

August 2012

Kelvin Sweeney.
1558 George Booth Drive,
Buchanan, 2323
N.S.W. Ph 0412 454 800

To Whom It May Concern,

My name is Kelvin Sweeney and I own 1558 George Booth Drive, Buchannan NSW.

I am writing in response to the Environmental Impact Statement (EIS) for the Tasman Mine Extension. This EIS leaves me with more questions than answers and I would like to have these questions answered.

My questions are:

1. Why is this not a new mine application rather than an extension of an existing mine?

The existing pit top and all infrastructure is being demolished and replaced with a new one some two and a half kilometres away to the northwest on ABEL EL5497 to drive south. Why isn't this a new application as the pit top is clearly positioned to drive northwest into ABEL EL 5497?

2. So is the true reason for the relocation of the pit top to extend northwest into ABEL 5497 and apply for another extension? This would mean no problems with road transport as it is already approved. Thus the trucks passing my home will probably be for another 50 years not 15 years?
3. If this project is so dear to Yancoal/Donaldson, why not use a conveyor belt to transport the coal? Wouldn't this eliminate problems with residents on George Booth Drive and the Lower Hunter Lands Northern Estate at Black Hill?
4. Does anyone realise that if approved, the road transport is a truck past each residence every 2 minutes and 30 seconds for 15 hours per week day, plus movements on every second Saturday and "ANY EXTRAS CONSIDERED NECESSARY"? This equates to dirty shitty coal trucks passing my place THREE HUNDRED AND FORTY SIX TIMES A DAY starting at 7am and continuing until 10pm at night, on weekdays and every second Saturday?
5. Does "ANY EXTRAS AS CONSIDERED NECESSARY" mean go for it 24 hours a day, 7 days a week because it's approved?
6. Does anyone realise that based on YANCOAL/DONALDSON'S minimum estimates that by 2029 a minimum of 1,480,960 dirty stinking polluting coal trucks will have passed my house? This doesn't include "ANY EXTRAS AS CONSIDERED NECESSARY".
7. Will the Department of Planning insist on a private haulage road or conveyor belt system to transport this coal?
8. When the Roads & Maritime Services, (formally RTA), reclassifies George Booth Drive (as per EIS) and downgrades it from a fully funded state road, wont it be ironic that

Paul Freeman - Submission Details for Kelvin Sweeney (comments)

From: Kelvin Sweeney <kjsweeney@optusnet.com.au>
To: <paul.freeman@planning.nsw.gov.au>
Date: Tuesday, 14 August 2012 12:44 PM
Subject: Submission Details for Kelvin Sweeney (comments)
CC: <assessments@planning.nsw.gov.au>

 Department of Planning

Confidentiality Requested: no

Disclosable Political Donation: no

Name: Kelvin Sweeney
 Email: kjsweeney@optusnet.com.au

Address:
 1558 George Booth Drive.

Buchanan, NSW
 2323

Content:

G H D completed a Safety Review for Yancoal/Donaldson dated April 2012 for their E.I.S. My property was grouped with my neighbours as No. 14. 1530 & 1558 George Booth Drive. The observations are correct in what is reported, but not completely reported. What is missing is the fact that my property has always had 2 entries, one at each end of the front boundary. The southern entry was acknowledged back when the original Approval Conditions were carried out , but the northern entry was not. This could have had something to do with the power pole mentioned in the report & I discussed this matter with Tony Sutherland at a community meeting in June. This pole has since been removed. The entry which was provided for access to the southern end of my property was poorly constructed. I have been told by Cessnock Council that I will have to replace it with a new one as in their opinion it does not meet Council Requirements. It appears as some tar was sprayed on the ground & some rocks tipped over it & it is now overgrown with grass. Substandard to say the least , especially when I saw the driveway at Valley Fresh Flowers when I attended the community meeting, it is how all of the driveways should have been done. I consider the suggested treatments section to be very misleading as does not cover all of the problems which exist at the entries to mine & my neighbours properties. It does not mention that my neighbour has to drive along his footpath to enter his property because his reconstructed driveway has a hole in it which allows a pool of water about 1.5 meters dia. & about 6" deep to form any time it rains. I pointed this out to Tony Sutherland with photographic evidence at the meeting, but so far to the best of my knowledge, nothing has been done to correct their problem. Doesn't the E I S say that driveways will be refurbished within 12 months of the thing getting approval? Obviously the word maintenance is not applicable. Thank you, kelvin sweeney.

IP Address: d175-39-9-102.sbr800.nsw.optusnet.com.au - 175.39.9.102

Submission: Online Submission from Kelvin Sweeney (comments)
https://majorprojects.affinitylive.com?action=view_diary&id=39681

Submission for Job: #4962 Tasman Extension Project
https://majorprojects.affinitylive.com?action=view_job&id=4962

Site: #2578 Tasman Mine
https://majorprojects.affinitylive.com?action=view_site&id=2578

Kelvin Sweeney

E : kjsweeney@optusnet.com.au

Paul Freeman - Submission Details for Kelvin Sweeney (comments)

From: Kelvin Sweeney <kjsweeney@optusnet.com.au>
To: <paul.freeman@planning.nsw.gov.au>
Date: Saturday, 11 August 2012 6:09 PM
Subject: Submission Details for Kelvin Sweeney (comments)
CC: <assessments@planning.nsw.gov.au>

 Department of Planning

Confidentiality Requested: no

Disclosable Political Donation: no

Name: Kelvin Sweeney
 Email: kjsweeney@optusnet.com.au

Address:
 1558 George Booth Drive.

Buchanan, NSW
 2323

Content:

The proposed increase in public road transport of coal must not be allowed as part of this application, as stated in E.I.S. there are other much better alternatives. Road transport as per cost benefit analysis is the cheapest, not the best method. Also as per cost benefit analysis, all maintenance of the road is \$0, "Furthermore from an economic perspective any increase in use of the public road network can result in an increased probability of accidents as well as an increase in road pavement damage. Road pavement damage costs are already included in the economic analysis through the road haulage contractor costs. These contractor costs would include the amountisation of operating costs including payments to labour, fuel, vehicle operating costs & heavy vehicle registration fees which includes heavy vehicle charges which aim to reflect road pavement damage costs & future road infrastructure requirements[National Transport Commissions 2012]. Given that it is stated in the E.I.S. that George Booth Drive funding will be downgraded by the R.M.S. who will then be responsible for the pavement damage if Tasman does not consider it should? I cannot see why this should not be treated as a new application when the Pit Top is located on ABEL Lease EL5497, making this an "extension" allows Yancoal/Donaldson to not only use their existing public road haulage but to ask to extend it. In light of the present circumstances regarding public health associated with airborne coal dust & noxious diesel exhaust fumes public road transport would be very difficult to justify at present, therefore an "extension" might attract less problems. Also when Yancoal/Donaldson puts in its next "extension" to drive northwest on ABEL EL 5497 the public road transport is again in place for it. The bottom line is that Yancoal/Donaldson basically gets a free public funded private transport road & the residents of George Booth Drive get an indefinite sentence of a Tasman coal truck passing their house every 2 minutes 30 seconds, 15 hours a day, every second Saturday PLUS "Any extras as considered necessary". What a joke, this means that 24hrs a day 7 days a week "because it is necessary" to fill that ship in Newcastle Harbor. Sounds like a signed blank cheque to me. The logical answer to this ridiculous situation must surely be a conveyor belt system to transport this & future coal from this & the other adjacent leases. Not forgetting the future problems on John Renshaw Drive if the Lower Hunter Lands Northern Estate proceeds. Make road transport not a part of this approval & look to the future. I have a past associated with underground mining, so I am not against this mine, I simply think that in 2012 when other much better, cleaner, safer methods of getting coal from point A to point B are available, cost should take a back seat this time. In the E.I.S. this multi national company lists as one of its benefits to the economy as paying the Mineral Resources Rent Tax, so a conveyor system is within their means. Therefore I urge you to not allow the continuation of road transport of coal as a condition of the approval of the Tasman Mine "Extension". thank you, Kelvin Sweeney.

IP Address: d175-39-9-102.sbr800.nsw.optusnet.com.au - 175.39.9.102
 Submission: Online Submission from Kelvin Sweeney (comments)
https://majorprojects.affinitylive.com?action=view_diary&id=39633

Submission for Job: #4962 Tasman Extension Project
https://majorprojects.affinitylive.com?action=view_job&id=4962

Site: #2578 Tasman Mine
https://majorprojects.affinitylive.com?action=view_site&id=2578

Kelvin Sweeney

E : kjsweeney@optusnet.com.au

Powered by [AffinityLive](#): Work. Smarter.

the residents have to put up with the Tasman Mine coal being hauled past their homes THREE HUNDRED AND FORTY SIX times a day and also have to pay for the maintenance of the road which they will be destroying?

As per Cost Benefit Analysis "Furthermore, from an economic perspective any increase in use of the public road network can result in an increased probability of accidents as well as an increase in road pavement damage. Road pavement damage costs are already included in the economic analysis through the road haulage contractor costs. These contractor costs would include the amountisation of operating costs including payments to labour, fuel, vehicle operating costs and heavy vehicle registration fees which includes heavy vehicle charges which aim to reflect road payment damage costs and future road infrastructure requirements (NATIONAL TRANSPORT COMMISSIONS 2012). So doesn't this mean that 50% or all of road maintenance costs will be paid by my rates?

9. I'm convinced that the information in this E.I.S. proves that my lifestyle is going to be ruined, not only in the short term, but for the rest of my life by a multi-national company making untold profits. This multi-national company lists as one of its benefits to the economy as paying the Mineral Resources Rent Tax. So a conveyor system to transport the coal could be completely affordable, wouldn't it?
10. Doesn't the email from RMS on 11 May 2012 to Tony Sutherland mean by the size of the roundabout being "a little excessive for the design vehicle" indicate that B Doubles carrying 55 tonnes is on the planning agenda for coal haulage past my home?

This whole EIS is a joke, the thing will go ahead and the residents of George Booth Drive will be simply "collateral damage". Coal companies clearly run this country and if you don't believe me then why are the 60km/h signs entering the proposed (unapproved) new roundabout for the proposed (unapproved) new pit top entrance on George Booth Drive already in place but covered up?

I have plenty more questions regarding the EIS by really, what's the point.

Thank you, I look forward to your reply.

Kelvin Sweeney



PS: The Community Consultative Committee is a joke, wasn't it supposed to meet twice a year? Check how often it has met since 2005 and see if it meets the conditions. I don't think so.

Typical of this whole debacle. If you doubt me, check the internet. I did.

CC: Environmental Defenders Office

Maitland City Council

Cessnock City Council

Clayton Barr, MP

Robyn Parker, MP

Barry O'Farrell

John Robertson

Department of Environment & Heritage

Department of Planning & Infrastructure, Hunter & Central Coast Region -
Newcastle Office

Phil Brown, Environmental Manager, Yancoal/ Donaldson Coal

Tony Southerland, Technical Services Manager, Yancoal/ Donaldson Coal

Dave Young, RMS Services.