

SUBMISSION – DUBBO ZIRCONIA MINE
12 November 2013

I am deeply disappointed that the EIS has largely ignored the impact the Dubbo Zirconia Project (DZP) at Toongi will have on landowners on and adjoining Obley Road which has acreage estates that are considered the blue ribbon acreage estates of Dubbo.

The focus has been put on the road and the upgrades whilst massive increase in traffic and noise from that massive increase in traffic has been toned down and unconsidered.

Rail is being deferred – and may not occur once approval has been granted. This option is preferable due to the reduced impact it would have on the amount of traffic along Obley Road. Not to mention the increased danger to school children waiting for the school bus and disembarking from the school bus in the afternoon. (Section 4.12.4)

EIS outlines (Section 2.14) proposed hours of various mine operations, but fails to comment on the transport. Fails to provide information about transport and nothing to state that heavy vehicle movements would not occur 24 hours per day.

Table 2.17 of the EIS provides an indication of the rate of truck movements against three options. Neither option is satisfactory, however, Option B of that table results in an **EXTRA** truck going down Obley Road **EVERY FIVE (5) minutes** on a 13 hour operating day at the mine, proving that the impact to landowners on and adjoining Obley Road have not been considered.

The figures in Table 2.17 of the EIS only refer to **TRUCK movements ONLY**, thus misleading readers. Where are the figures that include **the extra 220 light vehicle movements per day in addition to the trucks???**

The impact of mine traffic along Obley road, will impact landowners along Obley Road, Belmont Road, Belgravia Road, Benelong Road, Camp Road, Cumboogle Road and Oakdene Road who have chosen NOT to live in town but in the peace and quiet out of town. Not only will the traffic impact these landowners and their property values, but it will impact negatively on visitors and families (including local families) to Taronga Western Plains Zoo, Dundunimul Homestead, the Tracker Riley walking and cycle track (the most popular walking and cycling circuit in Dubbo) due to the noise of the traffic, the close proximity of the traffic and increased risk of accidents.

The EIS claims Alkane will invest in road improvements (Section 4.15.5.5) to partially offset any noise and safety. Please! Road improvements do **NOT** decrease noise caused by heavy vehicle and light vehicles passing the rural residential landowners' property when they pass by every five minutes!

Alkane have not addressed the issues to residential and rural landowners on and adjoining Obley Road in any way. Especially with regard to the potentially negative impact to property prices due to the increase in traffic both in terms of heavy vehicle (trucks) and light vehicles (cars) in addition to the traffic currently.

Alkane's preferred model (Section 2.12.1) is the simplest and cheapest option (road transport fleet only). This demonstrates Alkane's complete disregard for the aforementioned residential and rural landowners on and adjoining Obley Road. Rail seems to have been dismissed (Section 2.12.1) where Alkane commits to completing a **feasibility study within five years of approval being granted**. No commitment to the date to construct anywhere.

For Alkane to choose the cheapest option as their preferred option proves they wish to benefit themselves and ignore the enormous negative impacts to residential and rural landowners on and adjoining Obley Road (which holds the blue ribbon 25 acre estates in Dubbo).

Alkane must consider Rail as the preferred option due to the least impact it has to said landowners and residents on adjoining Obley Road.

Thank you