



DA374-11-00-Mod-7

Contact Person: Annalise Cummings

9 August 2021

Department Planning, Industry and Environment
PO Box 39
SYDNEY NSW 2001

Dear Sir/Madam

RE: Sunrise Nickel/Cobalt Mine - Mod 7 - Design Changes(DA374-11-00-Mod-7)

Thank you for the opportunity to provide a submission in relation to the abovementioned project.

Council notes the proposed increase in vehicle movements associated with the modification and disagrees with the statement in the *Key Outcome of Environmental Review of the Modified Project* which states that there will be *no significant impacts to road performance, capacity, efficiency or safety are expected as a result of the traffic associated with the modification*. Based on the growth in increased traffic proposed, the performance of the asset will be far less than expected life of asset (LoA) as depicted in Councils Asset Management Plans (AMP).

Council requests that the proponent should contribute to the ongoing maintenance of the regional road (managed by Council), based on a 50/50 ratio for future upgrades on sections identified.

It is noted that table 6.1 and 6.4 in Appendix D *Approved and Modified Project Peak Construction Daily Traffic* indicate that heavy vehicles will utilise Middle Trundle Road, rather than Henry Parkes Way and The Bogan Way. Council's preference is for these vehicles to utilise Henry Parkes Way and The Bogan Way.

Council supports the proposed upgrades of Scotson Lane, between The Bogan Way and the modified rail siding access road, to an 8 m sealed pavement and 1m gravel shoulders.

It is recommended that the following matters be addressed in any approval:

- Dilapidation surveys are to be undertaken, with records of the pre-construction conditions and post construction road condition. Post-construction road condition is to be at a minimum, consistent with the pre-construction standard; except where upgrades are proposed the road/intersection is to be constructed accordingly.
- A Section 138 Roads Act approval is required for any works undertaken in the road reserve, such as electricity conduits constructed in the road reserve of Scotson lane.





- Swept paths need to be shown for the expected design vehicle for The Bogan Way/Fifield Trundle Road and Scotson Lane intersections.
- The Bogan Way/Fifield Trundle Road and Scotson Lane intersections, which are right-left staggered T-intersections needs to be provided with signage and line marking to Austroads standards.
- Swept paths should be provided that demonstrates that a design vehicle (B Doubles) is capable of manoeuvring in and out of the ammonium Sulphate and distribution facility without encroaching into the other lane.

The proposed addition of an ammonium sulphate storage and distribution facility at the rail siding complex is noted. Council requests that the mitigation measures outlined in the Preliminary Hazard Analysis are included as conditions of consent.

Yours faithfully

Annalise Cummings
MANAGER PLANNING SERVICES