

"CRANBROOK" MS 3
DUBBO
12 November 2013

Dear Sir or Madam

I am writing regarding my concerns about the proposed mine at Toongi which is being developed by Alkane Resources.

I fully recognise the benefits to the Dubbo community but where possible I am hoping the likely problems to this community will be minimised. I also recognise that all level of government bend over backwards for the mining industry.

The Pascoe family have been resident landowners in the Toongi district for over 100 years and we have concerns that the tranquil picturesque environment in which we are fortunate to live is to be greatly damaged.

Members of this family have probably attended all the meetings Alkane have arranged at the Toongi Hall. Until this EIS was published we have been lead to believe that rail was the first choice. Now suddenly "rail will be looked at in five years". This is terrible. Considering the huge increase in traffic, rail should be still be the FIRST option. Yes...it is more expensive, but in the overall costs it is minimal. But MOST IMPORTANTLY rail will have by far the least impact on people's lives. Surely THREE trains per week compared to dozens of trucks and private cars is a huge difference. The rail infrastructure is already in place (needs repairs) and not owned by any landowners.

Alkane tell us they will bring the Obley Road up to Newell Highway standard. So can we expect passing lanes?

Headlines in local press tell us that there will be 69 trucks every day. BUT...what about the vehicles of the approx. 250 employees of the mine. I presume this count is one-way so we can expect double this number.

Also, until a Geurie mine is operational all lime is to be brought from Parkes...so we have those trucks as well.

I expect that this work will take a long time....but Alkane are telling us that work at the mine could soon begin...and no sign of any roadworks. When can we expect this to happen?

There are a great number of "blind" rises and curves on this road which are extremely dangerous. Many of the curves are not built at a slope suitable for modern traffic (and yes...I can remember when quite a lot of the road was gravel!).

Much of the road has been heavily patched and then a thin layer of bitumen put over it resulting in a very rough surface. These sections need to be completely rebuilt.

I am sure the people of Dubbo are not aware of the impact this development will have on their local traffic, especially in West Dubbo. The roundabout at the intersection of both highways is already often highly congested. This might be exacerbated in the future by the short distance from the highway to the bowsers at the new BP service station....cannot believe that was approved!!!

The right turn onto the Newell Highway from Minore Road is often extremely difficult (many people from the Obley Road now shop at Delroy shopping centre). We need some assistance with lights I would think.

There could be huge problems with traffic at the Newell Highway/Obley Road intersection, not only from Obley Road traffic, but what about visitors to the Taronga Zoo? Alkane has at meetings talked about a possible spur line off rail to the Zoo and historic Dundullimal homestead.

If the rail does not go ahead the people of Dubbo have no idea what a huge impact this will have on already busy highways in Dubbo city.

And what about the upkeep of this road? You have no need to look very far from here to know of the protracted arguments about upkeep of public roads to mines.

2. NOISE

Heavy trucks make a lot of noise -what restrictions are we likely to see?

There are many small blocks on this road with houses close to the road.

It is unfortunate that Alkane have not made more people in the district aware of the meetings. It seems that they had a limited email list which was their only contact with residents. At no stage did I see a letter box drop or an advertisement in local press, or even interviews on radio regarding upcoming meetings.

I hope that these points will be carefully considered by the Planning Department and Alkane advised to use the rail option. I might add that the processing plant is now sited in the beautiful Toongi valley so as to be near the rail line. If the rail is not to be used, the plant should be sited in another place where it will not be as visible and audible

Yours faithfully

Mrs Fay Pascoe