

Submission Cover Sheet

Fingerboards Mineral Sands Project Inquiry and Advisory
Committee - EES

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Request to be heard?: No - but please email me a copy of the
Timetable and any Directions

Full Name: Ian Sebire

Organisation:

Affected property: [REDACTED]

Attachment 1: EES_submission.d

Attachment 2:

Attachment 3:

Comments: See my attachment enclosed.

This submission addresses 2 points:

1. Transport of product from the mine,
2. Public education about the project via provision of information and viewing point(s).

With regard to the transport of product from the mine it should be a condition of approval that product will be transported by rail. The EES following should be noted:

- Construction of a spur rail siding from the Gippsland line to the mine processing site must be the default position as this will minimise heavy vehicle use off the mine site, improve road safety in the vicinity, eliminate double handling of containers prior to loading on rail, result in a better environmental outcome through the higher efficiency of moving product on rail, minimisation of noise and the amount of disturbance to farm land in the area. Any additional cost in the construction of the spur line to the mine site will be more than recouped over the life of the mine in elimination of the construction and maintenance costs of the haul road, elimination of costs in double handling of containers in addition to improved amenity for surrounding neighbours.
- Possible use of the existing Bairnsdale rail siding states the need for upgrading of this facility but more detail is required as to the area of native vegetation required to be cleared to achieve any lengthening of the siding.
- The need to construct a private haul road to Fernbank East is indicated to avoid vegetation clearance along Chettles Road/ Cowells Lane. This implies that that the company is envisaging the use of over-size trucks or road trains between the mine and the rail siding. If this is so, then an at-grade crossing of the Fernbank-Glenaladale Road (with or without flashing lights) is not adequate and the construction of an over/underpass over that road needs to be a condition of approval of the project.
- There has been no consideration given to the possible designation of the proposed haul road as a public road which would allow for the permanent closure of Chettles Road and Cowells Lane and the revegetation of these as a native forest offset.
- Little details is included as to the size, extent and layout of the proposed Fernbank East rail siding are included in the EES. A vague idea can be obtained from one of the maps, however this is not adequate to allow reasonable comment to be made on this part of the EES.

The other point that I wish to raise is that of public education relating to the project. There is no mention of this in the EES and I believe that a condition of approval should be the need to construct viewing points with appropriate signage so that the public are able to view and monitor both the mining and processing operations.