MEETING MINUTES

MENANGLE ADVISORY PANEL

MEETING: # 3

LOCATION: Douglas Park Rural Fire Brigade, Douglas Park

DATE: 12 May 2021

ATTENDEES:	Community Representatives	Allana Storrier (AS) Nick Storrier (NS) Michele Arentz (MA) Jim Arentz (JA) John Potter (JP) Michael Reardon-Small (MRS)
	Illawarra Metallurgical Coal (IMC) Representatives	Amanda Silarski (ASi – IMC Community) Ian Bell (IB – IMC Projects) Glen Alsemgeest (GA – IMC Projects) Liam Stower (LS – IMC Corporate Affairs)
	Independent Chair	Kate Kernaghan (KK – Factotum Communications)
APOLOGIES:		Angela Tyson (AT) Martin Scott (MS)

PURPOSE

The Menangle Advisory Panel (MAP) provides a forum to enable regular two-way communication between representatives of Menangle and Douglas Park residents and Illawarra Metallurgical Coal (IMC) about the Company's proposed ventilation and mine access project at 345 Menangle Road.

The MAP provides a practical and helpful connection to residents for IMC through the members who have self-nominated to be on the Panel and voluntarily give their time.

AGENDA

1. Welcome and introductions
2. Declaration of interests
3. Acceptance of previous minutes
4. Illawarra Metallurgical Coal update
    a. Concept design
    b. Menangle Road intersection
    c. Community engagement
    d. Planning and approvals progress update
5. Actions from previous minutes
6. Call for agenda items for next meeting

1	***WELCOME / APOLOGIES***
	KK opened the meeting at 6:15pm and noted apologies from **AT** and **MS**. Brief introductions around the table were provided and new faces welcomed. Traditional Owners acknowledged and respects paid to Elders past, present and emerging.
2	***DECLARATIONS OF INTEREST***
	No declarations of interest offered. Note: Independent Chair KK is remunerated by IMC.
3	***ACCEPTANCE OF PREVIOUS MINUTES***
	A clarification sought regarding the last dot point on page 2 of the previous minutes. The below dot point removed from the MAP #2 Minutes. Map #2 Minutes to be re-issued, and the matter added to the discussion of the MAP #3 meeting • Concern about the expelled air from proposed Ventilation Shaft No. 8 re-entering at proposed Ventilation Shaft No.7 was raised. An external air quality expert completed a recirculation assessment to determine if the air would recirculate. The results indicate that the composition/flow of the air released from proposed Ventilation Shaft No. 8 would not pose a risk to the mine's fresh air supply. MAP #2 minutes accepted without further changes.
4	***ILLAWARRA METALLURGICAL COAL UPDATE***
	ASi - Concept Layout There have been no changes to the concept design since the last MAP meeting. An elevation map was shared to demonstrate the height of the facilities using a heat map style illustration. This image shared showed the proposed cut to fill ratios of the project area. It is important to note this is not final and changes are likely as planning progresses In the current proposed site plan: • VS7 is elevated by approximately 3 metres • VS8 is lowered by approximately 4 metres There is a request to lower Ventilation Shaft 8 further which IMC have taken on notice while they wait for the final geotechnical report. The geotechnical report will provide information on the type and depth of rock that exists in the area, and from this can determine what is possible. **JP** • Question on the site sediment pond size and what considerations there are for overflow events. • IB contributed the following points: - Approval conditions will dictate what protections are required on site for sizing of a sediment pond or ponds. It is even possible a water treatment facility will be required onsite. - If approval conditions require a water treatment facility, the water treated would likely be re-used on site. - Most run-off water would be diverted around the side. **MA** • Question about the possible toxins or contaminants that need to be captured or managed on site • IB contributed the following points: - Any chemicals, such as resins for rock bolting, hydraulic oil and diesel fuel will be used in a bunded area to protect risk of run off. - The site will not be a maintenance facility, therefore no degreasers etc. - It is expected any run off will be regular sediment debris similar to any car park and will be appropriately managed by the settling process in the sediment pond.

ASi – Menangle Road Intersection Upgrade

Proposed access to the site is via Menangle Road.

Improvements to the existing intersection are required. Menangle Road is Menangle Road is owned by Wollondilly Shire Council and IMC is engaging with Wollondilly Shire Council on the design.

A preliminary design of the intersection is drafted. It aims to:

- minimise impact to the existing road network
- provide adequate vehicle manoeuvrability in and out of the site
- grade the roads and intersection to allow sheet flow
- identify all areas that require a pavement upgrade
- meet relevant Australian Standards and NSW Regulations

Although the design will be sufficient to maneuver B-Double sized trucks in and out of site, the current operational plan for the facility is such that a semi trailer would be the largest vehicle accessing the site, particularly given the nature of the approach roads in the area. This design choice is to provide extra space when turning or merging. Features of the preliminary design include:

- capacity to take vehicles up to 25 metres long (B Doubles)
- left turning lane on approach from Menangle township
- right turn lane on approach from Finns Road intersection
- acceleration lane 180 metres
- sight distance to the north is 165 metres
- sight distance to the west is 276 metres

Traffic Impact Assessment preliminary results indicate traffic impacts will be satisfactory with the proposed site entrance intersection as well as the adjacent intersections on the road network all operating at a good to very good level of service, with the proposed Project in place.

ASi – Community Engagement

A third community project update will come out late May / early June 2021. There will also be community information sessions planned mid year. Progress has been made on development of a project webpage. Hopefully this will be made live in the next couple of weeks.

MAP members were invited to share any commentary from community they were aware of. No matters raised.

ASi referenced some active community engagement on another project (Extraction Plan Application) in case MAP members had received letters or heard about it and required clarification.
A shaded map entitled “Appin Mine: Extraction Plan Application” was circulated to those present and a discussion ensued about subsidence and the process for determining subsidence claims.
IMC will be meeting with relevant landowners 1:1 throughout the year.

AS

• Questioned the real experience of subsidence and the severity in the local area.
• ASi described a varying experience, from little to no impact through to a couple of highly impacted properties.

The ensuing discussion centred on the role of Subsidence Advisory NSW, the rare presence of fault lines and the importance of IMC’s exploration program in identifying fault lines when planning mining activities.

ASi – Planning and approvals progress update

Project assessments are being finalised (per below), and an overview of each will be ready to be shared at the next MAP meeting.

- Geotechnical drilling (analysis being finalised). Note there are 3 additional holes to be drilled this year following the cultural heritage review by the Registered Aboriginal Parties
- Noise studies (analysis being finalised)
- Air quality studies (analysis being finalised)
- Traffic studies (report being finalised)
- Biodiversity surveys (report being finalised)
- Heritage surveys (report being finalised)

	The project team are on track to make a modification application to the Department of Planning, Industry and Environment mid 2021. The full assessment reports will be submitted to the Govt with the modification application. MAP members will have access to the full reports at this time and can make a formal submissions on these at this time.
5	***ACTIONS FROM PREVIOUS MINUTES***
	At the previous MAP meeting there was an action to advise of the standards (including numbers) for air quality and noise. **Air Quality**: **The NSW Environment Protection Authority's (EPA) impact assessment criteria, as documented in Section 7 of the *Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales* (NSW EPA 2017),** are presented in Table 4.2. (refer MAP #3 Presentation pack). For the pollutants listed, the assessment criteria are applied at the nearest existing or likely future sensitive receptor and the following must be reported: • The incremental impact (i.e. the predicted impact due to the project alone); and • The total impact (i.e. the incremental impact plus the existing background concentration). The NSW EPA's impact assessment criteria for particulate matter are generally consistent with the Air Quality Criteria outlined in the Appin Mine Approval. The only exception is the numerical limit for annual average PM10, which is set at 30 µg/m3 in the Appin Mine Approval. The Appin Mine Approval was granted in 2008 and, at the time, the NSW EPA's impact assessment criterion for annual average PM10 was 30 µg/m3. In 2017, the NSW EPA's annual average criterion for PM10 was revised from 30 µg/m3 to 25 µg/m3, consistent with the revised national standards in the National Environment Protection (Ambient Air Quality) Measure (AAQ NEPM) (DoE 2016). It is also noted that the 2017 update to the Approved Methods added impact assessment criteria for PM2.5, which were not included as compliance criteria in the Appin Mine Approval. In the case of the short-term criteria (i.e. 1-hour NO2, 24-hour PM10 and 24-hour PM2.5), the total prediction must be reported as the 100th percentile (i.e. the highest) value. At some locations, the background concentrations can exceed the impact assessment criteria. This is most commonly the case for PM10 and PM2.5, which are affected by events such as bushfires and dust storms. In such circumstances, there is a requirement to demonstrate that no additional exceedances of the impact assessment criteria will occur as a result of the proposed activity and that best management practices will be implemented to minimise emissions of air pollutants as far as is practical. **Impact assessment criteria for principal and individual toxic air pollutants are listed in Table 4.3.** (refer MAP #3 Presentation pack). The criteria are applied at and beyond the boundary of the emitting source, with the incremental impact reported as the 99.9th percentile concentration for an averaging period of 1 hour. There are no impact assessment criteria for total VOCs, however impact assessment criteria are prescribed for various individual toxic and odorous VOCs, and a few of the more commonly assessed substances are presented in Table 4.3. (refer MAP #3 Presentation pack). **Noise:** The quantitative assessments of potential noise and vibration impacts associated with the construction and operation of the proposed Project are being prepared in accordance with the following NSW Government guidelines and policies: • Noise Policy for Industry (operational phase) • Interim Construction Noise Guideline (ICNG) (DECC, 2009 (construction phase) • NSW Road Noise Policy (road specific - both) Rating Background Levels (RBLs) were determined using the methodology recommended in the Noise Policy for Industry (NPfI) and noise monitoring undertaken at several locations in October and November 2020.

	The noise monitoring locations were chosen to be representative of the nearest and most potentially affected sensitive receivers near the Site. **Noise Policy for Industry** (operational phase) The Noise Policy for Industry (NPfI) provides a framework for assessing environmental noise impacts from industrial premises and industrial development proposals in New South Wales. The NPfI recommends the development of project noise trigger levels, which provide a benchmark for assessing a proposal or site. • Project intrusiveness noise level assesses the likelihood of noise being intrusive above the ambient noise level and is applied to residential receivers only. • Project amenity noise level ensures the total industrial noise from all sources in the area does not rise above a maximum acceptable level. Amenity noise levels are not used directly as regulatory limits. They are used in combination with the project intrusiveness noise level to assess the potential impact of noise, assess mitigation options and determine achievable noise requirements. Amenity levels consider the location of the project - being in a "rural noise amenity area". • The project noise trigger level is the lower value of the project intrusiveness noise level and the project amenity noise level. • **The project noise trigger levels should not be interpreted as mandatory noise criteria but, rather, as noise levels that, if exceeded, would indicate a potential noise impact on the community.** • **Amenity noise levels are not used directly as regulatory limits**. They are used in combination with the project intrusiveness noise level to assess the potential impact of noise, assess mitigation options and determine achievable noise requirements. **Interim Construction Noise Guideline** • Recommends noise management levels (NML) to reduce the likelihood of noise impacts arising from construction activities. **NSW Road Noise Policy** The NSW Road Noise Policy sets out criteria for assessment of noise from traffic on public roads including specific criteria for "freeways", "arterial", "sub-arterial" and "local roads". In accordance with the RNP, Menangle Road is considered an arterial road. Regarding the permissible increase in road traffic noise from a land use development it states *"For existing residences and other sensitive land uses affected by additional traffic on existing roads generated by land use developments, any increase in the total traffic noise level should be limited to 2 dB above that of the corresponding 'no build option'.*
6	***GENERAL BUSINESS / CALL FOR AGENDA ITEMS FOR NEXT MAP***
	Concern about the expelled air from proposed Ventilation Shaft No. 8 re-entering at proposed Ventilation Shaft No.7 was discussed. An external air quality expert completed a recirculation assessment to determine if the air would recirculate. The results indicate that the composition/flow of the air released from proposed Ventilation Shaft No. 8 would not pose a risk to the mine's fresh air supply. **JP** raised concerns about air from the mine shaft settling downward into the community and the Nepean River. **IB** spoke to the design of the 45 degree output on the shaft to project the air up into the atmosphere to disperse. **JS** confirmed his understanding that the quality of the air to be expelled from the mine via the shaft is supposed to be harmless given the detail shared on the matter to date so it wouldn't matter where it settled or if in fact it was recirculated into the mine (or river) due to unusual weather conditions. No other general business arising. Call for agenda items for next meeting. No specific agenda requests.

	ACTIONS
	Ongoing - AB to have an updated drive-through simulation created and shared with MAP members by June. **Ongoing - AB** to create a home page for project information as a public resource by the end of May. **AB** to check what the PM2.5 measurement was and confirm at the next meeting. **KK** to check availability of MAP members and confirm two suitable June meeting dates.
	CLOSE OF MEETING
	Close of meeting 7:40pm. **Next meeting** Given the intent to share detail of assessments in June, it is likely two meetings will be required, ideally on Wednesdays with a fortnight between meetings. Confirmed details to be circulated by the end of May