

30 January 2019

Anna and Richard Turner
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Major Projects NSW

Dear Sir / Madam,

Re: Berrima Rail Project EIS SSD 15_7171
Objection

This letter is further to our letters of objection to both the mine and rail projects dated 28.06.17 and attached again.

We own the property 'Dochairn' which is 140 acres - Lot 2 of DP 1213201 and have been coming to the area for 40 years. I also write on behalf of my parents-in-law Dr Colin and Mary Rose McDonald who have owned 60 acres adjacent to us since the 1960s. Both properties are within the Hume Coal lease area but not directly within the area proposed for mining. We are approximately 5 km to the south east of the mine site and commencement point of the rail line.

This letter concentrates on the rail project. We have read the Department of Planning Report dated December 2018 and feel that despite extensive negative comment on the mining application there is only cursory comment about the rail line.

This seems to assume that whether the mine obtains approval or not will determine the fate of the railway project. We object to this assumption and contend that the railway project is a very poor proposal and should be refused in its own right.

Hopefully the mine will be refused but if not we submit the following objections:

An eyesore!

This is an extremely major project which will have significant visual impact in an scenically beautiful area, in particular the route from the mine to Moss Vale. The impacts also extend to the wider area of Moss Vale, Robertson and the Illawarra region.

Traffic disruption

The proposal will have significant impact on the 17 affected level crossings which we understand will add 24 minutes of closures per day. The Department of Planning Report simply states that these impacts can be managed but we believe this is simplistic and ignores the extensive impacts to traffic that will only get busier as future development occurs. How will roads cope in say 10 years with the increased traffic? What is the impact on emergency vehicles? This has not been assessed at all.

Air Pollution

Coal dust and diesel engine emissions can carry a long way in windy conditions and dust from both the mining operations and trains could be a threat to health.

Noise Pollution

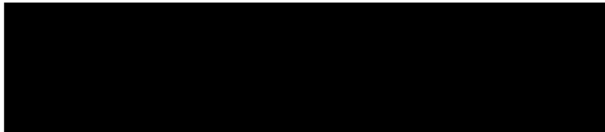
The extra 8 daily trains between the mine site and Port Kembla will have many carriages and be extremely heavy necessitating hard working and noisy diesel engines. This noise pollution will be most undesirable and affect many residents in the vicinity of the train line.

Conclusion

Our concerns relating to the Rail Project are for the whole area which is inherently beautiful due to a balanced combination of environmental and scenic amenity. The train line will have significant detrimental impacts on a very extensive area from Berrima to the coast which we contend are not acceptable.

The State Government has a responsibility to protect this area and as the rail project is submitted separately to the mine, it should be assessed in more detail on its own merits. We contend that it should be refused, even if the mine did (extremely regrettably) receive approval.

Yours sincerely

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Anna and Richard Turner,
p.p. Dr Colin and Mary Rose McDonald

Anna and Richard Turner



Major Projects NSW

Dear Sir / Madam,

Re: Hume Coal Project EIS SSD 15 7172
Objection

I refer to the EIS regarding the proposed coal mine in Sutton Forest by Hume Coal.

We own the property 'Dochairn' which is 140 acres - Lot 2 of DP 1213201 and have been coming to the area for 40 years. My wife's parents bought the adjacent property 'Roseneath' in the 1960's and 'Dochairn' in 1997. We leased 'Dochairn' from them for 15 years and purchased it last year.

Our property is within the Hume Coal lease area but not directly within the area proposed for mining.

We run the property as Primary Producers and engage a manager to run the operations. We intend to live there permanently within the next 2-3 years and it is important that it continues to be a viable financial proposition for us. The bore is a vital part of our business plan

We object to the proposed mine on the main following grounds:

1. Water

We have numerous dams on our property and a licensed bore. These are vital to our agricultural operations both now and in future years. We note that the Water Impact Assessment - Appendix E Section E55 states that:

- The "drawdown on private landholders bores will be **significant**"
- The impact will be for approximately 22 years
- Increased pumping costs will be incurred

The predictions relating to both bores and surface water cannot be exact science and could in fact be understated resulting in even worse impacts than the dire ones noted above.

Promises by Hume Coal that they will compensate for loss of water is not the issue- in our situation money cannot replace the loss of water.

We contend that this is totally unacceptable!

Also the plans to reinject potentially toxic mine waste used in the coal washing process back into the mine has the potential to pollute groundwater in the aquifer above the mine and could impact on bore water.

Hume Coal says it will occasionally pump mine water into Oldbury Creek which connects to Wingecarribee River but the occurrence of this is not quantified and if it occurs more than predicted could impact on the Sydney Water Catchment.

2. Air Pollution

Coal dust can carry a long way in windy conditions and dust from both the mining operations and trains could be a threat to health.

3. Impact of the train

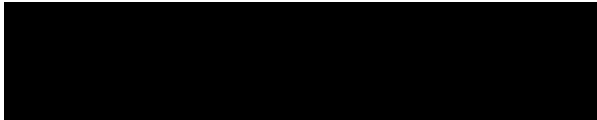
While this is the subject of a separate EIS, the proposed new train line is obviously only happening due the mine and is going to have significant adverse impacts of its own in addition to those of the mine - traffic, noise and dust plus the unattractive visual aspects. These impacts will extend to the wider area of Moss Vale, Robertson and the Illawarra region. This will obviously have significant impact on the 17 affected level crossings which we understand will add 24 minutes of closures per day.

Conclusion

Our concerns are not just for our property but for the whole area which is inherently beautiful due to a balanced combination of air quality, water and aesthetics of the environment. The train line will have obvious visual impacts while the mine's will be largely underground and insidious and we believe the impacts will be long term and permanent.

We strongly object to the application by Hume Coal due to the possibility of permanent and unacceptable long term impact to some of the finest areas of the Southern Highlands and indeed NSW. The State Government has a responsibility to protect this area and as the issues related to long wall mining are unknown it should not permit the proposal.

Yours sincerely

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Anna and Richard Turner

28 June 2017



Major Projects NSW

Dear Sir / Madam,

Re: Berrima Rail Project EIS SSD 15 7171
Objection

We refer to the EIS regarding the proposed Berrima Rail Project by Hume Coal.

We own the property 'Dochairn' which is 140 acres - Lot 2 of DP 1213201 and have been coming to the area for 40 years. Our property is within the Hume Coal lease area but not directly within the area proposed for mining. We are approximately 5 km to the south east of the mine site and commencement point of the rail line.

While this EIS is only about the proposed train line, it is obviously only happening due the proposed mine which we have also objected to and is going to have significant adverse impacts of its own in addition to those of the mine.

We strongly object to the proposed railway project on the main following grounds:

An eyesore!

This is an extremely major project which will have significant visual impact in an scenically beautiful area. In particular the route from the mine to Moss Vale. The impacts will extend to the wider area of Moss Vale, Robertson and the Illawarra region.

Traffic disruption

The proposal will have significant impact on the 17 affected level crossings which we understand will add 24 minutes of closures per day.

Air Pollution

Coal dust and diesel engine emissions can carry a long way in windy conditions and dust from both the mining operations and trains could be a threat to health.

Noise Pollution

The extra 8 daily trains between the mine site and Port Kembla will be long and heavy necessitating hard working and noisy diesel engines and affect many residents in the area

Conclusion

Our concerns relating to the Rail Project are for the whole area which is inherently beautiful due to a balanced combination of environmental and scenic amenity. The train line will have obvious detrimental impacts on a very extensive area from Berrima to the coast which we contend are not acceptable.

The State Government has a responsibility to protect this area and should not permit the proposal.

Yours sincerely



Anna and Richard Turner