



Our ref: J212

28 September 2011

Director, Mining and Industry Projects  
Department of Planning and Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

Attention: Ms Naomi Montalto

Dear Naomi

**Re: DA 177-8-2004 MOD 2 - Locomotive Refuelling Facility for QR National - Alterations to Development Application**

I advise that Wells Environmental Services act on behalf of the proponent Wambo Coal Pty Limited for MOD 2 of DA 177-8-2004 (as amended). MOD 2 facilitates the construction and operation of a locomotive refuelling station on the Wambo Coal rail loop, to be operated by QR National Pty Limited.

Following a recent inspection of the site with the Department of Planning & Infrastructure (DP&I) Compliance Officers on Thursday 8 September 2011 the following aspects were identified with regard to the current proposal that require correction and amendment, these aspects are:

- Locomotives refuelling in the loop will be idling and will not be turned off as previously advised within the SEE. Turning off the engines to locomotives requires physical handbrakes to be applied to wagons, a measure not considered appropriate for safety or efficiency in the location.
- Three small shelters are proposed to be constructed along the refuelling platform to provide protection from the weather during refuelling and minor amendments to the facility layout.
- The access to the facility will be upgraded to prevent the tracking of mud and other debris onto the mine access road and New England Highway.
- To improve screening at ground level additional trees or shrubs will be planted in selected locations, where the shrub and mid storey vegetation is sparse.

**Assessment of Impacts**

Train Idling Correction

Locomotives idling in this area is part of existing practice and we do not anticipate that this will result in any significant noise impacts above those already assessed within the original development approval. No additional noise sources have been introduced. Rather, an existing noise source may persist for a marginally longer period. It is also of note that QR National typically operate only two locomotives per train and have made significant investment in new quieter and more efficient locomotives and rolling stock.

The original assessment of DA 177-8-2004 (as amended) assessed the noise levels generated from trains accessing the rail loop. The assessment concluded that four private dwellings would be within a noise affectation zone (>5dB(A) above criteria), and were consequently included within the Development Consent as properties that had the right to request acquisition. The four private dwellings / properties and their current ownership status are as follows:

- Property 19 - L Kelly - Still privately owned, and closest private residence to rail loop, no complaints made in recent time since the loop has been operating.
- Property 23 - HE Kannar - now owned by Wambo Coal Pty Ltd.
- Property 51 - CM Hawkes Pty Ltd - now owned by RioTinto Coal Australia Pty Ltd.
- Property 56 - K&L Haynes - now owned by Wambo Coal Pty Ltd.

The noise assessment identified one private dwelling that would be located within a noise management zone (1 to 2 dB(A)) above criteria. This dwelling, Property 22 - OJ Henderson was also included within the Development Consent as having the right to request acquisition and is now owned by Xstrata.

There is negligible potential for significant changes to the assessed noise levels emitted from trains on the rail loop. In addition all dwellings initially predicted to be impacted by rail noise have been acquired or still have a right to request acquisition under the development consent.

Wambo Coal Pty Ltd routinely undertake attended noise monitoring to assess compliance with the Development Consent. Upcoming monitoring will be undertaken during locomotive refuelling and train loading with results reported in the Annual Environmental Management Report (AEMR) or through non-compliance reporting procedures as required.

### Addition of Shelters and Minor Facility Changes

Three small shelters are proposed to be constructed on the refuelling platform, these shelters (referred to as "skids" on the attached plans) are approximately 2 to 2.4m high and 3 to 4m wide and would be clad in *River Gum Green* cladding consistent with the other infrastructure.

The shelters are low in profile (refer to elevation drawings where train height is approximately 4m), and will provide protection from the elements for train drivers refuelling the locomotives. The low profile shelters will provide an opportunity to further shield lighting and refuelling activities on the site from the Golden Highway. At the site inspection it was evident that the shelter would be barely visible from the Golden Highway due to the dense mid-canopy of the smaller eucalypts and acacia.

The construction of the shelters is relatively simple and will not significantly extend the originally anticipated onsite construction timeframe of approximately 8 weeks.

Since the project application, engineering design of the facility has also further advanced resulting in minor changes to the layout of the facility and modification of the sand delivery system. Changes to the sand delivery system have included the an additional set of two eight tonne pneumatic sand storage tanks and small one tonne fixed sand pots on the refuelling platform. The rate of sand use and external delivery rates will remain consistent with that stated in the SEE. There are no significant changes to the overall location and footprint of the facility.

An updated site plan including the shelters (or skids) and additional sand tanks is attached.

### **Statement of Commitments**

The following table documents commitments by Wambo Coal Pty Ltd and QR National Limited with respect to the refuelling facility.

| Aspect                                  | Commitment  |
|---|---|
| Use of Rail Loop and Refuelling Station | No additional trains will utilise the rail loop and associated refuelling station to those transporting coal from the Wambo Coal Mine.  |
| Construction                            | Construct and operate the facility accordance with the following: <ul style="list-style-type: none"><li>• DA 177-8-2004 (as amended).</li><li>• Statement of Environmental Effects dated May 2011, except where amended by letter dated 28 September 2011</li></ul> |
| Disturbance                             | The disturbance footprint for the facility during construction and operation will be  |



| Aspect               | Commitment  |
|----------------------|---|
|                      | kept to the absolute minimum with retention of existing vegetation where feasible.  |
| Appearance           | The facility, including handrails will be painted <i>River Gum Green</i> consistent with the existing train loading facility.   |
| Facility Road Access | To prevent the tracking of debris and mud onto sealed pavement the access to the facility will be upgraded to an all weather well gravelled access. Access to and from the facility will be monitored and if mud or debris is tracked from the site, the sealed pavement will be cleared and the access will be bitumen sealed as soon as feasible. |
| Screening            | To improve screening at ground level additional shrubs or trees will be planted in selected locations, where the shrub and mid storey vegetation is sparse.   |
| Lighting             | All lighting will comply with the <i>Australian Standard AS4282 (INT) 1997 – Control of Obtrusive Effects of Outdoor Lighting</i> . Lighting will be screened and directed away from the Golden Highway, with lighting to the facility triggered during locomotive refuelling.  |
| Noise                | Attended monitoring at existing receptors will be undertaken during refuelling and train loading with results reported in the AEMR and/or through non-compliance protocols.   |

## Conclusion

Trains idling during refuelling and the addition of the shelters, sand tanks and minor changes to the layout to the facility will not result in any significant additional impacts to those previously described within the SEE. To further reduce the potential impacts of the modification to DA 177-8-2004 (as amended) commitments have been made as detailed above.

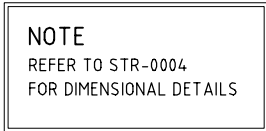
Should you require further information please do not hesitate to contact the undersigned on 02 4934 6588 or Mr Lachlan Crawford of Wambo Coal Pty Ltd on 6570 2206.

Yours faithfully



**Jonathan Berry**  
Wells Environmental Services

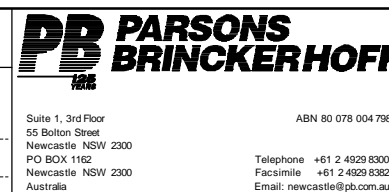
Attached: Revised General Arrangement of Refuelling Station - Parsons Brinckerhoff - 003REVD



TO STORM  
WATER



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| PROJECT                                 |            |  |        |      |
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| LOCOMOTIVE SERVICE STATION              |            |  |        |      |
| GENERAL ARRANGEMENT PLAN AND ELEVATIONS |            |  |        |      |
|   |            |  |        |      |
| PROJECT No.                             | DISCIPLINE |  | NUMBER | REV. |
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