



15 March 2018

SF2016/095761; WST16/00050/08

The Manager  
Resource Assessment  
Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Ms Rose-Anne Hawkeswood**

Dear Ms Hawkeswood

**DA 374-11-00 MOD 4: Lots 4-10 and Part Lot 13 DP 754021; Wilmatha Road, Fifield;  
Response to Submissions; Sunrise Mine**

Thank you for your email on 21 February 2018 forwarding Response to Submissions (RtS) for DA374-11-00 Mod 4 to Roads and Maritime Services for comment. Reference is made to Roads and Maritime's previous submission in relation to this matter dated 15 December 2017. I apologise for the delay in my reply.

The RtS has been reviewed. I note the applicant concurs with the comments made by Roads and Maritime in its submission dated 15 December 2017, with exception to the level of upgrade to the intersection of Middle Trundle Road and Henry Parkes Way (MR61). Roads and Maritime notes the applicant proposes to upgrade the intersection to include a Basic Right (BAR) turn treatment instead of the required Channelised Right turn treatment Short [CHR(s)].

Roads and Maritime reiterates that the intersection needs to be upgraded to include a CHR(s). In maintaining this position the following facts are relevant:

- The requirement to provide a CHR(s) treatment (or historical equivalent) has been a condition of consent for the full production phase since approval of the original proposal in 2001. Since that time, traffic volumes on Henry Parkes Way have not decreased.
- The *Austrroads Guide to Road Design* is a guide only to assist in determining appropriate road and roadside treatments. Other factors such as speed, sight distance, topography, climatic conditions and vehicle types also need to be taken into consideration.

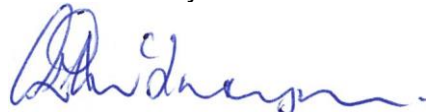
**Roads and Maritime Services**

- At this location, the speed zone is 100km/h and is 450 metres west of a creek crossing. Henry Parkes Way on approach to the intersection (eastern approach) has a 1.5 -2.0% grade after a right turn curve. On the western side, the road has a 1.0% grade before a left turn curve. During cooler months, fog periods are common in this area with lower areas, such as creeks, maintaining fog coverage for longer periods through the day.
- The proposal will involve platoons of vehicles arriving at the intersection and turning right to attend site before a shift change.

Given mine staff will be using the intersection at times of the day when visibility is poor (due to darkness and/or fog), the mix of light and heavy vehicles (up to 36.5 metres in length) operating on this part of the road network and the likelihood of mine related small buses and light vehicle platoons using the intersection, Roads and Maritime's position is the CHR(s) treatment is appropriate and needed to provide a high level of road safety for all users of the road at this location.

Please forward a copy of the Department's determination of this project to Roads and Maritime at the same time it is sent to the applicant. Should you require further information please contact the undersigned on 02 6861 1453.

Yours faithfully



Andrew McIntyre  
Manager Land Use Assessment  
Western Region