

## WCPL Responses to the MWRC Submission

Item	Summary of Issue	Response
1	MWRC suggested that the Voluntary Planning Agreement for the Wilpinjong Coal Mine should be amended to reflect the proposed Modification.	<ul style="list-style-type: none"> <li>WCPL has commenced negotiations with MWRC regarding potential amendments to the existing Wilpinjong Coal Mine Voluntary Planning Agreement.</li> <li>Details of the proposed Voluntary Planning Agreement will be provided to the DoP.</li> </ul>
2	MWRC consider that traffic movements east of the Mine Entrance Road along the unsealed section of Ulan-Wollar Road would increase to greater than 150 movements per day and that WCPL should therefore contribute to the sealing of this unsealed section of road.	<ul style="list-style-type: none"> <li>Existing surveyed February 2010 weekday traffic movements on Ulan-Wollar Road to the east of the mine entrance are 119 (i.e. traffic in both directions).</li> <li>Peak traffic movements associated with the Modification would relate to the nine month construction period in 2011. Halcrow (Appendix C of the EA) conservatively estimated the potential increases associated with cumulative construction and increased operational traffic in 2011.</li> <li>Halcrow (Appendix C of the EA) estimated additional Modification traffic in 2011 on this section of road as 46 for <u>peak construction</u> and five operational movements per day. However, the <u>average construction</u> traffic estimated on this section of road was 25 movements per day (refer Table 4.1 of Appendix C to the EA).</li> <li>At the completion of construction, additional Modification operational movements have been estimated at five movements per day on this section of road (refer Table 4.5 of Appendix C of the EA).</li> <li>On this basis the Modification is not likely to lead to any sustained level of traffic on Ulan-Wollar Road to the east of the mine above 150 movements per day, with traffic levels during operation of the Modification predicted to be significantly lower than this threshold. Therefore sealing of this section of road would not be necessary.</li> </ul>
3	As a proportional contributor to increasing traffic volumes, MWRC consider that WCPL should contribute to the upgrading of Ulan Road and Cope Road.	<ul style="list-style-type: none"> <li>Increased traffic movements associated with the construction of the Modification would only be over a short (nine month) period.</li> <li>After the construction phase, additional operational movements associated with the Modification on Ulan Road and Cope Road are conservatively estimated to be 50 and 8 respectively (refer Table 4.5 of Appendix C of the EA) – or approximately 1.7% and 0.6% respectively of estimated 2011 traffic volumes on these roads.</li> <li>It is therefore considered that the Modification would not result in significant operational increases in traffic on these two regional roads.</li> <li>WCPL will continue to contribute to MWRC road maintenance and upgrade works via the existing, and proposed revised Voluntary Planning Agreement.</li> </ul>
4	MWRC indicated that employment generating developments should be actively involved in programs to recruit and retain health professionals in the region.	<ul style="list-style-type: none"> <li>WCPL voluntarily provides monetary contributions to a programme run by the Graduate School of Medicine (University of Wollongong) to provide suitable medical student accommodation in Mudgee.</li> <li>This programme aims to provide suitable accommodation for student doctors (and associated health professionals) to assist with addressing the shortage of doctors in Mudgee.</li> </ul>