

30th April, 2012

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Department of Planning

This is a submission objecting to the proposed Port Waratah Coal Services Terminal 4 development in Newcastle (10\_0215). This submission is presented by the Maitland Anti-Stink Campaign (MASC) which has represented the community over the past 15 years in an attempt to reduce the impact of industry over the environment of Rutherford and associated suburbs. The T4 proposal must not be approved due to the significant and unacceptable impacts on the local residents as detailed below.

MASC has continually objected to the continuing approval of licenced industries in our area which already increase the PM10s in our local suburbs. When the Port of Newcastle reaches the planned 331Mtpa in coal exports, coal train movements from the port of Newcastle to Muswellbrook and return will triple with 108000 train pass-bys per year (one every 4.9 minutes) in townships. This increase poses health risks for residents living alongside the rail corridor from exposure to fugitive coal dust, diesel engine exhaust and train noise. T4 will contribute 39344 of these annual train pass-bys.

The EA fails to assess baseline air quality along the rail corridor and how it will be affected by all train movements when the port is operating at 331Mtpa. Further emissions modeling is essential to report the CUMULATIVE impact of this continuous flow of trains in terms of PM10, PM2.5, diesel combustion pollution and concentrations of Ultra Fine Particles. This modeling should include both the residual coal dust in unloaded wagons, as well as coal dust accumulated around the tracks over time that becomes airborne by the passage of trains.

Currently airshed is at or above national standards in our area and if more coal is extracted for the T4 terminal (and the associated extra coal trains per day) it is obvious that there will be much more coal dust present in our area. We have read no studies on the amount of coal dust (apparently it is not quantifiable) present-these studies should be undertaken to see the effect on people in this area and also close to the rail line.

Noise is also a major problem as rail line noise is not taken into account when assessing industries cumulative noise impacts on surrounding suburbs. This impact is greatly increased when rail noise is taken into account. If the T4 proposal is accepted then there will be at least 41 extra trains per day running on the line from Maitland to Newcastle and this means that residents living near the line (trains can be heard for a large distance from the line not just 20m as reported in the EA) will be exposed to an almost continuous intrusion of train noise and vibration. Also round the clock movements will mean that residents sleep patterns will also be interrupted and this will cause quite severe health impacts on many groups of people e.g.. children, chronically ill and elderly, people under stress and shift workers.

In conclusion, MASC feels that if the T4 proposal is accepted then the effects on the people of Rutherford and associated suburbs will be extremely detrimental. This will add to the cumulative effects of industries already present in our area and will contribute to the continued health effects on our residents, on the air quality and noise pollution problems which we already face. We therefore fail to see how this proposal can be approved.



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