

COMMENT	RESPONSE
Environment Protection Authority (EPA)	
<p>The EPA stated:</p> <p><i>“Any dwelling which is owned by BCPL should really have a private agreement with Tarrawonga (and I suggest vice versa) so there is a legal mechanism in which impacts associated with each other’s activities are addressed appropriately.”</i></p>	<p>Whitehaven Coal Limited (Whitehaven) and Boggabri Coal Pty Ltd (BCPL) are currently in discussions with regard to the establishment of private agreements relating to potential amenity impacts at mine-owned properties.</p> <p>It should be noted that, relevant to this Modification, all receivers adjacent to the Approved Road Transport Route are located on properties wholly or partially owned by Whitehaven (i.e. all properties are wholly owned by Whitehaven with the exception of the “Tarrawonga” property which is jointly owned by Whitehaven and BCPL as shown on Figure 2 of the Modification Environmental Assessment [EA]).</p>
<p>The EPA stated:</p> <p><i>“The Modification Application does not appear to provide any noise impact assessment in line with the INP for the CHPP premises. The INP is only referred to at the northern section of the Approved Road Transport Route. By allowing Tarrawonga ROM coal haulage to commence at 6am, rather than the current 7am, it is likely ROM coal haulage trucks would begin entering the CHPP at 6:30am. The Modification Application has not assessed the noise impacts from this change to demonstrate it can comply with the noise limits above for night time LAeq (15 minute) or LA1 (1 minute) under the current EPA environment protection licence no. 3637 for the CHPP.”</i></p>	<p>The Modification EA supports applications to modify the Project Approvals for the Tarrawonga and Rocglen Coal Mines, and does not seek to modify the Development Consent for the Whitehaven Coal Handling and Preparation Plant. Therefore, this comment is not directly relevant to the modification applications.</p> <p>The Whitehaven CHPP Development Consent (DA 0079.2002) does not specify hours of operation for the receipt of ROM coal haulage trucks.</p> <p>However, the Whitehaven CHPP Development Consent does refer to the noise limits in EPL 3637 for the CHPP.</p> <p>Whitehaven would continue to operate the Whitehaven CHPP in accordance with the existing Development Consent and EPL noise limits, including for the night-time period.</p> <p>It should be noted the proposed change to the commencement of ROM coal haulage hours would result in trucks entering the Whitehaven CHPP at 6.40 am <u>at the earliest</u> on Monday to Friday. This would result in a limited number of ROM coal haulage trucks entering the Whitehaven CHPP for at most 20 minutes of the 9 hour night-time period defined as 10.00 pm to 7.00 am in the INP.</p>
Office of Environment and Heritage (OEH)	
The OEH stated it had no specific comments on the Modification.	Noted.
NSW Health	
<p>NSW Health stated:</p> <p><i>“We recommend that the conditions of consent include the safeguards proposed, how they will be audited and enforced.”</i></p>	Noted.
Construction Forestry Mining and Energy Union	
The Construction, Forestry, Mining and Energy Union stated its support for the Modification.	Comment noted.

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Narrabri Shire Council (NSC)	
<p>The NSC stated:</p> <p><i>“The increased traffic volumes using the public roads will increase Council road maintenance costs unless a further road maintenance agreement is negotiated between the proponents and Council to ensure road maintenance costs are fully funded for the life of the mine.”</i></p>	<p>In accordance with Condition 55, Schedule 3 of Project Approval (11_0047), Whitehaven/TCPL has entered into road maintenance agreements with the Narrabri Shire Council for the maintenance of public sections of the Approved Road Transport Route within the Narrabri local government area (LGA).</p> <p>The road maintenance agreement with the Narrabri Shire Council requires the roads and intersections along the Approved Road Transport Route within the Narrabri LGA to be maintained in good condition at all times at Whitehaven/TCPL’s cost. Maintenance requirements are determined through joint inspections carried out every four months.</p> <p>That is, Whitehaven currently contributes 100% of road maintenance costs for public sections of road along the Whitehaven ROM Coal Haulage Route within the Narrabri LGA in accordance with the existing road maintenance agreement.</p> <p>This contribution (i.e. 100%) would continue for the Modification and accordingly Whitehaven does not consider a further road maintenance agreement is relevant.</p>
<p>The NSC stated:</p> <p><i>“The alternative rail transport option from the Boggabri mine allows for a better community outcome.... “</i></p>	<p>The Tarrawonga Joint Venture (TJV) (a joint venture between Whitehaven and BCPL) recognises the requirement to remove coal traffic from local roads in accordance with the Tarrawonga Project Approval (11_0047), however, under the current circumstances, it is not economically viable to process and load Tarrawonga coal via Boggabri infrastructure. The TJV accepts that should the economic circumstances improve the option of processing and loading coal on to rail through the Boggabri facilities should continue as originally planned.</p> <p>Accordingly, until such time as a commercial agreement is in place, Whitehaven is seeking approval for this Modification to enable the value of the currently approved Tarrawonga ROM coal extraction rate (3 Mtpa) to be realised, along with the associated economic benefits to the community (as described in the Tarrawonga Coal Project EA).</p> <p>As described in the Modification EA:</p> <ul style="list-style-type: none"> • No significant road transport impacts are expected due to the proposed increase in ROM coal haulage rate from 2 to 3 Mtpa as no change to the Level of Service of the northern section of the Approved Road Transport Route is expected, as the peak hourly volume of traffic associated with the Modification would remain significantly below the volume associated with a Level of Service A (i.e. the best traffic conditions). • No significant road noise impacts are expected due to the Modification as all receivers adjacent to the Approved Road Transport Route are located on properties wholly or partially owned by Whitehaven. • No significant air quality impacts are expected as ROM coal would continue to be transported along sealed roads, and the on-highway trucks used for transportation of ROM coal would be covered to minimise potential dust emissions.
<p>The NSC stated:</p> <p><i>“That Council again express the need for a Regional Air Quality Monitoring Network for the Gunnedah Basin due to concerns with the loss of amenity and potential health effects from coal dust emissions emanating from increase open cut mines and the transport of the product to markets.”</i></p>	<p>This issue is not considered to be relevant to the Modification, as no increased air quality impacts are expected due to the Modification (i.e. as ROM coal would continue to be transported along sealed roads in covered trucks).</p>

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Gunnedah Shire Council (GSC)	
<p>The GSC stated:</p> <p><i>“It is noted the current Road Maintenance Agreement with Gunnedah Shire Council requires Whitehaven/TCPL to pay 95% of the road maintenance costs incurred by the Gunnedah Shire Council for Hoad Lane and Blue Vale Road. This percentage is based on the ROM output of 3.5Mtpa. With the ROM increase to 4.5Mtpa, Council requests that the contribution towards road maintenance costs increase to 98%.”</i></p>	<p>Whitehaven believes that 95% is a fair and equitable payment for use of the road.</p> <p>Whitehaven commits to a review of the existing Road Maintenance Agreement with GSC. In light of the current agreement requiring Whitehaven to pay 95% of the current maintenance costs, Whitehaven would consider a review and renewal of this agreement to be appropriate rather than a new agreement. Timing of the completion of the review of this agreement would be prior to the combined haulage from all Whitehaven operations (including the Vickery Coal Project) along Blue Vale Road exceeding 3.5 Mtpa, as this is the current approved haulage limit applied to this road.</p>
<p>The GSC stated:</p> <p><i>“Given the increase in the number of mining operations subject to the existing Road Maintenance Agreement, it is suggested that this existing agreement be separate from a Roads Maintenance Agreement that would be proposed for the Vickery Coal Project.”</i></p>	<p>As described in the Modification EA, Whitehaven would manage the use of the Approved Road Transport Route such that the cumulative ROM coal transported from all Whitehaven coal mines (i.e. the Tarrawonga Coal Mine, Rocglen Coal Mine and Vickery Coal Project) to the Whitehaven CHPP would not exceed:</p> <ul style="list-style-type: none"> • 3.5 Mtpa (i.e. the currently approved rate) prior to the commissioning of the proposed private haul road and Kamilaroi Highway overpass; and • 4.5 Mtpa (i.e. the maximum annual rate described and assessed in the Vickery Environmental Impact Statement) following the commissioning of the proposed private haul road and Kamilaroi Highway overpass. <p>Given the cumulative ROM coal transported from all Whitehaven coal mines would be managed according to the above, it is not considered appropriate or necessary to enter into a separate Road Maintenance Agreement for the Vickery Coal Project.</p>
<p>The GSC states:</p> <p><i>“It is requested that this speed restriction also occurs along Blue Vale Road”.</i></p>	<p>The interaction with the school bus is effectively managed by way of communication via UHF with the bus operator and the ROM coal haulage truck drivers. This allows the bus location to be identified and communicated to all truck drivers on the Approved Road Transport Route.</p> <p>The slow down to 40km/hr currently occurs when the ROM coal haulage trucks are in vicinity of the school bus (including along Blue Vale Road) when it is picking up or dropping off school kids (and the bus lights are flashing). Whitehaven does not believe changes to these existing measures are necessary.</p>