Whitehaven

2025

Gunnedah Open Cuts Coal Haulage Increase Modifications

Modification Report

Appendix B - Road Noise Assessment



RWDI Australia Pty Ltd (RWDI)
Suite 602, Level 6, 80 William Street
Woolloomooloo NSW 2011

Tel: +61 2 9437 4611
ABN: 86 641 303 871

31 July 2025

Tony Dwyer
Whitehaven Coal Limited
231 Conadilly Street
Gunnedah NSW 2380

Re: Tarrawonga, Vickery and Rocglen Increased Coal Haulage Modifications - Noise Impact Assessment
RWDI Reference No. 2512421

Dear Tony,

Introduction

Whitehaven Coal Limited (Whitehaven) owns the following open cut coal mining operations located in the Gunnedah Coalfield, New South Wales (NSW) (**Figure 1**):

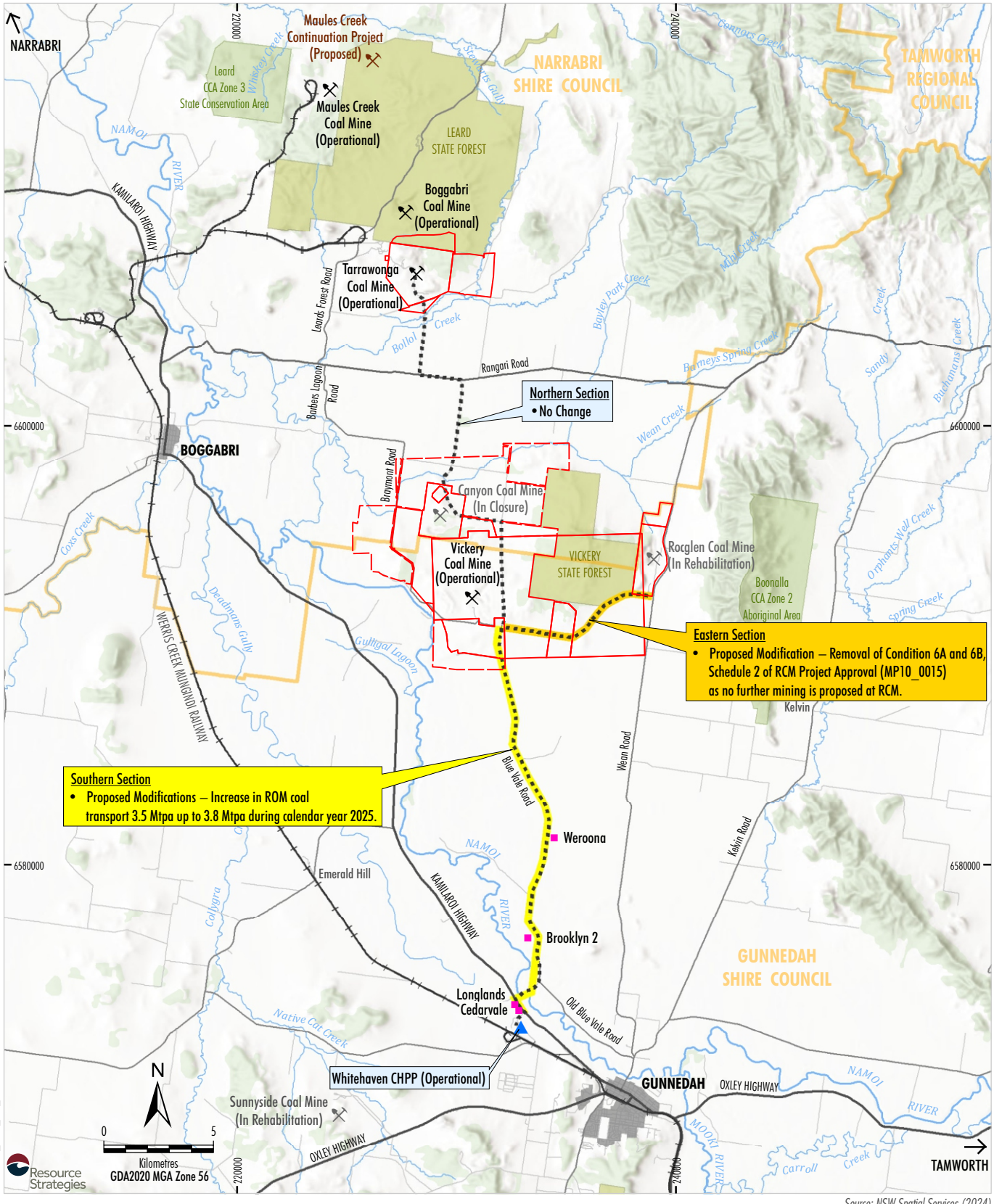
- Tarrawonga Coal Project (Tarrawonga Coal Mine) (Project Approval [MP11_0047]);
- Vickery Extension Project (Vickery Coal Mine) (Development Consent [SSD-7480]); and
- Rocglen Extension Project (Rocglen Coal Mine) (Project Approval [MP10_0015]).

These open cut coal mining operations are referred to as the Gunnedah Open Cuts (GOCs).

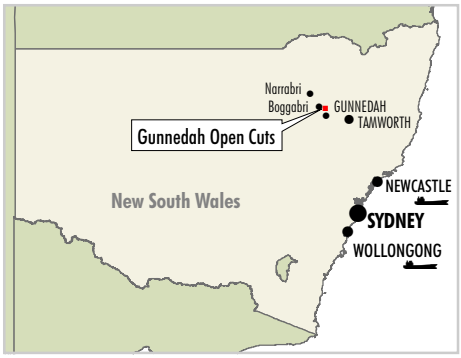
Conditions relating to the transport of run-of-mine (ROM) coal from the GOCs have been modified over time, including changes to haulage hours, limits on haulage from individual mines and limits on haulage cumulative from the GOCs mines. To support these modifications RWDI Australia Pty Ltd (RWDI) prepared a Road Noise Impact Assessment for *Tarrawonga Coal Mine - Road Haulage Hours Modification – Noise Impact Assessment* (RWDI, 2023).

Whitehaven has reviewed its planned run-of-mine (ROM) coal production from the GOCs over calendar year 2025 and has identified an opportunity to increase the approved ROM coal haulage limit from 3.5 million tonnes per annum (Mtpa) to 3.8 Mtpa (i.e. a 0.3 Mtpa increase of ROM coal transported) from the Tarrawonga and Vickery Coal Mines. The increase would result in additional truck movements along the southern part of the Approved ROM Coal Transport Route south of Braymont Road (**Figure 1**).

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Source: NSW Spatial Services (2024)



LEGEND

- Mine Site (Operational)
- Mine Site (Proposed)
- Mine Site (In Closure/Rehabilitation)
- Railway
- Major Road
- Local Road
- State Forest
- State Conservation Area, Aboriginal Area
- Local Government Boundary
- Exploration Licence Boundary (EL)
- Mining Tenement Boundary (ML, CL)
- Private Landholders
- Approved Road Transport Route
- Proposed Modifications
- Whitehaven CHPP

Whitehaven

GOC MODIFICATIONS

Proposed Modifications

Figure 1

WHC-25-105_MOD5_Cons_2018

For the ROM coal haulage increase, Whitehaven proposes modifications to the cumulative ROM coal haulage limits in the following approvals to enable up to 3.8 Mtpa of ROM coal to be transported by road in 2025:

- Approval MP11_0047 - Tarrawonga Coal Project.
- Approval SSD-7480 - Vickery Extension Project.
- Approval MP10_0015 - Rocglen Extension Project.

The Modifications would include no change to the following components of the GOCs:

- Mining operations at the approved GOCs.
- Surface disturbance at the approved GOCs or Whitehaven coal handling and preparation plant (CHPP) (e.g. to facilitate transport or stockpiling of ROM coal, product coal or coal rejects).
- Mine life(s), employment numbers, mining activities or other surface activities associated with the approved GOCs or Whitehaven CHPP.
- Approved haulage hour(s).
- ROM coal transport route(s) from the GOCs to the Whitehaven CHPP or existing domestic customers.
- Coal reject transport route(s) from the Whitehaven CHPP to Vickery Coal Mine or Tarrawonga Coal Mine.

RWDI has been commissioned by Whitehaven to prepare a noise impact assessment in support of the above modifications. This letter has been prepared to review potential noise implications on the nearby community.

Road Traffic Noise

The Project Approvals for three mining projects (Tarrawonga, Vickery and Rocglen Coal Mines) set the same road traffic noise criteria, stipulating that noise generated on public roads by the three mining operations combined must not exceed the noise criteria summarised in Error! Reference source not found..

Table 1: Road Traffic Noise Criteria

Land	Day and Evening $L_{Aeq\ (15\ hour)}$	Night $L_{Aeq\ (9\ hour)}$
All privately-owned residences	60	55

Note: L_{Aeq} = The equivalent continuous sound level.

The proposed 0.3 Mtpa increase of ROM coal transported in calendar year 2025 would results in the average number of cumulative haul trips (Tarrawonga and Vickery Coal Mines) increasing from approximately 22 to 24 trips per hour on the Approved ROM Coal Transport Route south of the Vickery Coal Mine (The Transport Planning Partnership, 2025).

Based on updated haulage estimates provided by TTPP, the proposed Modifications would result in approximately 452 vehicle trips per weekday and 334 vehicle trips per Saturday, assuming an average truck payload of approximately 60.6 tonnes. Despite this increase in daily movements, road traffic noise levels are expected to remain well within the relevant criteria.

An increase of one extra trip per hour would be equivalent to an increase in noise levels of approximately 0.4 dB. This is deemed negligible in accordance with the *Noise Policy for Industry* (NSW Environment Protection Authority [EPA], 2017) and *NSW Road Noise Policy* (NSW Department of Environment, Climate Change & Water, 2011), and would not be discernible by the surrounding community.

Of note is that road traffic noise predictions for the Approved ROM Coal Transport Route, which are conservative (i.e. based on 29-32 hourly trips with the former lower payload fleet), were found to be considerably lower than the relevant criteria (*Tarrawonga Coal Mine - Road Haulage Hours Modification – Noise Impact Assessment*, RWDI, 2023). This would infer that noise predictions assuming 24 hourly trips (which is considerably lower than 29-32 hourly trips) would also comply with the relevant criteria.

Therefore, road traffic noise associated with the proposed ROM coal haulage increase is not expected to impact on the acoustic amenity of the surrounding community.

Conclusion

RWDI has reviewed potential noise impacts associated with the proposed increase in the approved ROM coal haulage limit from 3.5 Mtpa to 3.8 Mtpa from the Tarrawonga and Vickery Coal Mines in calendar year 2025.

The review has indicated that the resulting increase in truck movements along the Approved ROM Coal Transport Route remains negligible and not impact on the acoustic amenity of the surrounding community.



Yours faithfully

Remi Larmandieu
Associate Principal
RWDI

References

NSW Department of Environment, Climate Change & Water (2011) *NSW Road Noise Policy.*

NSW Environment Protection Authority (2017) *Noise Policy for Industry.*

RWDI Australia (2023) *Tarrawonga Coal Mine - Road Haulage Hours Modification – Noise Impact Assessment.*

The Transport Planning Partnership (2025) *Whitehaven Gunnedah Open Cut Operations 2025 Haulage Modification – Road Transport Impact Review.*

Statement of Limitations

This report entitled *Rocglen, Tarrawonga and Vickery Increased Haulage Modifications - Noise Impact Assessment*, dated 31 July 2025, was prepared by RWDI Australia Pty Ltd ("RWDI") for Whitehaven Coal Limited ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared.

Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.