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**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 15/08/2011 9:54 am  
**Subject:** CHAIN Valley Colliery Domain 1 and 2 Continuation on Mining Project 10-0161

CHAIN Valley Colliery Domain 1 and 2 Continuation on Mining Project 10-0161

To whom it may concern,

I wish to lodge my objection to the continuation of mining proposal unless the issues outlined below are addressed.

1. The coal needs to be transported to the port of Newcastle via the existing train line and not by truck as currently exists.  
The existing conveyor that transports coal from the unloader to the Vales Point Power Station can be duplicated and a new train loader constructed. This will remove up to 500 trucks from the road system. This simply needs the permission of the NSW Government for access for a second conveyor and the will of the colliery to construct the conveyor. Considering the trucks will impact on our community for the next twenty years this is a small requirement to impose on the colliery.  
The trucks are currently causing extensive damage to the road surface of Ruttleys Road with no compensation being paid to the Wyong Shire Council as required by the current lease agreement. The E.A. claims that there is insufficient capacity on the Newcastle Sydney train line to allow the increase in train movements that would be required to transport the collieries coal by train. The recently rejected Wallarah 2 coal project intended transporting their coal by train and their development proposal was far larger than currently being put forward by Chain Valley Colliery. If there was sufficient capacity to carry Wallarah 2 coal then there will be more than enough capacity for the Chain Valley Colliery coal. The proponent also claims that it takes three hours to empty a fully laden train. This is a massive exaggeration of the truth with the time taken to unload a train being in the order of half this time. This exaggeration is simply intended to ensure the train option is seen to be unviable.
2. The government needs to impose a Voluntary Planning Agreement levy on the colliery. The funds raised from this levy would be used for the provision of community infrastructure in the southern Lake Macquarie communities affected by the coal mine.  
This levy should be in the order of \$1/tonne of coal produced for the life of the mine. The Department of Planning has recently imposed VPA's on Hunter Valley agreements but I believe these are far to low to compensate the communities that are affected by the mining.
3. If the DoP fails to ensure that coal is transported by conveyor and train and allows the colliery to continue the use of trucks then the colliery should be responsible for the full cost of repairs to damage on Ruttleys Road.  
The colliery has previously been invoiced for damage to Ruttleys Road but have refused to pay those costs. The argument used is that the colliery is not the sole user of the road and therefore the costs cannot be directly linked to the coal trucks.  
If an enforceable obligation is not imposed on the colliery then the community will continue to pay the cost of the coal truck transport through our ever increasing rates.  
This public submission is the only opportunity to the community will have in the operation and behaviour of the colliery for the life of the mine. Unless changes are made to the practices of the colliery, we the communities on the southern shores of Lake Macquarie will be aversely affected for the life of the mine.

Thankyou

Andrew Whitbourne