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DIA 86-2889-M4 & DIA 105-90-M2
DA 143/89 & DA 105/90

faxed copy on Glenories
Creek file N91/00267/7

rec'd 28.8.01
JH

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21 August 2001

Elissa Howie, Project Officer
Department of Urban Affairs & Planning
Development & Infrastructure Assessment
GPO Box 3927
SYDNEY NSW 2001

FAXED
22-8-01

Dear Ms Howie

**Proposed modification to development consents for Camberwell Coal and Glennies
Creek Mines**

I refer to Council's letter dated 25 July 2001 on the above matter. Enclosed is a copy of the report to Council's Corporate & Development Services Committee, an Addendum to the report and the Resolution of the Committee. Together they form Council's submission for the applications to modify the development consents for the mines. Please note that the recommendation of the report has been varied in the Addendum report and Resolution.

Should you wish to discuss this matter further please contact me on direct line 6578 7331.

Yours faithfully

K Horner
Senior Assessment Planner

KH.

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PUBLIC ACCESS

The following matter was brought forward for consideration during public access.

ITEM NO 2 MANAGER PLANNING & DEVELOPMENT REPORT NO 10/01 – PROPOSED MODIFICATION OF DEVELOPMENT CONSENTS – CAMBERWELL & GLENNIES CREEK MINE FILE CODE: DA/89/143 & DA 105/90

2. PROPOSED MODIFICATION OF DEVELOPMENT CONSENTS – CAMBERWELL AND GLENNIES CREEK MINE DA89/143 AND DA105/90

Public Access was granted to Mr Peter Murray from Camberwell Coal who addressed the meeting.

A report was circulated on the current proposals for modification of the development consents to allow Camberwell Coal to accept, process and rail load Glennies Creek's production coal on an ongoing basis, in addition to handling its own coal.

332/01 **RESOLVED** that :

1. This report be forwarded to DUAP as Singleton Shire Council's submission regarding the proposals;
2. DUAP be advised that Council supports the proposal provided the following requirements are met (in addition to any other government authority or DUAP requirements):
 - options for the formation of a private agreement with the owners of Dulwich are investigated;
 - options for the formation of a private agreement with Mr Tisdell are investigated;
 - ✓ • night time lighting is adequately directed and shielded to minimise any off-site lighting impacts; *— check existing consent*
 - ✓ • the conveyor is constructed and commissioned as soon as practicable; *will be conditioned*
 - ? — • a Community Consultative Committee is formed for the Camberwell mining operations; *DUAP's position?*

Glennies Creek Mine be advised that since the Glennies Creek surface facilities buildings were approved on a temporary basis only, the following matters would need to be addressed to allow them to be approved on a permanent basis:

- completion of any outstanding works from the final inspection;
- provision of illuminated exit signs to all buildings complying with Part E of the BCA;
- provision of disabled access and facilities to all buildings complying with Part D of the BCA

(Kelly/Robinson)

ADDENDUM**2. PROPOSED MODIFICATION OF DEVELOPMENT CONSENTS –
CAMBERWELL & GLENNIES CREEK MINE****FILE: DA 89/143 & DA 105/90****Author: Ken Horner**

Further to the above report, the Committee is advised that since the Glennies Creek surface facilities buildings were approved on a temporary basis only, the following matters would need to be addressed to allow them to be approved on a permanent basis:

- Completion of any outstanding works from the final inspection;
- Provision of illuminated exit signs to all buildings complying with Part E of the BCA;
- Provision of disabled access and facilities to all buildings complying with Part D of the BCA.

The above dot points should be included as advice in the submission to Department of Urban Affairs and Planning.

There is also an error in the original report. At the end of the report, at the end of the last dot point (in reference to the formation of a Community Consultative Committee), the reference to Glennies Creek Mine should be deleted (page 37 of Business Paper). There is already a consultative committee for Glennies Creek Mine.

M Ihlein
Manager Planning & Development
Services

K S McMurray
Director Corporate & Development
Services

Manager Planning & Development Services Report No. 10/01

2. PROPOSED MODIFICATION OF DEVELOPMENT CONSENTS – CAMBERWELL & GLENNIES CREEK MINE
FILE CODE: DA 89/143 & DA 105/90
Author: Ken Horner

EXECUTIVE SUMMARY

*The current proposals for modification of the development consents will allow Camberwell Coal to accept, process and rail load Glennies Creek's production coal on an ongoing basis, in addition to handling its own coal. A location and site layout plan are appended as **Attachment "A"**. It is proposed that the whole of the Glennies Creek output will be prepared and dispatched through the Camberwell Coal Handling and Preparation Plant (CHPP) and rail load-out system. This will avoid the need for the construction of a separate CHPP and rail load-out system for Glennies Creek mine.*

The Statement of Environmental Effects indicates that noise and dust impacts will be within acceptable criteria at most residential receptors within the vicinity. However, noise and dust impacts at Dulwich, which is within the existing area of affection, will be exacerbated by the development and exceed EPA criteria.

It is understood that a private agreement exists between Camberwell Mine and the owners of Dulwich, in lieu of acquisition of the property. It is considered that DUAP should investigate options for review of this private agreement in light of the increased detrimental impacts, should these applications be approved.

The Tisdell residence is also within the area of affection, yet it has not been mentioned in the Statement of Environmental Effects. Mr Tisdell has advised Council that he does not have a private agreement with Camberwell Mine. It is considered that DUAP should investigate options for the formation of an agreement given the potential for impacts on the property.

Night time lighting needs to be directed and shielded to minimise any detrimental impacts off-site.

The Camberwell Mine is one of the few mines in the Shire which does not have a Community Consultative Committee (CCC). Given that the proposal will ensure operation of the mine for several more years, and at times residents in the vicinity may be subject to various environmental impacts, ranging from minor to significant, it is considered that any approval should require the formation of a CCC for the mine.

*Manager Planning & Development Services Report No. 10/01***INTRODUCTION**

This report provides a description of a proposed modification of the development consents for the Camberwell Open Cut Coal Mine (DA 89/143 – Camberwell Coal Pty Ltd) and the Glennies Creek Underground Coal Mine (DA 105/90 – Namoi Hunter Pty Ltd). It will also analyse potential environmental impacts within Singleton Shire. The proposed modification to the consents will allow for the processing and train loading of Glennies Creek's production coal through the Camberwell facilities in addition to Camberwell's current production (at least in the short term).

It is proposed that this report will form the basis of the Council submission to the Department of Urban Affairs and Planning (DUAP) as the Minister is the consent authority for both applications. The applications are on exhibition at the time of writing this report. The exhibition closes on Friday 3 August and a request has been made to DUAP to accept Council's submission following the Corporate and Development Services Committee Meeting.

Time does not permit a comprehensive assessment to be carried out as would be expected if Council were the consent authority. Additionally, officers have not had the opportunity to gauge community comments or concerns as the submissions are lodged directly to DUAP. Likewise, there is no access to government authority comments, which are also submitted directly to DUAP.

Environmental issues will be addressed directly by the relevant government authorities. Council's submission should detail issues which are of particular concern to it and within its jurisdiction.

BACKGROUND

Camberwell Coal received consent for its open cut coal mine in March 1990 (DA 89/143). Glennies Creek received consent for its underground coal mine in November 1991 following a Commission of Inquiry (DA 105/90). The Minister is the consent authority for both mines. Camberwell's consent was modified by the Minister in April 1992, December 1994 and May 1999. Glennies' Creek consent was modified by the Minister in November 1998.

The original consents allow for the two mines to operate completely independently of each other. The current consents (as modified) allow for some integration of the mining activities, with Glennies Creek entering the underground seams via Camberwell's North Pit highwall and Camberwell able to accept, process and rail load Glennies Creek coal for a limited period of three years. This catered for Glennies Creek's relatively small quantities of development coal.

THE PROPOSAL

The current proposals for modification of the development consents will allow Camberwell Coal to accept, process and rail load Glennies Creek's production coal on an ongoing basis, in addition to handling its own coal. A location and site layout plan are appended as **Attachment "A"**. It is proposed that the whole of the Glennies Creek output will be prepared and dispatched through the Camberwell Coal Handling and Preparation Plant (CHPP) and rail load-out system. This will avoid the need for the construction of a separate CHPP and rail load-out system for Glennies Creek mine.

*Manager Planning & Development Services Report No. 10/01*Alteration of existing infrastructure

As Glennies Creek moves to its production phase, Camberwell will need to upgrade its existing CHPP to handle the additional tonnages as follows:

- Increase the capacity of Run of Mine (ROM) reclaim conveyors by increasing their speeds with higher power motors and gearboxes;
- Alter the processing system and change processing units in the coal preparation plant by the installation of large diameter cyclones to replace a jig and smaller cyclones with the necessary accompanying changes to fine coal and tailing circuits; and
- Add a second thickener similar to, and adjacent to, the existing thickener.

Coal transportation

Three scenarios are proposed for the transportation of coal from the Glennies Creek stockpile to the Camberwell CHPP.

Scenario 1 – Use of existing haulage route

The current haul route from Glennies Creek Mine to the CHPP traverses an overburden emplacement area within Camberwell's North Pit. This will continue to be used until the construction of the conveyor system (scenario 3) to directly feed Glennies Creek coal into the Camberwell CHPP, or until the emplacement of overburden prevents the use of this route.

Scenario 2 – Alternate haulage route (adjacent to railway line)

An alternative route is proposed for on-site haulage of ROM coal along the western edge of Camberwell's North Pit, adjacent to the Main Northern Railway. This scenario would be used prior to the installation and use of the proposed conveyor, in the event that the current haul road was not able to be used due to the progress of overburden in the North Pit. It will be kept open permanently for access to the CHPP from Glennies Creek Mine and for coal haulage in emergencies when the conveyor option is not operable.

Two to three haulage vehicles and one large front-end loader will be used for the loading and transportation of Glennies Creek coal. It is expected that the rate of coal haulage by the use of trucks will be approximately 16,000 tonnes per day over three days in any week.

Scenario 3 – Use of overland conveyor

The preferred option for the coal transportation from Glennies Creek Mine to Camberwell's CHPP is the use of an overland conveyor. However, the route traverses areas which Camberwell Coal is currently using for overburden emplacement. The topography of the route will therefore undergo frequent change in the short term. It is anticipated that emplacement will be sufficiently completed to allow commencement of the conveyor construction in 2002.

Manager Planning & Development Services Report No. 10/01

The conveyor will be of 1,800 tph capacity and will be mounted on the rehabilitated slopes of the North Pit. On the highest, flat section of the emplacement, the conveyor will be constructed at 135m RL in a trench through the final emplacement which will rise to 140m RL.

The conveyor will be loaded through two underground draw points under a 100,000 tonne stockpile to be situated at the Glennies Creek Mine entrance. Coal from the underground mine conveyor will discharge to the stockpile from a single discharge point. A bulldozer or front-end loader will be used to move the coal over the stockpile area as it is stored and reclaimed.

The conveyor will reduce the dependency on haul trucks for the on-site coal transportation, resulting in less noise and dust being generated on-site.

Some lighting will be required for the conveyor for safety reasons. The impact of this lighting is expected to be less than the impact from large mining machinery. Lighting will be shielded and the conveyor being located in a 5m deep trench across the high part of the emplacement area will also reduce impacts.

Off-site coal transportation

All coal is transported from Camberwell Mine to the Port of Newcastle by rail. The increased production from Glennies Creek Mine to be dispatched through Camberwell's train loading system will require an increase in train number from about 325 per year to about 540 per year. There would be no more trains in total than if Glennies Creek had constructed its own train loading facility as originally proposed.

PLANNING CONTEXT

Modification applications under Section 96(2) of the Act have been lodged with DUAP to amend each of the mine's development consents. The applications have been exhibited for a two week period in accordance with the provisions of the Act.

The applications are permissible under the provisions of Singleton Local Environmental Plan. Since both original development consents were approved by the Minister, the modifications are considered to be "State Significant Development" under the Act, and the Minister is the consent authority.

Other approvals will be required from government authorities as follows:

- Approval to operate a new tailings dam from Department of Mineral Resources (DMR);
- Variation to Camberwell Mine's Environmental Protection Licence for the planned increased rate of coal processing from Environment Protection Authority (EPA);
- Approval for mining infrastructure from Mine Subsidence Board (MSB).

*Manager Planning & Development Services Report No. 10/01***LOCAL ENVIRONMENTAL IMPACTS**

The main issues with potential to result in local environmental impact are noise, air quality, and visual impact. These are described below with issues to be raised with DUAP where relevant.

Noise

Existing background data was sourced from representative 72-hour surveys conducted at three residential locations (Hardy, Wattling and Mordey) surrounding the Camberwell Coal Lease. The data was collected at various times during the period 1998-2000 as a part of the mine's regular compliance monitoring program. The consultant suggests that this gives a more appropriate indication of long-term ambient noise levels than would a single one-week "snapshot" as would be obtained from a standard noise survey. Background noise levels were calculated from the measured data using the median of the daily tenth-percentile L90 level in each time period as specified in the EPA NSW *Industrial Noise Policy, 2000* (INP).

The mine's current noise goals of 40dB(A),L10 (night) and 50 dB(A),L10 (day), are applicable under neutral atmospheric conditions. Given that the mine operates on a 24-hour basis, the night time noise goal is the governing criterion.

The dominant noise sources from the proposal will be:

- Transfer of ROM coal from Glennies Creek to Camberwell CHPP via the existing central haul road (and at times, the western haul road);
- Transfer of ROM coal from Glennies Creek to Camberwell CHPP via the overland conveyor;
- The upgraded Camberwell CHPP; and
- Additional trucks transporting rejects from the CHPP to the northern dump.

Noise modelling was carried out for the different scenarios of the proposal in conjunction with other noise sources.

Central haul road

For haulage along the central haul road, compliance with the existing night time noise goal of 40dB(A),L10 for neutral weather conditions is predicted at all residences. However, under the INP prevailing atmospheric conditions, minor exceedances are predicted at the Mordey, Lambkin and Noble residences. A significant exceedance (7 dB(A)) is predicted for the Dulwich residence.

The Environment Protection Authority (EPA) has advised Council previously that under the INP, provided that all feasible and reasonable mitigation measures appear to have been applied and the project offers significant social and economic worth, then minor exceedances are considered to be acceptable. On the other hand, significant exceedances (greater than 5 dB(A)) should be addressed by either examining further noise mitigation measures or entering into a negotiated agreement with the affected parties.

*Manager Planning & Development Services Report No. 10/01**Western haul road*

The western haul road would be used if overburden dumping in the North Pit disrupts the existing central haul route at a time prior to the commissioning of the conveyor, or if there is a failure of the conveyor once it is commissioned.

Night time use of the western haul road would result in a predicted exceedance of 8 dB(A) at the Dulwich residence. It is therefore proposed to restrict use of this haul road to day time hours, when there will be no predicted exceedance of the neutral weather conditions noise goal of 50 dB(A). However, under prevailing atmospheric conditions (under the INP) minor exceedances are predicted at the Mordey, Lambkin and Noble residences and a significance exceedance of 12 dB(A) is predicted for Dulwich.

Overland conveyor

This is proposed as the final configuration and represents the “normal” operating scenario. No exceedances of current noise goals for neutral conditions are predicted. Under INP prevailing atmospheric conditions, minor exceedances at the Mordey (1 dB(A)) and Dulwich (3 dB(A)) residences are predicted.

Air quality

Dust emissions have been estimated for the three different scenarios proposed for the development. The central haul route will produce 284 tonnes per year, the western haul route 310 tonnes and the conveyor 109 tonnes per year.

Dust impacts have been analysed in terms of annual average dust deposition rates (DDR), concentrations of total suspended particulates (TSP) and particulate less than 10 microns (PM₁₀). EPA criteria is predicted to be met for each of the assessment components, for each of the three scenarios, outside the Camberwell Mine's existing zone of affectation. However, cumulative impacts at the Dulwich residence (within the area of affectation) are predicted to exceed the EPA criteria for DDR. As would be expected, all the components of dust generation will be significantly lower for the conveyor scenario, although DDR criteria will still be exceeded at Dulwich.

Visual impacts

Existing operations at Camberwell Mine, including truck movements, occur 24 hours a day. The additional truck movements associated with the haulage of coal from Glennies Creek Mine will not result in significant change to current operations. They will be the same type as existing machinery and will operate along existing haul routes used for overburden and rejects transport.

Visual impacts from the conveyor should be minimised by running it through the five metre deep trench where it traverses the higher levels of the rehabilitated overburden emplacement area of the former North Pit. Night time lighting should be adequately shielded and directed so as to minimise light pollution.

*Manager Planning & Development Services Report No. 10/01***CONCLUSION**

Environmental impacts relevant to Council input are noise, air quality and visual impact. Technical input to these and all other environmental issues is the responsibility of the relevant government authorities.

The Statement of Environmental Effects indicates that noise and dust impacts will be within acceptable criteria at most residential receptors within the vicinity. However, noise and dust impacts at Dulwich, which is within the existing area of affection, will be exacerbated by the development and exceed EPA criteria.

It is understood that a private agreement exists between Camberwell Mine and the owners of Dulwich, in lieu of acquisition of the property. It is considered that DUAP should investigate options for review of this private agreement in light of the increased detrimental impacts, should these applications be approved.

The Tisdell residence is also within the area of affection, yet it has not been mentioned in the Statement of Environmental Effects. Mr Tisdell has advised Council that he does not have a private agreement with Camberwell Mine. It is considered that DUAP should investigate options for the formation of an agreement given the potential for impacts on the property.

Night time lighting needs to be directed and shielded to minimise any detrimental impacts off-site.

Since the conveyor option significantly reduces a range of environmental impacts, any approval issued should ensure that this is constructed and commissioned as soon as practicable.

The Camberwell Mine is one of the few mines in the Shire which does not have a Community Consultative Committee (CCC). Given that the proposal will ensure operation of the mine for several more years, and at times residents in the vicinity may be subject to various environmental impacts, ranging from minor to significant, it is considered that any approval should require the formation of a CCC for the mine.

RECOMMENDATION

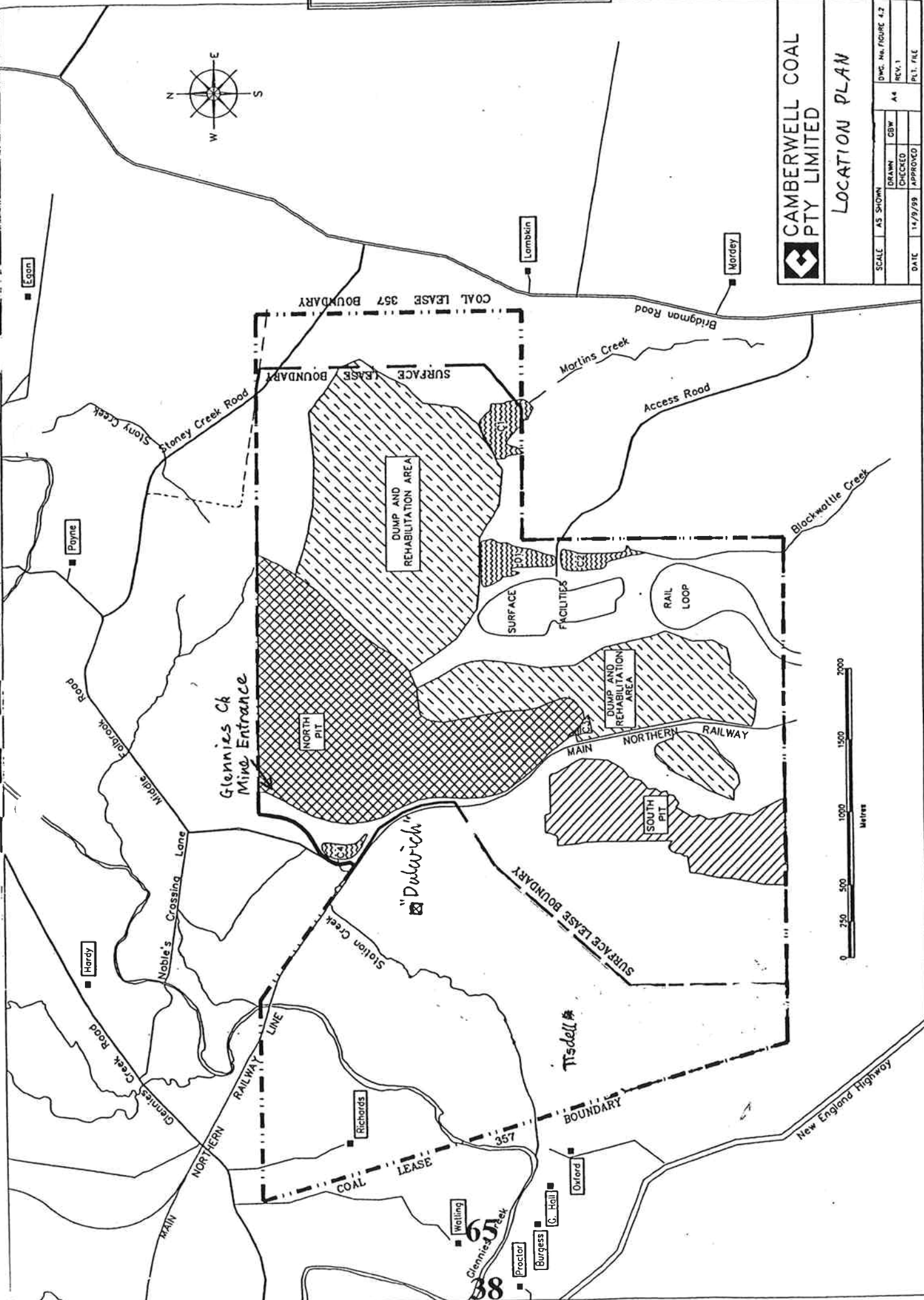
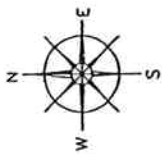
1. That this report be forwarded to DUAP as Singleton Shire Council's submission regarding the proposals;
2. That DUAP be advised that Council supports the proposal provided the following requirements are met (in addition to any other government authority or DUAP requirements):
 - options for review of the private agreement with the owners of Dulwich are investigated;
 - options for the formation of a private agreement with Mr Tisdell are investigated;
 - night time lighting is adequately directed and shielded to minimise any off-site lighting impacts;
 - the conveyor is constructed and commissioned as soon as practicable; and
 - a Community Consultative Committee is formed for the Camberwell/Glennies Creek mining operations.

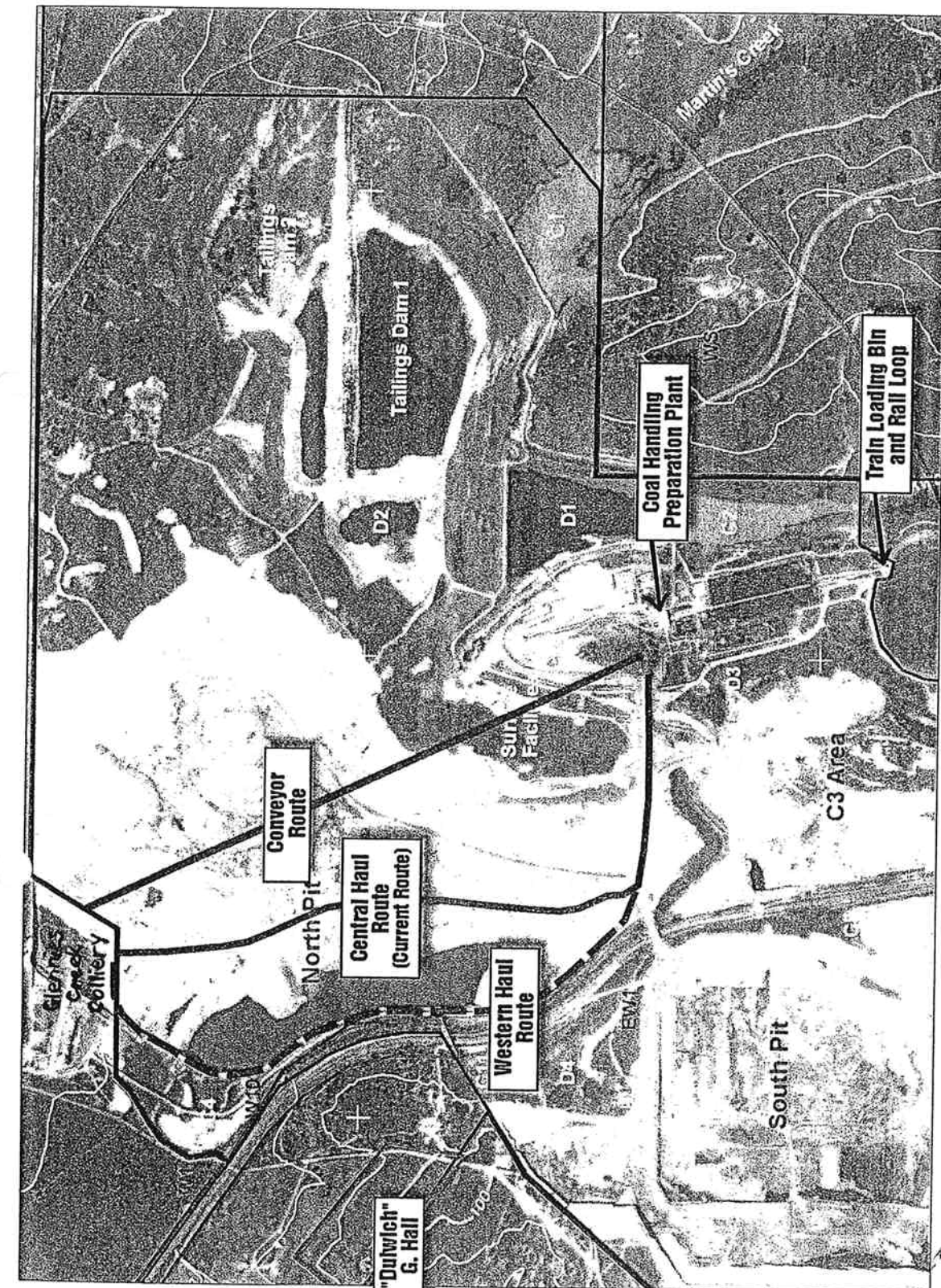
ATTACHMENT "A"

**CAMBERWELL COAL
PTY LIMITED**

LOCATION PLAN

SCALE	AS SHOWN	DRAWN	CBW	REV. 1	A4	DWG. No. FIGURE 4.2
DATE	14/9/99	CHECKED		APPROVED		PLT. FILE



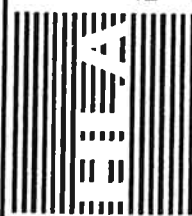


FIGURE

3

**CAMBERWELL MINE AERIAL PHOTOGRAPH (2001)
SHOWING CURRENT OPERATIONS AND
PROPOSED MODIFICATIONS**

HLA-Envirosciences Pty Limited
18 Warabrook Boulevard
Warabrook, NSW
(02) 4968-0044



DRAWN

PROJECT - TASK NUMBER
U851

APPROVED

DATE
June 2001