



Your reference :
Our reference : SF19/62766 DOC19/546303-2
Contact : Joshua Loxley, 02 6883 5326

Elle Clémentine
Environmental Assessment Officer
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

8 July 2019

Dear Ms Clémentine

North Parkes Mine Modification 5 (MP11_00600-Mod-5)

I refer to the Environment Assessment (EA) and accompanying information provided to the Environment Protection Authority (EPA) on 27 June 2019 for the proposed North Parkes Mine Modification 5 (Mod 5). The Mod 5 proposes an alternative truck haulage route and the relocations of the secondary crusher in the ore processing plant infrastructure to the Project Approval PA11_0060 (Project Approval).

As requested, the EPA has reviewed the Statement of Environmental Effects (SEE) supporting Mod 5, dated June 2019 and provides general comment regarding the environmental assessment and recommended conditions of consent in **Attached A**.

The EPA understands that Mod 5 will comprise the following;

- a) Alternate heavy vehicle haulage route; and
- b) Relocation of a new secondary crushing building to place this in closer proximity to the ore processing plant approved as part of Modification 4.

If you have any questions or wish to discuss this matter further, please contact Mr Joshua Loxley at the EPA's Central West Dubbo office by telephoning 02 6883 5326 or by email at central.west@epa.nsw.gov.au

Yours sincerely

A handwritten signature in black ink, appearing to read 'S Ledger'.

SHERIDAN LEDGER
Unit Head Central West Region
Environment Protection Authority

Attachment A
Northparkes Mines – Project Approval PA11_0060 MOD 5
EPA comments and recommended conditions of consent

Heavy Vehicle Haulage Route

The EPA provides the following general comments with respect to the road noise traffic assessment undertaken:

1. The proponent has provided a prediction of road noise at the nearest receiver on Bogan Road, however no analysis of the change in total road traffic noise levels caused by the addition of the truck movements has been included. The proponent should nominate the change in noise levels along Bogan Road as a result of the modified haulage route.
2. The proponent should state the assumptions used for road noise calculations including corrections made for the road pavement surface, ground absorption and any other corrections along with a justification and references.
3. Potential impacts from sleep disturbance due to road traffic have not been addressed. Use of heavy vehicle engine/compression brakes in residential areas carry a significant risk of impacts. Whilst the assessment has shown there may not be a significant impact on the day/night $L_{Aeq,period}$ noise levels, the change in potential for sleep disturbance impacts should be addressed as part of the noise management measures for Mod 5.
4. The proponent should ensure that heavy vehicle movements are appropriately managed and reduce the risk of generating noise impacts, which includes but is not limited to:
 - Scheduling of heavy vehicle movements to avoid sensitive periods, such as evening and night time where possible.
 - Avoiding use of engine/compression braking in residential areas.
 - Using driving techniques and driver behaviours that reduce noise emissions, especially during the night period.
 - Minimising the duration that the modified haulage route is in use.
 - The transport and noise management plans should be updated to incorporate noise management measures for the modified haulage route.
5. The EPA supports the proponent's suggestion for respite periods on Saturday and Sunday nights, and during school pick-up/drop-off times as part of the noise management strategy for the modified haulage route (Chapter 1.1 of the road noise report).

Recommended Condition of Consent

Existing traffic volumes on the proposed modified haulage route already have a high heavy vehicle percentage on them during the day and night. Therefore the addition of the Mine's truck movements are not expected to have a significant impact on the $L_{Aeq,period}$ noise levels. However, the proponent must implement a traffic management plan to manage potential noise issues from trucks and include consideration of the potential for sleep disturbance and the use of respite periods.

The EPA proposes the following condition of consent:

1. Prior to commencing the use of the alternative heavy vehicle haulage route the proponent must prepare a Traffic Management plan. The plan must;
 - a) be consistent with the *Northparkes Mines, Statement of Environmental Effects Supporting an Application to Modify Project Approval 11_0060, dated 11 June 2019, Umwelt (Australia) Pty Ltd reference: 4553_R03_SEE_V2;*
 - b) be consistent with *Northparkes Mines, Road Traffic Noise Assessment, dated 7 June 2019, Umwelt (Australia) Pty Ltd, reference: 4553_R04_RoadTrafficNoise_V2; and*
 - c) identify all heavy vehicle mitigation measures to reduce traffic noise impacts that will be implemented by the proponent and the heavy vehicle operators using the heavy vehicle haulage route.

Secondary Crusher

The EPA provides the following comment with respect to the operational noise assessment undertaken:

- The operational noise report has generally addressed the noise issues and the proposed changes are not expected to significantly change noise emissions. However, the proponent should confirm that corrections for modifying factors, detailed in the Noise Policy for Industry (NPI) (EPA, 2017) Fact Sheet C, are not applicable to Mod 5.

Recommended Condition of Consent

The EPA proposes the following condition of consent:

- The proponent should continue to manage operational noise in accordance with the Project Approval (11_0060) and noise management plan, having regard to any modification factor corrections required.