

August 2012

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To Whom It May Concern,

My name is Kelvin Sweeney and I own 1558 George Booth Drive, Buchannan NSW.

I am writing in response to the Environmental Impact Statement (EIS) for the Tasman Mine Extension. This EIS leaves me with more questions than answers and I would like to have these questions answered.

My questions are:

1. Why is this not a new mine application rather than an extension of an existing mine?

The existing pit top and all infrastructure is being demolished and replaced with a new one some two and a half kilometres away to the northwest on ABEL EL5497 to drive south. Why isn't this a new application as the pit top is clearly positioned to drive northwest into ABEL EL 5497?

2. So is the true reason for the relocation of the pit top to extend northwest into ABEL 5497 and apply for another extension? This would mean no problems with road transport as it is already approved. Thus the trucks passing my home will probably be for another 50 years not 15 years?
3. If this project is so dear to Yancoal/Donaldson, why not use a conveyor belt to transport the coal? Wouldn't this eliminate problems with residents on George Booth Drive and the Lower Hunter Lands Northern Estate at Black Hill?
4. Does anyone realise that if approved, the road transport is a truck past each residence every 2 minutes and 30 seconds for 15 hours per week day, plus movements on every second Saturday and "ANY EXTRAS CONSIDERED NECESSARY"? This equates to dirty shitty coal trucks passing my place THREE HUNDRED AND FORTY SIX TIMES A DAY starting at 7am and continuing until 10pm at night, on weekdays and every second Saturday?
5. Does "ANY EXTRAS AS CONSIDERED NECESSARY" mean go for it 24 hours a day, 7 days a week because it's approved?
6. Does anyone realise that based on YANCOAL/DONALDSON'S minimum estimates that by 2029 a minimum of 1,480,960 dirty stinking polluting coal trucks will have passed my house? This doesn't include "ANY EXTRAS AS CONSIDERED NECESSARY".
7. Will the Department of Planning insist on a private haulage road or conveyor belt system to transport this coal?
8. When the Roads & Maritime Services, (formally RTA), reclassifies George Booth Drive (as per EIS) and downgrades it from a fully funded state road, wont it be ironic that

the residents have to put up with the Tasman Mine coal being hauled past their homes THREE HUNDRED AND FORTY SIX times a day and also have to pay for the maintenance of the road which they will be destroying?

As per Cost Benefit Analysis "Furthermore, from an economic perspective any increase in use of the public road network can result in an increased probability of accidents as well as an increase in road pavement damage. Road pavement damage costs are already included in the economic analysis through the road haulage contractor costs. These contractor costs would include the amountisation of operating costs including payments to labour, fuel, vehicle operating costs and heavy vehicle registration fees which includes heavy vehicle charges which aim to reflect road payment damage costs and future road infrastructure requirements (NATIONAL TRANSPORT COMMISSIONS 2012). So doesn't this mean that 50% or all of road maintenance costs will be paid by my rates?

9. I'm convinced that the information in this E.I.S. proves that my lifestyle is going to be ruined, not only in the short term, but for the rest of my life by a multi-national company making untold profits. This multi-national company lists as one of its benefits to the economy as paying the Mineral Resources Rent Tax. So a conveyor system to transport the coal could be completely affordable, wouldn't it?
10. Doesn't the email from RMS on 11 May 2012 to Tony Sutherland mean by the size of the roundabout being "a little excessive for the design vehicle" indicate that B Doubles carrying 55 tonnes is on the planning agenda for coal haulage past my home?

This whole EIS is a joke, the thing will go ahead and the residents of George Booth Drive will be simply "collateral damage". Coal companies clearly run this country and if you don't believe me then why are the 60km/h signs entering the proposed (unapproved) new roundabout for the proposed (unapproved) new pit top entrance on George Booth Drive already in place but covered up?

I have plenty more questions regarding the EIS by really, what's the point.

Thank you, I look forward to your reply.

Kelvin Sweeney



PS: The Community Consultative Committee is a joke, wasn't it supposed to meet twice a year? Check how often it has met since 2005 and see if it meets the conditions. I don't think so.

Typical of this whole debacle. If you doubt me, check the internet. I did.

CC: Environmental Defenders Office

Maitland City Council

Cessnock City Council

Clayton Barr, MP

Robyn Parker, MP

Barry O'Farrell

John Robertson

Department of Environment & Heritage

Department of Planning & Infrastructure, Hunter & Central Coast Region -
Newcastle Office

Phil Brown, Environmental Manager, Yancoal/ Donaldson Coal

Tony Southerland, Technical Services Manager, Yancoal/ Donaldson Coal

Dave Young, RMS Services.