



Ms Nicola Curtis
Principal Mining Approvals
Illawarra Coal Holdings Pty Ltd
Innovation Campus Enterprise 1 Building Level 3 Squires Way
NORTH WOLLONGONG NSW 2000

08/11/2021

Dear Ms Curtis

**REQUEST FOR INFORMATION No. 4
APPIN MINE VENTILATION AND ACCESS PROJECT (08_0150 MOD 3)**

Concept Designs

The Modification Report does not include schematic diagrams of key surface infrastructure and buildings showing dimensions, making it difficult for community members to understand the dimensions (height and width) of the surface infrastructure and buildings in the landscape. The Department notes that schematics of VS7 shown in Figures 3-14, 3-15 and artist impressions in Figure 3-16 and 3-18 do not include dimensions.

The Department requests more detailed concept designs of key surface infrastructure be provided, including dimensions.

Background Noise

The *Noise and Vibration Impact Assessment* (NVIA) (Wilkinson Murray, June 2021) indicates that background noise monitoring was undertaken at the four locations representing the “most potentially affected sensitive receivers near the Site”. However, the Department notes that background noise monitoring was not undertaken at the nearest affected premises (NAPs) to the site (ie. R2 or R3).

The Department considers that background noise monitoring undertaken at M2 and M3 are likely to have been influenced by traffic noise at the Finns Road and Menangle Road intersection and traffic along Finns Road (south) (refer to Figure 5 of the NVIA). Noise at location M4 would be heavily influenced by traffic noise along the Hume Motorway. M1 is considered to be most representative of NAP background noise levels, however may also be influenced by traffic noise along Menangle Road when compared to R2 or R3 which are both set further back from the road.

The Department requests further justification for conducting background noise monitoring at these locations, and implications for noise predictions associated with the project considering the above.

Mine Access Building Alarm

The NVIA indicates that the most likely potential source of maximum noise levels during site operations would be the audible alarm that sounds prior to the operation of the winder/cage. The sleep disturbance assessment for the alarm, which was based on calm and NE winds, indicated that the predicted L_{Amax} noise levels comply with the maximum noise trigger level of 54 dB(A) at all receivers.

The Department requests further assessment of the maximum noise levels from the alarm at R3 during SE winds which were determined to be a dominant wind in the area (refer to Section 5.4 of the Air Quality and Greenhouse Gas Assessment).

Traffic Accidents

The Guide to *Traffic Generating Developments* (RTA, 2002) indicates that a traffic impact study should consider the accident history of the road network in the vicinity of a proposed development. However, the Traffic Assessment (Transport & Urban Planning Pty Limited, May 2021) does not indicate that Menangle Road is a crash zone, or provide any accident history of the road network in the area.

The Department requests that the Traffic Assessment be revised to consider the accident history of the road network in the vicinity of a site, including any provisions to reduce the potential for accidents.

Water Carts

The Modification Report estimates that up to 25 kilolitres per day (kL/day) of water would be required for site establishment and construction phases and that up to 22 kL/day would be required for the operational phase of the project. It is understood that the water would be sourced from the existing water supply at the Ventilation Shaft 6 (VS6) site and transported to the site via water cart.

The Department requests confirmation of the number of water trucks required to supply water to the site during construction and operation (if the permanent water supply be unavailable or delayed) and whether these trucks were considered in the Traffic Assessment.

Wastewater Treatment

The Department notes the commitment that the proposed on-site sewage treatment facility (STP) would be connected to a centralised sewerage system, should one with sufficient capacity become available during the life of the project. However, the Department understands that it is unlikely that a centralised sewerage system would be available for connection in the foreseeable future.

It is therefore proposed that wastewater treated at the STP would be discharged via irrigation spray fields located in the southern portion of the site.

The Department requests additional information and assessment of the proposed wastewater treatment and disposal systems necessary for all wastewater predicted to be generated on site. Information should include the required treatment and capacity specifications, irrigation areas, buffer distances, and mitigation and management measures necessary to minimise impacts to the surrounding environment.

Air Emissions

The EPA has provided supplementary advice on the air impact assessment. That advice is now public on the Department's website at <https://www.planningportal.nsw.gov.au/major-projects/project/40511>. Please provide further information to address the EPA's comments. It would also be appreciated if you provide further assessment of the potential for construction dust impacts at nearby residences.

If you have any queries about this request, please contact Ms Rose-Anne Hawkeswood, Team Leader on 02 9274 6324 or at rose-anne.hawkeswood@planning.nsw.gov.au

Yours sincerely,



Stephen O'Donoghue
Director Resource Assessments