

**From:** "Stewart Mitchell" <Stewart.Mitchell1@bigpond.com>  
**To:** <david.mooney@planning.nsw.gov.au>  
**Date:** 13/06/2013 11:45 am  
**Subject:** Emailing: Submission - Bulga Coal Optimisation Project  
**Attachments:** Submission - Bulga Coal Optimisation Project.doc

Mr David Mooney

Dear Sir,

Please find attached Submission relating to the Bulga Coal Optimisation Project.

Regards

Stewart & Marie Mitchell

The message is ready to be sent with the following file or link attachments:

Submission - Bulga Coal Optimisation Project

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**TO:** NSW Dept of Planning and Infrastructure  
Sydney

**FROM:** Stewart and Marie Mitchell  
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We have no objection to publication of our personal details and contents of Submission.  
We have made no political donations.

## **SUBMISSION**

### **BULGA COAL MINE OPTIMISATION PROJECT**

We object to the proposed Optimisation Project for the following reasons:-

#### **Noise**

We refer to Fig. 5.17 – 5.21 in the EIS.

Charlton Ridge lies to the west of and parallel to Charlton Road and forms a natural and efficient noise and visual buffer between Bulga Coal Mine and residences to the west of that ridge, and as far north as Parsons Creek, Milbrodale.

Residences in the Southern Bulga area will be impacted with greater than 35dBA noise levels until between year 6 and year 13 (no graphs are provided for year 9).

The construction of a 6km noise and visual bund along the line of Charlton Road will serve no useful purpose as it will be below the height of Charlton Ridge.

As the impact noise will channel out around the northern end of Charlton Ridge towards Bulga an effective solution would be to build a 1km long noise and visual bund from the northern end of Charlton Ridge in a north eastern direction as far as Charlton Road. The gap between that wall and the existing overburden dump on the eastern side of Charlton Road would channel impact noise and visual intrusion in a northerly direction away from any private residences. This scheme would allow the historically significant Charlton Road to remain undisturbed and would considerably reduce landfill volume, the time taken to complete work, and reduce the associated costs to the company, and noise and dust impacts to Bulga residents by some years. From data provided the prolonged noise impacts on Bulga residents can be directly attributed to the machinery constructing the 6km bund wall.

The predicted noise levels do not include excessive cumulative levels currently being experienced in the Bulga area. (Refer Singleton DoPI Compliance Officers records).

### **Health Impact**

The Communities of Bulga, Milbrodale and Broke have endured the unacceptable impacts of coal mining in the belief that open-cut mining would cease to operate after 30 years. To their great dismay these Communities are now threatened with another 25 to 30 years of open-cut mining. No rural resident should be subjected to a lifetime of these intolerable impacts.

A recent L & E Court decision clearly condemned the affects of Solastalgia – “loss of place”.

Air quality is of greatest concern to Health Authorities in the Singleton region.

The disclosure that airborne particulates of 2.5 micron and smaller are extremely damaging to respiratory organs has caused alarm in the local Community. Dust emissions continually exceeding consent levels detected in non-mining areas recently warranted a court prosecution by DoPI against a neighbouring mine.

With predominant seasonal winds from the south and south east, any dust producing activity at Bulga Coal will add to the already excessive dust levels experienced at Bulga. Similarly strong winds from the north west generate cumulative dust clouds from 4 local mines and deposit the contents on the Broke area.

The bund wall is not intended to mitigate dust deposition.

### **Charlton Road**

We object to the relocation of Charlton Road from it's present alignment. The convict built road is part of the Nationally significant Great North Road which extends 240kms from Sydney to Jerrys Plains. Road gangs are known to have worked in the vicinity and also constructed the first bridge across Cockfighters Creek at Warkworth.

Singleton Shire Council, the owners of Charlton Road have refused to close Wallaby Scrub Road (an adjoining section of the Great North Road) because of it's heritage value. The issue of road realignment and Council consent has not been resolved nor included in the EIS.

The Planning Assessment Commission on behalf of DoPI also set a precedence in refusing approval to relocate Wallaby Scrub Road from it's present alignment.

The offer of \$100,000 to the Convict Trail Project to construct an interpretive display somewhere along the remaining section of Charlton Road and the promise of further funding to be used elsewhere on the Great North Road is no more than a monetary inducement to agree to the relocation of the road.

### **Employment**

“Loss of jobs” is a term often used to reinforce approval of mining projects, however as is being experienced at the present time, a downturn in coal prices and overproduction of coal on an International scale has caused widespread workforce retrenchment without due concern for the employees by the coal companies.

Bulga Coal has a very successful and profitable underground mining operation. The mine can optimize production levels by increasing longwall mining activity within their lease area, and transferring staff to that area greatly reducing retrenchment numbers.

Stewart Mitchell  
Marie Mitchell

13 June 2013

