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Your reference
23rd February, 2012

**David Kitto
Mining Major Project Assessment
Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001**

Dear Mr Kitto,

**Proposed Moolarben Mine Stage 2 Project - Submission on the Preferred
Project Report**

Council previously wrote to the Department of Planning on 19th July 2011 in relation to the proposed Moolarben Stage 1 Mod 3 and Stage 2 Project. Council's submission at that time was in response to community concerns about mining related traffic using Bylong Valley Way. Council submitted that consent conditions should reflect a prohibition of the use of Bylong Valley Way and Yarrowa Road (connecting Denman to Bylong Valley Way) and a requirement for appropriate signage to be erected advising mine related traffic not to use these roads.

Council notes that the Environmental Assessment and the Preferred Project Report for the Moolarben Mine Stage 2 Project rely on the assumption *"that 80% of the workforce will reside in Mudgee and 20% in Gulgong, and that the number of employee vehicles travelling on Ulan-Cassilis Road and Cope Road (MR214 and MR598 respectively) will be split according to these proportions. All Stage 2 employees will use Ulan-Wollar Road."* Consequently, the assessment of the impact of mining related traffic on roads is limited to Main Road (MR) 214 (Ulan-Cassilis Road), MR258 (Cope Road) and Ulan-Wollar Road.

Council considers that the failure to carry out an analysis of the location of the existing workforce of the Moolarben Mine is a fundamental weakness in the assumption that 100% of the Stage 2 workforce will reside in Mudgee and Gulgong. If such an analysis of the mining workforce were undertaken it is likely to support the need for a regional analysis of the impact of mining related traffic, as opposed to the limited local analysis that was undertaken.

If the traffic assumptions are to be accepted by the Department of Planning then Council requests that consent conditions be imposed that:

- Prohibit the use of Bylong Valley Way and Yarrowa Road (connecting Denman to Bylong Valley Way) by mining related traffic.
- Require the erection of signage advising that mine related traffic shall not use Bylong Valley Way and Yarrowa Road.

Should the Department not support these conditions, Council would request that a consent condition be imposed requiring Moolarben Mine to monitor and report on the impact of mining related traffic on Bylong Valley Way and Yarrowa Road and contribute to the maintenance of these roads if the assumption underpinning the

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traffic assessment in Environmental Assessment and the Preferred Project Report is proven to be false.

The Environmental Assessment and the Preferred Project Report also appear to contain a limited analysis of the impact of mining related heavy vehicle traffic other than the Environmental Assessment stating that in the event of failure of the rail network that coal may be transported by trucks *"along MR214 towards the Golden Highway (SH 27) and then towards Singleton, the New England Highway and Newcastle"*. As stated previously, Council has received complaints that mine traffic from the Moolarben mine has been using Bylong Valley Way.

Council's concerns in relation to the potential impact on Bylong Valley Way and the need for a broader regional consideration of the impact of mining related are heightened by the Wilpinjong Coal Mine and the expansion of the Ulan Mine that are also likely to generate additional traffic that may potentially utilise Bylong Valley Way.

Yours faithfully


Steve McDonald
General Manager