

WALLARAH 2 COAL PROJECT

Response to Submissions: Amendment to Development Application SSD-4974

for
Wyong Areas Coal Joint Venture
November 2016

**WALLARAH 2 COAL PROJECT
AMENDMENT TO
DEVELOPMENT APPLICATION SSD-4974**

RESPONSE TO SUBMISSIONS

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1 INTRODUCTION

1.1 BACKGROUND

The Wyong Areas Coal Joint Venture (WACJV) is seeking development consent under Division 4.1 of Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) for the Wallarah 2 Coal Project (the Project). The Project is located north-west of Wyong in the Central Coast Local Government Area (LGA) in NSW.

The key features of the Project include:

- A deep underground longwall mine extracting up to 5 million tonnes per annum (Mtpa) of export quality thermal coal for up to 28 years;
- Tooheys Road Site (including drift), Buttonderry Site and Western Ventilation Shaft Site infrastructure facilities;
- Transportation of product coal to the Port of Newcastle by rail; and
- An operational workforce of up to 300 full time employees (including contractors).

The Project is the subject of a Development Application (DA) (SSD-4974) for State Significant Development. Environmental Assessment Requirements (EARs) were issued on 12 January 2012 and Supplementary EARs were notified on 11 July 2012. WACJV prepared an Environmental Impact Statement (EIS) in accordance with the EARs and Supplementary EARs. The EIS was placed on public exhibition from 26 April 2013 to 21 June 2013. WACJV prepared a Response to Submissions (RTS1) to respond to the 748 submissions received.

1.2 ASSESSMENT

On 7 February 2014, the Director-General published the Environmental Assessment Report (EA Report) for the Project. The Environmental Assessment Report concluded that *“the project’s benefits outweigh its potential impacts and it is therefore in the public interest”* (DP&I, 2014).

On 16 January 2014, the Minister for Planning directed the Planning Assessment Commission (PAC) to review the merits of the Project as a whole. The PAC published its Review Report (PAC1 Report) in June 2014 which concluded that: *“If the recommendations concerning improved strategies to avoid, mitigate or manage the predicted impacts of the project are adopted, there is merit in allowing the project to proceed”*.

Following the review by the PAC, the Project was the subject of legal proceedings in the NSW Land and Environment Court (LEC)¹ initiated by the Darkinjung Local Aboriginal Land Council (DLALC). The LEC held that insofar as the DA (SSD-4974) is made in respect of Lot 195 DP 1032847 (which is owned by DLALC), the DA could not be determined without the consent of the NSW Aboriginal Land Council.

¹ *Darkinjung Local Aboriginal Land Council v Wyong Coal Pty Limited (No 2)* [2014] NSWLEC 71

Despite WACJV's efforts to negotiate an agreeable outcome, the NSW Aboriginal Land Council has not given its consent under clause 49(3A) of the *Environmental Planning and Assessment Regulation 2000* (NSW) (EP&A Regulation) and, therefore, the DA (SSD-4974) cannot be determined.

1.3 AMENDMENT

In light of the LEC's judgment, and in the absence of a negotiated outcome with the DLALC and NSW Aboriginal Land Council, coal transportation infrastructure and sewer connection for the Project was re-designed to avoid land owned by DLALC (including Lot 195 DP 1032847). The particulars of the changes to the Project (the Amendment) can be summarised as follows:

- Removal of the previously proposed rail loop;
- Relocation of the previously proposed rail spur to the eastern side of the Main Northern Rail Line, thereby avoiding land which requires the consent of the NSW Aboriginal Land Council Land under clause 49(3A) of the EP&A Regulation;
- Relocation of the train load out facility to the eastern side of the Main Northern Rail Line;
- A conveyor system to deliver product coal from the stockpile to the new location of the train load out facility; and
- Realignment of the sewer connection.

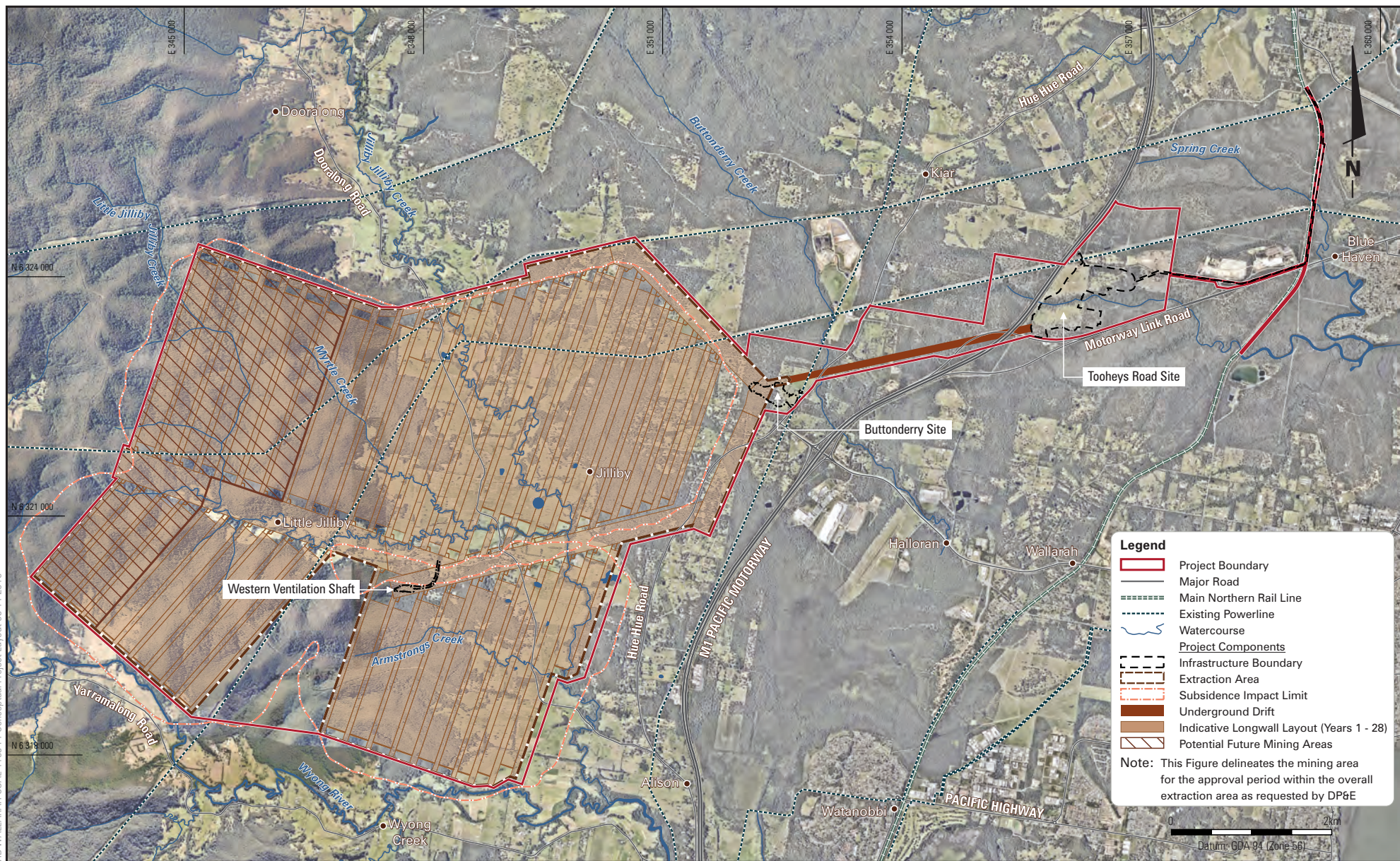
WACJV sought an amendment to the DA under clause 55 of the EP&A Regulation. The Minister for Infrastructure and Planning granted the amendment on 20 July 2016.

The 'Wallarah 2 Coal Project Amendment to Development Application SSD-4974' (Hansen Bailey, 2016) (Amendment Document) provided a comprehensive assessment of the Amendment. The Amendment Document was placed on public exhibition from 22 July 2016 to 5 September 2016. The conceptual layout of the Amended Project is shown in **Figure 1**.

1.4 DOCUMENT PURPOSE

This Response to Submissions (RTS2) document has been prepared to respond to the public submissions received by the Department of Planning and Environment (DP&E) during the public exhibition period for the Amendment Document. **Appendix A** provides a list of submissions received whilst **Appendix B** includes a summary of issues raised in the submissions. Further details on the number and content of submissions are provided in **Section 3**.

It should be noted that although many submissions were related to the Amendment Document, various submissions described issues which were related to the Original Project (e.g. underground mining related issues). For completeness, all issues raised in submissions are responded to in RTS2, including those associated with the Original Project which were considered by the EA Report and subsequently PAC1.



WALLARAH 2 COAL PROJECT

Conceptual Project Layout

FIGURE 1

1.5 DOCUMENT STRUCTURE

This document is structured as follows:

- **Section 2** provides a summary of the PAC's recommendations in the PAC1 Report and indicates how these have been addressed;
- **Section 3** provides a discussion on the submissions received in response to the public exhibition of the Amendment Document in relation to their number and origin;
- **Section 4** describes the submissions in support received and provides a summary of supporting statements;
- **Section 5** presents each regulatory agency submission and provides a detailed response to each issue raised;
- **Section 6** lists all issues raised in each submission by a Special Interest Group (SIG) and provides a response to each issue;
- **Section 7** summarises issues raised within the public submissions and provides a detailed response to each issue;
- **Section 8** provides an updated management and mitigation commitment summary;
- **Section 9** lists the abbreviations used in this document; and
- **Section 10** lists the references relied upon.

2 PAC RECOMMENDATIONS

Table 1 provides a summary of the PAC's recommendations on pages 76 to 80 of the PAC1 Report and lists where these have been addressed in the 'Response to PAC Recommendations' (PAC1 Response) (Hansen Bailey, 2013), the Amendment Document or this document. A number of these recommendations are directed towards the consent authority rather than the proponent. The Recommended Development Consent includes conditions that satisfy many of these recommendations.

Table 1
PAC1 Principal Recommendations and Where These Have Been Addressed

Principal Findings and Recommendations	Where Addressed
Conventional Subsidence	
<ul style="list-style-type: none"> that a rigorous set of performance measures be included in any consent. Rigorous in this context means able to be measured or assessed in a scientifically and legally sound manner and be capable of enforcement. These performance measures must be supported by: <ul style="list-style-type: none"> (i) a requirement that the Extraction Plan for each longwall contains revised subsidence predictions based on experience from previous mining on the site and that these revised predictions will not allow the performance criteria to be exceeded; (ii) a requirement that the Extraction Plan for each longwall contains: <ul style="list-style-type: none"> (a) appropriate triggers to warn of the development of an increasing risk of exceedance of the performance criteria (e.g. the subsidence predictions themselves and/or other relevant subsidence-related measurements); (b) specific action plans to respond to increased risk of exceedance that will ensure the criteria are not exceeded (e.g. cessation of mining, narrowing the longwall, altering seam height, etc.); and (c) an assessment of remediation measures that may be required if exceedance does occur and the capacity to implement the measures; 	<p>Conditions 1 and 3 under Schedule 3 of the Recommended Development Consent.</p> <p>Condition 5 under Schedule 3 of the Recommended Development Consent.</p>
<ul style="list-style-type: none"> although the risks to the significant public infrastructure such as the M1 Motorway and the Buttonderry Waste Management Facility appear small, the necessary steps to prevent impacts should be included in any consent and the consent authority should be satisfied that these steps will in fact, ensure the safety and/or integrity of the infrastructure; and 	Condition 3 under Schedule 3 of the Recommended Development Consent.
<ul style="list-style-type: none"> that at least two formal reviews of the predicted subsidence impacts should be required: one after the first 5 longwalls have been completed (LW 1N-5N) and one after the next four have been completed (LW 6N-9N). 	Recommendation directed towards the consent authority. WACJV will comply with the conditions of consent.
Non-Conventional Subsidence	
<ul style="list-style-type: none"> that appropriate monitoring of non-conventional subsidence effects be included as a requirement in any consent and that the relevant Extraction Plan be required to contain appropriate measures to control 	Condition 5 under Schedule 3 of the Recommended

Principal Findings and Recommendations	Where Addressed
the risks from non-conventional subsidence so as to ensure that the environmental performance criteria are not exceeded.	Development Consent.
Potential Losses of Baseflow from Impacts on Groundwater	
<ul style="list-style-type: none"> Before submission of the project for determination the consent authority be provided with revised estimates by year for: <ul style="list-style-type: none"> (i) increased storage in the alluvium as a result of subsidence; (ii) losses to the alluvium from near-surface cracking of bedrock and movement of water into fracture zones; (iii) losses to the alluvium from leakage through the constrained zone to the zone of depressurisation; (iv) losses to baseflow from any changes to catchment flows (i.e. loss of catchment area) for streams potentially supplying the CCWS; and (v) any other potential sources of loss of water from subsidence-induced changes to either the streams or the alluvial aquifers <p>These estimates must indicate whether the losses are expected to be temporary or extend beyond the life of the mine. The estimates should also have been reviewed by NOW.</p>	Section 2.2.1 of PAC1 Response.
<ul style="list-style-type: none"> Given the sensitivity of the CCWS to drought, both temporary and permanent potential losses of baseflow are to be treated as potential impacts on the CCWS. 	Section 2.2.1 of PAC1 Response.
<ul style="list-style-type: none"> Potential impacts on shallow groundwater systems be included in the performance criteria in Schedule 3 of any consent, particularly in relation to potential losses that could contribute to decreases in baseflow to streams supplying CCWS. The maximum predicted impacts of 300 ML/y should not be allowed to be exceeded unless the environmental impacts remain within existing predictions and any loss can be compensated. 	Recommendation directed towards the consent authority. WACJV will comply with the conditions of consent.
<ul style="list-style-type: none"> Appropriate monitoring arrangements, satisfactory to NOW, be incorporated into the conditions of any consent to ensure that all potential losses of baseflow be accounted for. 	Condition 15 under Schedule 4 of the Recommended Development Consent.
Subsidence Impacts on Privately Owned Bores and Wells	
<ul style="list-style-type: none"> pre-mining testing of privately owned registered bores and wells be required to establish their performance characteristics; and 	Condition 13 under Schedule 4 of the Recommended Development Consent.
<ul style="list-style-type: none"> the burden of proof that any declines in performance were not due to mining impacts rest with the Proponent. 	Condition 13 under Schedule 4 of the Recommended Development Consent.
Potential Impacts on the Central Coast Water Supply (CCWS)	
<ul style="list-style-type: none"> the project be required to meet a no net impact performance outcome on catchment water resources during the life of the mine; 	Section 2.2.2 of PAC1 Response.
<ul style="list-style-type: none"> consideration be given to augmentation of CCWS supply by return of 	Section 2.2.2 of PAC1

Principal Findings and Recommendations	Where Addressed
sufficient minewater treated to the required standards for raw water supply to compensate for estimated losses during the life of the mine;	Response.
<ul style="list-style-type: none"> the principles governing this augmentation of CCWS supply be as described in section 3.3.1.4 of this review report as follows; <ul style="list-style-type: none"> any offset requirement should be considered in two separate parts: (a) subsidence-induced catchment losses; and (b) potable supply usage; subsidence-induced losses should be compensated from the commencement of impacts on the alluvial lands. This may be as early as LW 5N, but more likely LW 6N. Compensation should continue until after any potential mining impacts on catchment yields ceases. The amount to be compensated should be set at 300 ML/y, although a review step may be required to adjust this if revised predictions of potential losses change significantly (including the 36.5 ML/y 'permanent' loss). the review should not occur until there is sufficient monitoring data available on which to form a judgement as to whether the 300 ML/y maximum loss prediction is valid or not. The Commission considers that this is unlikely before completion of LW 9N. It could therefore logically form part of the formal review of subsidence predictions recommended at that time. The results of the review would need to be assessed by the Water Authority and by NOW and any revision of the requirement for compensatory supply would need to be acceptable to both the Water Authority and NOW. The burden of proving any impact less than 300 ML/y rests with the Proponent; commencement at LW 5N or LW 6N will give more than adequate time to install and test the required infrastructure; the consent should require that no extraction be allowed beyond LW 5N unless the compensatory mechanisms are operational; and potable supply usage is more complex. The Proponent will be paying CCWS for access to potable water and therefore should not be required to compensate for this. However, it may be that in times of severe water restrictions an arrangement between the Water Authority and the Proponent could be of mutual benefit whereby continued potable supply to the mine was offset by a suitably enhanced volume of raw water supply from the mine; and 	Section 2.2.2 of PAC1 Response.
<ul style="list-style-type: none"> that mining beyond LW 5N not be permitted until the mechanism to compensate for potential impacts on water availability for CCWS is operational; and 	Recommendation directed towards the consent authority. WACJV will comply with the conditions of consent.
<ul style="list-style-type: none"> that no compensation be required beyond mine closure for the predicted 36.5 ML/y loss provided that a review prior to mine closure confirms that the loss does not exceed 36.5 ML/y. 	Recommendation directed towards the consent authority. WACJV will comply with the conditions

Principal Findings and Recommendations	Where Addressed
	of consent.
Potential Impacts on Water Availability for Users Other Than CCWS	
<ul style="list-style-type: none"> specific provision be made in the conditions of any consent to ensure that landholders whose access to surface waters is negatively affected by the project have compensatory supply provided within 24 hours and that the Proponent be responsible for restoring access as soon as practicable; and 	Condition 13 under Schedule 4 of the Recommended Development Consent.
<ul style="list-style-type: none"> the Proponent bear the onus of proof in the event of a dispute over subsidence-induced impacts on surface water access. 	Condition 13 under Schedule 4 of the Recommended Development Consent.
Potential Impacts on Stream Morphology	
<ul style="list-style-type: none"> Before the project is submitted to the consent authority, the risks to stream morphology of interaction between significant rainfall event(s) and the interface between subsided and unsubsidised sections of a stream be assessed with a view to properly describing the risk (and quantifying it if possible), and providing a detailed assessment of the options available to deal with any such eventuality and an assessment of the capacity to implement any such options on the Project Area streams. 	Section 2.2.3 of PAC1 Response.
<ul style="list-style-type: none"> That the performance criteria for stream morphology for streams in the Project Area underlain by alluvium be: <ul style="list-style-type: none"> (i) no more than minor consequences in any part of the stream at any time; and (ii) post-subsidence, stream sections be returned to a condition equivalent or better than their pre-subsided condition. 	Recommendation directed towards the consent authority. WACJV will comply with the conditions of consent.
<ul style="list-style-type: none"> Rigorous conditions be included in the Extraction Plan for each longwall to ensure that: <ul style="list-style-type: none"> (i) the previous experience of impacts on stream morphology are incorporated; (ii) there are appropriate triggers to warn of developing problems; (iii) there is a clear response plan to prevent exceedance of the criteria; and (ii) clear strategies are identified to address any exceedance that might occur despite the adaptive management requirements. 	Condition 5 under Schedule 3 of the Recommended Development Consent.
Water Quality Monitoring in Response to Subsidence Impacts	
<ul style="list-style-type: none"> that before extraction of Longwall 6N commences a program of water quality monitoring that can differentiate subsidence-induced impacts from background variation be implemented. The program is to be developed in consultation with the Water Supply Authority, EPA and NOW and be approved by the Director-General before implementation; and 	Condition 15 under Schedule 4 of the Recommended Development Consent.
<ul style="list-style-type: none"> that the program be subject to independent audit each year at least until the Director-General is satisfied that longer intervals can provide appropriate safeguards. 	WACJV asserts that the standard three yearly independent environmental

Principal Findings and Recommendations	Where Addressed
	audits would be sufficient.
Porters Creek Wetland	
<ul style="list-style-type: none"> that a performance measure of negligible consequences should be specified for Porters Creek Wetland in any consent and that this should be supported by a monitoring regime sufficient to alert the Proponent and regulators to any change that may cause greater than negligible consequences to the wetland. 	Recommendation directed towards the consent authority. WACJV will comply with the conditions of consent.
Water Monitoring Generally	
<ul style="list-style-type: none"> that the consent authority review water-related monitoring requirements carefully to ensure that they will provide (a) the information necessary to assess performance of the project against performance criteria in any consent and (b) also provide the information necessary to support the adaptive management requirements in Extraction Plans for individual longwalls. 	Recommendation directed towards the consent authority. WACJV will comply with the conditions of consent.
Flooding	
<ul style="list-style-type: none"> that an Emergency Evacuation Management Plan be prepared. This plan should include clearly identified secondary access routes for those properties that will be adversely impacted by the 1% AEP flood. For those properties that do not have either a primary or secondary access route as a result of flooding, the Proponent must consult/negotiate with the individual landowners to reach a mutually agreed resolution for emergency evacuations before extraction of any longwalls that could create altered flood conditions for these properties occurs. In the situation where no agreement can be reached, either party may refer the matter to the Director-General for resolution. 	Section 2.2.6 of PAC1 Response.
Infrastructure and Improvements Impacted by Subsidence	
<ul style="list-style-type: none"> that before granting any consent, the consent authority satisfy itself that proposed compensation measures for subsidence-related damage to privately-owned built features will deliver a fair and reasonable outcome for affected property owners. If the consent authority cannot be satisfied that the outcomes will be fair and reasonable then the consent authority will have to consider whether the residual impacts make the project unacceptable within the terms of s79C of the Act. 	<p>Section 5.13.2 of this Document.</p> <p>Condition 4 in Schedule 3 of the Recommended Development Consent.</p>
Noise	
<ul style="list-style-type: none"> that the predicted noise levels be re-assessed for properties 57 and 58 and a condition be attached to any consent that provides for noise mitigation or acquisition for privately owned properties when noise is predicted to exceed the PSNL on more than 25 percent of privately owned land. (Note that the requirement for mitigation or acquisition should depend on the degree of exceedance of the noise criteria consistent with normal practice); and 	Section 5.7.1 of this Document.
<ul style="list-style-type: none"> that a requirement for monitoring of wheel squeal noise from use of the rail loop be included in any consent and that additional mitigation 	Section 2.3.2 of PAC1 Response.

Principal Findings and Recommendations	Where Addressed
measures be implemented if the noise becomes an on-going issue.	Condition 5 under Schedule 4 of the Recommended Development Consent.
Air Impacts	
<ul style="list-style-type: none"> that a condition be added requiring the implementation of methane gas capture and flaring within a specified timeframe and that a proposal be developed for beneficial use of the captured gas within three years of the commencement of longwall operations and to be implemented within a timeframe as required by the Director General. 	Section 2.4 of PAC1 Response.
Impacts Associated with the Surface Facilities	
<ul style="list-style-type: none"> that the water treatment system, including the reverse osmosis and brine treatment plants be designed to meet the discharge criteria specified by the EPA; and 	Section 5.7.5 of this Document.
<ul style="list-style-type: none"> that a requirement for construction of a reverse osmosis plant be inserted in 15 (c) of Schedule 3 of the proposed conditions of consent. 	Recommendation directed towards the consent authority. WACJV will comply with the conditions of consent.
Aboriginal and Non-Aboriginal Heritage	
<ul style="list-style-type: none"> that the Heritage Management Plan included in the Department's draft recommended conditions (condition 5(k), Schedule 3) should include a trigger action response plan to manage unexpected subsidence impacts (similar to condition 21, Schedule 4); and 	Recommendation directed towards the consent authority. WACJV will comply with the conditions of consent.
<ul style="list-style-type: none"> that a note should be included in condition 1, Schedule 3 that any dispute in relation to impacts on Aboriginal heritage sites should be referred to the OEH for a final determination, and dispute in relation to impacts on historic sites should be referred to the Secretary of the Department of Planning and Environment for a final determination. 	Recommendation directed towards the consent authority. WACJV will comply with the conditions of consent.
Estimates of Project Benefits	
<ul style="list-style-type: none"> that, for the purposes of assessment under cl.12AA of the Mining SEPP, the significance of the resource is limited to the creation of 300 direct jobs, royalty payments of between \$100 M and \$200 M and capital investment significantly less than \$800 M. If this becomes crucial in the consent authority's task of assessing the project under s.79C of the Act, then the Commission recommends that the consent authority require that a new economic analysis be undertaken and subjected to external rigorous independent review before a decision is made. 	A revised Economic Impact Assessment was undertaken for the Amended Project. Appendix J of the Amendment Document.
Agricultural Businesses	
<ul style="list-style-type: none"> that the performance measures included in the Department's draft conditions of consent for built features (condition 3 Schedule 3) be amended to include a wider range of improvements relevant to 	Recommendation directed towards the consent authority. WACJV will

Principal Findings and Recommendations	Where Addressed
agriculture that may be impacted by subsidence (e.g. those relevant to the turf farm) and that the relevance of the listed performance measures to each of the categories of other infrastructure that might be impacted by subsidence be reviewed.	comply with the conditions of consent.

3 SUBMISSIONS RECEIVED

This section provides a summary of the stakeholders that made submissions pertaining to the Amended Project.

Following public exhibition of the Amendment Document, the DP&E provided a total of 708 submissions from various stakeholders, including regulatory agencies, SIGs and individual members of the public.

Of the 708 public submissions, 588 were objections, 116 were in support of the Amended Project and four provided comments.

The majority of the objections were “form” letters listing a range of generic issues (i.e. identical pre-populated typed submissions lodged by multiple persons) whereby the sender was only required to copy part or all of the information from the form letter into their own submission.

Form letter submissions were made up of nine form letter types. For example, one form letter was submitted by many members of the public.

Of the 116 supporting submissions, none were in a form letter format.

Submissions were received from 18 regulatory agencies, including:

- DP&E;
- Department of Primary Industries, Water NSW (DPI-Water);
- Division of Resources and Energy (DRE), Department of Industry;
- NSW Mine Subsidence Board (MSB);
- Heritage Council of NSW;
- Roads and Maritime Services (RMS);
- NSW Environment Protection Authority (EPA);
- Office of Environment and Heritage (OEH), NSW Department of Premier and Cabinet;
- Transport for NSW (TfNSW);
- Australian Rail Track Corporation (ARTC);
- Central Coast Council (CCC)
- Wyong Shire Council (now CCC)
- Lake Macquarie City Council (LMCC);
- NSW Ministry of Health;
- Hunter Local Land Services
- Department of Primary Industries, Agriculture NSW (DPI – Agriculture);

- Central Coast Water Corporation; and
- TransGrid.

In accordance with Section 156B of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), the Federal Department of the Environment and Energy (DoEE) accepted a request to vary the action for EPBC 2012/6388 on 9 September 2016 to incorporate the Amendment. No additional information was requested.

Submissions were also received from 44 SIGs (of which 19 objected) including:

- Australian Trucks & 4WD Rentals Pty Ltd;
- Monteath and Powys;
- R&D Technology;
- CS Trade Pty Ltd;
- Concrete Mine Structures;
- A C Whalan;
- Hardy Bros Mining & Civil Construction Pty Ltd;
- Red Hat Cleaning Pty Ltd;
- ATCO LS;
- Collective Experience;
- Alpine Air Compressors;
- RUS Mining Services;
- CoalBed Energy Consultants;
- Ontrak Engineering Pty Ltd;
- Surepipe;
- Xenith Consulting;
- Auston Consulting & Engineering Services;
- C & S Investments;
- Carbon Based Environmental Pty Ltd;
- Concrete Mine Structures;
- Central Coast Poultry Club;
- Solid Engineering;
- HunterNet;
- Westlakes Maintenance;

- Downer;
- Darkinjung Local Aboriginal Land Council (DLALC);
- Australian Coal Alliance (ACA);
- Nature Conservation Council of NSW (NCC);
- Lock the Gate;
- Central Coast Greens
- Australian Conservation Foundation;
- Bateau Bay – Shelly Beach Progress Association Inc.;
- 1st Erina Heights Cub Scouts;
- Environmental Justice Australia;
- Hunter Environment Lobby;
- Community Environment Network Inc.;
- Correct Planning and Consultation for Mayfield;
- Mannering Park Progress Association;
- Full Circle Farm;
- Bylong Valley Protection Alliance;
- Kerry Mountain;
- Climate Future;
- The Australia Institute; and
- Pells Consulting.

4 SUBMISSIONS IN SUPPORT

This section provides a summary of the supporting Public Submissions received following the exhibition of the Amendment Document.

As noted in **Section 3**, a total of 116 individual supporting submissions were received during the public exhibition of the Amendment Document. Supporting submissions represented approximately one fifth of the total submissions received.

Supporting public submissions were received from both within (85%) and beyond (15%) the Central Coast, Lake Macquarie and Hunter Regions, where the impact of the Project will be discernible and a significant proportion of the socio-economic benefits will occur.

Individual community and interest group supporters of the Amended Project have stated numerous reasons why it should be approved; however there are several common themes throughout the submissions which can be summarised as follows:

- Recognition of the high rate of unemployment on the Central Coast and the employment opportunities the Amended Project will provide;
- The flow-on positive effects for local businesses;
- Providing ongoing material socio-economic benefits to the local community and the wider state economy;
- A recognition that the Amended Project reduces the surface footprint;
- The importance of the mining industry attracting and retaining people to live and raise their families in the region, which then generates demand and support for local businesses; and
- A belief that the overall benefits outweigh the negative impacts of the Project.

Whilst some submissions described general support for the Amended Project, most submissions outline quite specific supporting messages.

Examples of such submissions from individuals or businesses located within the Central Coast, Lake Macquarie and Hunter Regions are provided below:

"It will not only bring more jobs to the Central Coast it will also bring more people to the coast meaning other local businesses will benefit from this. I have read through all the fact sheets and the company is doing everything they can to make the mine safe for everyone who is working within the mine and the people who are currently living in the area". Resident of Bateau Bay NSW.

“Considering the high rate of unemployment on the central coast, I am in 100% full support of this project, because of the opportunities it will give to the unemployed. The flow on effect for local business to be able to employ more workers & the betterment of the community as a result should be seriously considered in this application. Also it is a fact that Wallarah 2 coal project has proven to be very supportive of the community in assisting important voluntary associations in significant practical ways, and I believe this will continue if this project is given approval. Too much of our industry is going overseas-we need more industrial developments to keep our economy strong. I hope common sense prevails in approving this worthwhile application.” Resident of Wyong NSW.

“With the down turn of the mining industry, the civil and mining construction industries have naturally struggled due to lack of industry investments...as such if approved the W2CP would provide a much needed lift to Wyong / Tuggerah and local surrounding areas with respect to local investment and possible employment and tendering opportunities.” Hardy Bros Mining and Civil Construction Pty Ltd, Tuggerah NSW.

“From everything I have read, I cannot see any reason why the Project should not go ahead.” Resident of Bateau Bay NSW.

“Being an underground coal miner myself and knowing what the industry has just gone through in the last 5 years, I think it is great that a new one close to home will be opening up soon.” Resident of Jewells NSW.

“I have been the owner of a residential property on Ruttley’s Road Wyee for nearly 20 years. Over that period I have observed not only the generally low-socio economic standing of the area, but the dramatic changes that have occurred.....The Project will create direct employment for large numbers of people...as well as encourage the development of new businesses or the expansion of existing business....Inevitably there will be some impacts but I believe that these are manageable...and that the positives far outweigh the negatives..” Resident of Wyee NSW.

“Though there will be some impacts, as there are with any development, I believe that Wyong Coal has done all it can that is reasonable and feasible to overcome them and that overall the benefits will outweigh any environmental, social or other costs.” Resident of Charlestown NSW.

“It is evident from the comprehensive environmental, social and economic studies completed that the Wallarah 2 Coal Project (the project) has, throughout the development of the EIS, been designed and refined to create a financially justifiable project, while meeting the requirements and objectives of the Environmental Planning and Assessment Act and the principles of ecologically sustainable development. Specifically, it is noted the Project will;

- *avoid, mitigate, or manage all of the environmental, social and health risks of the project, including those of vital importance to the local and regional area;*

- *provide significant employment opportunities both during construction (up to 450 direct jobs) and operation (up to 300 direct and 500 indirect jobs); and*
- *have substantial positive impacts for the local, regional, state and national economies. In consideration of the above, while recognising the project will require substantial and complex management and mitigation measures to address the risks identified, it is clear that the project, if approved, will provide significant benefits to the local communities, businesses, people of NSW and the Australian economy.” Resident of Mayfield East NSW.”*

“This region needs job that aren't just retail. This project will boost the region's economy and create jobs across many sectors. The Central Coast community needs and deserves the benefits this will bring to us all.” Resident of Blue Haven NSW.

“The Wallarah 2 Coal project would provide multilevel benefits to the region including, but not limited to, economic and social opportunities development.....From the environmental conformance criteria and information provided it is evident this operation will have respectful consideration of its impacts on local lands and communities.” Resident of Lambton NSW.

“I support this project as it will inject much needed long term employment to the area both through direct employment and indirectly through supporting businesses. The mining industry needs new projects in the lower hunter/lake Macquarie area.” Resident of Arcadia Vale NSW.

“The Wallarah 2 Coal Project has been assessed and recommended for approval with condition by PAC on two occasions. The Project offers significant business and employment opportunities on the Central Coast. Modelling demonstrates the project will not impact the health or amenity of the community, whilst the numerous detailed studies demonstrate protection of the environment.” Resident of Hamilton South.

“I have been in the underground mining industry for 25 years and in the last 18 months the mining industry has had the highest redundancies I have seen. That's why I am supporting the Project. It is what the industry needs, especially on the Central Coast where unemployment is at a high.” Resident of Umina Beach

“Having been involved in several CSG and mining operations, I have been satisfied with the commitment that these various companies have made in protecting the environment and rehabilitating their work.” Resident of Niagara Park, NSW.

“The project is very important to the local area regarding firstly jobs for growth for the local economy....A lot of local people support the mine getting the green light”. Resident of Wyee NSW.

“Wallarah 2 offers a real opportunity for businesses and the local community to gain employment. The Central Coast desperately needs Wallarah 2 as the influx of people currently outweighs employment that is available.” Red Hat Cleaning Pty Ltd.

“...I am currently employed in the mining sector in NSW.....I live locally on the Central Coast and am excited at the possibility of being able to work locally rather than having to stay away while working.” Resident of Toukley NSW.

“The benefits this mine will bring to the central coast in the way of local jobs and support to local businesses goes without saying. I absolutely 100% support the approval of this mine..” Resident of Noraville NSW.

“I support this mine development. The central coast has a high rate of youth unemployment and many residents need to commute long distances to Sydney for work. A project of this size will deliver hundreds of job opportunities directly and indirectly through the support of local businesses. It will also contribute to the development of local infrastructure such as roads and local services.” Resident of Gorokan NSW.

5 REGULATORY SUBMISSIONS

This section outlines the regulatory authorities' submissions on the Amendment Document and provides responses to the issues raised.

5.1 DEPARTMENT OF PLANNING & ENVIRONMENT

5.1.1 Rail and Road Network

Issue

The [Amendment Document] accompanying the amended development application proposes changes to the originally proposed train cycles for the project. It is unclear to the Department whether the modelling used to determine that there is 'sufficient network capacity' without the need for additional infrastructure included any increase in existing passenger and non-coal freight train as would be expected over the life of the project.

Response

Rail network modelling was undertaken by TfNSW to determine the availability of train paths for the Amended Project. The Railsys model requires accurate timings for each train movement, which were obtained from the latest available commuter and freight train schedules. In conducting the modelling, increased movements due to the Northern Sydney Freight Corridor upgrades were taken into account, whilst assumptions regarding increases in passenger train requirements were also considered. It is not however possible to account for all future train paths within the Railsys model due to the lack of certainty regarding the scheduling of such paths and the requirements for freight and passengers movement which have yet to be realised.

Although there is the potential for increases in rail traffic over the duration of the Project, there would also be planning upgrades to the rail network to provide additional capacity in the future. TfNSW periodically revises its network model to reflect changes in train schedules.

5.1.2 Access to Land

Issue

Whilst noting that some information has been provided on alternate access to land parcels in the event of closure of Nikko Road, the Department has reviewed numerous submissions which contend that access via other routes is not possible, practical or convenient. The Department requests further detailed information on all alternate access routes (including their standard and quality, and any potential limitations), design of the proposed shared road corridor and how access for emergency and telecommunications services would be managed and maintained for both the shared road corridor and for other land parcels.

Response

Nikko Road

WACJV has lodged a road closure application (W562973) in respect of the section of Nikko Road within the Project Boundary. The closure of Nikko Road represents a change in the status of the land from Crown Road to private land (owned by WACJV). An all-weather access road will be developed along the section of Nikko Road that is the subject of road closure application W562973. This access road will have a minimum width of 6 m and will be located adjacent to the proposed rail spur and bin feed conveyor (see **Appendix C**). The road will provide safe access to owners of the adjoining land (including DLALC), Emergency Services, CCC, and rail and utilities providers that require access to their assets and land.

Approximately 1.5 km of Nikko Road is located north of the Motorway Link Road. At present, the section of Nikko Road consists of an unformed bush track which winds in and out of the road reserve for approximately 300m. The remaining 1.2 km is largely inaccessible (other than tracks which cross it at right angles) due to the road being unformed and covered by thick vegetation (see **Plate 2**). Nikko Road is intersected by Spring Creek and its tributaries. Under existing conditions, Nikko Road becomes impassable at these locations when there is substantial flow in the creek (see **Plate 3**).

Once the Project is developed, the section of Nikko Road to the north of the Motorway Link Road will be accessible to vehicles along its entire 1.5 km length. The access road will include crossings of Spring Creek and its tributaries. These crossings will provide all-weather access, which does not exist at present (as indicated by **Plate 1**).

For safety reasons, a chain link fence will be constructed along the western side of the access road to separate road users and unauthorised personnel from the proposed infrastructure.

The section of Nikko Road to the south of the Motorway Link Road will only be used for the siting of a sewer connection (see **Plate 4**). There is an existing track immediately east of the Nikko Road reserve, on land that is currently owned or under claim by DLALC. The proposed sewer connection will not impede access along Nikko Road.

Once the road closure application (W562973) is approved, the ownership of this section of Nikko Road will vest in WACJV. To provide third parties with legal access to this section of road, WACJV will register an easement in respect of this land.

DLALC Land

DLALC owns several lots which abut Nikko Road to the north and south of the Motorway Link Road (see **Figure 3**).

Lot 204 DP 1117900 is adjacent to the Main Northern Rail Line and north of the Motorway Link Road. This lot is accessible from the south via Motorway Link Road and Thompson Vale Road. Thompson Vale Road consists of a short sealed section but is predominantly an unsealed, formed gravel road. Both the sealed and unsealed sections are required for access to Lot 204, DP 1117900 from the south. The primary access to lot is from the north via Wyee Road and Gosford Road. Both these roads are sealed main arterial roads, which Lot 204, DP 1117900 fronts onto. Both access points are shown on **Figure 3**. Wyee Road and Thompson Vale Road have better trafficability than Nikko Road. Nevertheless, the proposed access road beside the conveyor will ensure that Lot 204 DP 1117900 will remain accessible via Nikko Road.

Lot 16 DP 1210468 is adjacent to the Main Northern Rail Line and north of the Motorway Link Road. This lot is accessible via Thompson Vale Road and Spring Creek Road (see **Figure 3**). However, Spring Creek Road is an unformed road that is intersected by Spring Creek and is currently not accessible by vehicle for its full length (see **Plate 5**). Consequently, the preferred access to this lot is currently via Nikko Road. The proposed access road adjacent to the conveyor will ensure that safe, all-weather access to Lot 16 DP 1210468 via Nikko Road is maintained.

DLALC owns Lot 197 DP 1064536 located to the south of the Motorway Link Road. This lot is currently accessed via Nikko Road. The only infrastructure proposed to the south of the Motorway Link Road is a sewer connection (see **Figure 3**). The sewer connection will not impede access to Lot 197 DP 1064536.

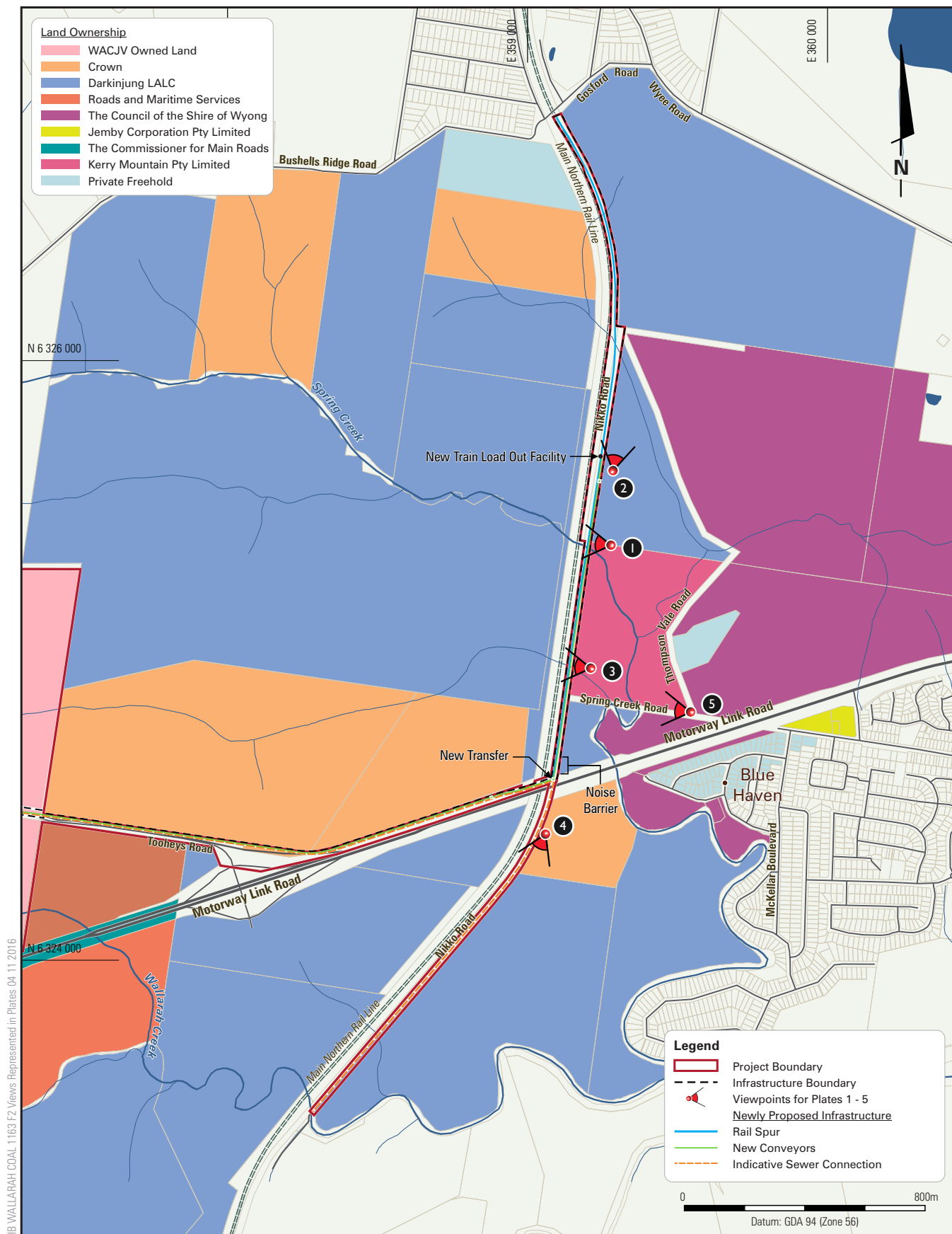
Kerry Mountain Pty Limited's Property

Kerry Mountain Pty Limited owns Lot 93 DP 755245 adjacent to the Main Northern Rail Line and north of the Motorway Link Road. This lot is accessible from the south via Motorway Link Road and Thompson Vale Road (see **Figure 3**). The section of Thompson Vale Road that provides access to this property is sealed.

The access road to the residence on this property is directly from Thompson Vale Road. Therefore, Thompson Vale Road is considered to be the primary access to this property. Nevertheless, the proposed access road beside the conveyor will ensure that Lot 93 DP 755245 will remain accessible via Nikko Road.

Emergency and Telecommunications Services

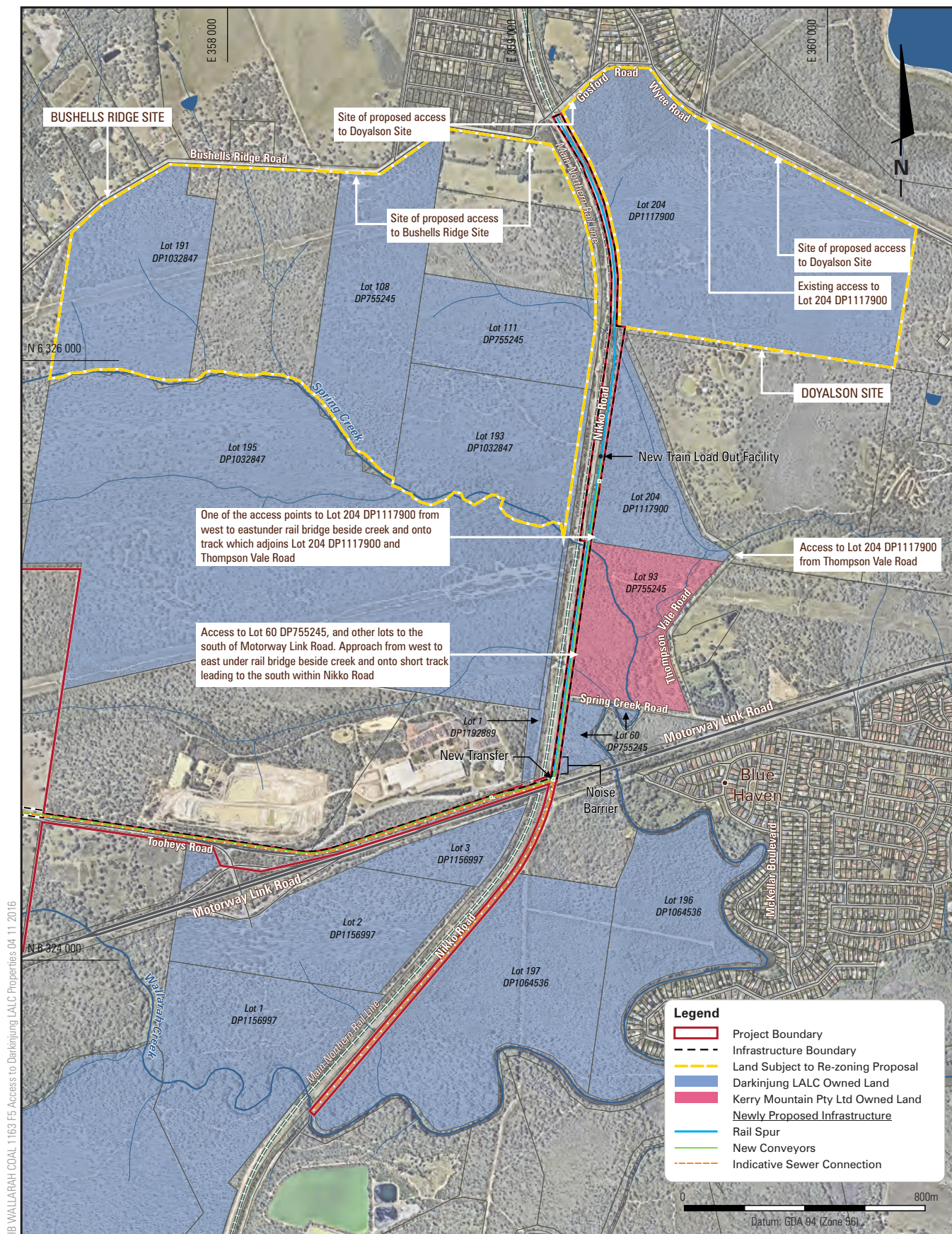
WACJV will ensure that access via Nikko Road is maintained for emergency, utility and telecommunications services. The proposed access road adjacent to the conveyor will provide access along the section of Nikko Road to the north of the Motorway Link Road. The Amended Project will not impede access along the section of Nikko Road to the south of the Motorway Link Road. WACJV proposes an easement over the length of Nikko Road within the Project Boundary, thereby providing legal access to all potential users of the road including emergency services and infrastructure owners.



WALLARAH 2 COAL PROJECT

Views Represented in Plates

FIGURE 2



WALLARAH 2 COAL PROJECT

Access to Darkinjung Local Aboriginal
Land Council Properties

FIGURE 3

Plate 1
Spring Creek Crossing North of Motorway Link Road



Plate 2
Nikko Road Unformed Section North of Motorway Link Road (Inaccessible)



Plate 3
Spring Creek Tributary Crossing of Nikko Road, North of Motorway Link Road



Source: DLALC (2016)

Plate 4
Access Track East of Nikko Road – South of Motorway Link Road



Plate 5
Spring Creek Road (Limited Vehicular Access)



5.1.3 Air Quality

Issue 3

Check for inaccuracies as per EPA's comments.

Response

Refer to the detailed response to EPA's submission in **Section 5.7.2**.

Issue 4

The air quality management and mitigation measures should provide clear commitments, and avoid ambiguous or hypothetical language. For example, words such as 'would', 'should', 'where possible' or 'where necessary' are to be avoided or clearly defined.

Response

WACJV commits to the best practice dust controls outlined in Section 6.3 of the Air Quality and Greenhouse Gas Assessment (AQGGHA). WACJV will also develop an Air Quality Management Plan (AQMP) in consultation with the relevant regulators. The AQMP will be prepared in consultation with the EPA and will contain details of all dust controls and monitoring measures to be instigated.

Table 2 provides a compiled list of the dust management and mitigation measures that were committed to in the EIS and Amendment Document.

Table 2
Air Quality Mitigation & Management Measures

Ref	Action	Source
EIS		
1.	Best practice dust control strategies adopted for the assessment as outlined in Table 7.7 of the Air Quality and Greenhouse Gas Assessment.	Table 7.7 of Appendix L
2.	Specific Best Practice Management (BPM) measures adopted for the assessment including: <ul style="list-style-type: none"> Fixed water sprays on all stockpiles; Conveyors and Transfers: <ul style="list-style-type: none"> Application of water at transfers; Shielding applied to roof and one side wall of conveyors; and Belt cleaning and spillage minimisation. Stacking and reclaiming product coal: <ul style="list-style-type: none"> Variable height stack; Boom tip water sprayers; and Telescopic chute with water sprayers. 	Section 7.5.4
3.	During construction, mitigation measures to increase dust suppression including: <ul style="list-style-type: none"> Modification of work practices by limiting excavation during periods of high winds; Limiting the extent of vegetation and topsoil cleared to the designated footprint and the appropriate staging of clearing; The use of water sprays during road construction and seal the main access roads as soon as practical; Vehicles on site to be confined to a designated route with speed limits enforced; Trips and trip distances to be controlled and reduced where possible; and The main access road will be sealed as soon as possible. 	Section 7.5.4
4.	WACJV will continue to monitor air quality emissions using the existing environmental monitoring network to ensure compliance with the relevant air quality criteria.	Section 7.5.4
5.	The existing HVAS will be augmented or replaced by a continuous PM ₁₀ / PM _{2.5} monitoring instrument at a location representative of receivers who may experience short term elevated dust concentrations.	Section 7.5.4
6.	WACJV will develop an EMP describing air quality monitoring and management for the approval of DP&E.	Section 7.5.4
RTS1		
7.	The AQMP will include Key Performance Indicators (KPIs) for determining compliance with the plan and conditions of development consent.	Section 3.5.5
AMENDMENT DOCUMENT		
8.	Best practice dust control strategies as outlined in Table 6.3 of the AQGGAA.	Section 6.3 of Appendix D
9.	The following dust controls have been adopted specifically to minimise the potential impacts of the Amendment: <ul style="list-style-type: none"> Shielding of conveyors (roof and one side wall); and Enclosure of transfer stations. 	Section 6.2.4
10.	The monitoring program in the AQMP will include locations representative of the additional receptors identified in the Amendment Document.	Section 6.2.4

5.1.4 Noise

Issues 5

- a. *The Department shares a number of concerns raised by the EPA in regards to noise. In particular, the Department expects the RTS to address issues relating to classification of amenity categories for potentially affected receivers. The noise assessment should be revised based on the EPA's recommendations, or else a strong justification provided as to why each receiver has been assigned the proposed amenity category.*
- b. *Based on revisions consequent to point a., further consideration of the NSW Government Voluntary Land Acquisition and Mitigation Policy should be provided.*
- c. *The Department is concerned about the potential construction noise impacts to receivers in the vicinity of the rail corridor. Further and/or additional management and mitigation measures should be provided once the EPA's comments have been addressed.*

Response

Refer to the response to the EPA submission in **Section 5.7.1**.

Issue 6

- d. *The noise management and mitigation measures should provide clear commitments, and avoid ambiguous or hypothetical language. For example, words such as 'would', 'should', 'where possible' or 'where necessary' are to be avoided or clearly defined.*

Response

WACJV will develop a Noise Management Plan, including a Construction Noise and Vibration Management Plan, in consultation with the relevant regulatory authorities. These plans will include details of all noise controls and monitoring measures.

Table 3 provides a compiled list of noise management and mitigation measures that were committed to in the EIS and Amendment Document.

Table 3
Noise Mitigation & Management Summary

Ref	Action	Source
EIS		
1.	WACJV will develop a noise monitoring network surrounding the Tooheys Road and Buttonderry Sites which is representative of the closest sensitive receivers, including: <ul style="list-style-type: none"> Quarterly attended noise monitoring (during construction and operations); Regular correlation of real time noise monitoring results with the meteorological station to proactively manage operations during noise enhancing conditions when surface facility activities are approaching the intrusive criterion (particularly during construction of Buttonderry Site in the vicinity of Amberwood Close); and A network of real time noise monitors. 	Section 7.8.4
2.	Trigger levels will be developed to generate visual alarms to notify the site supervisors of noisy operations that may require attention.	Section 7.8.4
3.	WACJV will develop an EMP describing noise monitoring and management for the approval of DP&E in consideration of the above.	Section 7.8.4
4.	WACJV will develop a Noise Management Plan (NMP) for the construction and operation of the Project. The NMP will incorporate the feasible and reasonable mitigation and noise monitoring network (described in Section 7.8.4 of the EIS) as well as additional practical noise minimisation management including (but not limited to): <ul style="list-style-type: none"> Mobile and coal handling equipment will be maintained in good condition to minimise unnecessary noise; Noise suppression will be constructed and maintained on the conveyor system and transfer points; Selection of quiet plant for use in construction activities. When using contractors for construction, preference will be given to contractors able to use low noise emission equipment; and All construction and operational personnel will receive training in best practice work methods to minimise noise. 	Section 7.8.4
RTS1		
5.	In addition to the reasonable and feasible controls listed in the EIS, dozer operations will be managed or curtailed to avoid the risk of excessive noise from multi-dozer activity.	Section 3.8.2
AMENDMENT DOCUMENT		
6.	To ameliorate noise, the following strategies have been adopted for noise modelling: <ul style="list-style-type: none"> Low noise rated conveyors and motor drives; Conveyor structures with side and roof screens to provide effective directional noise amelioration; Acoustic treated train load out bin; Acoustic treatment to Transfer Building C; A 50 m long, 4.5 m high (above top of rail) cutting/ noise barrier at the southern end of the rail spur (or an alternative measure to achieve similar noise mitigation). Final details to be dependent on finished site RLs; To control impact noise, the coal out load bin will incorporate level sensors to maintain a coal base for falling coal; 	Section 3.3 of Appendix E

Ref	Action	Source
	<ul style="list-style-type: none"> Acoustically insulated conveyor head/transfer plates; Conveyor motor drives and gearboxes on conveyors specified to achieve a noise level of less than 85dBA measured at one (1) metre; Discussions with Sydney Trains have confirmed that there is no compliance requirement to sound the horn for routine train movements entering or departing the rail spur; WACJV will further address the controlled use of train horns in the relevant management plan as well as in contractual arrangements with the relevant rail service provider; The rail spur will be used for low speed train loading. Various design and operating initiatives will be implemented to control shunting noise, especially at night and associated with low speed impacts between wagons during loading; The gradient design along the rail spur will maximise interwagon tension during loading; The use of rigid dual wagon units, effectively halving the number of points where any wagon impacts could occur; Switching off the southern locomotive engines when on the rail spur; The installation of advanced locomotive operating systems such as asynchronous drive locomotives which control and share the propulsion among the locomotives between the front and rear of the train for maintaining optimum tension; Integrated computer controlled braking systems to each wagon controlling the application of braking force to each wagon to maintain optimal tension and control; Telemetry loading system controlling the continuous slow movement of the train throughout the automated loading operation, avoiding stop-start movements; and Absence of tight radius curves along the rail spur will avoid wheel squeal. 	
7.	The proposed noise controls to mitigate the impacts of the Amendment will be included in the NMP.	Section 6.4.4
8.	The NMP will include a Construction Noise and Vibration Management Plan to manage predicted short term exceedances of the construction noise management levels.	Section 6.4.4
9.	The NMP will include a protocol for Work Outside Standard Hours.	Section 6.4.4

5.1.5 Visual

Issue

Photomontages of all the viewsheds included in the amended visual impact assessment should be provided, as well as from the potential viewsheds discussed in Section 5 below.

Section 5 in DP&E's submission refers to its comments regarding DLALC's proposed residential development. Section 5 in DP&E submission is reproduced in **Section 5.1.5**. DP&E states that "... 'sensitive receivers' do not currently exist on this land, nor is there any immediate likelihood of this; however the potential impacts on privately-owned land (vacant or otherwise) should be considered ... Further detailed information regarding proximity of these land parcels to the proposed coal infrastructure, and potential noise, air quality and visual impacts should be provided. As discussed in Section 4, photomontages of the proposed coal infrastructure as potentially viewed from these parcels of land should be provided."

Response

Figure 4 illustrates the six locations for which indicative photomontages have been prepared. Photomontages were developed for the following locations on public roads and the site of DLALC's proposed residential development:

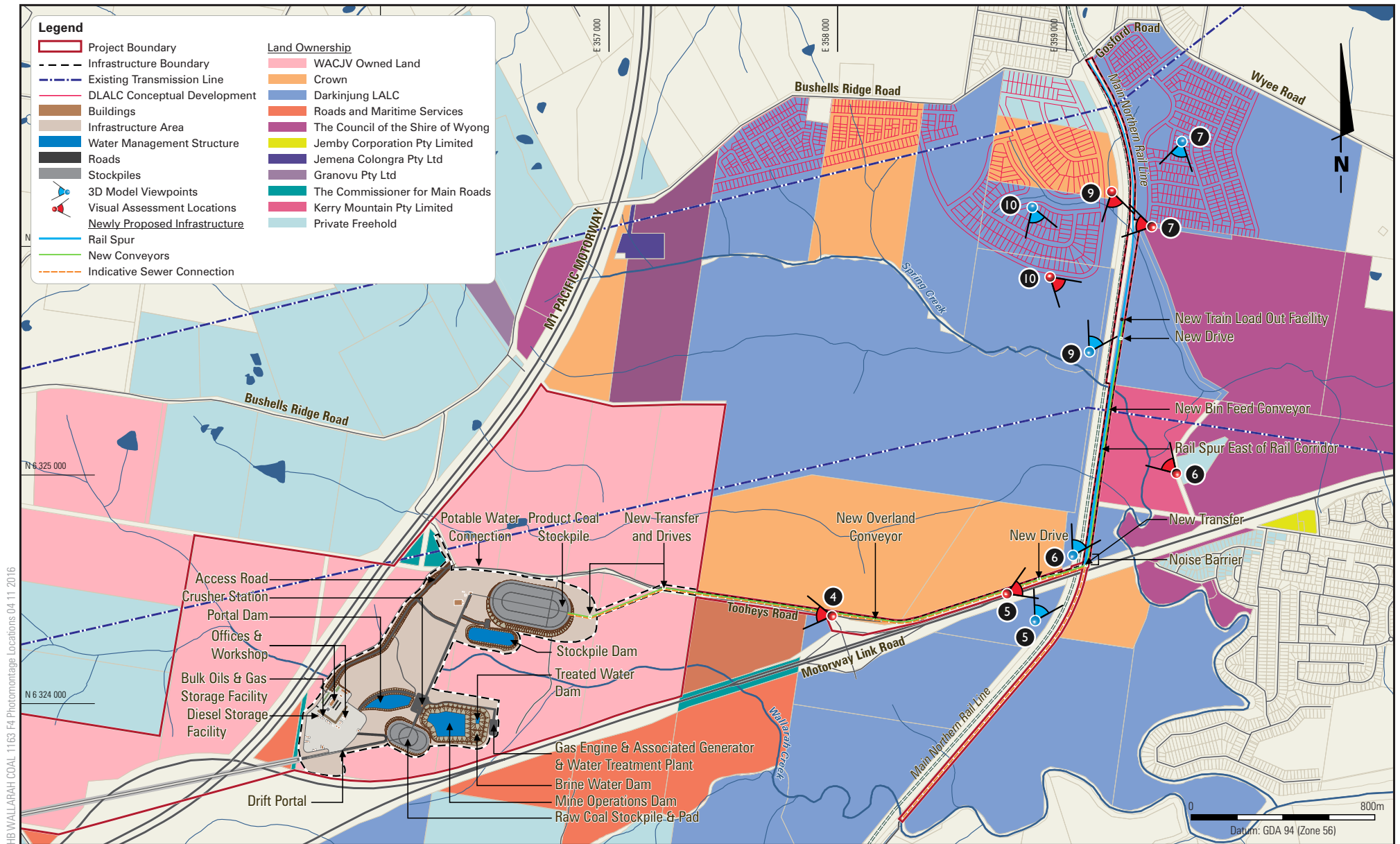
- Photomontage Location 4 – Tooheys Road;
- Photomontage Location 5 – Motorway Link Road;
- Photomontage Location 6 – Thompson Vale Road;
- Photomontage Location 7 – DLALC's proposed residential development (Doyalson Site);
- Photomontage Location 9 – DLALC's proposed residential development (Bushells Ridge Site – North); and
- Photomontage Location 10 – DLALC's proposed residential development (Bushells Ridge Site – South).

WACJV has prepared a computer generated 3D "flyby" animation model (3D Model) for the Amended Project (GHD, 2016). "Viewpoints" have been taken from the 3D Model for locations which are in the vicinity of the photomontages to provide context from an elevated position. The general locations of viewpoints discussed below are also shown in **Figure 4**.

Photomontage Location 4 – Tooheys Road

Existing Views

Figure 5 includes a photograph taken from Location 4 which shows the existing view from Tooheys Road towards the west. This is indicative of the view that a motorist would experience if they were driving westwards along Tooheys Road. Existing views from this location on Tooheys Road towards the Amended Project generally consist of a thin stand of roadside vegetation and an existing earth bund approximately 1 m high on the northern side of Tooheys Road (in other areas the bund can reach over 2 m high). The natural topography to the north of Tooheys Road is undulating, rising through a series of ridgelines towards Bushells Ridge Road.



WALLARAH 2 COAL PROJECT

Visual Assessment Locations

FIGURE 4

Potential viewers along Tooheys Road would generally be restricted to local motorists. PB (2013) notes that there are no speed limit signs on display on Tooheys Road and the default speed limit is 80 km/h.

The existing developments in the vicinity of Location 4 that are nearby Tooheys Road include the Boral Montoro Quarry complex (located to the north) and the Motorway Link Road (located to the south). Lot 10 DP 834935 located on the southern side of Tooheys Road opposite Boral's holdings has an approved development application for a 17 lot industrial subdivision. A development timeline for this property is unknown.

Photomontage

As shown on **Figure 5**, the proposed overland conveyor is in close proximity to Location 4 within the boundary of existing Boral Montoro Quarry. The major infrastructure elements at the Tooheys Road Site will be located approximately 1 km to the west of Location 4, but will not be visible from Location 4.

The proposed overland conveyor will be intermittently visible behind the screen provided by roadside vegetation. At Location 4, the visible part of the conveyor is shown in the photomontage in dull green colour in the middle right side of the view. The white dotted line provides an indication of the position of the non-visible section of the conveyor at Location 4 which will be locally screened by vegetation and/or earth bunding.

The conveyor will be visible from both the sealed and unsealed sections of Tooheys Road due to the relatively short viewing distance for road users and their direction and speed of travel. The structure and outline of the overland conveyor will result in a visual contrast from the existing roadside vegetation in the foreground. The Design Partnership (2016) has recommended that the overland conveyor be constructed using a 'natural' colour scheme to mitigate the visual impact of the structure, where views are available.

Photomontage Location 5 – Motorway Link Road

Existing Views

Figure 7 includes a photograph taken from Location 5, which provides a north-easterly view from the Motorway Link Road. Existing views from this location towards the north-east generally consist of dense vegetation on the northern side of the Motorway Link Road, with the conveyor hidden from view until immediately before it crosses the Main Northern Rail Line. The Motorway Link Road is elevated above the surrounding natural topography with the natural ground level upon which the conveyor is sited sloping inversely away (down dip) toward the Main Northern Rail Line.



Existing View



Project

HB WALLARAH COAL 1163 F5 Indicative Photomontage - Viewpoint 4 03 11 2016

WALLARAH 2 COAL PROJECT

Indicative Photomontage - Location 4

FIGURE 5