2. Works to be completed prior to use of the Bodells Lane alternative route to/from Forbes by development-related traffic.	Complete
11	Lonergans Lane on its immediate approach to Blow Clear Road	Seal for approximately 20 m	Seal Lonergans Lane for a minimum 20 m from the edgeline of Blow Clear Road, over a width of 7 m in accordance with Austroads (2016). Works to be completed prior to use of the Bodells Lane alternative route to/from Forbes by development-related traffic.	Complete
12	Bodells Lane on its immediate approach to Newell Highway	Seal for approximately 20 m	Seal Bodells Lane for a minimum 20 m from the edgeline of Newell Highway, over a width of 7 m in accordance with Austroads (2016). Works to be completed prior to use of the Bodells Lane alternative route to/from Forbes by development-related traffic.	Complete
Forbes Shire Council				
13	Newell Highway intersection with West Plains Road	Install a Basic Right Turn	Install a Basic Right Turn within the highway at its intersection with West Plains Road in accordance with relevant Austroads guidelines, Australian Standards and TfNSW specifications to the satisfaction of TfNSW.	In preparation

^A Refer to Figure 3.

6 PIPELINE DUPLICATION AND LAKE COWAL ROAD REALIGNMENT PLANS

In accordance with DA 14/98 condition 7.1(d)(v), this section provides details in relation to the pipeline duplication and Lake Cowal Road realignment.

6.1 PIPELINE DUPLICATION WORKS

Figure 5 shows the extent of the pipeline duplication works on the eastern side of Lake Cowal (i.e., up to Bore 4 of the Bland Creek Palaeochannel Borefield). The pipeline has been constructed within the existing 40 m pipeline corridor.

The pipeline construction involved burial of the new pipeline (with a nominal diameter of up to 600 millimetres) to a nominal depth of approximately 1 m. Surface disturbance associated with the pipeline construction was approximately 6 m, with additional disturbance associated with occasional laydown areas.

Construction vehicles for any future works on the duplicate pipeline occurring on the eastern side of Lake Cowal will use the local road routes described in Section 3.4 and shown on Figure 5. Construction vehicles for any works on the duplicate pipeline occurring on the western side of Lake Cowal (i.e., closest to CGO) will use the approved mine access routes to the internal mine access road within ML 1535 described in Section 3.1.

6.2 LAKE COWAL ROAD REALIGNMENT

Figure 6 presents the realignment of Lake Cowal Road. Realignment of Lake Cowal Road was undertaken to allow continued public access around the CGO (including ML 1791) and the relocation of the travelling stock reserve. Detailed plans of the Lake Cowal Road realignment were prepared by a third-party contractor as agreed between Evolution and the Bland Shire Council.

The realignment was designed and constructed in accordance with the Austroads *Guide to Road Design* and in consultation with Bland Shire Council. For guidance on the design on unsealed roads, Austroads *Guide to Road Design* refers to the ARRB *Unsealed Roads Manual: Guide to Good Practice* (2009).

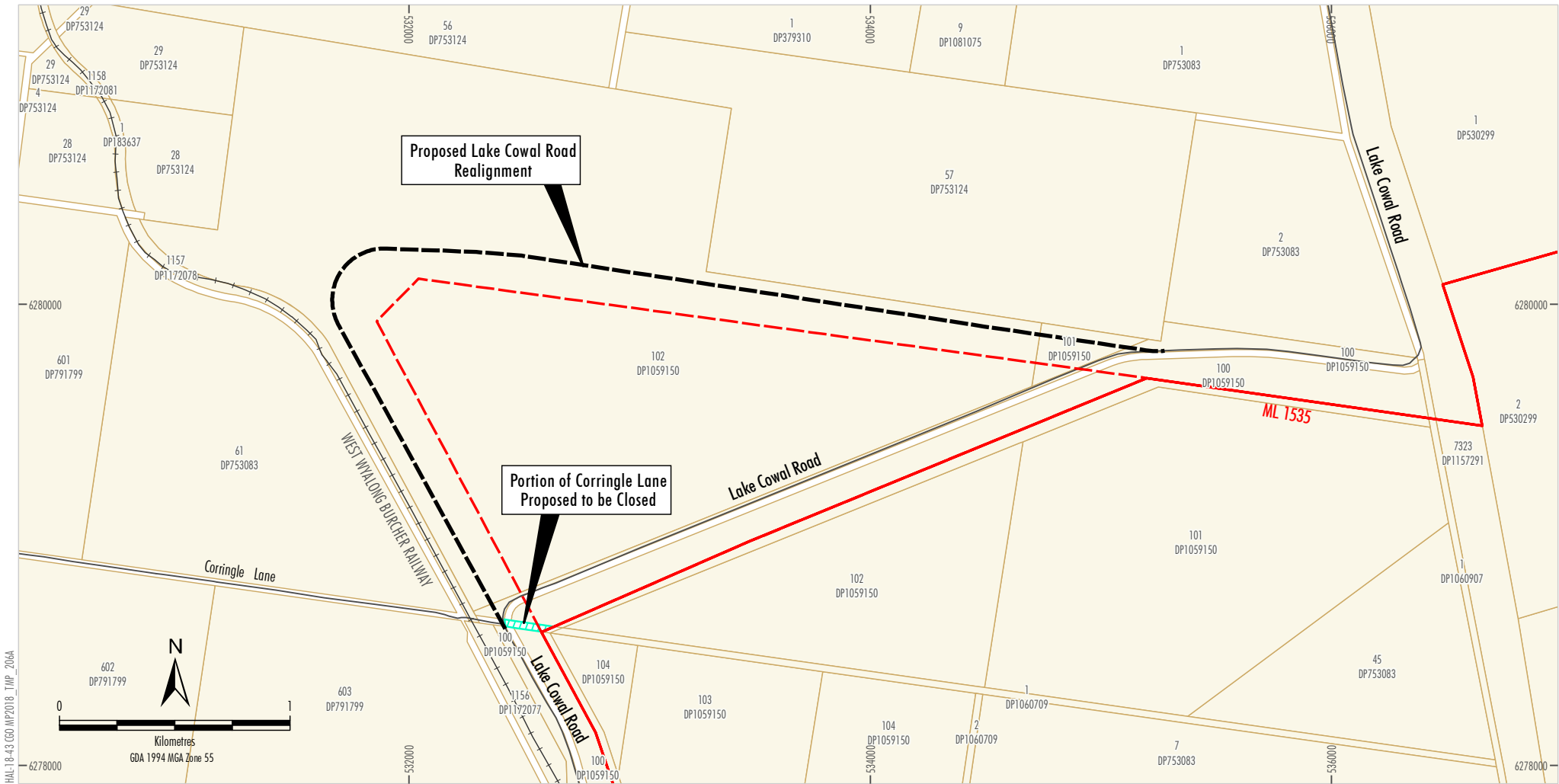
To accommodate the forecast traffic volumes during any gravel haulage campaign to/from Forbes or Condobolin using the preferred mine access routes, the realignment of Lake Cowal Road has been constructed to a minimum standard of a Class 4A unsealed road in accordance with ARRB (2009) and to the satisfaction of Bland Shire Council as follows:

- all weather, two-lane and unsealed;
- operating speed standard of 70 km/h to 80 km/h according to terrain type, with appropriate geometric design parameters for the operating speed (superelevation, curve radii, stopping sight distance, vertical grade, crest and sag radii etc.); and
- minimum carriageway width 7 m with 1 m wide shoulder on each side.

If it is determined by Evolution and the Bland Shire Council to be economically justifiable to construct the realignment of Lake Cowal Road as a sealed road, a minimum 7.0 m seal will be provided to accommodate the heavy vehicles associated with gravel haulage campaigns along Lake Cowal Road, designed in accordance with the requirements of Austroads (2016) and to the satisfaction of Bland Shire Council.

6.2.1 Corringale Lane Closure/ Reduction

Figure 6 presents the preliminary plan for the realignment of Lake Cowal Road and outlines the small portion of Corringale Lane closed due to the Lake Cowal Road Realignment. This road closure/ reduction was done in consultation of the Bland Shire Council.



HAL-18-43 GGM/2018_TMP_206A

- LEGEND**
- Mining Lease Boundary (ML 1535)
 - Mining Lease Boundary (ML 1791)
 - Cadastre
 - Railway
 - Existing Alignment of Lake Cowal Road
 - Proposed Lake Cowal Road Realignment

Source: © Department of Finance, Services & Innovation (2018)



TRANSPORT MANAGEMENT PLAN
Lake Cowal Road Realignment

Figure 6

7 TRAFFIC MANAGEMENT MEASURES

In accordance with DA 14/98 condition 7.1(d)(vi), this section details the measures to be implemented to minimise traffic safety issues and disruption to local users of the transport routes during construction and ongoing CGO operations.

7.1 MEASURES TO MANAGE DEVELOPMENT-RELATED TRAFFIC

In accordance with Schedule 7.1(d) of DA 14/98, CGO-related traffic (including the construction phase) is not to use local roads to access the CGO, other than by use of the approved mine access routes outlined in Section 3. Exceptions may be made where use of public roads is necessary in emergency situations to avoid the loss of life, property and/or to prevent environmental harm.

All employees and contractors are subject to the CGO Fitness for Work Policy which includes Drug and Alcohol assessment and management protocols. Evolution has implemented a Vehicle Incident Prevention Program, with all Evolution's light vehicles having a front mounted dash camera installed to provide accurate information of an event for investigation and to encourage positive driver behaviour both on-site and off-site in company vehicles. Tampering with the units may result in disciplinary action by Evolution.

Compliance with the above (and related) policies forms a condition of all CGO employee and contractor contracts. Further, CGO staff will ensure compliance by communication through various forums such as driver inductions, training and toolbox talks. Notwithstanding, the CGO will rely on the Complaints Register to monitor any unregulated access of public roads by CGO employees or vehicles, and investigations will be undertaken accordingly.

7.2 EMPLOYEE SHUTTLE BUS SERVICE

Private vehicle travel to and from the CGO is undertaken in accordance with Evolution's *Private Vehicle Travel to and from Site Policy* and related policies. Under this policy, company-provided transport to and from the CGO is to be used where possible, and private vehicles are not permitted to travel to and from the CGO unless an Essential Driver Authority or temporary exemption is provided by Evolution. Contractors, including those engaged in construction activities, are expected to provide transport for their employees.

The Private Vehicle Travel Policy is linked to the management of fatigue related risks, as part of the Cowal Gold Operations Safety Management System, and considers the total time a worker spends travelling and working. Provision of an Essential Driver Authority for an employee is considered by Department Managers only in certain circumstances based on the employee's usual place of residence, their travel time from the site and the length of their shift. An "Essential Driver" sticker is provided for display on those vehicles, and non-compliances reported to the Department Manager for follow up. 'Temporary Driver' and 'Shutdown Driver' authorities may also be provided to employees under the policy, considered by Department Manager or the Processing Manager as relevant.

The number and timing of shuttle bus services between the CGO and West Wyalong, Forbes and Condobolin will be varied to meet demand as required during both the construction activities and ongoing operations. This is nominally:

- two additional coaches to and from West Wyalong;
- one additional small bus to and from Forbes; and
- one additional small bus to and from Condobolin.

Each bus used for transporting CGO employees or contractors is fitted with a sign that uniquely identifies the vehicle and is clearly visible.

7.3 TRAFFIC CONTROLS

7.3.1 On-site Traffic Controls

Construction works that will occur within ML 1535 will be the subject of careful traffic management controls due to the risk of interactions between extremely large haulage vehicles with other vehicles and drivers unfamiliar with the site. This will be implemented by way of an On-Site Traffic Management Plan. A tender for preparation of the plan has been called and submissions are being assessed.

The On-Site Traffic Management Plan is intended to cover:

Construction activities (initially)

- Traffic flow will be set up to eliminate any need for reversing
- If reversing required, it will be completed under controlled circumstances in compliance with a Safe Work Method Statement (SWMS) or Job Hazard Analysis (JHA) including the use of spotters at all times (site protocols already exist for management of reversing)
- Non-inducted delivery drivers under escort conditions
- Existing (standard) site access protocols are applied

Operational

The On-Site Traffic Management Plan for ongoing operations will, as a minimum, identify and mitigate the following:

- Minimise heavy vehicle and light vehicle interactions
- Remove heavy vehicle/light vehicle and pedestrian interaction
- Parking for Go & No-Go bays etc for the heavy vehicle mining plant (both open pit and underground)
- Traffic flow pathways to eliminate any need for reversing
- Non-inducted delivery drivers to be escorted
- Continuation of existing site access protocols.

7.3.2 Off-site Traffic Controls

Construction works associated with the realignment of Lake Cowal Road and the local road upgrades (Section 5) have and will, require temporary traffic control on the public road network as each proceeds and is connected to the existing road network, and where the road upgrades occur.

During road works for any realignment or road upgrade, apart from the maintenance of workforce and road user safety, one of the objectives will be to avoid complete closure of the affected road and will be reviewed at the time. Safety will be the overriding priority. Typically, once detailed plans of the works are available, a Works Zone Traffic Control Plan (or similar) is prepared by the contractor undertaking the works. This identifies all temporary traffic controls, including any detours and signage associated with the works. This plan will be provided to the relevant shire council (and/or other councils as may be relevant).

Evolution or its contractor will engage the services of a qualified Traffic Controller to provide the required levels of traffic control services.

Evolution or its contractor will ensure personnel responsible for implementing the traffic control measures have performed the relevant level of training and hold the relevant and current qualification during their induction process.

The staging used during the construction works associated with the realignment of Lake Cowal Road is described below and, should it be required, any further realignment will be constructed in a similar manner:

- Construct the new carriageway around ML1791, retaining active traffic on the existing alignment of Lake Cowal Road.
- Construct the tie-in carriageways at each end of the realignment, with traffic control to maintain use of the existing Lake Cowal Road alignment by all general traffic.

- Switch traffic to the realigned carriageway, with traffic control to prevent vehicles using the former alignment.
- Remove the former carriageway at each end of the realignment.

7.4 LOCAL COMMUNITY NOTIFICATION

Information regarding the timing and nature of construction activity to public roads will be publicised via:

- local newspaper(s), including the 'West Wyalong Advocate', 'Forbes Advocate' and the 'Condobolin Argus';
- the 'Cowal Update' newsletter; and
- Evolution's website (www.evolutionmining.com.au).

Information provided to the community will include:

- the anticipated start time and end time of any disruptions to public roads;
- the location of any anticipated disruption to public roads;
- the anticipated length of delays expected by drivers at any specific locations due to disruptions such as detours, stop/slow control locations, single lane restrictions;
- alternative routes available to avoid any road closures or lengthy delays, where relevant; and
- contact details for the Community Complaints Line.

If required as a result of planned extended delays, road closures or detours, portable Variable Message Signs (VMS) may also be used to alert drivers to any changed traffic conditions. Use of portable VMS will be in accordance with TfNSW or Council policies and protocols as relevant.

All interactions with the community will be guided by Evolution's *Community Relations Policy*, *External Communication Policy* and *Media Protocol Policy and Procedure*.

7.5 MINIMISING DISRUPTION TO SCHOOL BUSES AND OTHER MOTORISTS

School bus routes are operated by Kelly's Coaches, with routes to/from Calleen, Lake Cowal and Burcher (Figure 4) using parts of the preferred mine access routes on school days:

Preferred West Wyalong Route:

- Ungarie Road between West Wyalong and Wamboyne Road;
- Wamboyne Road between Ungarie Road and Blow Clear Road; and
- Blow Clear Road between Wamboyne Road and Clear Ridge Road.

Preferred Condobolin Route:

- Burcher Road between The Gipps Way and Bena Street;
- Bena Street between Burcher Road and Lake Cowal Road;
- Lake Cowal Road between Bena Street and Fitzgerald Road; and
- Fitzgerald Road between Lake Cowal Road (east-west) and Lake Cowal Road (north-south).

Preferred Forbes Route:

- Fitzgerald Road between Lake Cowal Road (east-west) and Lake Cowal Road (north-south).

The approved mine transport routes do not traverse any permanent 40 km/h school speed zones. Evolution have consulted with Kelly's Coaches to identify the times during which school buses are

typically present on the sections of the mine access routes above so that mine-related coaches can be scheduled to avoid those times. The result is that there is only a minor overlap in the time school buses are on any part of their routes and the peak periods of traffic generation by the CGO traffic, including CGO shuttle buses.

CGO operating and construction hours are defined by DA 14/98 condition 1.2(d):

Activity	Hours
Construction of Lake Cowal water supply pipeline (excluding construction at the western side of Lake Cowal)	7am to 6pm Monday to Friday 8am to 1pm Saturday No activities on Sundays or public holidays
Lake Cowal Road realignment	
Construction of Tailings Storage Facility lifts or rock buttress	7am to 6pm, 7 days a week
Supplementary IWL activities	
All other activities	24 hours a day, 7 days a week

These hours minimise the potential for the vehicles transporting the construction workforce to and from the CGO to interact with the school buses.

Evolution’s operational shift times are timed to minimise the exposure of school buses operating on the mine access routes to peak period traffic generated by the CGO. Any change to shift times at the CGO will consider the potential for interaction between school buses and CGO-generated traffic.

The following protocols will be implemented as part of the Driver’s Code of Conduct (Section 8) to minimise the potential for conflict between development-generated traffic and school buses. The protocol will apply to all company-supplied and contractor transport vehicles including employee shuttle buses, gravel transport trucks and other heavy vehicles operating on those parts of the approved mine access routes above and during the times at which school buses are present.

All drivers must not exceed 40 kilometres per hour in the vicinity of the school bus.

Implementation of the Driver’s Code of Conduct (Section 8) will minimise the potential for disruption to other motorists by development-generated traffic. The Code of Conduct will apply to all company-supplied and contractor transport vehicles including employee transport vehicles, shuttle buses, gravel transport trucks and other heavy vehicles.

7.6 HAULAGE VEHICLE SCHEDULING

When operational (subject to further consultation with Councils and TfNSW, and detailed design/analysis), haulage of gravel from the CGO will occur on a campaign basis. Gravel haulage will occur between 7.00 am and 6.00 pm up to seven days per week. Loaded trucks will not leave the CGO before 7.00 am or after 6.00 pm. Empty trucks may enter the CGO before 7.00am.

Departures of loaded gravel haulage trucks will be staggered by a period of 2 minutes where possible, as managed by the CGO security at the front gate. Drivers of returning empty gravel haulage trucks will not travel in a convoy of three or more trucks.

To the extent possible, haulage vehicles will be scheduled to occur outside of the peak periods associated with the general movement of vehicles to and from the CGO (i.e. CGO shift changes periods, at 6am, 7am, 5pm and 6pm).

Consideration will be given to how heavy vehicle deliveries will be managed within the construction site. Consideration would include adequate provisions for standing heavy vehicles within site, provisions for heavy vehicles to enter and leave without the need for reversing (where possible) and assess anything

that may be relevant to ensuring the safety of workers and the general public with minimal disruption to traffic.

7.7 RESPONDING TO LOCAL CLIMATE CONDITIONS

The Driver's Code of Conduct (Section 8) includes instructions regarding driver behaviour when local climate conditions are poor due to wet weather, fog or dust.

When local conditions alter the approved mine access route to be used to/from West Wyalong, Condobolin or Forbes, this will be communicated by email notifications to all employees and contractors and/or daily shift commencement notifications (e.g. notifications at pre-starts).

7.8 EMERGENCY REPAIR OR MAINTENANCE REQUIREMENTS

Drivers of company-supplied or contractors transport are required to complete a Driver's Incident Report form detailing any hazards encountered while engaged on Evolution transport tasks, including hazards on the approved mine access routes which arise from damage to or deterioration of the road network. Any hazard identified which requires emergency repair or maintenance on the public roads will be raised to the relevant Council to be rectified.

7.9 TRAFFIC MANAGEMENT FOR OVER-DIMENSIONAL VEHICLES

All oversize loads will be transported with the relevant permits and load declarations obtained in accordance with *Additional Access Conditions for oversize and overmass heavy vehicles and loads* (RMS, 2017) (or its current equivalent at the time of the event) and any other licences and escorts as required by regulatory authorities. The relevant permits and travel conditions will be negotiated with TfNSW and relevant local councils on a case-by-case basis.

8 CODE OF CONDUCT FOR DRIVERS

All drivers of light and/or heavy vehicles that are either employees or contractors approved under the Private Vehicle Travel to and From Site Policy or have been engaged by Evolution for transport movements associated with construction and the ongoing operational phase of the CGO must adhere to the following Code of Conduct for Drivers while travelling on the public road network:

- obey all NSW road rules, laws and regulations that apply to the operation of vehicles on public and private roads, including use of mobile phones;
- manage fatigue where necessary via resting at the end of long shifts before driving long distances and taking regular breaks every 2 hours;
- Evolution policy: *Private Vehicle Travel to and From Site Policy*
- do not exceed the speed limit, including when overtaking another vehicle;
- do not overtake in awkward or inappropriate situations, where vision is limited, in the vicinity of intersections, or where centreline markings prohibit overtaking;
- respect the rights of others, including drivers and pedestrians, to use and share the road space;
- maintain a safe following distance between vehicles (minimum three-second gap, greater in poor weather or other conditions);
- keep the vehicle clean and in good mechanical condition to reduce environmental impacts, and ensure the vehicle has working and effective headlights, tail lights, brake lights, reversing lights and indicators;
- follow only the approved mine access routes as described in Section 3 when travelling to and from the CGO or off-site construction areas (Sections 3.2 and 3.4) (exceptions may be made in emergency situations to avoid loss of life or property and/or to prevent environmental harm);
- not exceed 40 kilometres per hour in the vicinity of the school bus;
- turn off flashing/rotating beacons when on public roads, with the exception of vehicles used for road works;
- drive to the conditions, slow down and allow extra distance to the vehicle in front in wet weather or when visibility is reduced due to fog, rain or dust;
- use headlights on low beam to help visibility for other road users in overcast and wet conditions; and only enter and exit public roads in a forward direction.

In addition, drivers of heavy vehicles (greater than 4.5 t GVM) must:

- complete Evolution's induction process;
- comply with all road regulations regarding driving hours and fatigue management;
- ensure that loads are properly secured and no loose items can dislodge from trays;
- ensure any loads which overhang by more than 1.25 m are clearly marked by a red flag;
- stagger departures from the CGO by 2 minutes;
- not travel in a convoy of three or more heavy vehicles; and
- display a high level of courtesy to other motorists at all times, such as pulling over to the side of the road (if safe to do so) to let any built-up traffic pass and allowing sufficient space for vehicles to pass where required (i.e. keeping left and not straddling centre lines).

Drivers of company-supplied or contractors transport are required to complete a Driver's Incident Report form detailing any hazards, incidents or near misses encountered while engaged on Evolution transport tasks. Any incident that occurs on the approved mine access routes that does not result in an official complaint but involves a development-related vehicle is to be brought to the attention of relevant personnel at the CGO as soon as is practical.

The Code of Conduct for Drivers as indicated above forms part of the employee contract and transport contractual arrangements entered into by Evolution. Evolution will carry out necessary measures to inform transport contractors of the Code of Conduct and will conduct audits for compliance to the Code of Conduct. This may be via various information forums such as driver inductions, training and toolbox talks.

9 COMPLAINTS HANDLING PROCEDURE and DISPUTE RESOLUTION

A process for the handling of complaints is outlined below in accordance with the requirements of the CGO's EPL and development consent conditions and to facilitate prompt and comprehensive responses to any community concerns and disputes that may arise.

9.1 COMPLAINTS HANDLING PROCEDURE

As required by CGO's Environment Protection Licence no. 11912 condition M6.1, a dedicated Community Complaints phone number has been established (via phone [02] 6975 3454 or email community.cowel@evolutionmining.com.au) that is available 24 hours, seven days a week for community members who have enquiries or who wish to lodge complaints in relation to Evolution's activities at the CGO. The Community Complaints phone number allows community members to enquire or lodge complaints about CGO-related vehicles travelling on the public road system.

A complaints register is maintained by the CGO Sustainability Manager (or delegate) in accordance with EPL condition M5, DA 14/98 9.4(a)(v) and SSD 10367 condition C14(a)(ix) and a summary is made available on Evolution's website in accordance with DA 14/98 condition 9.4(a)(v). The summary of the complaints register published on Evolution's website is updated on a monthly basis. A person making a complaint must be prepared to give their name and a contact phone number or email address, to allow Evolution to advise of the outcome of any investigation. The complainant's name and contact information will not be published on Evolution's website.

An initial response will be provided to the complainant within 24 hours using the contact details provided (phone and/or email). Preliminary investigations into each complaint will commence within 48 hours of complaint receipt. Complainants will be advised as soon as possible of the result of the investigation.

Information recorded in the complaints register with respect to each complaint related to road transport will include:

- date of complaint;
- the method by which the complaint was made;
- nature of the complaint, including date, time and place of the event and if possible, any identifying feature of the vehicle involved;
- response action taken to date (if no action was taken, the reasons why no action was taken);
- date and method of response to the complainant.

The investigation will seek to determine what occurred at the time of the incident, the root cause of the incident, any contributing factors which led to the incident, and whether appropriate controls were implemented to prevent the incident. Corrective and/or preventative actions will be assigned to relevant responsibilities as a result of the investigation. Actions will be communicated through planning meetings and toolbox talks. If required, the Code of Conduct for Drivers (Section 8) will be amended and all drivers required to review the amended code. Outstanding actions will be monitored for their effectiveness upon completion.

A summary of complaints is provided in the CGO's Annual Review and reported at meetings with the Community Environmental Monitoring and Consultative Committee (CEMCC).

9.2 DISPUTE RESOLUTION

If there is any dispute between the Applicant and TfNSW in relation to the road upgrades associated to SSD 10367 condition B19 enables dispute resolution provisions in which either party can commence. The condition states: *If there is any dispute between the Applicant and TfNSW in implementing these requirements, then any of the parties may refer the matter to the Planning Secretary for resolution.*

10 MONITORING, REPORTING AND REVIEW PROGRAM

Annual Review

In accordance with DA 14/98 condition 9.1(b) and SSD 10367 condition C9, Evolution prepares an Annual Review to report on the environmental performance of the CGO by the end of March each year, or other timing as may be agreed by the Secretary of the DPE.

The Annual Review reports on the following aspects relevant to this TMP:

- status of dilapidation surveys and local road repairs described in Section 4;
- status of local road upgrades described in Section 5;
- status of the pipeline duplication works and Lake Cowal Road realignment works described in Section 6; and
- any transport related complaints.

The Annual Review is made publicly available on Evolution's website (www.evolutionmining.com.au) in accordance with DA 14/98 condition 9.4(a)(vii). The Annual Review also addresses the Annual Environmental Management Report requirements of ML 1535 Condition of Authority 26.

Non-Compliance Notification and Reporting

A non-compliance is defined:

DA 14/98

An occurrence, set of circumstances, or development which is a breach of the development Consent but is not an incident.

SSD 10367

An occurrence, set of circumstances or development that is a breach of this consent

In accordance with DA 14/98 condition 9.5(b) and SSD condition C7, Evolution will notify the DPE in writing to the Major Projects website (<https://www.planningportal.nsw.gov.au/major-projects/services/lodge-post-approval-documents-0>) within seven working days after becoming aware of any non-compliance with the development consent conditions. Evolution will provide in writing to the DPE a detailed report of the non-compliance which identifies, the development application number for the CGO, the development consent condition of which the CGO is non-compliant, the way in which the CGO does not comply and the reason for the non-compliance. The CGO will also provide details around any actions which have been or will be taken to address the non-compliance.

Incident Notification and Reporting

An incident is defined in DA 14/98 as:

A set of circumstances that causes or threatens to cause material harm to the environment, and/or breaches or exceeds the limits or performance measures/criteria in this Consent.

While SSD 10367 defines it as:

An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance

In accordance with DA 14/98 condition 9.3(a) and SSD 10367 condition C7, Evolution will notify the DPE in writing to (<https://www.planningportal.nsw.gov.au/major-projects/services/lodge-post-approval-documents-0>), and any other relevant agencies immediately after becoming aware of any incident related to the CGO. Evolution will provide the DPE and any other relevant agencies with a detailed report on the incident, and any further reports that may be requested.

Review of this TMP

This TMP will be made available on Evolution's website in accordance with DA 14/98 condition 9.4(a)(ii) and C14(a)(ii). In accordance with Development Consent Condition 9.1(c) this TMP will be reviewed under the timing schedule set out in that Development Consent Condition and revised if required. In accordance with Development Consent Condition 9.2(a), the adequacy and effectiveness of this TMP will be audited and measures or actions to improve performance will be recommended as required.

External Audits

Independent Environmental Audit

An Independent Environmental Audit will be conducted in accordance with DA 14/98 condition 9.2(a)(i) and SSD 10367 condition C11 and may include transport related issues.

DA 14/98 condition 9.2(a)(i) states:

(a) **Independent Environmental Audit**

i By the end of July 2016, and every 3 years thereafter, unless the Planning Secretary directs otherwise, the Applicant shall commission and pay the full cost of an Independent Environmental Audit of the Cowal Gold Operations. This audit must:

- be prepared in accordance with the Independent Audit Post Approval Requirements (2020 or as amended from time to time);
- be led and conducted by a suitably qualified, experienced and independent team of experts (including ecology and rehabilitation experts, and in field's specified by the Planning Secretary) whose appointment has been endorsed by the Secretary;
- be carried out in consultation with the relevant agencies, BSC and the CEMCC;
- assess whether the development complies with the relevant requirements in this consent, and any strategy, plan or program required under this consent; and
- recommend appropriate measures or actions to improve the environmental performance

SSD 1067 condition C11 states:

Within one year of the date of commencement of development under this consent, and every three years after, unless the Planning Secretary directs otherwise, the Applicant must commission and pay the full cost of an Independent Environmental Audit of the development. The audit must:

- a) be led by a suitably qualified, experienced and independent auditor whose appointment has been endorsed by the Planning Secretary;
- b) be conducted by a suitably qualified, experienced and independent team of experts (including any expert in field/s specified by the Planning Secretary) whose appointment has been endorsed by the Planning Secretary;
- c) be carried out in consultation with the relevant agencies and the CEMCC;
- d) assess the environmental performance of the development and whether it is complying with the relevant requirements in this consent, water licences and mining leases for the development (including any assessment, strategy, plan or program required under these approvals);
- e) review the adequacy of any approved strategy, plan or program required under the abovementioned approvals and this consent;
- f) recommend appropriate measures or actions to improve the environmental performance of the development and any assessment, strategy, plan or program required under the abovementioned approvals and this consent; and
- g) be conducted and reported to the satisfaction of the Planning Secretary.

11 STAKEHOLDER CONSULTATION

Community Environmental Monitoring and Consultative Committee

A CEMCC has been established for the CGO in accordance with DA 14/98 condition 9.1(d) and SSD A11. These are reproduced below:

9.1 Environmental Management

(d) Community Environmental Monitoring and Consultative Committee

- (i) The Applicant shall establish and operate a Community Environmental Monitoring and Consultative Committee (CEMCC) for the Cowal Gold Operations to the satisfaction of the Planning Secretary. This CEMCC must:
- be comprised of an independent chair and at least 2 representatives of the Applicant, 1 representative of BSC, 1 representative of the Lake Cowal Environmental Trust (but not a Trust representative of the Applicant), 4 community representatives (including one member of the Lake Cowal Landholders Association);
 - be operated in general accordance with the Department’s *Community Consultative Committee Guidelines: State Significant Projects* (2019 or its latest version); and
 - monitor compliance with conditions of this consent and other matters relevant to the operation of the Cowal Gold Operations during the term of the consent.

Note: The CEMCC is an advisory committee. The Department and other relevant agencies are responsible for ensuring that the Applicant complies with this consent.

- (ii) The Applicant shall establish a trust fund to be managed by the Chair of the CEMCC to facilitate the functioning of the CEMCC, and pay \$2000 per annum to the fund for the duration of gold processing operations. The annual payment shall be indexed according to the Consumer Price Index (CPI) at the time of payment. The first payment shall be made by the date of the first Committee meeting. The Applicant shall also contribute to the Trust Fund reasonable funds for payment of the independent Chairperson, to the satisfaction of the Planning Secretary
- (iii) At least four years prior to mine closure the Applicant shall, in consultation with the CEMCC, identify and discuss post-mining issues, particularly in relation to reduced employment and consequent impacts on West Wyalong, and develop a mine workforce phase out plan. This plan shall be reviewed and updated in consultation with the CEMCC at the commencement of the final year of mining operations.
- (iv) The Applicant shall, in consultation with the CEMCC, develop appropriate strategies to support activities which promote special interest tourism related to the co-existence of mining and the Lake Cowal environment.

SSD 10367

COMMUNITY CONSULTATIVE COMMITTEE A11.

The Applicant must operate of the Community Environmental Monitoring and Consultative Committee (CEMCC) established under DA 14/98 for the Cowal Gold Operations. The CEMCC must be operated in accordance with the Department’s Community Consultative Committee Guidelines: State Significant Projects (2019) during the life of the development, or other timeframe agreed by the Planning Secretary.

Notes:

- *The CEMCC is an advisory committee only.*
- *In accordance with the Guidelines, the Committee should comprise an independent chair and appropriate representation from the Applicant, BSC and the local community.*

As required by DA 14/98 condition 9.1(d)(i), the CEMCC comprises an independent chair, one representative of each of the BSC, Forbes Shire Council and Lachlan Shire Council, a representative of the Lake Cowal Environmental Trust, two Evolution representatives and four community representatives including one from the Lake Cowal Landholders Association.

The CEMCC will continue to provide opportunities for members of the community to attend CEMCC meetings to discuss specific issues relevant to them (including transport related issues). This will be achieved by landholders making a request to the CEMCC regarding a particular issue, or by the

landowner registering a complaint in the complaints register. Landowners who register complaints will be invited to join in discussion of the issue at the next CEMCC meeting.

Items of discussion at these meetings will include (but not be limited to) mine progress and development activities, environmental monitoring reporting, complaints, and any environmental assessments undertaken.

CEMCC meetings are held quarterly, and CEMCC meeting minutes are provided on Evolution's website (www.evolutionmining.com.au).

12 REFERENCES

ARRB Group (2009) *Unsealed Roads Manual*.

Austrroads (2016) *Guide to Road Design Part 3: Geometric Design*.

GTA Consultants (2018) *Cowal Gold Operations Modification 14 Road Transport Assessment*.

National Transport Commission (2020) *Australian Code for the Transport of Dangerous Goods by Road and Rail*, Ed. 7.7, 2020

Standards Australia (2009) *Australian Standard 1742.2 Manual of Uniform Traffic Control Devices Part 2: Traffic Control Devices for General Use*.

All references to Evolution's policies and procedures refer to the version of each policy which is current at the time of the event.