

Modification 3 of Vickery Extension Project (SSD-7480-Mod-3) and Modification 12 of Tarrawonga Coal Mine (MP11_0047-Mod-12)

State Significant Development Modification Assessment Report

August 2026





Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Modification 3 of Vickery Extension Project (SSD-7480-Mod-3) and
Modification 12 of Tarrawonga Coal Mine (MP11_0047-Mod-12) Assessment
Report

Published: August 2026

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1 Introduction

Whitehaven Coal Limited (Whitehaven) owns and operates a number of coal mines in the Gunnedah coalfield near Gunnedah, including the Vickery Extension Project (Vickery) and the Tarrawonga Coal Mine (Tarrawonga). Whitehaven also operates the Gunnedah Coal Handling and Preparation Plant (CHPP) near Gunnedah, where run-of-mine (ROM) coal from both mines is processed. Under the CHPP consent, Whitehaven is permitted to process up to 4.1 million tonnes per annum (Mtpa) of ROM coal until 31 December 2030. The location of these facilities is shown in Figure 1.

ROM coal is transported to the CHPP via an approved haulage route comprising both public and private roads (Figure 1). Under the existing development consents, both Tarrawonga and Vickery are individually authorised to transport up to 3.5 Mtpa of ROM coal by road. However, until the Kamilaroi Highway overpass is constructed, a separate cumulative haulage limit applies to the shared transport route, restricting the combined transport of ROM coal from both mines to 3.5 Mtpa. Consequently, the cumulative limit is the effective constraint on haulage rather than the individual mine limits.

The Kamilaroi Highway overpass was approved as part of the original Vickery Coal Project (SSD-5000) in 2014 but has not been constructed (shown in pink in Figure 1). Once the overpass is constructed, up to 4.5 Mtpa of ROM coal may be transported from Vickery, and the conditions also allow for up to 4.5 Mtpa of ROM coal to be transported along the approved transport route from both mines (combined).

The limits described above are based on financial years in the Vickery consent and calendar years in the Tarrawonga consent.

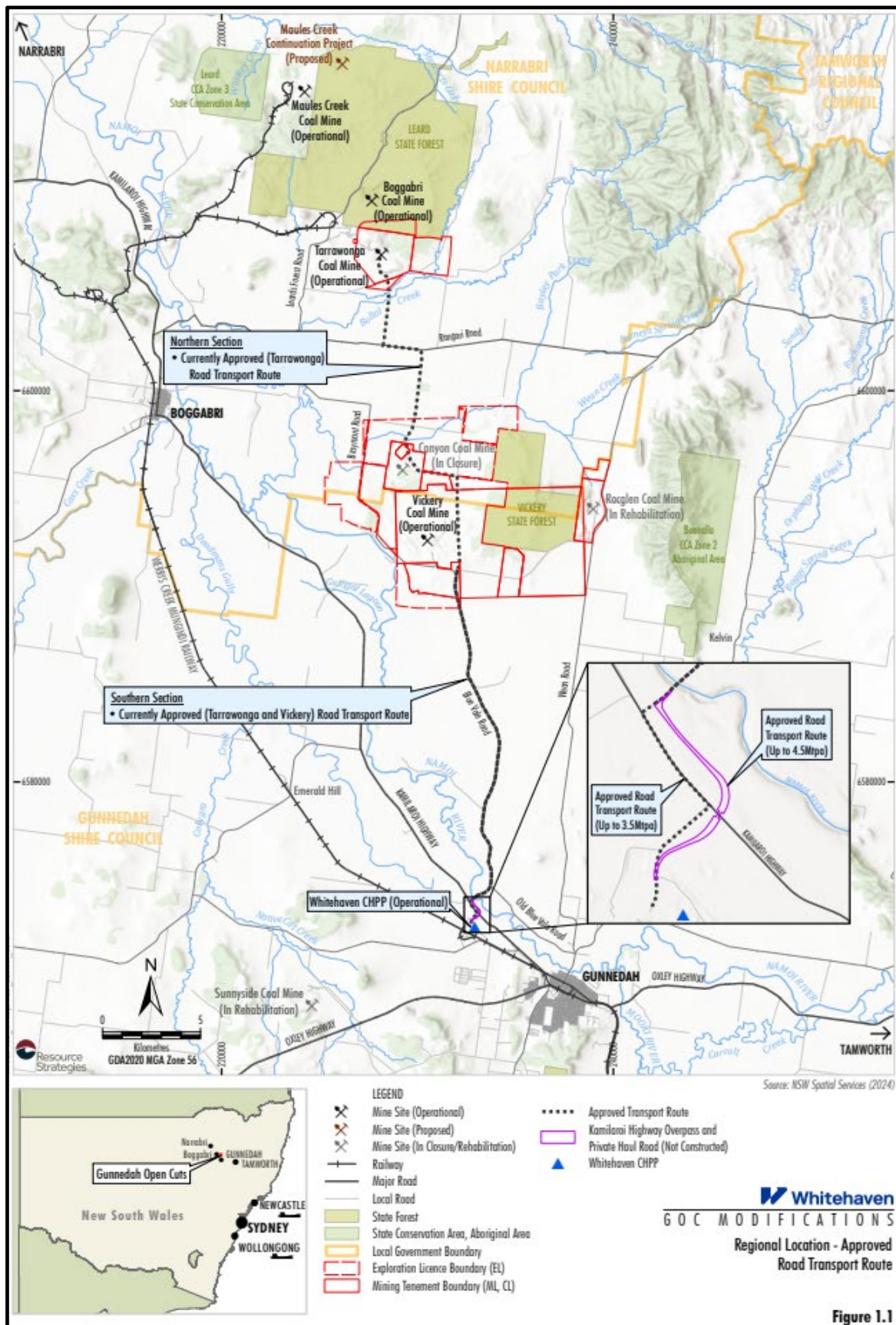


Figure 1 | ROM coal transport route and regional context map

2 Proposed Modification

2.1 Modification overview

The proposed modification to the Vickery consent would:

- increase the maximum amount of ROM coal that may be transported from the mine without requiring the construction of the Kamilaroi Highway overpass from 3.5 Mtpa to 4.1 Mtpa;
- increase the maximum combined amount of ROM coal that may be transported from Vickery and Tarrawonga along the approved transport route from 3.5 Mtpa to 4.1 Mtpa between 2026 and 2030 without requiring the construction of the Kamilaroi Highway overpass; and
- change the period over which the ROM coal haulage limits apply to calendar years to align with the Tarrawonga consent.

The proposed modification to the Tarrawonga consent would increase the combined ROM coal haulage limit on the approved transport route from 3.5 Mtpa to 4.1 Mtpa between 2026 and 2030 without requiring the construction of the Kamilaroi Highway overpass. The existing 3.5 Mtpa limit on ROM coal transported from Tarrawonga would remain unchanged.

The modification would provide greater flexibility for Whitehaven to schedule coal dispatch from the mines and make full use of the capacity at the CHPP.

2.2 Modification amendment

Following exhibition, Whitehaven submitted an amendment letter dated 22 July 2026 requesting an administrative amendment to the modification application to make it clear that an increase in the haulage limit from the mine was also being sought. That is, to increase the maximum amount of ROM coal that may be transported from the mine without requiring the construction of the Kamilaroi Highway overpass from 3.5 Mtpa to 4.1 Mtpa to align with the proposed cumulative haulage limit. This ensures consistency between the site-specific and cumulative haulage limits and maintains flexibility to adjust haulage volumes between Vickery and Tarrawonga within the approved overall haulage limit. The amendment does not change the nature of the proposal or the impact assessments submitted with of the application.

3 Statutory context

3.1 Scope of modification and assessment pathway

Details of the legal pathway under which modification is sought and are provided in Table 1 below.

Table 1 | Permissibility and assessment pathway

Consideration	Description
Scope of modification	The modifications were lodged under section 4.55(2) of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act). The Department has reviewed the scope of the modification applications and considers that the applications can be assessed and determined under section 4.55(2) of the EP&A Act as: • there would be no change to mining methods or extraction limits; • there would be no change to the disturbance areas for either mine; and • in relation to Vickery, the modified project would be substantially the same as the approved project, and in relation to Tarrawonga, the modified project would be substantially the same as the project as last modified under s75W of the EP&A Act.
Consent Authority	Vickery Extension Project (SSD-7480) • The Independent Planning Commission (the Commission) was the consent authority for the original application and remains the consent authority for modification. However, under the Commission's delegations dated 14 June 2022, the Director, Resource Assessments may determine the application because there were fewer than 15 submissions in objection, Narrabri Shire Council and Gunnedah Shire Council did not object to the modification and Whitehaven has not disclosed any reportable political donations. Tarrawonga Coal Mine (MP11_0047) • The then Minister for Planning and Infrastructure (the Minister) was the consent authority for the original applications and remains the consent authority for modifications. However, under the Minister's delegation dated 9 March 2022, the Director, Resource Assessments may determine the application because there were fewer than 15 submissions in objection, Narrabri Shire Council did not object to the modification and Whitehaven has not disclosed any reportable political donations.

3.2 Mandatory matters for consideration

3.2.1 Matters for consideration required by the EP&A Act

In determining a modification application, the consent authority must take into consideration such of the matters referred to in section 4.15(1) of the EP&A Act as are of relevance to the development the subject of the application. The consent authority must also take into consideration the reasons given by the consent authority for the grant of the consent that is sought to be modified.

The Department assessed the proposals against the mandatory matters for consideration as part of the original assessments for each mine. The Department considers that these modification applications do not result in significant changes that would alter the mandatory matters for consideration under Section 4.15 of the EP&A Act and the conclusions made as part of the original assessments.

3.2.2 Objects of the EP&A Act

In determining whether or not to modify the consents, the consent authority should consider whether the modified projects are consistent with the relevant objects of the EP&A Act (section 1.3), including the principles of ecologically sustainable development. Consideration of those factors is described in Appendix B.

The Department is satisfied that the developments are consistent with the objectives of the EP&A Act and the principles of ecologically sustainable development (ESD).

3.2.3 Biodiversity development assessment report

Section 7.17(2) of the *Biodiversity Conservation Act 2016* (BC Act) requires all State significant development (SSD) modification applications to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the authority or person determining the application is satisfied that the modification would not increase the impact on biodiversity values (as identified in the BC Act and in the Biodiversity Conservation Regulation 2017)

The Department is satisfied that the modification would not increase the impact on biodiversity values and consequently a BDAR is not required to accompany the modification applications.

4 Engagement

4.1 Department's engagement

The Department exhibited the modification applications and accompanying documents together on the Major Projects portal from Tuesday 21 April 2026 until Wednesday 6 May 2026. Surrounding landowners and people who made a submission on the original project applications were notified of

the modification applications and invited to make a submission. The applications were also referred to Gunnedah Shire Council, Narrabri Shire Council and relevant State government agencies.

A summary of the agency advice and council comments is provided in Table 2. The Department's consideration of these comments is provided in Section 5.

A link to the full copies is provided in Appendix A

Table 2 | Summary of agency advice and council comments

Agency	Advice summary
Environment Protection Authority (EPA)	Noted no discernible noise impacts would be generated from the increase in truck movements along haulage route to the CHPP and did not raise concerns.
Transport for NSW (TfNSW)	- Did not raise concerns but recommended the Kamilaroi Highway overpass should be required if transport exceeds 4.1 Mtpa. - Recommended independent traffic audits of the Kamilaroi Highway and Blue Vale Road intersection and the Kamilaroi Highway and the CHPP access road intersection should be increased from five yearly to annually.
Gunnedah Shire Council	Did not raise concerns
Narrabri Shire Council	- Noted that no assessment was undertaken of the northern section of the transport route. - Raised concerns about the condition of a section of road (Rangari Road) and sight distances at two intersections on the northern section of the transport route. - Recommended these locations be upgraded before haulage volumes are increased.

4.1.1 Summary of public submissions

The Department received ten submissions on the applications during the public exhibition period¹. One submission was from a special interest group and nine submissions were from individuals. Six submissions objected to the applications (two objections related to the Tarrawonga application and four related to the Vickery application), and four submissions supported the applications (one in

¹ Seven submissions were lodged on the Vickery Mine page of the Major Projects portal, and three submissions were made on the Tarrawonga Mine page of the Major Projects portal.

support of Tarrawonga and three in support of Vickery). A link to all submissions is provided in Appendix A.

Supporting submissions generally cited the employment benefits of the project.

Objecting submissions raised concerns about the potential impacts of the modification on other traffic on the Kamilaroi Highway and the costs to the community of the additional wear and tear on the roads. Some submissions also expressed concerns about the impacts of mining and fossil fuel use, while one submission raised concerns about modifications to development consents being used to incrementally increase the impacts of projects.

Statutory matters related to the modification pathway are addressed in Section 3 of this report. Section 5 of this report summarises the Department's assessment of relevant issues raised in submissions.

4.2 Response to submissions

Whitehaven provided a submissions report to the Department on 23 June 2026 (see Appendix A). The Department published the submissions report on the NSW Planning Portal and forwarded the submissions report to relevant government agencies and the local councils for comment.

4.3 Request for further information

In response to additional information requested by the Department during the assessment of the modification, Whitehaven provided information addressing the proposed transition of the Vickery haulage limits from a financial year to a calendar year reporting framework. The information demonstrated that the proposed 2026 haulage task could be achieved within the existing approved haulage limits and would not result in an unintended increase in approved haulage during the transition between reporting periods. Whitehaven also confirmed that the changes would align the haulage limits and reporting periods across the Vickery and Tarrawonga consents. A link to the additional information provided is in Appendix A.

5 Assessment

The Department has assessed the modification applications and supporting information in accordance with the relevant requirements of the EP&A Act, including the matters for consideration set out in section 4.15(2) of the EP&A Act.

The Department considers the key issues are whether the additional traffic would reduce road safety or traffic conditions along the road, particularly at the two intersections on the Kamilaroi Highway that would continue to be used if the Kamilaroi Highway overpass is not constructed; and whether there would be additional amenity impacts for receivers located along the route.

5.1 Transport

Whitehaven commissioned The Transport Planning Partnership (TTPP) to undertake a traffic impact assessment. That assessment focuses on the performance of the road network along the southern section of the transport route, as this is the section that would be used by both Tarrawonga and Vickery mines. The northern section of the transport route is only used for haulage from Tarrawonga mine and, as no change is proposed to the amount of ROM coal that may be transported from Tarrawonga mine, there would be no increase in traffic volumes or transport impacts on the northern section of the route as a result of the modification.

Whitehaven currently uses trucks with a nominal 62 tonne (t) payload capacity. TTPP calculated that, based on a 60 t payload², 492 truck movements per weekday and 364 truck movements per Saturday would be needed to transport 4.1 Mtpa of ROM coal. This would be around 26 truck movements per hour on average.

By comparison, 420 truck movements would be needed per weekday and 310 movements on Saturdays to transport the currently approved 3.5 Mtpa of ROM coal in the same size trucks. By increasing the haulage limit to 4.1 Mtpa, the number of truck movements on the southern section of the transport route would increase by about 72 truck movements per weekday and 54 truck movements on Saturdays, equivalent to around four additional truck movements per hour on average.

TTPP considered the road standards and estimated the projected traffic volumes on the route with the additional haulage trucks, including the two key intersections on the Kamilaroi Highway (the intersection of Blue Vale Road and Kamilaroi Highway and the intersection of the Kamilaroi Highway and CHPP access road) and concluded that the increased road haulage would not result in any material impacts on the performance, efficiency and safety of the road network. In particular, the assessment found that there would be no change in the Level of Service (LoS) at the two key intersections on the Kamilaroi Highway as traffic during peak hours would remain well below the volume required to maintain a LoS A (i.e. the best traffic conditions).

Notwithstanding the above, the Department has carefully considered the reasons given by the consent authority for the grant of the consent and, in particular, the reasons for imposing a condition limiting the cumulative haulage of ROM coal to 3.5 Mtpa without the Kamilaroi Highway overpass.

In this regard, although SSD-7480 is the subject of this modification, the Department notes that Whitehaven originally proposed the overpass as part of its application for the original Vickery Coal Project, which was approved in 2014 by development consent SSD-5000. When SSD-7480 was

² A smaller payload was assumed to add conservatism to the assessment

granted in 2020 for expanded mining on the same site (the Vickery Extension Project), permission to build the Kamilaroi Highway overpass and the limits on haulage were carried over from SSD-5000 to SSD-7480. Therefore, it is necessary to consider the rationale for requiring the overpass and/or imposing haulage limits when SSD-5000 was granted.

The Department's assessment report for SSD-5000 concluded that the relevant intersections were operating satisfactorily but noted that traffic volumes were expected to increase over time. The overpass requirement and the 3.5 Mtpa haulage limit were therefore imposed having regard to the forecast traffic growth and uncertainty about the timing of the overpass. As such, the Department considers it relevant to compare the traffic impacts anticipated under SSD-5000 with those associated with the proposed modification.

At the time the application for SSD-5000 was assessed, Whitehaven anticipated using smaller haulage vehicles and consequently the traffic impact assessment assumed there would be 612 truck movements per weekday and 412 movements on Saturdays to transport 3.5 Mtpa of ROM coal. This equates to about 40 truck movements per hour on the transport route³. By comparison, the proposed modification would result in about 492 truck movements per weekday and 364 truck movements on Saturdays. Accordingly, the number of haulage truck movements forecast under the proposed modification would remain below the movements assessed as acceptable when SSD-5000 was approved.

TTPP also modelled traffic growth at the two intersections on the Kamilaroi Highway with the traffic that would be generated by the modification and with the traffic that would have been anticipated when SSD-5000 was approved. The modelling was based on traffic survey data collected in 2025 and an assumed 1% per year increase in traffic.

The modelling indicates that in 2030 there would be less traffic through the intersections (from background traffic plus Whitehaven haulage trucks) with the proposed modification than what was expected when SSD-5000 was approved. The modelling also indicates that the intersections would continue to operate at a good LoS during the peak hours, although during the afternoon peak the LoS at both intersections would be slightly better with the modification compared to the expected LoS based on the traffic anticipated by SSD-5000.

Based on the above, the Department is satisfied that the impacts on existing and future traffic from the modification would be consistent with, or less than, the impacts of transporting 3.5 Mtpa, and consistent with, or less than, the impacts considered by the consent authority when it imposed the 3.5 Mtpa limit in the conditions.

³ Haulage was limited to 6:00 am to 9:15 pm on weekdays, and 7:00 am to 5:15 pm on Saturdays. These hours have been extended through subsequent approvals processes

The Department also notes that the Vickery development consent includes a condition requiring Whitehaven to commission independent traffic audits of haulage operations on the Kamilaroi Highway and the two intersections every five years, and to implement the recommendations of the audit if the road or intersections are not performing satisfactorily. The most recent traffic audit concluded that the relevant intersections were operating at an acceptable LoS and did not identify any road safety issues requiring major intersection upgrades.

TfNSW did not raise concerns about the modification but did recommend that the independent traffic audits should be undertaken annually.

The Department does not consider it necessary to amend the existing audit regime. The traffic assessment concluded that the modifications would not affect the capacity of the roads and intersections along the haulage route and intersections could continue to operate to an acceptable LoS. Whitehaven already undertakes annual traffic assessments in accordance with the traffic management plans for both mines, which includes traffic counts and video monitoring of the intersections. Whitehaven has also committed to incorporating SIDRA intersection assessments into the annual reviews. The Department is therefore satisfied that the proposed monitoring framework would provide an appropriate level of oversight.

Although the Department is satisfied the predicted traffic movements would be acceptable, it acknowledges that heavy vehicle traffic contribute to road wear and maintenance requirements. Whitehaven has an existing road maintenance agreement with Gunnedah Shire Council, under which it contributes 95% of the road maintenance costs for Hoad Lane and Blue Vale Road and 100% of road maintenance costs for the section of Kamilaroi Highway. Under the existing conditions of consent, that agreement must be reviewed once combined road haulage exceeds 3.5 Mtpa. Whitehaven has advised it is currently in consultation with Gunnedah Shire Council regarding this agreement.

Narrabri Shire Council raised concerns about the condition of Rangari Road and site distances at two intersections and recommended these deficiencies should be rectified before the ROM coal transport limit is increased. Rangari Road and the intersections referred to by Narrabri Shire Council are all located on the northern section of the transport route.

As noted above, the northern section of the transport route is only used for haulage from Tarrawonga, and no change is proposed to the amount of ROM coal that can be dispatched from that mine. ROM coal from Tarrawonga is transported on both the northern and southern sections of the transport route to the CHPP, while ROM coal transported from Vickery is only transported along the southern section of the route. That means in practice that the combined traffic limit has no relevance for the northern section of the route, and there would be no change to the impacts on the northern section of the route from the modification.

Narrabri Shire Council noted the larger payload trucks would increase wear and tear on the road. While the Department acknowledges the Council's concerns regarding road condition and road safety, these matters relate to the existing operation and maintenance of the approved haulage network rather than impacts generated by the proposed modification.

In this regard, the Department notes that Whitehaven has a road maintenance agreement with Narrabri Shire Council that requires the company to undertake maintenance works identified through joint inspections. Whitehaven has confirmed it will continue to engage with Narrabri Shire Council to address any issues identified through the existing road maintenance framework.

Road Noise:

The road noise assessment for the modifications concluded that the additional trips would result in a 0.7 decibel (dB) increase to existing road noise levels. Predicted noise levels would remain below the road traffic noise criteria in the development consents.

Whitehaven also has noise agreements in place with the majority of landowners along the approved haulage route, which would continue to apply.

The EPA raised no concerns with the modifications, and the Department considers that the increase is likely to result in negligible changes to existing road noise levels.

Dust:

The approved haulage route is fully sealed to minimise dust generation. Whitehaven is also required to manage any residual dust impacts in accordance with the environment protection licences for each mine, including covering all loads prior to haul trucks leaving the mines.

Greenhouse Gas Emissions:

The increase in haulage would increase Scope 1 greenhouse gas emissions by 693 tonnes of carbon dioxide equivalent (CO₂-e), or around 0.34% of the combined annual average Scope 1 emissions for Tarrawonga, Vickery and the CHPP combined. This remains below the threshold of 25,000 t CO₂-e specified in the *NSW Guide for Large Emitters*. Given the small scale of the increase and the absence of any change to approved extraction rates, mine life or processing capacity, the Department considers the greenhouse gas implications of the modification to be minor.

6 Evaluation

The Department's assessment has considered the relevant matters and objects of the EP&A Act, including the reasons for the original decision, the principles of ecologically sustainable development (Sections 3 and 5) and advice from government agencies and local councils (Section 4).

The Department considers that the modification would not result in a significant increase in environmental impacts of the mines. While the proposal would increase the amount of ROM coal that may be transported on the southern section of the approved haulage route, the use of higher payload vehicles mean that the forecast haulage truck movements would remain below those assessed for the original Vickery Coal Project (SSD-5000).

Amenity impacts from the modification would be minor. The road noise assessment predicts an increase of less than 1 dB, with noise levels remaining below the applicable road traffic noise criteria. The approved haulage route is fully sealed and therefore no additional dust impacts are expected.

Transport impacts would also remain minor. The road network has sufficient capacity to accommodate the proposed increase in ROM coal haulage and key intersections would continue to operate at acceptable levels of service. Whitehaven would also continue to be responsible for road maintenance contributions under existing agreements and consent requirements.

The proposal would result in a minor increase in greenhouse gas emissions associated with haulage. However, there would be no change to approved extraction rates, processing capacity or mine life.

The modification would provide greater flexibility and allow more efficient use of the approved transport and processing infrastructure, including the available capacity at the CHPP.

Accordingly, the Department considers that the proposed modifications are in the public interest and can be approved. The Department has therefore prepared instruments of modification (Appendix C) and consolidated versions of the consents (Appendix D) for each mine.

7 Determination

It is recommended that the **Director - Resource Assessments**, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report;
- **determines** that the applications (SS-7480-Mod-3, MP11_0047-Mod-12) fall within the scope of section 4.55(2) of the EP&A Act;
- **forms the opinion** under section 7.17(2)(c) of the *Biodiversity Conservation Act 2016* that a biodiversity development assessment report is not required to be submitted with this application as the modification would not increase the impact on biodiversity values on the site;
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to approve the modifications;

- **modifies the consents** for the Vickery Extension Project (SSD-7480) and Tarrawonga Coal Mine (MP11_0047) as amended, subject to the conditions in the attached instrument of modification; and
- **signs** the attached instrument of modification (Appendix C).

Recommended by:



4/8/2026

Darwin Chan

Planning Officer

Resource Assessments

The recommendation is **adopted/not adopted** by:

Recommended by:



4/8/2026

Rose-Anne Hawkeswood

Team Leader

Resource Assessments



5/8/2026

Steve O'Donoghue

Director

Resource Assessments

Appendices

Appendix A – List of referenced documents

A1 – Modification report

A2 – Agency advice and council comments

A3 – Additional information

Vickery Extension Project: For all documents, refer to the Department’s website at:
<https://www.planningportal.nsw.gov.au/major-projects/projects/mod-3-coal-haulage>

Tarrawonga Coal Mine: For all documents, refer to the Department’s website at:
<https://www.planningportal.nsw.gov.au/major-projects/projects/mod-12-coal-haulage>

Appendix B – Statutory considerations

Objects of the EP&A Act

A summary of the Department’s consideration of the relevant objects (found in section 1.3 of the EP&A Act) are provided in Table B1 below.

Table B1 | Objects of the EP&A Act and how they have been considered

Object	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources,	• The modification would facilitate the efficient transportation of ROM coal that has already been approved for extraction, supporting the economic benefits associated with the approved mining operation while utilising existing transport infrastructure.
(b) to promote the supply, delivery and maintenance of housing, including affordable housing,	• The modification is not directly related to housing.
(c) to promote productivity through the development and management of the State and its resources,	• The modification would support the ongoing operation of an approved mining project by enabling the efficient transport of extracted coal product to market.

Object	Consideration
(d) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The modification would not result in additional biodiversity impacts beyond those already assessed and approved.
(e) to promote resilience to climate change and natural disasters through adaptation, mitigation, preparedness and prevention,	The modification relates to changes to transport and haulage arrangements and would not adversely impact climate change and natural disaster adaption, mitigation, preparedness and prevention.
(f) to promote the sustainable management of built and cultural heritage, including Aboriginal cultural heritage,	The modification would not impact Aboriginal cultural heritage or other heritage values.
(g) to promote good design, amenity and the proper construction and maintenance of built environments, including the protection of the health and safety of the occupants of buildings,	The modification would not alter the existing commitments relating to road maintenance, road safety or haulage measures for the approved haulage route.
(h) to provide opportunities for participation in environmental planning and assessment,	The Department publicly exhibited the modification application and considered all submissions received during the assessment process. The Department consulted with and considered advice from Narrabri Shire Council, Gunnedah Shire Council and other relevant NSW government agencies.
(i) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The Department's assessment has sought to integrate all relevant environmental, social and economic considerations associated with the modification. The Department considers that the modification can be carried out in an ecologically sustainable manner.
(j) to promote a proportionate and risk-based approach to environmental planning and assessment,	The Department assessed the modification with regard to its scale, nature and potential impacts. Issues raised during consultation were considered during the assessment process.

Object	Consideration
(k) to promote the orderly and economic use and development of land,	The modification would utilise established public and private road infrastructure without requiring additional land disturbance.

Appendix C – Instrument of modifications

Vickery Extension Project: Refer to the ‘Determination’ folder under the ‘Assessment’ tab on the Department’s website at: <https://www.planningportal.nsw.gov.au/major-projects/projects/mod-3-coal-haulage>

Tarrawonga Coal Mine: Refer to the ‘Determination’ folder under the ‘Assessment’ tab on the Department’s website at: <https://www.planningportal.nsw.gov.au/major-projects/projects/mod-12-coal-haulage>

Appendix D – Consolidated Consents

Vickery Extension Project: Refer to the ‘Determination’ folder under the ‘Assessment’ tab on the Department’s website at: <https://www.planningportal.nsw.gov.au/major-projects/projects/mod-3-coal-haulage>

Tarrawonga Coal Mine: Refer to the ‘Determination’ folder under the ‘Assessment’ tab on the Department’s website at: <https://www.planningportal.nsw.gov.au/major-projects/projects/mod-12-coal-haulage>