

Submission Cover Sheet

Fingerboards Mineral Sands Project Inquiry and Advisory Committee - EES

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Request to be heard?: No - but please email me a copy of the
Timetable and any Directions

Full Name: Karen Maree Tipa

Organisation:

Affected property: [REDACTED] Walpa Vic 3875

Attachment 1: kalbar_submission

Attachment 2:

Attachment 3:

Comments: see attached submission

I object to the Kalbar mining project for the following reasons.

Firstly it will have an extremely bad environmental effect on small land owners who live along the proposed truck haulage roads in Walpa and Lindenow south.

The prospect of large double B trucks speeding past the front door 24/7 at approximately 4 -6 times an hour night and day is unacceptable. The noise and dust from these vehicles will be very disruptive to every household – and there are quite a few people that live alongside these roads.

Some homes are near located the roadway and accessing private driveways will be compromised and potentially unsafe.

Children catching buses and walking along the road sides will be placed at risk. It will be too late when an accident happens and truck related accidents or fatalities are a fairly common event in regional areas.

The current road speed restriction at Walpa is 80Kms which is far too fast and unsafe already because there is no vision until the driver reaches the top of the hill (both ends of the settlement) – many times I have seen large trucks suddenly swerve at the top to avoid pets crossing the road.

There are plenty of alternatives for roading or even new purpose built roads that could have been constructed - by Kalbar rather than to take over these existing main roads through settlements. But the only diversions I can see proposed are part of these same roads to be straightened so as to enhance speed – because – time is money for a 24 hour operation.

The puzzle is that one of the straightest most direct roads (bordering far fewer properties) from the mining area at Fernbank to the A1 has never been considered in the plan. Instead there is a circular route that takes in both Walpa and Lindenow housing settlements.

Secondly if East Gippsland wants to be known as an Eco tourist destination – this project definitely does not fit.

No-one will want to visit a Food Bowl and associated waterways that have been compromised by a nearby mining project or stay somewhere that has large noisy trucks rumbling past day and night.

Once this unique environment is compromised there is no return- but the overwhelming sense is that money created with this project for several stakeholders is more important than people.

Thirdly the jobs mooted to be brought into the area will be very temporary- aimed to set up the infrastructure. Any ongoing work will be likely filled by specialists from other parts of the country. The current management team at Kalbar are proof of this.