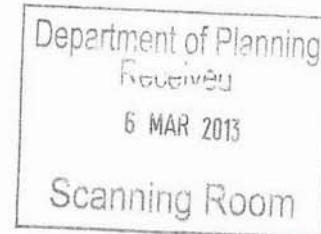




Bob Taffel  
66B Artarmon Rd  
Artarmon, 2064

4<sup>th</sup> March, 2013

Major Planning Assessments  
Department of Planning and Infrastructure  
GPO Box 39  
Sydney 2001



Dear Sir/Madam,

**Re: Cobbora Coal Mine Project**

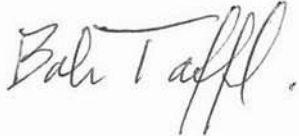
As a resident of Sydney and a NSW power consumer I wish to take this opportunity to comment on the proposed Cobbora Coal Project.

I am informed that the following considerations need to be taken into account and I earnestly request that you do so. As a NSW power consumer I am concerned that the proposed expenditure is not in the consumer's and NSW residents' best interest. Should this project not proceed to implementation then, in my opinion, at least 65% of the averted cost of the project should be used by the government to further support renewable energy projects.

1. The economic assessment of the project and response to submissions has not adequately addressed the cost of a state-owned coal mine to the taxpayers of NSW.
2. The project cannot guarantee a *'reliable, secure and economically stable domestic coal supply (to) NSW generators'* nor can it guarantee *'affordable electricity in NSW.'*
3. The justification for the mine is based on contracts negotiated by the ALP Govt as part of the Gentrader deal. These could be filled through other arrangements.
4. The PPR does not justify the increase in water demand for mining operations from the previous prediction of 3,700 ML per year up to 4,340 ML per year.
5. The increased pump rate from the Cudgegong River and access to higher natural flows has not been adequately assessed.
6. The PPR will increase the area of destroyed woodland by 92 ha including an additional 11 ha of threatened ecological communities.
7. The ecological footprint of the mine is too high and cannot be adequately offset. The PPR does not identify a final offset package because this is not achievable.
8. The increased height of over burden emplacements by 20m will increase dust emissions. The air quality model needs to be redone using all available meteorological information.

9. The proposal to implement the draft '*Rail Infrastructure Noise Policy*' will disadvantage local residents affected by increased noise from the proposed rail loop.
10. The issue of train length on the Ulan line has not been addressed as identified in the ARTC 2012 – 2020 Rail Corridor Capacity Strategy.

Yours sincerely,

A handwritten signature in cursive script, reading "Bob Taffel".

**Bob Taffel**