



10 December 2013

Colin Phillips
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NSW Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Dear Colin

Western Coal Services Project SSD 5579 – Further Response to Noise Queries

I write in regard to questions raised in your emails of 3 December 2013 and 4 December 2013. Centennial Coal has undertaken a review of your questions and provides the following responses.

Department of Planning Email of 3 December 2013 - Would you please explain the logistics/protocol for the cessation of coal haulage under inversion conditions. How and where would the measurement of temperature inversion conditions be undertaken? Would measurements be available on a real-time basis? At what temperature inversion strength would coal haulage cease? Who would be responsible for directing that haulage operations cease? How would this person be provided with the data to make this decision? What mechanism would be provided to the Department to check that the company is in compliance with its undertaking?

Response: Centennial is currently developing a traffic management system covering coal transportation along the private haul road system between Angus Place Colliery, Mount Piper and Wallerawang Power Stations and the Springvale Coal Services Site. The system will be managed by the Springvale Coal Services Site and will cover all management commitments detailed within Western Coal Services Project EIS.

This system in its simplest form would be to use predicted wind speed and temperature data, from the Bureau of Meteorology, that would create enhancing conditions, and stop trucking operations during those times. This would be a daily operational decision and would be sufficient for lower than peak demand trucking and when the real time data was unavailable.

To meet our peak operational requirements a more sophisticated system will be developed and implemented using real time weather data from a locally located weather station providing wind speed, wind direction and Sigma theta data to determine potentially enhancing weather conditions which would trigger a cessation of trucking.

This system would be developed and refined using noise monitoring results under a range of weather conditions and subsequently determine the maximum number of trucks at any specific time that will be used to transport coal. This system would be able to fine tune trucking numbers, for peak utilisation of the road when required.

The weather station currently considered for this is located at Angus Place Colliery. The real time data will be available at the Control Room at the Springvale Coal Services Site.

The trigger level for temperature inversions will be 3 degrees C/100m and the system will be able to predict high risk days within winter months when night time trucking could be avoided. The system will enable accurate tracking of truck numbers, densities and

prevailing weather conditions. These systems will be documented within the Noise Management Plan as a staged approach .

Data derived from the system will be logged and recorded. Records can be provided to the Department as required.

Department of Planning Email 4 December 2013: Is WR1 from WCS the same as Sharpe from AP approval? Is WR2 from WCS the same as Mason (west) from AP approval? Under the AP approval both Sharpe and Mason (east) are entitled to noise mitigation works upon request. Have noise mitigation works been undertaken at either of these residences? Under the AP approval Mason (east) is entitled to acquisition upon request. Is this obligation primarily due to noise emission from the AP pit top or from the use of private haul roads? The follow up question is whether this obligation would ultimately stay with the AP approval or transfer to the WCS consent?

Response: WR1 and WR2 from the Western Coal Services EIS represent the Sharpe and Mason West properties respectively. Centennial Angus Place have a close working relationship with both property owners and they have been included in all noise investigations, management plans and ongoing quarterly noise monitoring periods. The property owners are aware of the mitigation strategies previously implemented such as using quieter trucks, reducing truck bunching and upgrading road surface by reducing roughness. Discussions were held regarding the potential to install a noise barrier however this would have created undesirable visual impacts on each property. The option of providing double glazing was also discussed with each resident however given this required keeping windows and doors closed and the use of air conditioning, it was not sought by the property owners. Air conditioning was supplied and installed at the Sharpe residence but not double glazing.

Centennial Angus Place has continued to manage noise from trucking and from the Angus Place pit top. These measures have seen a gradual reduction in noise levels experienced at these residences. Over the last 12 months there were no recorded exceedences while in the previous 2012 reporting period there was one recorded exceedence of 1 dB(A) above the criteria at the Sharpe residence.

Although there is some noise contribution from the Angus Place pit top facilities, the dominant noise source at these two residents is the trucking operation. It would therefore be appropriate to condition the Western Coal Services Project with the relevant project specific noise criteria relating to these residents. Under the Western Coal Services Project we have made additional commitments in relation to limitations on trucking the current approved tonnage from Angus Place Colliery(as described above), resulting in achievable project specific noise criteria without mitigation. We would therefore encourage the Department to consider the potential impacts on these residents rather than simply transferring conditions from previous consents.

Should you require any additional information or clarification please do not hesitate to contact me.

Yours faithfully



Lyndon Bryant
Project Manager
Western Coal Services Project