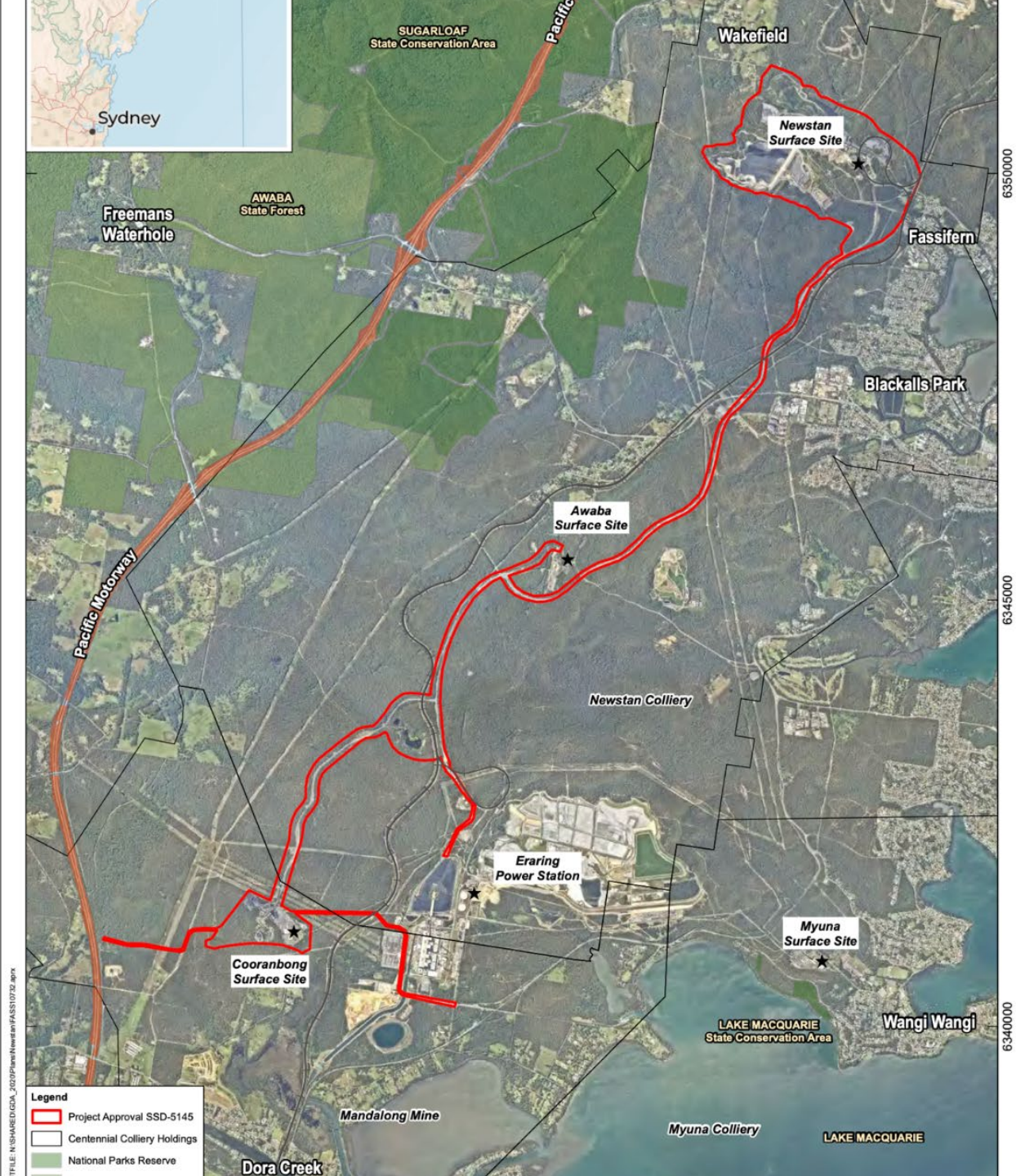


Northern Coal Services Modification 5

IPC Briefing

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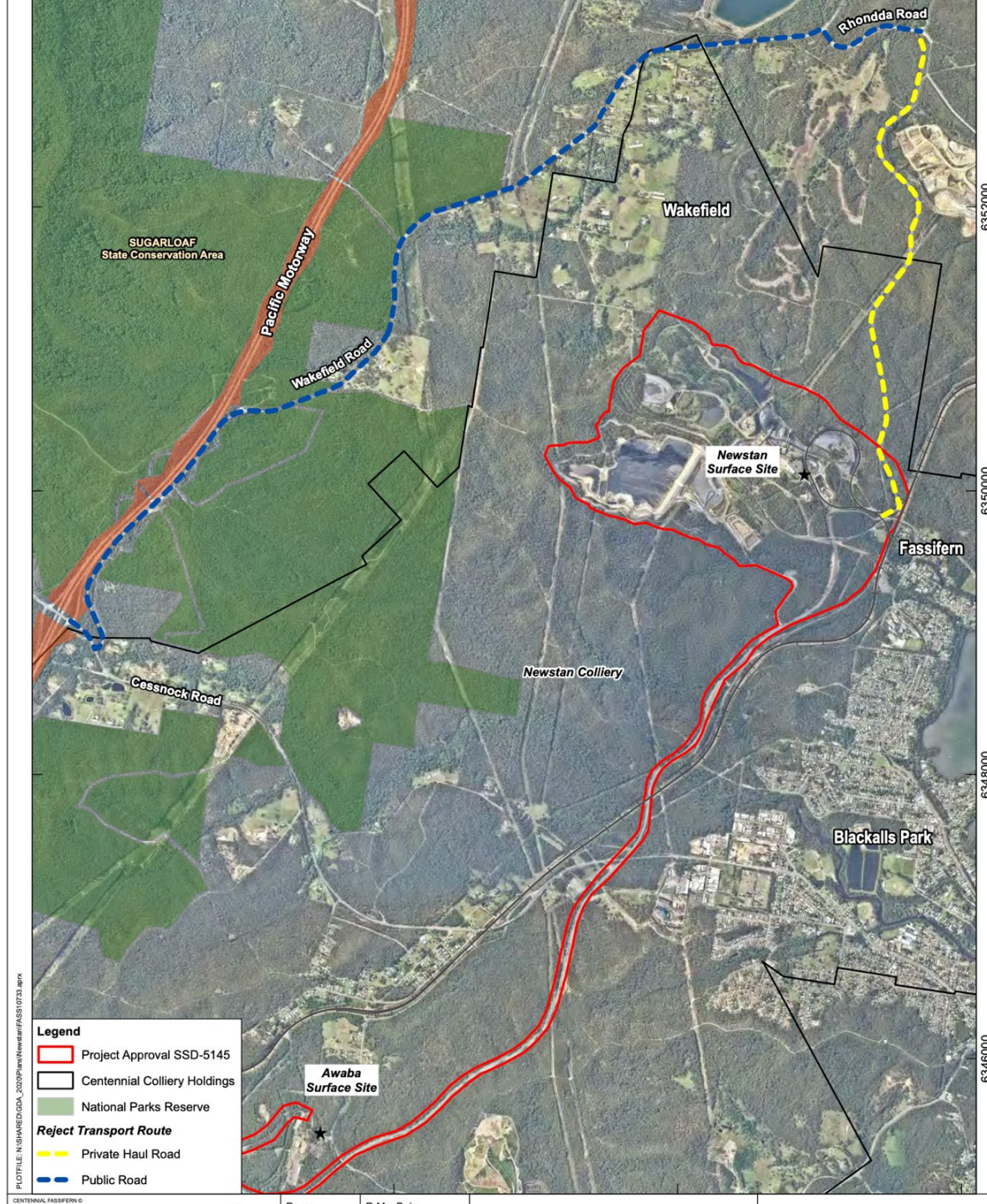
5 June 2025



Proposed modification

- **Beneficial use of Coal Washery Rejects (CWR) for engineering applications, including:**
 - transport up to 500,000 tpa of CWR from the NCSS to the EPS predominantly via back haulage using existing approved truck movements on the existing private haul road;
 - transport up to 250,000 tpa of CWR from the NCSS to external users via truck movements on the public road network;
- **Use of a mobile crushing and screening plant** on a campaign basis (up to 20 weeks per year) to process oversized rejects and other materials at various locations at the NCSS site;
- **Flexibility in the transportation of coal products** on the existing private haul road including:
 - transport of coal product from the NCSS to the CES (as well as the EPS) within the existing approved transport limit of 4.5 Mtpa;
 - an increase in the tonnage transport limit of product coal (middling) from the NCSS to CES from 500,000 tpa to 1 million tpa; and
- Amend the **timing of the Conservation Bond** to align with the approved vegetation clearing and Biodiversity Offset Strategy.

CWR Transport Route



Substantially the same development

- The approved consent (SSD-5145) allows the applicant to carry out ‘**coal transport and processing operations on the site**’, which is defined in the consent as “*Includes the following, where carried out on the site:*
 - *processing, handling and storage of coal;*
 - *transportation of coal by private haul road, conveyor or rail; and*
 - *transportation and emplacement of coal rejects and tailings”.*
- This includes:
 - the surface coal handling and preparation facilities at the Newstan Colliery Surface Site (NCSS) and Cooranbong Entry Site (CES),
 - private haul roads connecting Newstan Colliery, Awaba Colliery, CES and Eraring Power Station (EPS).
 - the receipt, handling, processing and transport of run-of-mine (ROM) coal from Centennial’s underground coal mining operations at Newstan Colliery, Awaba Colliery and Mandalong Mine, which are subject to separate consents.
- CWR is a by-product of **coal mining** that can be used in various civil engineering applications in the form of earth works and engineering works, including construction and maintenance of road infrastructure

	Element of proposed modification	Description	Commentary on why the modification is not considered to be a new or additional land use
1	Beneficial reuse of coal washery reject (CWR)		- Existing approval provides for the management of CWR at 3 approved disposal locations at the Northern Coal Services Site
1a	Transport of up to 500,000 t of CWR to Eraring Power Station	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	<ul style="list-style-type: none"> - The production of CWR is already an approved activity - Utilises existing approved private haul road - All truck movements would remain within the existing approved limits - Activities remain within the approved project boundary - Consistent with waste management hierarchy and ESD principles - Allows for reuse of a waste product <p>Only change is transport of CWR to Eraring Power Station for beneficial reuse</p>
1b	Transport of up to 250,000 t of CWR to offsite users	<p>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</p> <p>to external users for beneficial reuse as engineering fill material for earthworks and road formation construction</p>	<ul style="list-style-type: none"> - The production of CWR is an approved activity - Consistent with waste management hierarchy and ESD principals - Allows for reuse of a waste product <p>Change is to transport CWR to offsite users</p>

	Element of proposed modification	Description	Commentary on why the modification is not considered to be a new or additional land use
2	Use of a mobile crushing and screening plant to process oversized coal reject materials	<p>The NCSS Coal Handling and Preparation Plant (CHPP) processes ROM coal to produce product coal and rejects.</p> <p>Due to the CHPP plant configuration, an oversized material is produced and stored on site that requires further processing for product handling, storage and use.</p> <p>The modification proposes the operation of mobile crushing and screening plant, on an as required campaign basis, to crush oversized rejects and other materials within the NCSS site.</p>	<ul style="list-style-type: none"> - NCSS is approved to process ROM coal and produce product coal and rejects - Utilises existing approved production limits - Remains within the approved project boundary <p>Change seeks to process an existing approved waste product</p>
3	Allow for additional coal and reject transport via back haulage using existing approved truck movements from NCS to CES and Eraring Power Station using the existing private haul road		<ul style="list-style-type: none"> - Remains within existing approved production limit - Utilises existing approved private haul road - All truck movements would remain within the existing approved limits - Is an existing approved activity to transport middlings to Eraring Power Station <p>Only change is an increase (by 0.5 Mt) of transport of middlings to Eraring Power Station</p>
4	Align the wording of the Conservation Bond with the wording in the Biodiversity Offset Strategy		<ul style="list-style-type: none"> - Existing approved condition remains requiring a Conservation Bond - No vegetation clearing proposed <p>Only change is amending the timing of the condition</p>

Traffic and transport

- The relatively minor increase in heavy vehicle movements is considered unlikely to have an impact on the capacity, efficiency or safety of the surrounding road network
- All other proposed transportation activities would be undertaken on the existing private haul road within existing limits (predominantly via back haulage)
- Centennial has committed to ensuring transportation of CWR on the public road network is restricted during peak periods (Wakefield Road / Palmers Road / Cessnock Road intersection)
- The Department has recommended conditions stipulating haulage limits and requiring Centennial to prepare and implement a Traffic Management Plan, including a Drivers Code of Conduct
- Subject to these conditions, the Department considers that the traffic and transport impacts of the modification are acceptable

Development contributions

- Lake Macquarie City Council requested a condition of consent requiring the proposed heavy vehicle haulage on local roads to be subject to a haulage levy in accordance with Council's Development Contributions Plan
- In the Response to Submissions, Centennial agreed to payment of the heavy vehicle haulage fee in consultation with Council, as per the Development Contributions Plan
- The Department has recommended conditions requiring contributions and timing of payment to be determined in consultation with Council
- It is understood the condition wording and formal mechanism requires review/ amendment. The Department supports any required approach in this regard to ensure contributions from Centennial are required.

Noise

- Under noise-enhancing weather conditions, three private receivers predicted exceedances between 1dB(A) and 3 dB(A)
- Traffic noise levels at surrounding residences would remain below relevant noise criteria
- Centennial has committed to install an acoustic barrier around three sides of the mobile crushing plant
- In addition, the Department has recommended conditions:
 - 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
 - requiring Centennial to 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
- Subject to these conditions, the Department considers that the noise impacts of the modification are acceptable

Air quality / Greenhouse Gas

- The modification is predicted to comply with all relevant air quality criteria (incremental and cumulative), except for one sensitive receiver
- Neither Council or the EPA raised 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
- Operation of a real-time air quality monitoring system will continue for the modification and to guide day-to-day operations
- Annual Scope 1 and Scope 3 greenhouse gas emissions would increase marginally (~1% extra of approved emissions). Associated with additional diesel fuel for transportation. Scope 2 emissions remain unchanged
- The Department considers that the potential air quality impacts would be appropriately managed

Conservation Bond

- Existing condition requires Centennial to lodge a Conservation Bond 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)
 - It is understood that clearing associated with these areas is yet to be undertaken
- The modification seeks to allow the Conservation Bond to be lodged prior to the clearing of any native vegetation associated with the Bond, rather than time-based (31 July 2025)
- Linking the timing for lodgement of a Conservation Bond to prior to clearing of the native vegetation is now standard practice and is considered appropriate
- The Department has therefore recommended that condition 20, Schedule 3 be amended accordingly

Evaluation

- The proposed modification is considered to be ‘substantially the same development’ to the original approval
- The beneficial reuse of CWR materials would result in numerous benefits, particularly by reducing the volume of waste materials requiring disposal
- Linking the timing for lodgement of a Conservation Bond to prior to clearing of the native vegetation is now standard practice and is considered appropriate
- The potential impacts of the modification are similar in nature and scale to those of the existing operations and can be appropriately managed through existing and proposed conditions of consent
- The Department considers that the proposed modification is in the public interest and is approvable, subject to the recommended conditions