Newcastle Coal Infrastructure Group
Coal Export Terminal
Modification 3

Capacity Increase

State Significant Development Modification Assessment
(MP06_0009 MOD 3)

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Subtitle: Capacity Increase

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Executive Summary

The Newcastle Coal Infrastructure Group Coal Export Terminal (the project) is located on Kooragang Island in Newcastle, in the Newcastle local government area.

Approval for the project was granted in April 2007 and allows the construction and operation of a coal export facility, including coal storage and handling infrastructure, rail infrastructure, and wharf facilities.

Up to 66 million tonnes per annum (Mtpa) of coal may be exported from the terminal under the current approval.

The project is owned and operated by Newcastle Coal Infrastructure Group Pty Limited (NCIG).

Community Engagement

The Department exhibited the modification application for three weeks and received 101 submissions from the public. 86 of these supported the proposal on economic grounds. 15 submissions objected to the proposal, mainly on the grounds of increased greenhouse gas emissions and health and amenity impacts.

The Department also consulted with Newcastle City Council and relevant government agencies.

Modification

NCIG has identified operational improvements that would increase the coal throughput capacity of the terminal using the existing infrastructure. As a result, the company is seeking a modification to the project approval to increase the coal that may be exported from the terminal from 66 to 79 Mtpa. The modification would not change the project infrastructure or footprint.

Coal is delivered to the terminal by train, and the modification would increase the number of train deliveries from an average of 26 per day to an average of 28 per day. However, the modification would not change the maximum number (40) of train deliveries per day allowed under the existing conditions of approval. The conveyor unloading rate would also rise from 8,500 tonnes per hour to 10,000 tonnes per hour, and the number of ships loaded at the wharf would increase from around 12 ships per week to around 16 ships per week.

Assessment

The key potential impacts of the modification would be associated with noise and dust from the additional coal handling.

Within the project site, the higher unloading rates would increase the existing total site sound power level by less than 0.1 decibels (dBA), with updated noise modelling indicating that noise at the nearest residential receivers would continue to comply with the noise limits in the project approval.

The increase in average train movements would increase noise by around 0.8 dBA along the Main Northern Railway Line in the vicinity of the site, which would be indiscernible compared to existing noise levels.

The total amount of localised dust generated on the site would marginally increase from current levels. However, air dispersion modelling confirms that changes in air quality at residential receivers would be negligible and the modified project would comply with all air quality criteria in the EPA’s Approved Methods for the Modeling and Assessment of Air Pollutants in New South Wales (2016).
The Environment Protection Authority raised concerns about dust from additional coal stored in the coal stockpiles. However, although the operational changes mean the stockpiles would be more fully utilised, the modification would not change the approved footprint or the maximum height of the stockpiles.

The existing conditions of approval require NCIG to minimise dust from the site, and NCIG actively manages dust through an integrated dust suppression control system, which includes meteorological forecasting, real-time monitoring of coal moisture and meteorological conditions, automated misting, and water sprays.

A number of submitters, including the Newcastle City Council, raised concerns about an increase in greenhouse gas emissions. While there would be a 20% increase in Scope 1 and Scope 2 emissions, the carbon contribution to the atmosphere would be a very small percentage of overall emissions in NSW (around 0.08% of 2017 emissions).

There would be no biodiversity or heritage impacts or impacts on visual amenity as the modification would not increase the footprint of the project or require additional infrastructure.

The increase in the total number of ships entering the harbour as a result of the modification would be minor in the context of the total number of ships using the port. The Port Authority of NSW did not raise any concerns about the proposed increase in the frequency of ships accessing the port and berthing at the terminal, and the Department considers that any impacts associated with that shipping would be minor.

**Evaluation**

The Department considers the modification would be in the public interest by increasing efficiencies in the supply chain, providing greater flexibility for customers, and continuing to support local industry and jobs. Given these benefits can be delivered without any significant increase in impacts, the Department recommends that the modification be approved.
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1 Introduction

1.1 Background

The Newcastle Coal Infrastructure Group Coal Export Terminal (the project) is located on Kooragang Island in Newcastle, in the Newcastle local government area (see Figure 1).

The project is owned by Newcastle Coal Infrastructure Group Pty Limited (NCIG), a consortium comprising BHP Billiton Ltd, Yancoal Australia Ltd, Whitehaven Coal Ltd, Peabody Coal Ltd and Banpu Public Company Ltd.

Approval for the project was granted in April 2007 by the then Minister for Planning and allows the construction and operation of a coal export facility, including coal storage and handling infrastructure, rail infrastructure, and wharf facilities. Under the project approval NCIG is allowed to export up to 66 million tonnes per annum (Mtpa) of coal from the terminal.

The project approval has been modified on two previous occasions. The first modification was approved in 2007 and involved a subdivision of the land to facilitate registration of a lease over the area. The second modification was approved in May 2013 and allowed the construction and operation of a rail flyover.

NCIG has recently undertaken a review of its operations and identified a number of operational improvements and optimisation initiatives to increase the efficiency of its operations. These initiatives mean NCIG could increase coal throughput without constructing any additional infrastructure.

As a result, NCIG is seeking a further modification to the project approval to allow up to 79 Mtpa of coal to be exported through the terminal.

1.2 Strategic Context

The project is one of three coal export terminals located in the Port of Newcastle - the other two being the Carrington Coal Terminal and the Kooragang Coal Terminal, which are both operated by Port Waratah Coal Services (PWCS). These terminals are shown in Figure 1.

Coal extracted from mines in the Hunter Valley and Gunnedah Basin is transported (mostly by rail) to one of the three terminals for export. The total throughput capacity of the three terminals is 208 million tonnes per annum (Mtpa).

While there is no immediate need to increase the total export capacity at the port to meet additional demand for coal, the modification would allow for more efficient management of already approved output from mining developments owned by NCIG’s customers.

Importantly, the project is the only terminal that operates a dedicated stockyard arrangement whereby customers can stockpile coal for up to 25 to 30 days prior to export. This provides flexibility and efficiency for NCIG’s customers as it decouples rail transport and ship loading in the export process. This is particularly important for mines located furthest from the port, which have more restricted rail access. Stockpiling also reduces demurrage costs associated with delays to shipping.
Figure 1 | Project Location
2 Proposed Modification

NCIG is seeking to modify the project approval to increase the amount of coal that can be exported from the project from 66 to 79 Mtpa.

The modification would not involve additional infrastructure or changes to the project footprint. There would also be no significant changes to the operational activities of the project. However, there would be an increase in train movements, coal unloading rates and the number of ships loaded at the wharf, as summarised below:

- the average number of coal trains unloaded at the site would increase from 26 to 28 trains per day, although there would be no change to the maximum number of trains permitted by the approval (40 per day);
- conveyor unloading rates would increase from 8,500 to 10,000 tonnes per hour (tph); and
- the number of ships loaded at the wharf would increase from around 12 to 16 ships per week.

The proposed modification is described in detail in the Modification Report, which is available on the Department's website (see Appendix A).

3 Statutory context

3.1 Scope of Modification

The project was originally approved under Part 3A of the Environmental Planning and Assessment Act 1979 (EP&A Act). However, under clause 6 of Schedule 2 of the Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017, the project was transitioned to State Significant Development (SSD) by order, which took effect by publication in the NSW Government Gazette on 11 October 2019.

The modification application has been made under Section 4.55(2) of the EP&A Act. The Department has considered the scope of the modification and is satisfied that it would result in substantially the same development as last modified before it was transitioned to SSD. This is because the modification would not significantly change how the project operates and does not involve changes to the project infrastructure or project footprint.

Accordingly, the Department considers that the application should be assessed and determined under section 4.55(2) of the EP&A Act rather than requiring a new development application to be lodged.

3.2 Consent authority

The Minister for Planning and Public Spaces (the Minister) is the consent authority for the modification application. However, under the Minister’s delegation of 9 March 2020, the Executive Director, Energy, Resources and Compliance may determine the application because there were 14 unique submissions in the way of objections, Newcastle City Council did not object to the proposal, and NCIG has not made any reportable political donations.
3.3 Mandatory matters for consideration

In accordance with Section 4.15(1) and Section 4.55(3) of the EP&A Act, a consent authority must consider the following matters as relevant to the application:

- environmental planning instruments or proposed instruments;
- any planning agreement;
- *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation);
- likely impacts of the modification application, including environmental impacts on both the natural and built environments, and social and economic impacts;
- suitability of the site;
- any submissions;
- the public interest; and
- the reasons for granting approval for the original application.

The Department has considered these matters carefully and has summarised the findings of this below and in the following sections.

**Environmental planning instruments**

A number of environmental planning instruments potentially apply to the modification, including:

- *State Environmental Planning Policy (Three Ports)* 2013;
- *State Environmental Planning Policy (Coastal Management)*; 2018
- *State Environmental Planning Policy No. 33 (Hazardous and Offensive Development)*; and
- *State Environmental Planning Policy No. 55 (Remediation of Land).*

Most of the provisions of these planning instruments relate to the original development application rather than the modification. However, the Department has considered the proposed modification against the relevant provisions of these instruments and has also considered NCIG’s assessment against the relevant instruments, and has concluded that the proposed modification can be carried out in a manner that is generally consistent with the aims, objectives and provisions of these instruments.

**Submissions**

The Department has considered submissions from the community in its assessment of the modification. The Department’s consideration of the issues raised is discussed in section 5 of this report and summarised in Appendix D.

**The reasons for granting consent for the original application**

In determining the original application, the Minister concluded that the benefits of the project outweighed the impacts, subject to the adherence to strict conditions. The Department has considered the proposed modification against the reasons the Minister provided for approving the project and considers that none of these reasons would preclude the approval of the application.
3.4 Objects of the EP&A Act

The Department has assessed the proposed modification against the current objects of the EP&A Act. The objects of most relevance to the proposed modification are found in section 1.3 of the EP&A Act; and are:

- **Object 1.3(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;
- **Object 1.3(b):** to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment;
- **Object 1.3(c):** to promote the orderly and economic use and development of land;
- **Object 1.3(e):** to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats;
- **Object 1.3(f):** to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage);
- **Object 1.3(g):** to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State; and
- **Object 1.3(j):** to provide increased opportunity for community participation in environmental planning and assessment.

The Department has considered the principles of ecologically sustainable development (ESD, Object 1.3(b)) in its assessment of the proposed modification. The Department considers that the proposed modification may be carried out in a manner that is consistent with the principles of ESD. The Department’s assessment has sought to integrate all significant environmental, social and economic considerations.

The Department considers that the proposed modification would promote the orderly and economic use of land (Objects 1.3(c)) as it would realise latent capacity of existing infrastructure.

The Department has carefully considered the environmental impacts of the proposed modification, including potential impacts on the natural, cultural and built environments (Objects 1.3(e) and (f)). The modification would not involve additional surface disturbance and there would be no impacts on biodiversity and cultural heritage items.

The Department publicly exhibited the modification application and consulted with key stakeholders, including Newcastle City Council (Council) (Objects 1.3(i) and (j)).

4 Engagement

The Department publicly exhibited the modification application and accompanying documents on its website from 22 April 2020 until 12 May 2020. The Department notified previous submitters of the exhibition and advertised the exhibition in the Newcastle Herald.
The Department also consulted with Newcastle City Council (Council), the Environment Protection Authority (EPA), the Department of Regional NSW, Mining, Exploration and Geoscience (MEG), and the Port Authority of NSW.

During the exhibition period the Department received 101 submissions from the public, including 12 from special interest groups. 86 submissions supported the proposal, 15 submissions objected to the proposal (14 unique submissions), and three submissions provided comments only.

4.1 Key Issues – Government Agencies

The EPA questioned whether dust control measures would be adequate to prevent wind erosion from the top of the coal stockpiles, and recommended a condition requiring NCIG to spray the entire stockpile with water to control dust in all weather conditions.

Council raised concerns about greenhouse gas emissions and requested further information in relation to this. Specifically, Council requested further justification that the emissions would not affect NSW’s ability to meet its emissions reduction target of net-zero emissions by 2050. This is discussed in section 5.1 below.

Council also requested further consideration of the carbon emissions within the Newcastle local government area, noting that the Newcastle 2020 Carbon and Water Management Action Plan identified that carbon emissions from businesses within the local government area are difficult to quantify because of an historical lack of detailed recording of such data.

NCIG has clarified that it is required to report annually on its Scope 1 and 2 greenhouse gas emissions under the National Greenhouse and Energy Reporting Act, 2007 (NGERS), and that this information may be viewed on the Australian Government Clean Energy Regulator’s website.

The MEG and the Port Authority of NSW did not comment on the modification.

4.2 Key Issues – Public Submissions

The key concern raised in objections was about an increase in greenhouse gas emissions, and the greenhouse gas emissions of the fossil fuel industry more broadly. Submissions suggested the focus of the NSW Government should be on development of renewable energy sources. Some submissions also raised concerns about the potential effects of coal dust on health and amenity, increased noise associated with additional rail and shipping movements, soil and water pollution, and site closure and rehabilitation.

Submissions in support of the modification commented on the fact the modification would increase utilisation of existing infrastructure without any significant environmental impacts, and that the modification would increase efficiencies in the supply chain, provide greater flexibility for customers, and support local industry and jobs.

NCIG provided a Submissions Report responding to all matters raised in submissions. The submissions, agency advice and the Submissions Report are available on the Department website (see Appendix B and Appendix C).

The matters raised in submissions are discussed further in Section 5 below.
5 Assessment

The Department considers that the key potential impacts of the modification would be noise, dust and greenhouse gas emissions.

5.1 Air Quality

The approved project generates around 134,761 kilograms/year (kg/year) of total suspended particulates (TSP). The additional coal handling and transfer activities are predicted to increase TSP emissions to approximately 148,649 kg/year (around a 10% increase).

Revised air dispersion modelling was undertaken to account for the increased dust, with the modelling results predicting a negligible change at residential receivers around the site, and confirming that the project would comply with all air quality criteria in the EPA’s Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (2016) (Approved Methods), including contemporary limits for PM$_{2.5}$.

The revised air model also considered the cumulative impacts that might arise as a result of existing background TSP levels, the modified project, and other proposed projects nearby. Todoroski Air Sciences found that there would not be any exceedance of the applicable cumulative assessment criteria at any sensitive receivers in the surrounding environment.

The existing conditions of approval require NCIG to minimise dust emissions from the site, and NCIG currently employs a range of dust management and mitigation measures on the site to reduce the potential for offsite impacts, including an integrated and adaptive dust suppression control system involving:

- real-time monitoring of coal moisture;
- meteorological forecasting and real-time meteorological monitoring to identify adverse conditions;
- automated misting and water sprays on conveyors and coal stockpiles which activate in response to low surface moisture and/or potential high-risk dust events (such as extreme north-westerly winds); and
- continuous dust monitors to verify the effectiveness of the controls.

As a result of these controls, NCIG notes that dust emissions generated from the project without the modification are around 44% of the emissions originally estimated for the project, and with the modification would be around 48% of the original TSP emissions estimate.

Given the above, the Department is satisfied that the air quality impacts associated with the modification would be negligible.

The EPA raised concerns about the ability of the water sprays to reach the top of the stockpiles and prevent additional wind erosion from the top of the piles, particularly in strong north-westerly winds, and recommended a condition of approval requiring the surface of the stockpile area to be treated with water sprays to control dust.

However, the Department considers this condition is unnecessary as NCIG is already required to operate in accordance with an approved Dust Management Plan, which details how dust will be managed at the site. This plan includes water spraying of the coal stockpiles as described above, and NCIG has confirmed in its Submissions Report that water sprays can be activated upwind of stockpiles.
to allow spray to be blown down onto the pile, and sprays can be augmented to reach the tops of the stockpiles during adverse wind conditions.

**Greenhouse Gas Emissions**

The combined Scope 1 and Scope 2 emissions from the project (i.e. gases directly produced by the project as a result of its operations) would increase by 17,144 carbon dioxide equivalent per year (CO₂eq/year), from 87,041 CO₂eq/year to 104,186 CO₂eq/year.

These emissions would be a very small proportion of overall emissions in NSW and Australia, representing around 0.08% of NSW emissions (based on 2017 emissions), or 0.003% of Australian emissions in 2018.

Objecting submissions raised concerns about the potential contribution of these emissions to global warming, and stated that scope 3 emissions should be considered. Submissions also questioned how the modification would be consistent with the NSW Government’s goal of achieving net-zero emissions by 2050.

In relation to the Scope 3 emissions associated with the modification, the Department notes these emissions arise from the combustion of the coal once it reaches its final destination. The gas released to the atmosphere from the combustion of the coal would be considered Scope 1 emissions from the entity burning the coal and Scope 2 emissions from customers purchasing the electricity generated by the combustion of the coal, if the coal is used to generate electricity. The same gas would also be considered Scope 3 emissions from the mines extracting the coal, and every other transport and coal handling facility along the coal supply chain.

The project does not produce or burn the coal and the Scope 3 emissions from the burning of coal have already been considered and assessed through the determination of the relevant coal mine approvals. Accordingly, the Department has focused only on the emissions directly caused by the modification. This avoids double counting of emissions, and is consistent with emissions accounting guidance adopted under the Paris Agreement and Australian reporting requirements under the Commonwealth *National Greenhouse and Energy Reporting Act, 2007* (which only requires reporting on Scope 1 and Scope 2 emissions).

In relation to the consistency with the NSW Government’s target of achieving net-zero emissions by 2050, the NSW Government’s *Net Zero Plan Stage 1: 2020-2030* identifies the following priorities for achieving the goal of net-zero emissions:

- driving uptake of proven emissions reduction technologies;
- empowering consumers and businesses to make sustainable choices;
- investing in the next wave of emissions reduction technology; and
- ensuring the Government leads by example.

More than 99% of the project’s Scope 1 and 2 emissions are associated with emissions from the purchase of electricity (Scope 2), and therefore these emissions would reduce as the emissions intensity of the electricity network decreases through the implementation of the above measures.

The Department notes that the *Net Zero Plan Stage 1: 2020-2030* and the NSW Government’s recently released *Strategic Statement on Coal Exploration and Mining in NSW*, which sets out how the NSW Government is taking a responsible approach to the global transition to a low carbon future, both
acknowledge the importance of the coal industry now and into the future and explicitly make it clear that the State’s action on climate change should not undermine those businesses.

Based on the above, the Department is satisfied that the modification is not inconsistent with the NSW Government’s policy approach to reducing greenhouse gas emissions, and while there would be an overall increase in greenhouse gas emissions from the modification, the total contribution to greenhouse gases would be very small.

5.2 Noise

The noise model for the project was revised by SLR Consulting Australia (SLR) to account for the increased coal handling on the site and off-site rail noise.

The revised model predicts the increase in conveyor unloading rates would increase the total site sound power level by less than 0.1 dB, and the project would continue to comply with the existing noise limits in the project approval.

The noise modelling also considered the potential cumulative noise impacts of the modified project and other existing industrial facilities nearby (the PWCS Terminal 4 Project, Incitec Pivot Ammonium Nitrate Facility Project and Kooragang Island Resource Recovery Facility Expansions).

Although the modelling found that cumulative noise would exceed the recommended night-time noise amenity level at most receivers under noise enhancing conditions, the incremental increase in cumulative noise levels due to the modification would be less than 0.1 dB.

Trains delivering coal to the project travel on the Main Northern Railway before entering the project site via the Kooragang Island main line.

The modification would not increase the maximum number of trains arriving at the project in any one day, and therefore there would be no change to peak train pass-by noise levels along the Main Northern Railway in the vicinity of the project.

However, the incremental average noise from the additional four train movements would increase by around 0.8 dB when compared to project trains only, and by less than 0.5 dB if compared with noise from all trains.

Overall, the Department is satisfied that the modified project could continue to comply with the noise limits imposed by the existing conditions of approval. Further, the Department considers that noises increases on the site and nearby along the train line would be very small and not noticeable to receivers.

5.3 Other issues

The modification would not require additional infrastructure or involve changes to the project layout or significant changes to the operational activities. Consequently, the Department is satisfied that there would be no additional impacts on biodiversity, Aboriginal heritage, visual or amenity impacts.

Water on site is predominantly used for ongoing dust suppression on the coal storage areas, with a small amount used for other activities. The water is preferentially supplied from stormwater contained on site and supplemented by water purchased from the Hunter Water Corporation.

There would be no significant changes to the water management on site as a result of the modification, and the Department considers that any impacts to water resources would be very minor.
Department also notes that the conditions of approval require NCIG to operate in accordance with an approved Water Management Plan, and that this plan would be revised following any approval of this modification.

Up to four additional ships per week would be loaded at the wharf. However, any increase in overall ship numbers in the port would be relatively small compared to the total number of ships visiting the port (around 36 per week). The Port Authority of NSW did not raise any concerns about the shipping, and the Department considers that any additional impacts in the port would be minor.

6 Evaluation

The Department has considered the impacts of the modification and found that there would be a very small increase in the overall impacts compared to the approved project.

The additional coal handling would result in a localised increase in dust generated by the project. However, with the existing dust management practices in place on the site the modified project is not predicted to exceed the EPA’s air quality criteria at any sensitive receivers.

Greenhouse gas emissions would also increase, however the additional contribution to the atmosphere would be a very small percentage of overall emissions in NSW.

While there would be a very small increase in overall noise generated by the equipment on site and by the additional trains delivering coal to the project, the increase would be imperceptible to most people, and noise at the nearest residential receivers would continue to comply with existing noise limits in the project approval.

The modification would not increase the footprint of the project or require additional infrastructure. Rather, it would allow existing infrastructure to be more efficiently operated, which would increase efficiencies in the supply chain, provide greater flexibility for customers, and continue to support local industry and jobs, including the ongoing employment of approximately 130 staff at the project.

Given these benefits can be delivered without any significant increase in impacts, the Department recommends that the modification be approved.

The Department has prepared a draft Notice of Modification increasing the amount of coal that can be exported through the project from 66 to 79 Mt/a.

The Department has also recommended some administrative changes to the conditions, including changes to the Schedule of Land. These updates reflect recent subdivisions of the land, not a change to the project area.

The Notice of Modification and Consolidated Consent are available on the Department’s website, with links in Appendices E and F.

7 Recommendation

It is recommended that the Executive Director, Energy, Resources and Compliance, as delegate of the Minister for Planning and Public Spaces:
• considers the findings and recommendations of this report;
• determines that the modification falls within the scope of section 4.55(2) of the EP&A Act;
• accepts and adopts all of the findings and recommendations in this report as the reasons for making the decision to approve the modification
• modify Project Approval MP06_0009
• signs the attached instrument of approval.

Recommended by:

21/8/20

Rose-Anne Hawkeswood
Team Leader
Resource Assessments

8 Determination

The recommendation is Adopted / Not adopted by:

21/8/20

Mike Young
Executive Director
Energy, Resources and Compliance
Appendices

Appendix A – Modification Report
See the Department’s website at https://www.planningportal.nsw.gov.au/major-projects/project/31036

Appendix B – Submissions
See the Department’s website at https://www.planningportal.nsw.gov.au/major-projects/project/31036

Appendix C – Submissions Report
See the Department’s website at https://www.planningportal.nsw.gov.au/major-projects/project/31036

Appendix D – Community views
A summary of key issues raised in public submissions is provided in the table below.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Consideration</th>
</tr>
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<tbody>
<tr>
<td><strong>Air Quality</strong></td>
<td><em>Assessment:</em> The additional coal handling and transfer activities would increase TSP emissions to around 148,649 kg/year. However, changes at residential receivers around the site would be negligible, and the project would continue to comply with all relevant air quality criteria at surrounding residential and industrial sites.</td>
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<tr>
<td></td>
<td><em>Conditions:</em> The air quality criteria in the existing conditions would continue to apply.</td>
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<tr>
<td></td>
<td>NCIG must operate the project in accordance with an approved dust management plan. This plan describes how dust emissions would be prevented or minimised.</td>
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<td></td>
<td>The Department is satisfied no further conditions are required.</td>
</tr>
<tr>
<td><strong>Noise Impacts</strong></td>
<td><em>Assessment:</em> The modification would increase conveyor unloading rates, which would increase the total site sound power level at the site by less than 0.1 dB. However, the project would continue to comply with the existing noise limits in the project approval at all times.</td>
</tr>
<tr>
<td></td>
<td>Noise along the Main Northern Railway in the vicinity of the project would also increase by around 0.8 dB as a result of the additional project-related trains which would be indiscernible.</td>
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<td></td>
<td><em>Conditions:</em> The existing noise limits would continue to apply.</td>
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<tr>
<td>Issue</td>
<td>Consideration</td>
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<tr>
<td>Greenhouse Gas and Climate Change</td>
<td><em>Assessment:</em></td>
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<tr>
<td></td>
<td>• Greenhouse gas emissions from the project would increase from 87,041 CO₂eq/year to 104,186 CO₂eq/year.</td>
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<tr>
<td></td>
<td>• This would represent around 0.08 % of NSW emissions (based on 2017 emissions), or 0.003 % of Australian emissions in 2018.</td>
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<tr>
<td>Soil and Water Pollution</td>
<td><em>Assessment:</em></td>
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<td></td>
<td>• There would be no significant changes to the operational activities and therefore there would be no changes to soil or water pollution from the modification.</td>
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<tr>
<td></td>
<td><em>Conditions:</em></td>
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<td></td>
<td>• No additional conditions required.</td>
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<tr>
<td>Shipping Impacts</td>
<td><em>Assessment:</em></td>
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<td></td>
<td>• Average ships taking delivery of coal from the project would increase. However, any overall increase in shipping within the harbour would be small in comparison with existing shipping levels, and the Department considers any impacts within the harbour would be minor.</td>
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<tr>
<td>Site Closure and Rehabilitation</td>
<td><em>Assessment:</em></td>
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<tr>
<td></td>
<td>• The modification does not propose any changes to the site closure strategy or rehabilitation.</td>
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</table>

**Appendix E – Notice of Modification**


**Appendix F – Consolidated Approval**