

# Notice of Modification

## Section 75W of the *Environmental Planning and Assessment Act 1979*

As delegate of the Minister for Planning, the Independent Planning Commission of NSW modifies the project approval referred to in Schedule 1, as set out in Schedule 2.



Paul Forward (Chair)  
**Member of the Commission**



Prof Alice Clark  
**Member of the Commission**

Sydney

16 April 2018

### SCHEDULE 1

The project approval (08\_0101) granted by the Minister for Planning on 26 November 2010 for the Integra Underground Project.

### SCHEDULE 2

1. In the list of definitions, delete the term “DPI Water” and its definition, and insert the following terms and definitions in alphabetical order:

Dol Water EA Mod 8	Crown Lands and Water Division of the Department of Industry <i>Integra Underground Mine Longwall Extension Modification Environmental Assessment</i> , prepared by Hansen Bailey, dated December 2017; and associated Response to Submissions titled <i>Integra Underground Mine Longwall Extension Modification Response to Submissions</i> , dated January 2018
Modification 8	The modifications to the project, as described in EA Mod 8
2. In the definition for “Project layout plan”, delete the word “plan” and insert the word “plans”.
3. Delete all references to “DPI Water” and replace with “Dol Water”.
4. In condition 2 of Schedule 2:
  - (a) delete the word “and” in sub-paragraph (h); and
  - (b) delete sub-paragraph (i) and insert the following:
    - (i) EA Mod 8; and
    - (j) project layout plan.
5. In the second bullet point in the ‘*Notes to condition 2 and 3*’ following condition 3 of Schedule 2:
  - (a) delete the word “plan” and insert the word “plans”; and
  - (b) delete the word “is” and insert the word “are”.
6. In condition 2A of Schedule 3, following both references to the words “water pipeline infrastructure”, insert the words “and Modification 8”.
7. Following condition 17, insert the following:

**Additional Offsets**

17A. If the Proponent exceeds the water or biodiversity performance measures in Table 10 and the Secretary determines that:

- (a) it is not reasonable or feasible to remediate the subsidence impact or environmental consequence; or
  - (b) remediation measures implemented by the Proponent have failed to satisfactorily remediate the subsidence impact or environmental consequence,
- then the Proponent must provide a suitable offset to compensate for the subsidence impact or environmental consequence, to the satisfaction of the Secretary.

- 17B. The offset must give priority to like-for-like land-based environmental offsets, but may also consider payment into any NSW Offset Fund established by OEH, or funding or implementation of supplementary measures such as:
- (a) actions outlined in threatened species recovery programs;
  - (b) actions that contribute to threat abatement programs;
  - (c) biodiversity research and survey programs; and/or
  - (d) rehabilitating degraded habitat.

*Note: Any offset required under this condition must be proportionate with the significance of the impact or environmental consequence.*

- 8. In Table 11 of condition 30 of Schedule 3, in the row titled "Mine water storages" in the first bullet point, delete the words "store a 100 year ARI flood" and insert the words "ensure no unlicensed or uncontrolled discharge of mine water off-site".
- 9. In condition 32A of Schedule 3, following the reference to the words "water pipeline infrastructure", insert the words "and Modification 8".
- 10. Following condition 41 of Schedule 3, insert the following:

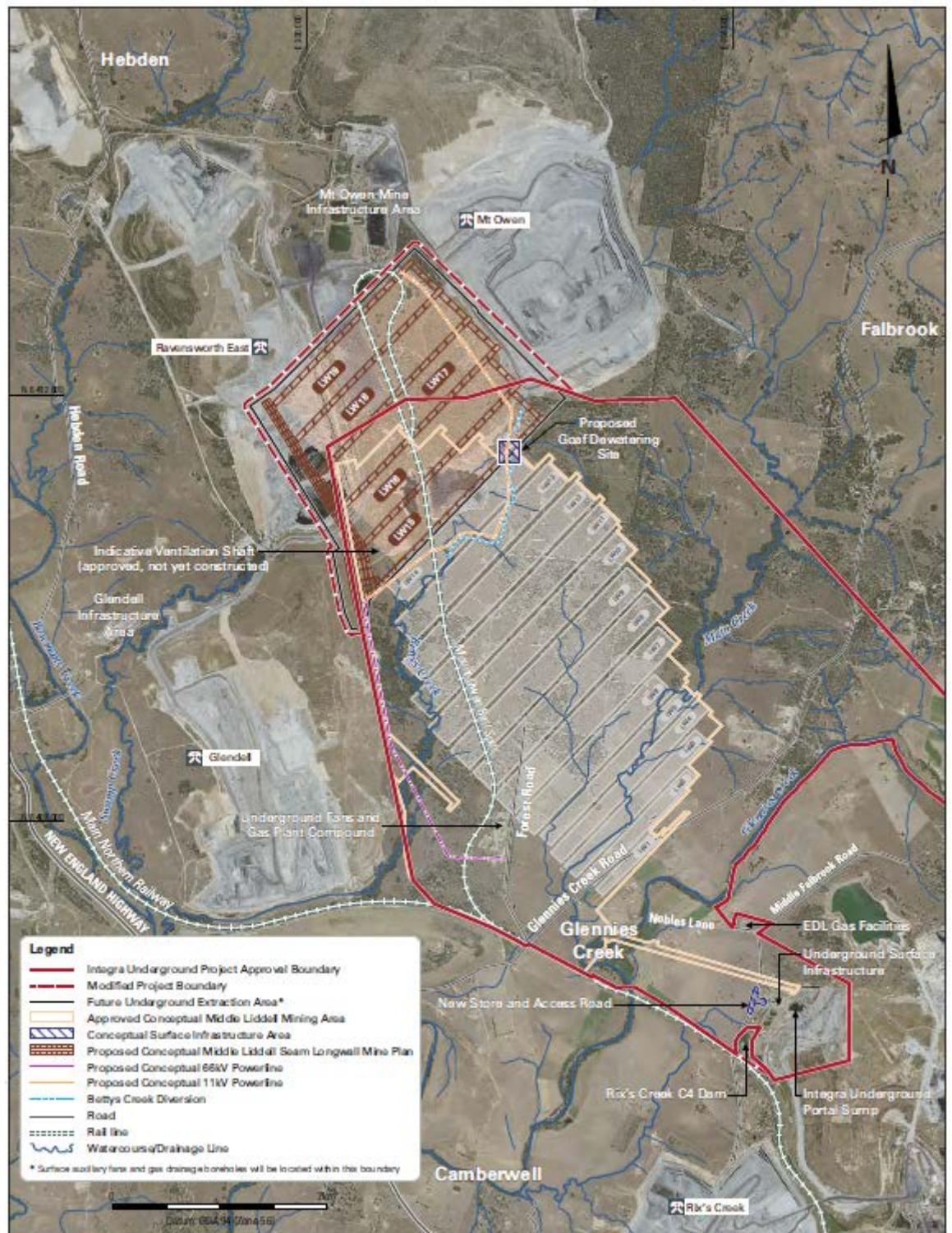
#### **TRAFFIC**

##### **Construction Traffic Management Plan**

42. Prior to the commencement of construction activities under Modification 8, the Proponent must prepare a Construction Traffic Management Plan to the satisfaction of the Secretary. This plan must:
- (a) be prepared in consultation with RMS and Council;
  - (b) include measures to minimise traffic impacts that may occur during construction of surface infrastructure and new access road;
  - (c) outline measures to ensure construction vehicles utilise the safest route in regards to sight distances and existing road environment (ie speed, alignment and crash history) when entering and exiting the New England Highway from local roads; and
  - (d) include a program to monitor and report on the effectiveness of these measures.

The Proponent must implement the approved Construction Traffic Management Plan as approved by the Secretary.

- 11. Delete Figure 2 in Appendix 3.
- 12. In Appendix 3, following Figure 3, insert the following:



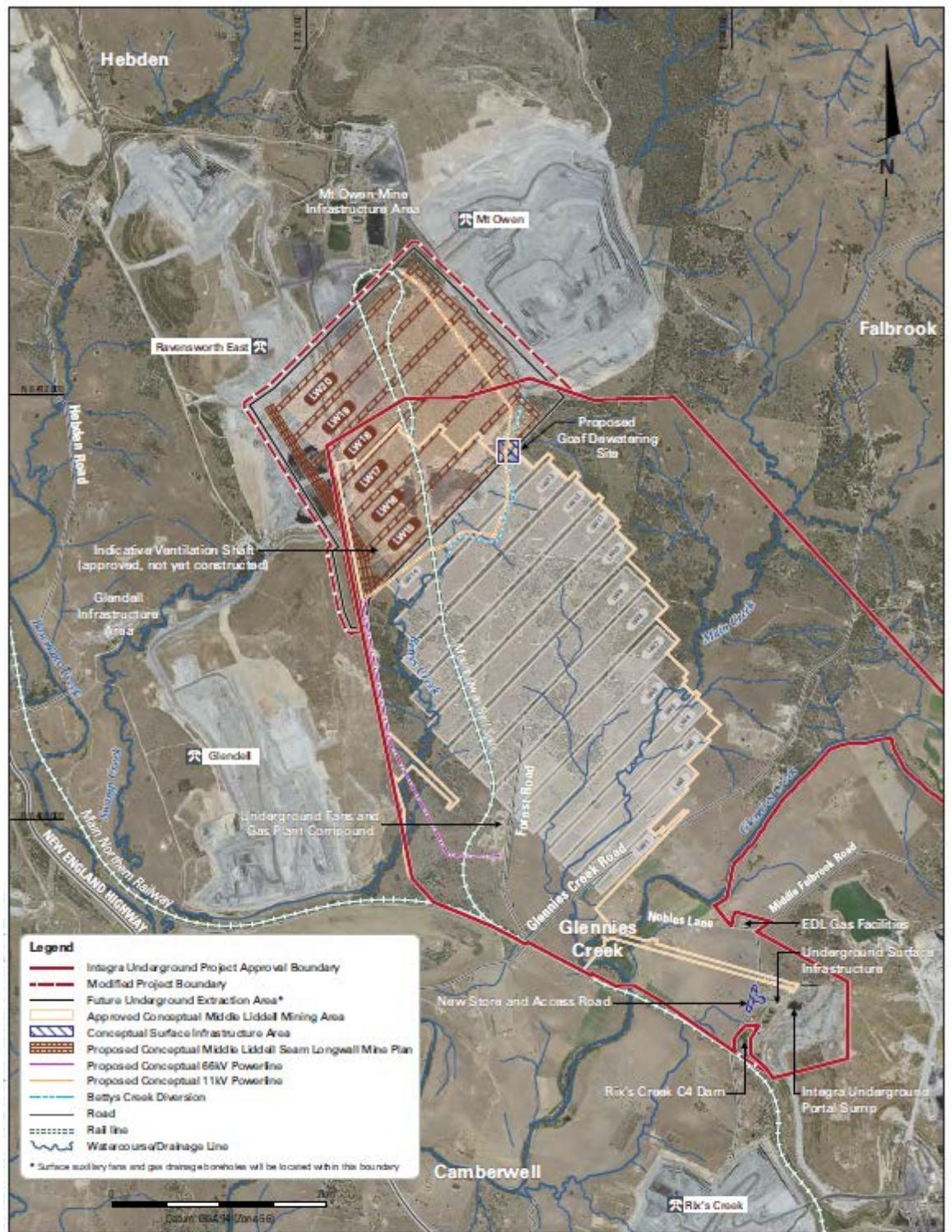
#### INTEGRA UNDERGROUND MINE

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Conceptual Modification Overview (320m)

Figure 4: Approved Middle Liddell Seam - Longwall Panels (330 m width for Longwalls 15 – 19)





INTEGRA UNDERGROUND MINE

GLENCORE

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Conceptual Modification Overview (246m)

**Figure 5: Alternative Approved Middle Liddell Seam - Longwalls Panels  
(257 m width for Longwalls 15 – 20)**

- Adjust the TABLE OF CONTENTS and page numbers to reflect changes made by this instrument.