

# McPhillamys Gold Project

## #15 Traffic and transport

The McPhillamys Gold Project is designed to meet the very high standards set down by NSW Government legislation and environment protection laws.

Traffic and transport are important issues to be managed by the project, to ensure the safety of the community, neighbours and workers.

### Focus on safety

Traffic and transport planning for the site has involved extensive consultation with local residents, Blayney Council, Transport for NSW and other regulators. A key focus was the amount of traffic on local roads and safety at site entry and exit points.

The traffic assessment also considered potential impacts on the local and regional road network as a result of the mine development.

### No significant adverse impacts

The assessment concluded that there would be no significant adverse impacts as a result of traffic movements generated by the mine development (or the pipeline) during both the construction and operation phases.

All vehicles will access the mine site via a new access road off the Mid Western Highway, which will be designed to safely accommodate project-related traffic volumes.

The intersection at the access point will be built during the project's construction phase. It will be designed and constructed with turn lanes to meet the standard set by Transport for NSW requirements.

### Dungeon Road to be closed

A new site access intersection will be constructed on the Mid Western Highway. Once this is in place, Dungeon Road will be closed to the public at the mine development project boundary.

### Fog-activated warning signs

Pending approval, fog-activated warning signs will also be installed on the Mid Western Highway before the new access intersection, to improve traffic safety.

A traffic management plan (for employees, contractors and visitors to the site) will also be developed to guide traffic movements and driver behaviour, on roads within and around the mine.

*Below: Dungeon Road will be closed between the mine site boundary and Vittoria Road, once the new site entrance is constructed on the Mid Western Highway. The new site entrance is proposed to be near the Eastern end of Walkom Road.*



## Key points on traffic and transport:

### Developing a traffic management plan

The safety of all road users – neighbours, employees and the public - is a high priority for Regis.

A traffic management plan to control project-related traffic movements will be developed with input from the NSW Government, local councils and the community.

This plan will also include a drivers' code of conduct to influence driver behaviour within the mine project area and on the surrounding road network.

### Heavy vehicle movements

All ore extracted from the mine will be processed on-site.

Only gold bars (not concentrate) will be produced on-site.

The only heavy vehicle movements to and from the mine will be for delivery and removal of equipment and supplies.

Importantly, there will not be a big increase in heavy vehicles on local roads.

### Washing truck wheels

A truck wheel washing bay will be constructed near the site access to ensure that vehicles are clean when they leave the site.

### Avoiding the school bus timetable

The project is not likely to impact bus services as worker shift changeover times occur before and after school bus morning and afternoon travel times.

### Preferred site access

The proposed site access and intersection are located on the Mid Western Highway approximately 190m west of the Walkom Road (east) intersection.

This preferred option satisfies the minimum sight distance requirements set out by Transport for NSW.

It has also been designed with capacity to cater for the turning movements of a 25m B-Double.

The proposed new turn lanes can be constructed while maintaining the existing turn lanes for the Walkom Road (east) intersection.

### Peak traffic times and shift changes

Mining and processing operations will be undertaken 24 hours per day, 7 days per week.

Shift times will fall outside of normal peak traffic periods.

Operations and administrative personnel are expected to travel to the mine project area in private vehicles during normal operations; however, buses may be used during construction and maintenance shutdown periods.

It is assumed that 80% of operations and administrative personnel traffic will originate from the west (Blayney and Orange) and 20% will originate from the east (Bathurst).

### Delivery and visitor traffic

Deliveries and visitors to the mine area are estimated to be approx. 30 per day (20 light vehicles/10 heavy vehicles) during operations.