



6 November 2013

**Colin Phillips**  
**Senior Planner, Mining Projects**  
**NSW Department of Planning & Infrastructure**  
**GPO Box 39**  
**Sydney NSW 2001**

Dear Colin

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

Further to our correspondence of 4<sup>th</sup> November 2013, we have received advice from SLR Consulting which is provided below.

- 1. Why is the night time noise levels at night for "Wind" and "Inversion" conditions decrease when compared with "Calm" conditions? See for example site B14 in Table 40?**

The noise level decrease during enhancing weather conditions is due to the mitigation measure adopted for the Project where trucks do not operate on the Mt Piper Haul Road during noise enhancing weather conditions (such as enhancing winds and inversion). Coal haulage will not occur during inversion conditions or when enhancing winds occur.

- 2. Comment on predicted high levels against sleep disturbance goals for many residents. See Table 49 of the NIA and in particular residents B4, B12-B15.**

SLR advised that the predicted exceedance of the sleep disturbance criteria are at a level which is unlikely to cause awakening reactions. This combined with the expected infrequent occurrence of these maximum noise levels means that sleep disturbance is not anticipated.

- 3. Where is this noise coming from? The NIA seems to suggest it is haul trucks on the Coal Services Site with a Sound Power Level of 124 dB, which would indicate a noisy truck compared to what is possible be achieved with the implementation of Extra Quiet (XQ) technology that is employed on many mines or, is the noise emanating from trucks on the Mt Piper Haul Road at night?**

The predicted maximum noise levels are generated from trucks using the link road and/or the Mount Piper Haul Road. The sound power level used in the noise assessment was taken from measurements conducted on Mt Piper and Wallerawang Haul Roads. The 124 dB(A) maximum sound power level was due to an unloaded truck hitting a discontinuity in the road surface (pot hole).

This level is seen as very much a worst case and is not typical of truck engine noise which is significantly less.

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

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Lyndon Bryant', with a stylized, cursive script.

**Lyndon Bryant**  
Project Manager  
Western Coal Services Project