



ABN: 67 118 684 576

COBAR CONSOLIDATED RESOURCES LIMITED

Response to a Request of NSW
Roads and Traffic Authority for
Additional Information
Issued on 21 January 2011

for the

WONAWINTA SILVER PROJECT

March 2011

Prepared by:



R.W. CORKERY & CO. PTY. LIMITED

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WONAWINTA SILVER PROJECT

Prepared for:

Cobar Consolidated Resources Limited
ABN: 67 118 684 576
Level 4, 448 St Kilda Road
MELBOURNE VIC 3004

Telephone: (03) 9866 8613
Facsimile: (03) 9820 2586
Email: tshard@ccrlimited.com.au

Prepared by:

R.W. Corkery & Co. Pty. Limited
Geological & Environmental Consultants
ABN: 31 002 033 712

Brooklyn Office:

1st Floor, 12 Dangar Road
PO Box 239
BROOKLYN NSW 2083

Orange Office:

62 Hill Street
ORANGE NSW 2800

Brisbane Office:

Level 19, 1 Eagle Street
BRISBANE QLD 4000

Telephone: (02) 9985 8511

Facsimile: (02) 9985 8208

Email: brooklyn@rwcorkery.com

Telephone: (02) 6362 5411

Facsimile: (02) 6361 3622

Email: orange@rwcorkery.com

Telephone: (07) 3360 0217

Facsimile: (07) 3360 0222

Email: brisbane@rwcorkery.com

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R. W. CORKERY & CO. PTY. LIMITED

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1. INTRODUCTION

A development application for the development and operation of the Wonawinta Silver Project ("the Project") was lodged with Cobar Shire Council (Council) by Cobar Consolidated Resources Limited (CCR) on 22 December 2010. Accompanying the development application was an Environmental Impact Statement (EIS) prepared by R.W. Corkery & Co. Pty Limited (RWC).

On 21 January 2011, the NSW Roads and Traffic Authority (RTA) issued a letter to Council noting general satisfaction with the information supplied in the EIS but requesting further information on several aspects of the proposed transport operations. Provision of the information requested is provided in Sections 2 and 3.

I&I NSW also recommended a condition of approval related to the preparation of a Rehabilitation Plan for the Project. Section 3 considers this recommended condition.

2. ADDITIONAL INFORMATION ON THE TRANSPORT OF COMPRESSED NATURAL GAS TO THE PROJECT SITE

RTA wrote:

"The RTA notes that there is insufficient information in the Environmental Impact Statement regarding access to the Moomba-Sydney Natural Gas Pipeline. The RTA is unable to provide concurrence pursuant to Section 138 of the Roads Act 1993 with respect to the proposed access to the Kidman Way (MR4i0) for the purpose of the supply and delivery of natural gas from the Moomba-Sydney pipeline at this time. So that the RTA may comprehensively assess this aspect of the proposed development please provide the following additional information:

- The precise location at which vehicles will fill with compressed natural gas for supply and delivery to the mine site.*
- The precise transportation route between the mine site and the filling site including public and private intersections with and accesses to the Kidman Way.*
- The existing and/or proposed design of any intersection or access layout included in the transportation route*
- The layout of the filling site including details of the proximity to any public road and turning circles."*

Response

At this time compressed natural gas (CNG) is the primary fuel option for the Project. Contact has been made with The Australian Pipeline Trust (APA Group) regarding possible supply of CNG to the Project.

APA Group has suggested that the most appropriate access point to the Moomba-Sydney Natural Gas Pipeline would be at an existing APA Group facility located at "Bulla Park", 115km west of Cobar and 500m south of the Barrier Highway has been identified (see **Figure A**). Should the CNG option be selected the Bulla Park Gas Pumping Station ("the Facility") is the proposed point of supply for CNG to be transported to, and used for power generation, on the Project Site.





The existing layout of the Facility is illustrated on **Figure A**. The Facility covers an area of approximately 160m by 75m (1.2ha). To supply CNG to CCR gas compression and load facilities will need to be installed at the Facility. CNG would then be trucked to the Project Site. Mr Paul Wheeldon of APA Group has indicated to Mr Mike Lauer of Project Consultancy Services Pty Ltd, acting on behalf of CCR, in February 2011 that the Facility has adequate space for this operation.

Traffic to and from the Project Site would average 2 trucks (B-Double tankers) per week, each carrying 1 tera joule of CNG (42t, 26 000m³).

The Facility is located on Lot 3 DP593788 within the “Bulla Park” property. Access to the Facility from Cobar is provided by the Barrier Highway (State Highway [SH] 8), Coomeratta Road (Shire Road [SR] 8) and a private access road. The transportation route between the Facility and the Project Site is as follows.

- Coomeratta Road (SR 8) (~500m).
- Barrier Highway (SH 8) (~115km).
- Kidman Way (MR 410) (~75km).
- Manuka-Yarranvale Road (SR 14) (~25km).
- Cobar-Bedooba Road (SR 13) (~6km).

Details of the roads and intersections are as follows (details of those roads considered in the EIS are not repeated).

- Barrier Highway (SH 8). A sealed road with lane widths of between 3m and 4m and sealed shoulders of generally 0.5m on both sides of the road. Appropriate road side drainage is generally provided. Barrier Highway in its current form is considered suitable for the proposed traffic to be generated by the Project.
- Barrier Highway (SH 8) – Coomeratta Road (SR 8) intersection. The intersection appears to be constructed to BAL/BAR standard with a left turn lane provided on SH 8 for turning traffic. The intersection in its existing form is considered suitable for the proposed traffic to be generated by the Project.
- Coomeratta Road (SR 8). A sealed road with pavement width of between 6.5m and 7.5m (providing for lane widths of between 3m and 3.5m with a shoulder). Appropriate road side drainage is generally provided. Coomeratta Road in its current form is considered suitable for the proposed traffic to be generated by the Project.
- Coomeratta Road (SR 8) – Facility Private Access Road intersection. Both roads are sealed with the Facility Private Access Road’s seal widened at the intersection to allow for the turning circle of larger vehicles from the Facility Private Access Road onto Coomeratta Road. The intersection in its existing form is considered suitable for the proposed traffic to be generated by the Project.
- Facility Private Access Road. A sealed, unmarked road with a pavement width of approximately 6m. The road is sealed from the intersection to the pump station adjacent to the pipeline (this is evident on **Figure A**). The Facility Private Access Road in its current form is considered suitable for the proposed traffic to be generated by the Project.

The Barrier Highway intersects with Kidman Way on the eastern side of Cobar. This intersection is well formed, currently carries heavy vehicle traffic and is suitable for the proposed traffic to be generated by the Project.

The remaining roads of the proposed route between the Barrier Highway and the Project Site (Kidman Way [MR 410], Manuka-Yarranvale Road [SR 14] and Cobar-Bedooba Road [SR 13]) were described and discussed in the EIS. Consideration of RTA’s requirements with respect to intersection upgrade and road works on these roads is provided in Section 3.



3. CONSIDERATION OF RTA CONDITIONS OF APPROVAL

RTA wrote:

"... ..the RTA does not object to the proposed project subject to the following recommended conditions of approval:

- *The applicant is to comply with all the RTA's terms of concurrence pursuant to Section 138 of the Roads Act 1993 before any transportation of plant, product or other goods or materials is commenced following approval of the development application.*
- *The applicant is to prepare and supply a Code of Conduct to all drivers of heavy vehicles (including contractors) transporting plant, product or other goods or materials to or from the project site.*
- *The Code of Conduct is to include:*
 - *Details of the transportation hours pursuant to approval of the development application.*
 - *That no transportation of plant product or other goods or materials is to occur outside of the transportation hours.*
 - *Procedure for the transport of hazardous materials.*
 - *Details of the transportation routes to be followed for the delivery of product including alternative*
 - *transportation routes following road closures due to wet weather,*
 - *Details of the local school bus route, operating hours and pick-up and drop-off points along the transportation routes,*
 - *That drivers are to be conscious of the school bus and school children particularly during the operating hours of the local school bus.*
 - *That drivers are to operate their vehicles in a safe, professional and courteous manner.*
- *The Code of Conduct is to be given RTA concurrence and distributed to drivers prior to commencement of any transportation, including transportation for the purposes of construction.*
- *Bus services are to be provided for the transport of all staff (employees and contractors) to the mine site from Cobar. Staff are to be educated about and pro-actively encouraged to use the service through such means as staff inductions and toolbox meetings."*

Response

CCR agrees to each of the recommended conditions of approval.



RTA also wrote:

"RTA concurrence is also required pursuant to Section 138 of the Roads Act 1993. The RTA's terms of concurrence are as follows.

- *At the intersection of the Manuka-Yarranvale Road and the Kidman Way:*
 - *The left turn treatment on the Manuka-Yarranvale Road is to comply with the type BAL (Basic Left Turn) treatment as shown in Figure 4.8.35 of the RTA Road Design Guide (copy enclosed).*
 - *A right turn treatment of the type BAR (Basic Right Turn) is to be constructed adjacent to the southbound lane of the Kidman Way as shown in Figure 4.8.23 Rural Conditions of the RTA Road Design Guide (copy enclosed). The widened shoulder is to be sealed. (This is required to provide a reasonable level of safety for traffic turning right into the access and to allow following Kidman Way traffic an area to pass the right turning vehicle on the left hand side.)*
- *The Manuka-Yarranvale Road is to be sealed for a minimum of 30 metres from the edge of the northbound traffic lane of the Kidman Way. The levels of the Manuka-Yarranvale Road are to match the levels of the Kidman Way.*
- *A Road Occupancy Licence is required prior to any works commencing within three metres of the travel lanes of the Kidman Way. This can be obtained by contacting Mr Paul Maloney on (02) 686 11 686. Submission of a Traffic Control Plan is required as part of this licence.*
- *The developer will be required to undertake private financing and construction of works on the Kidman Way, a road in which the RTA has a statutory interest. A formal agreement in the form of a Works Authorisation Deed (WAD) is required between the developer and the RTA.*
- *The intersection treatment at the Manuka-Yarranvale Road and the Kidman Way is to be completed prior to any other works being undertaken at the mine site.*
- *All works associated with the development are to be at no cost to the RTA."*

Response

CCR generally accepts the RTA's terms of concurrence. CCR requests that the required timing for completion of the intersection treatments at the Manuka-Yarranvale Road and the Kidman Way is varied to reflect completion prior to the commencement of production on the mine site.



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