Built Features

Metropolitan Coal's built features monitoring program includes monitoring of the following infrastructure items:

- Endeavour Energy (previously Integral Energy) infrastructure (e.g. transmission line, access tracks and towers).
- Nextgen infrastructure (e.g. access tracks, fibre optic cable lines and pits).
- TransGrid infrastructure (e.g. access tracks, towers and transmission lines).
- Optus infrastructure (e.g. access tracks and fibre optic cables).
- Telstra infrastructure (e.g. access tracks and transmission lines).
- Roads and Maritime Services (RMS) infrastructure (e.g. pavement, bridges, culverts and cuttings).
- RailCorp infrastructure (e.g. rail line and associated infrastructure).
- Sydney Water infrastructure (e.g. pipelines and water tanks).
- Wollongong City Council infrastructure (e.g. pavement and culverts).

Site inspections were conducted prior to the commencement of Longwall 20 secondary extraction to establish the condition of the infrastructure items. Following re-surfacing of the M1 Princes Motorway (previously known as the F6 Southern Freeway) (March 2012) in the vicinity of Helensburgh as part of routine maintenance, a further pavement condition assessment was conducted by the RMS prior to the Longwall 21 extraction approaching within 1,000 metres of the Longwall Finish Line.

Subsidence monitoring relevant to each Built Feature Management Plan was conducted in accordance with each Plan.

Over the reporting period, Metropolitan Coal held meetings with the RMS Technical Committee which was established to facilitate consultation in regard to the Built Features Management Plan – RMS, in relation to the M1 Princes Motorway and associated bridges. The RMS conducted slope stabilisation works to mitigate the risk of dislodging rocks as a consequence of mining disturbance.

End of Panel subsidence reports for both Longwall 20 and Longwall 21 movements and impacts were prepared at the completion of Longwalls 20 and 21 by Mine Subsidence Engineering Consultants Pty Ltd and monitored bridge movements were assessed by Cardno Pty Ltd at regular intervals in accordance with the RMS Technical Committee's requirements. In relation to the monitored bridge movements, the assessments concluded that there were no differential movements of any concern.

At the completion of both Longwall 20 and Longwall 21, the subsidence movements were generally in accordance with predicted subsidence within the accuracy of the survey and prediction methods.

No impact to any built feature was evident over the reporting period.

The results of the monitoring have been used to assess the performance of the Project against the following built features subsidence impact performance measure:

> *Safe, serviceable and repairable, unless the owner and the MSB agree otherwise in writing*.

The built features subsidence impact performance measure was not exceeded during the reporting period.