

24 August 2021

April Hudson
Approvals Specialist
SIMEC Mining
2975 Remembrance Drive
Tahmoor NSW 2574

Re: Tahmoor LW W3-W4: Main Southern Railway Inspection

Dear April,

Tahmoor Coal has engaged EMM Consulting (EMM) to undertake an inspection of non-registered heritage items on the Main Southern Railway to assess their heritage significance. This letter memo will be appended to the Heritage Management Plan that supplements the Extraction Plan for Longwalls West 3 – West 4.

This letter includes:

- a brief exploration of the historical context of the study area and heritage context; and
- details of the site inspection and an assessment of the condition of the heritage items; and
- an assessment of heritage significance.

Should you have any questions or concerns please do not hesitate to contact me on (02) 9493 9500.

Yours sincerely



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1 Background

The Tahmoor Coal Mine (Tahmoor Mine) is an underground coal mine located approximately 80 kilometres (km) south-west of Sydney between the towns of Tahmoor and Bargo, New South Wales (NSW). The Tahmoor Mine has been operated by Tahmoor Coal Pty Ltd (Tahmoor Coal) since Tahmoor Mine commenced operation in 1979 using bord and pillar mining methods, and via longwall mining methods since 1987. Tahmoor Coal is a wholly owned entity within the SIMEC Mining Division of the GFG Alliance group.

Tahmoor Coal is extending underground coal mining to the north-west of the Main Southern Railway at Picton and Thirlmere (referred to as the 'Western Domain') within Mining Lease (ML) 1376 and ML 1539. An Extraction Plan for the first two longwalls to be mined, Longwall West 1 – West 2 (LW W1-W2) was approved by the NSW Department of Planning, Industry and Environment (DPIE) on 8 November 2019. Extraction of LW W1 commenced on 15 November 2019 and was completed on 6 November 2020. LW W2 extraction was completed on 17 June 2021. Tahmoor Coal is proposing to mine a further two longwalls in the Western Domain – Longwall West 3-West 4 (LW W3-W4).

1.1 Purpose of report

A Historical Heritage Technical Report (HHTR) was prepared by EMM Consulting Pty Ltd (EMM) in March 2021 as part of the Extraction Plan for LW W3-W4. The objectives of the HHTR were to identify historical heritage items within the LW W3-W4 study area and to provide for the monitoring and management of potential subsidence related environmental impacts on historical heritage sites within the study area to demonstrate that the relevant performance measures are met. As part of this report, several non-registered heritage items were identified requiring inspection and assessment. A complete list of heritage items in and within the vicinity of the study area is provided within Appendix A.

The known items within the study area that required heritage inspection and assessment are:

- Main Southern Railway culverts - three culverts within the study area and four adjacent to the study area along the eastern boundary.

Items on the Main Southern Railway associated with the 1919 deviation works that are outside the study area, but which may be susceptible to far field movement and require heritage inspection are:

- Main Southern Railway culverts - four culverts adjacent to the study area;
- Subway (88.133 km) adjacent to the study area;
- High retaining wall (84.687 km), outside the study area but may be susceptible to far field horizontal movements;
- Bridge on Matthews Lane (84.551 km), outside the study area but may be susceptible to far field horizontal movements;
- Connellan Crescent Overbridge (89.080 km); and
- Prince Street Overbridge (85.17 km).

This letter memo will be appended to the HHTR, providing a baseline recording of the non-registered heritage items identified. This will assist with ongoing monitoring and assessment of whether impacts from mining have occurred. A final assessment and recording will be conducted at the completion of mining works.

It is noted that engineering inspections by structural engineer JMA Solutions have been carried out at the Matthews Lane, Prince Street and Connellan Crescent Overbridges, and Tahmoor Coal has been monitoring

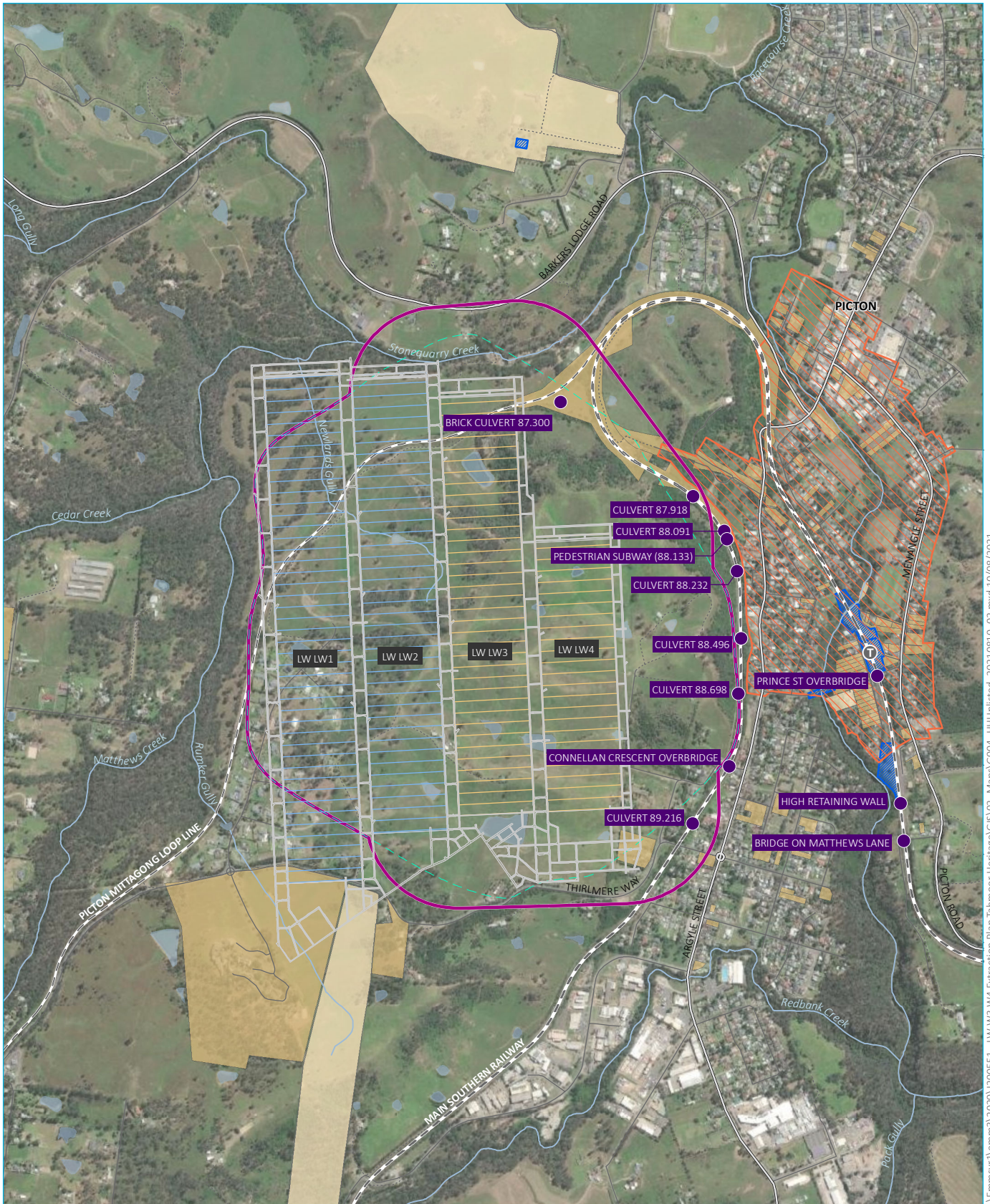
movements of the bridges with survey pegs since the extraction of LW W1. To date, no impacts on the bridges have been observed during the mining of LW W1-W2.

1.2 Study area

The study area has been defined as the surface area that could be affected by the mining of LW W3–W4. The extent of the study area has been calculated by combining the areas bound by the following limits:

- a 35-degree angle of draw from the extents of LW W3–W4;
- the predicted limit of vertical subsidence, taken as the 20-millimetre (mm) subsidence contour resulting from the extraction of the proposed longwalls; and
- features that could experience far field or valley-related movements and could be sensitive to such movements.

The study area is outlined in Figure 1.1.



KEY

- Study area
- Predicted 20 mm subsidence contour
- Completed longwall
- Proposed longwall
- Mine plan
- Historic heritage items
- State Heritage Act
- Conservation Area - General
- Item - General
- Item - Archaeological
- Heritage items - not listed
- T Train station
- Rail line
- Major road
- Minor road
- Vehicular track
- Named watercourse
- Waterbody

Historical heritage items
(unregistered sites)

Tahmoor Longwalls W3-W4
Main Southern Railway Inspection
Figure 1.1



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1.3 Assessment guidelines and requirements

This baseline recording of non-registered heritage items has been prepared in accordance with the relevant government assessment requirements, guidelines, and policies. The report and field survey were undertaken using the principles of the *Australian International Council on Monuments and Sites, Charter for Places of Cultural Significance* (the *Burra Charter*, Australia ICOMOS 2013) and the New South Wales (NSW) *Heritage Manual* (Heritage Office 1996 with regular additions).

The *Burra Charter* defines the concept of cultural significance as ‘aesthetic, historic, scientific, social, or spiritual value for past, present, or future generations’ (Australia ICOMOS 2013, Article 1.2). It identifies that conservation of an item of cultural significance should be guided by the item’s level of significance.

The *Heritage Manual* comprises the following guidance documents:

- *Statements of Heritage Impact Guidelines* (Heritage Office 2006);
- *Investigating Heritage Significance* (Heritage Office 2004);
- *Assessing Heritage Significance* (Heritage Office 2001); and
- *Assessing Significance for Historical Archaeological Sites and ‘Relics’* (Heritage Branch Department of Planning 2009).

1.3.1 NSW heritage assessment criteria

The heritage significance assessment criteria are as follows:

Table 1.1 NSW heritage assessment criteria

Criteria	Description
A – Historical significance	An item is important in the course or pattern of NSW’s cultural or natural history.
B – Associative significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the NSW’s cultural or natural history.
C – Aesthetic significance	An item is important in demonstrating aesthetic characteristics and/or high degree of creative or technical achievement in NSW.
D – Social significance	An item has strong or special association with a particular community or cultural group in NSW for social, cultural, or spiritual reasons.
E – Research potential	An item has potential to yield information that will contribute to an understanding of NSW’s cultural or natural history.
F - Rarity	An item possesses uncommon, rare, or endangered aspects of NSW’s cultural or natural history.
G – Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW’s cultural or natural places; or cultural or natural environments.



This information has been
retracted
- For more information
contact Tahmoor Coal

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