

# **Northern Coal Services Modification 5 to SSD 5145 Briefing to Independent Planning Commission**

5 June 2025

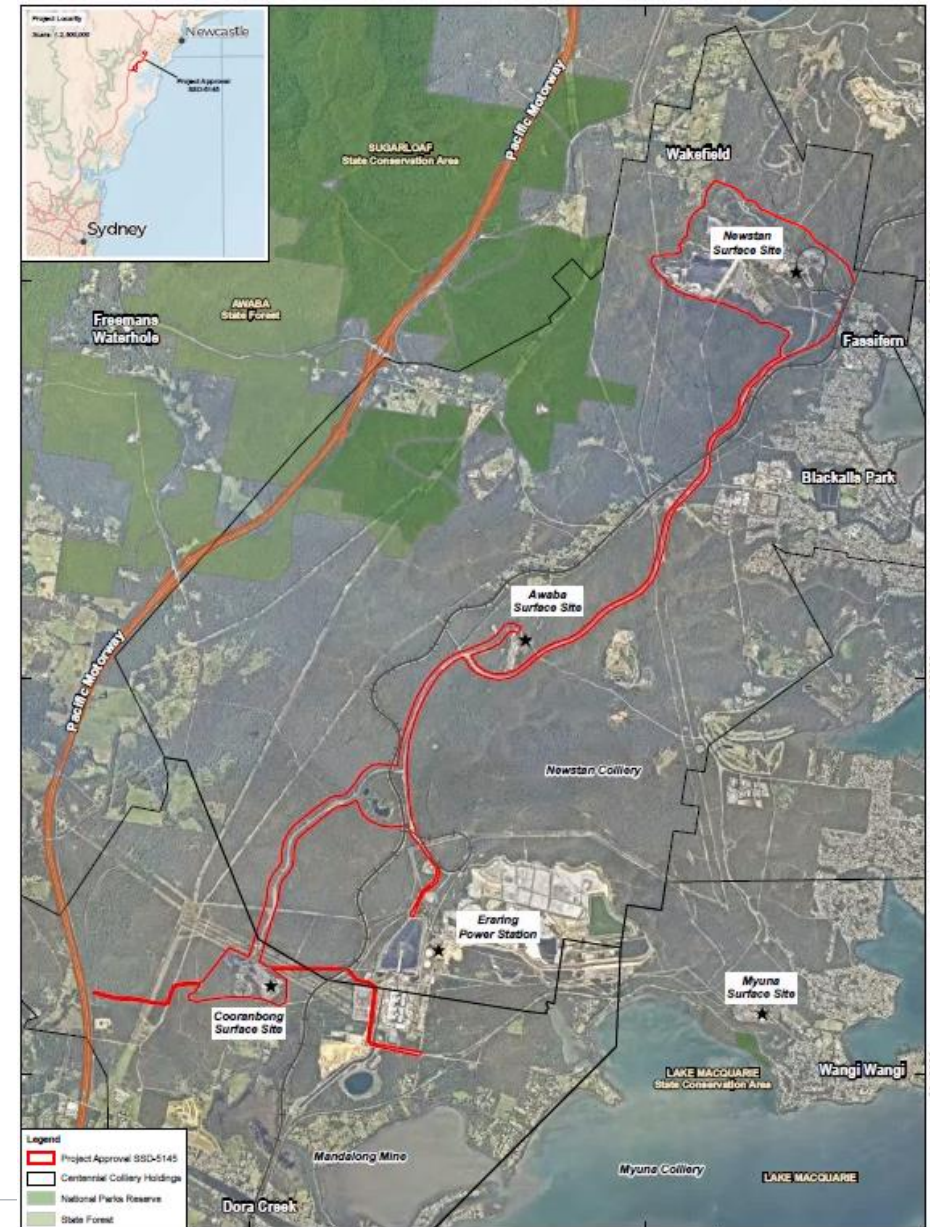
OUR WAY IN ENERGY

# Agenda

- Introductions - Applicant Representatives:
  - Ron Bush - General Manager Development & Approvals
  - Clinton Brockwell - Northern Coal Services Manager
  - Jeffrey Dunwoodie – Mandalong Environment & Community Superintendent
  - Roxanne Hoffman – Newstan Environment & Community Officer
- Agenda
  - Opening Statement (Panel Chair)
  - The Application
  - Traffic and transport
  - Development contributions
  - Noise
  - Air quality
  - Conservation bond

# Northern Coal Services

- Centennial Northern Coal Services (**NCS**) comprises the surface Coal Handling and Preparation Plant (**CHPP**) facilities at the Newstan Colliery Surface Site (**NCSS**) and Cooranbong Entry Site (**CES**), as well as private haul roads connecting Newstan Colliery, Awaba Colliery, CES and Eraring Power Station (**EPS**).
- NCS facilities are integral to the handling, processing and transport of coal from Newstan Colliery (via conveyor) and Mandalong Mine (via an underground conveyor to CES then via private haul road to NCSS).
- NCS operates under State Significant Development (**SSD**) consent SSD-5145, which was granted by the Minister for Planning on 29 September 2015 for operations to be undertaken until 31 December 2045.



# Summary of Modification Application

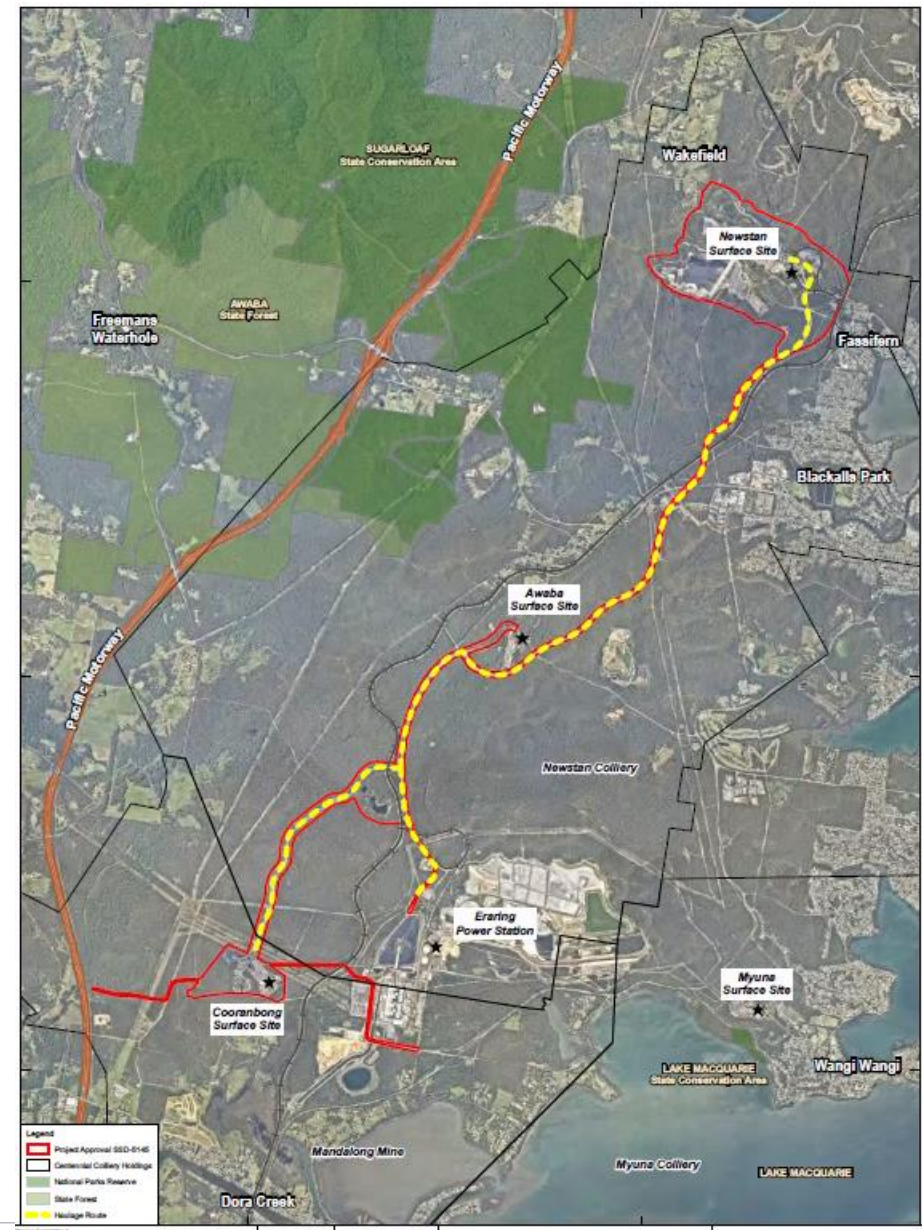
- Centennial is seeking to modify development consent SSD-5145 (MOD 5) under Section 4.55(2) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) to allow for:
  - Beneficial use of Coal Washery Rejects (**CWR**) with:
    - Transport, via the existing private haul road via back haulage using existing approved truck movements, and use of up to 500,000 tonnes per annum of CWR under the EPA's *Coal Washery Rejects Order and Exemption* (2014) to EPS site for use in site engineering works, including as an engineering capping material for ash dam rehabilitation;
    - Transport, via the existing private haul road to Rhondda Road and then via the public road network and use of up to 250,000 tonnes per annum, limited to a maximum of 2,000 tonnes per day, of CWR under the EPA's *Coal Washery Rejects Order and Exemption* (2014) from the reject stockpiles at NCS by truck to external users for beneficial reuse as engineering fill material for earthworks and road formation construction;
  - Establishment of mobile crushing plant, on an as required campaign basis for up to 20 weeks per annum, to crush oversized rejects and other materials within the NCS site at various locations, including the rail loop area, CHPP area and within the SREA operational stockpile area;
  - Modify Schedule 2, Condition 6 to allow for additional coal and reject transport via back haulage using existing approved truck movements from NCS to CES and EPS using the existing private haul road; and
  - Modify Schedule 3, Condition 20 to align the wording of the Conservation Bond with the wording in the Biodiversity Offset Strategy required under Schedule 3, Condition 18.



# Traffic and Transportation

## Product Transport

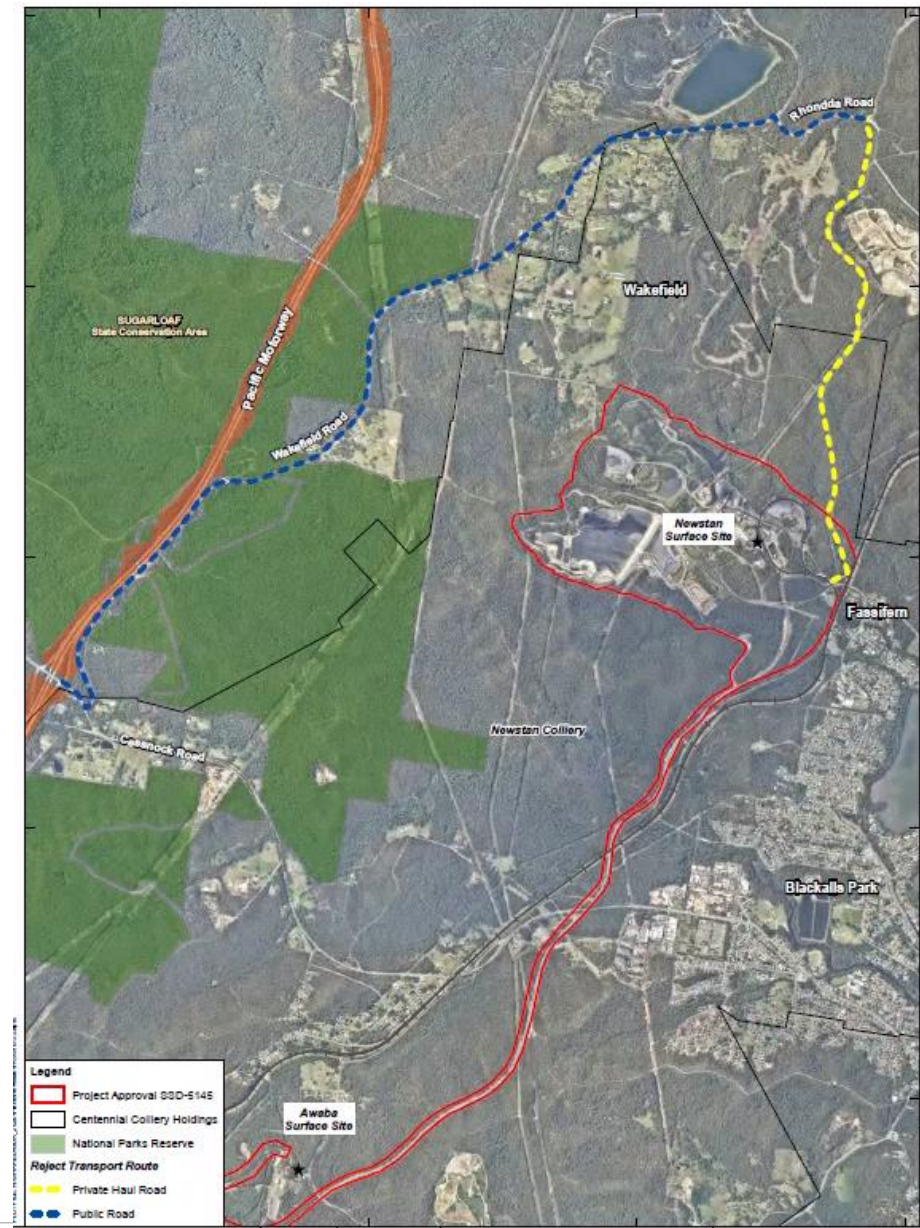
- Under SSD-5145 transport approved is:
  - 6 Mtpa of ROM coal from the CES to the NCSS
  - 6 Mtpa of ROM coal from the CES to the EPS
  - 4.5 Mtpa of product coal from the NCSS to the EPS
  - 500,000 tpa of product coal (middling) from the NCSS to CES
- MOD 5 seeks to modify existing conditions of SSD-5145 including:
  - To allow transportation of coal product from the NCSS to the CES (in addition to EPS) within the existing approved transport limit of 4.5 Mtpa
  - To allow an increase in the tonnage transport limit of product coal (middling) from the NCSS to CES from the existing 500,000 tpa to 1 million tpa
  - To allow 500,000 tpa of CWR to be transported from the NCSS to EPS
- The transport activities would be undertaken within existing approved truck movements on the existing private haul road, with the additional product coal (middling) and CWR transported predominantly via back haulage.
- The changes would result in no additional truck movements beyond those already approved.



# Traffic and Transportation

## CWR Transport to External Customers

- MOD 5 seeks to modify existing conditions of SSD-5145 to enable:
  - Transport to external users 250,000 tpa of CWR from the NCSS via truck movements along the private haul road and on the public road network via a designated transport route consisting of Rhondda Road, Wakefield Road, Palmers Road and onto the M1 Motorway.
  - The export of CWR to external users is proposed to be limited to maximum of 2,000 tonnes per day (tpd)
  - Outside of the peak hours maximum of 13 truck loads per hour (or 26 two-way movements).
  - During peak hours:
    - AM peak period (8:15am – 9:15am) to 16 two-way trucks movements
    - PM peak period (3:45pm – 4:45pm) to 6 two-way laden trucks movements.
- The Modification Report included a route selection option analysis undertaken that investigated five different heavy vehicle transport options.
- Neither TfNSW or LMCC raised any objections in relation to the preferred transport route
- An alternative route suggested in public submissions would travel past the Awaba Residential areas and additional rural residences along Cessnock Road
- A Traffic Management Plan (**TMP**) including a Drivers' Code of Conduct would be prepared post approval of MOD 5



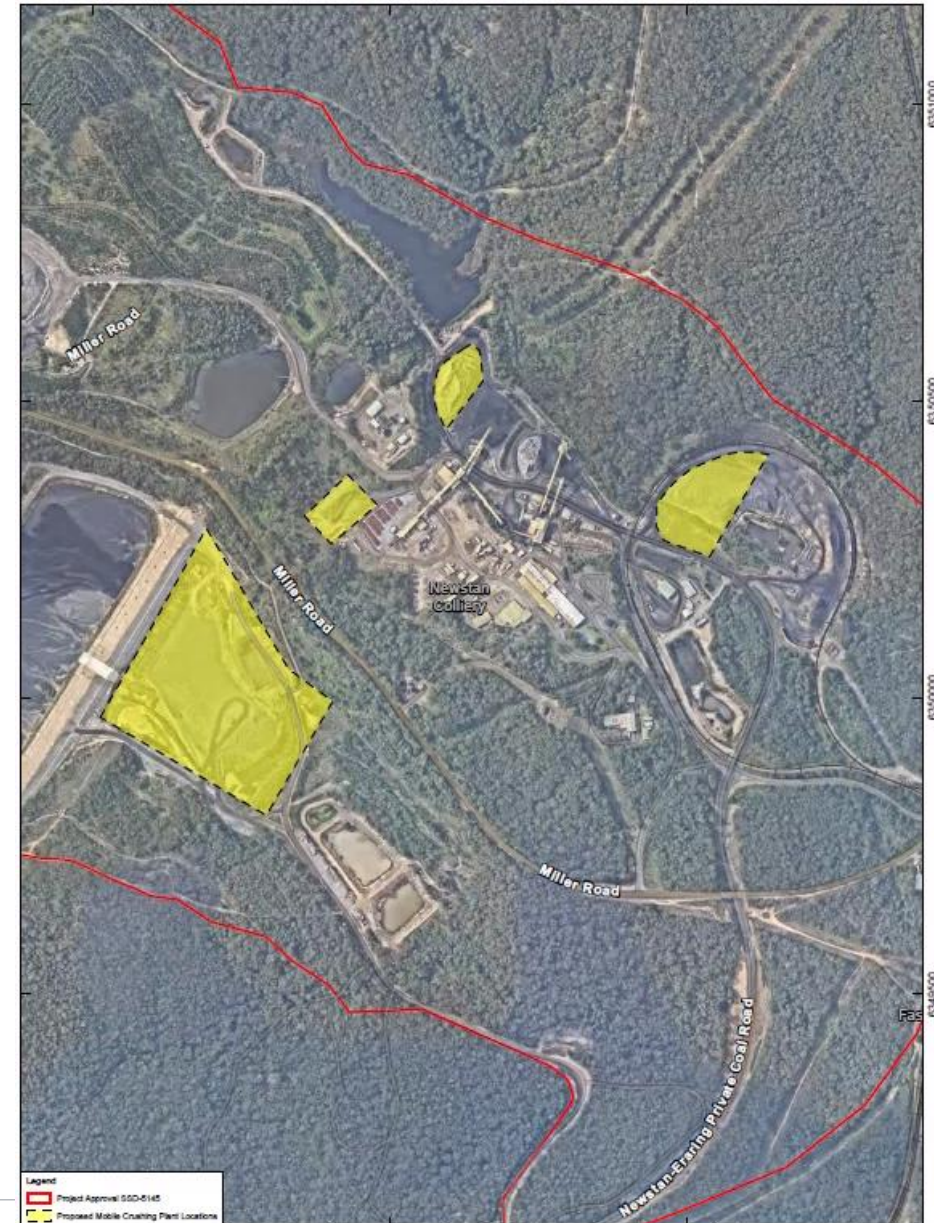


# Development Contributions

- LMCC requested the inclusion of a condition of consent requiring the proposed heavy vehicle haulage on local roads to be subject to a haulage levy in accordance with its Development Contributions Plan (DCP) - Toronto Contributions Catchment Report.
- The development contributions would be for the maintenance of roads used for haulage of mine products in accordance with the relevant council local infrastructure contribution plan for the life of the mine.
- The LMCC DCP provides for:
  - For development requiring a road haulage contribution a condition of development consent specifying a monetary Haulage Contribution Rate per tonne of goods or materials transported to and/or from the site.
  - The contribution is to be paid at regular intervals as determined by Council in the condition of development consent. At any time, Council may request the operator of the site to produce records to verify the quantities of goods or materials being transported.
  - The contribution rate will be indexed in accordance with the provision of this Plan
- The calculation of Haulage Contribution Rate is set out in formula within the LMCC DCP

# Noise

- The CHPP configuration does not enable oversized product coal to be processed by the plant and MOD 5 seeks approval to operate a mobile crushing and screen plant at the NCSS to crush oversized product coal and rejects to nominal size grading (i.e. >50mm).
- The mobile plant is proposed to operate for up to 20 weeks per year on a campaign basis at various locations at NCSS, including the rail loop area, CHPP area and within the SREA operational stockpile area.
- Noise modelling indicated that operational noise levels would potentially exceed both the Project Noise Trigger Levels (**PNTLs**) (as derived in accordance with the NPfI) and the approved criteria set in the existing development consent
- To mitigate noise impacts during operation of the mobile crushing and screening plant, a 2.1m high temporary acoustic barrier is proposed to be installed around three sides of the plant, with the opening oriented away from the nearest noise sensitive receivers at each proposed crushing location
- Additional noise mitigation measures proposed include:
  - Restricting the operating hours for the mobile crushing and screening plant to 7.00 am -5.00 pm on Monday to Saturday, and 8.00 am - 5.00 pm on Sunday and public holidays
  - Restricting the operating time for the mobile crushing and screening plant to a maximum total of 20 weeks per annum
  - Update the existing approved Noise Management Plan (**NMP**) to include specific noise monitoring, mitigation and management measures to be implemented for the mobile crushing and screening plant, including continuing to operate the real-time noise management system.





# Air Quality

- The Modification Report included an Air Quality Impact Assessment (**AQIA**)
- The AQIA indicated that the key emission sources from the modification would include:
  - Operation of the mobile crusher and loading the CWR stockpile
  - Unloading CWR from stockpile areas to trucks
  - Transport of CWR from NCSS to the EPS and external user
- The AQIA indicated that incremental and cumulative emissions would comply with applicable NSW EPA particulate matter impact assessment criteria at all assessment locations with the exception of Receptor NC2
  - Receptor NC2 is located adjacent to the north-western boundary of the NCSS and was predicted to experience minor exceedances of the cumulative 24-hour average PM<sub>10</sub> criterion on two days during the modelling period.
- LMCC and the EPA did not raise any objections or concerns in relation to air quality aspects of the modification.
  - The EPA acknowledged that the proposed activities are not predicted to result in any significant increase to air quality impacts
- One submission objecting to the modification raised concern regarding potential air quality impacts to Teralba residents.
- Air quality mitigation measures proposed include:
  - Continue to operate the real-time air quality monitoring system to guide day-to-day operations at the NCSS site to minimise dust impacts
  - To minimise the likelihood of impacts at Receptor NC2, restrict operations at the NREA during times when winds are blowing from the southeast.
  - Operate in accordance with existing Air Quality & GHG Management Plan (**AQGHGMP**) and update to include specific dust mitigation and management measures

# Conservation Bond

- Under SSD-5145, a Conservation Bond is required to be lodged with the Department to ensure that the Biodiversity Offset Strategy (**BOS**) is implemented
- The BOS and Conservation Bond were required to compensate for clearing of native vegetation associated with the NCSS (northern expansion of the CHPP, stockpiling and infrastructure area) and the Hawkmount Quarry REA
- Clearing associated with these areas has not yet occurred
- On 11 August 2023, the Department granted approval for an extension of time for the lodgement of the Conservation Bond (to 31 July 2025). At the time of approval, the Department acknowledged that Centennial intended to submit a modification application seeking to amend condition 20, Schedule 3 to link it to the timing of the BOS (i.e. prior to the clearing of any native vegetation), rather than the current time-based requirement of this condition
- MOD 5 seeks to modify the consent to allow the Conservation Bond to be lodged prior to the clearing of any native vegetation associated with the NCSS expansion and Hawkmount Quarry REA