

**Statement of Environmental Effects  
Modification to Development Consent  
Camberwell Coal  
Singleton NSW**

**Transportation of Glennies Creek Run of Mine Coal  
to Rix's Creek Mine**

Prepared By:

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PMB 7  
SINGLETON NSW 2330

6 November 2003

## 1.0 Summary

This Statement of Environmental Effects (SoEE) has been prepared to support an application pursuant to Section 96(1A) of the Environmental Planning and Assessment Act to modify development consent determined by the Minister for Planning on the 19 March 1990 for the Camberwell Coal Project.

Development consent is sought for the transportation of Glennies Creek Coal run of mine (ROM) coal across the Camberwell Coal mine lease to the Rix's Creek Mine and eventually to the Rix's Creek Coal Handling and Preparation Plant (CHPP). Camberwell Coal currently has consent to transport the Glennies Creek coal to the Camberwell Coal CHPP however the production of run of mine coal from Glennies Creek has exceeded the capacity of the agreement which was entered into for Camberwell Coal to wash Glennies Creek coal. This situation will be alleviated in the future with Camberwell Coal currently going through a CHPP upgrade to increase the capacity of the CHPP to approved levels. This has necessitated Glennies Creek to look for alternate washing capacity for their coal.

Additionally, the Rix's Creek CHPP has a process that may allow greater recovery of Glennies Creek coal and produce less waste material. If this process proves to be successful then modifications to the coal crushing and treatment process will be made at Glennies Creek or Camberwell Coal.

Camberwell Coal proposes to use the existing site haul roads and trucks to transport the coal, minimizing any environmental effects. There will be no change to the number of trucks currently approved to haul the Glennies Creek coal to the Camberwell CHPP.

The proposed modification will have no impact on the number of persons employed by Camberwell Coal. There will be a socio-economic benefit by allowing Glennies Creek to reach higher production levels immediately. An additional benefit may arise from the increase in coal recovery and therefore marketable reserves and the associated decrease in the costs associated with handling and disposal of the reduced amount of waste material.

## **2.0 Introduction**

### **2.1 Land Ownership**

The Camberwell Coal project is an operating open cut coal mine located 10km northwest of Singleton (refer figure 1). The mine is operated by Camberwell Coal Pty Limited (ACN 003 825 018) on behalf of the Camberwell Coal Joint venture. The joint venture partners are Toyota Tsusho Mining (Australia) Pty Ltd 90% (ACN 003 765 008) and Dia Coal Mining (Australia) Pty Ltd 10% (ACN 003 724 249).

The owner of all land associated with the Camberwell Coal transportation route across the mining lease is RHA Pastoral Pty Ltd (RHA), which is wholly owned by the Camberwell Joint Venture. The whole of the land is within part of Coal Lease 357 for which there is no surface exception; surface operations including open cut coal mining can be conducted on the land. The transportation route is on existing haul roads and unshaped overburden emplacements. A land description is included in Appendix 1.

### **2.2 Rational of the Proposal**

The proposal is required to allow transportation of Glennies Creek coal across the Camberwell Coal lease. The current production of ROM coal from the Glennies Creek mine has exceeded the capacity of the agreement that was entered into for Camberwell Coal to wash Glennies Creek coal. This situation will be alleviated in the future with Camberwell Coal currently going through a CHPP upgrade to increase the capacity of the CHPP to approved levels. This has necessitated Glennies Creek to look for alternate washing capacity for their coal.

Additionally, a different processing technique at the Rix's Creek CHPP may allow increased separation of coal from waste rock. If successful, this will improve the amount of marketable coal produced by Glennies Creek coal mine and reduce the amount of waste material.

### **2.3 Statutory Planning Approval Sought**

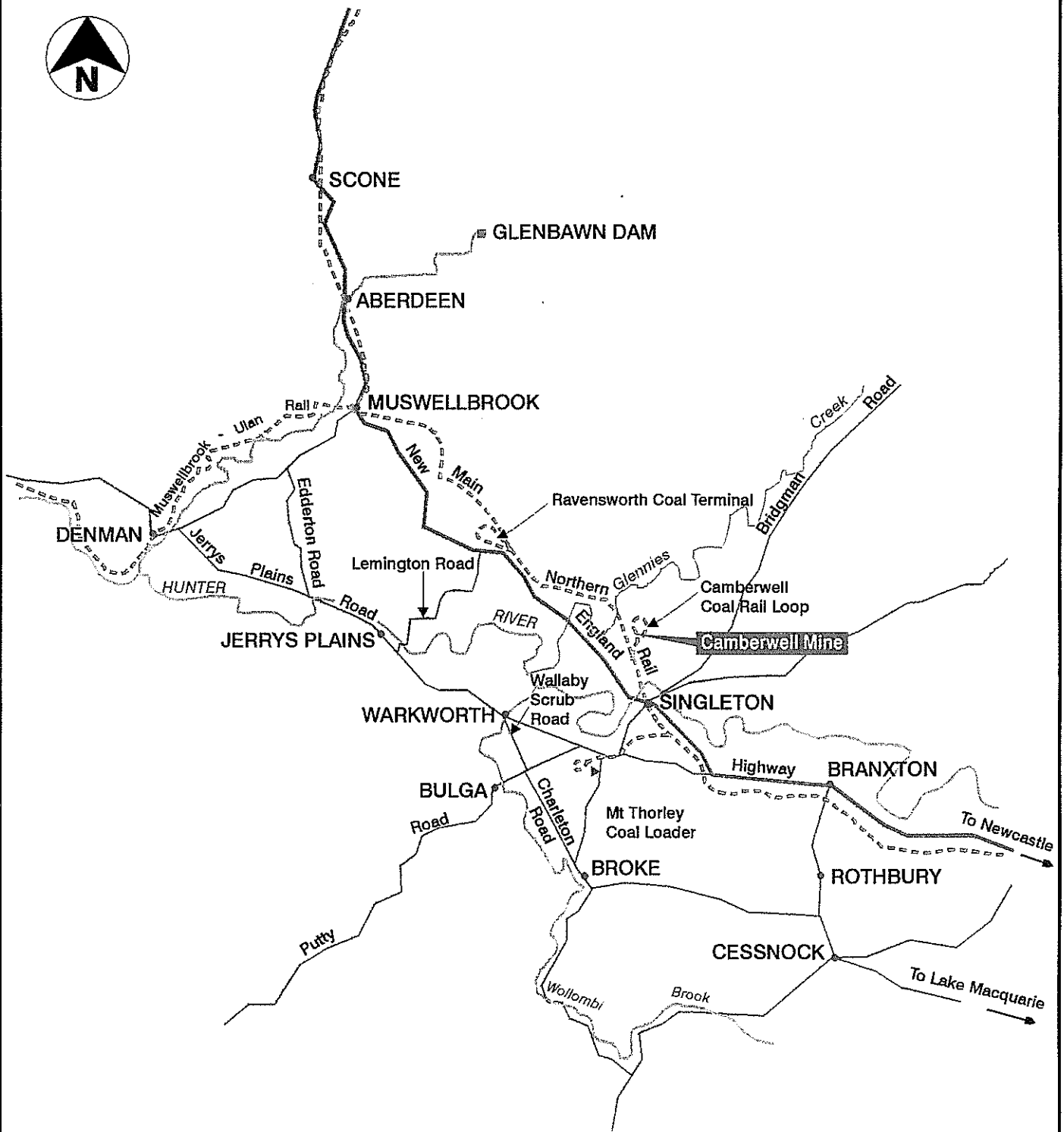
From discussions with the Department of Infrastructure Planning and Natural Resources (DIPNR), the proposed modification to Camberwell Coal's 1990 development consent can be handled by a section 96(1A) application.

### **2.4 Other Approvals**

All other existing approvals will apply and no variations are required for this minor modification.

### **2.5 Changes to Consent Conditions**

Reference to this document may be required to be added to the development consent no other changes are envisaged.



NOTE: Not to scale - for diagrammatic purposes only

FIGURE



**HLA-Envirosciences Pty Limited**

18 Warabrook Boulevard  
Warabrook, NSW  
(02) 4968-0044

**LOCATION OF  
CAMBERWELL MINE**

**1**

DRAWN

PROJECT - TASK NUMBER

APPROVED

DATE

U851

June 2001

## **2.6 Consultation with Government Agencies**

A meeting was arranged and held between Camberwell Coal and DIPNR on the 23 October 2003 to discuss this proposed variation. The project has been informally discussed with Mr Mark Ihlein at Singleton Council who had no issues with the project as long as vehicles were kept off public roads.

## **2.7 Planning Context**

The subject land is not listed in the Singleton local Environmental Plan, (LEP) 1996 as being or containing any heritage item, nor is it in a heritage conservation area. No other local development control plans or additional S94 Contributions are applicable.

There are no practical applications to any State Environmental Planning Policies not covered previously in applications by Camberwell Coal over the land in question.

## **3.0 Existing Operation**

### **3.1 Current Approvals**

Camberwell Coal Pty Limited holds development consent for the Camberwell Coal Mine on behalf of the Camberwell Coal Joint venture. The Minister for Local Government and the Minister for Planning determined the application for development consent on the 19 March 1990. There have been subsequent approved modifications.

### **3.2 Current On Site Coal Haulage**

The current on site coal haulage route for the delivery of Glennies Creek Coal mine coal to the Camberwell CHPP can be seen in Figure 2. The haulage of Glennies Creek coal by truck is allowed by the current consent clause 12.1 (e) up until 18 December 2004. This would also apply to this variation.

### **3.3 Current Off Site Coal Haulage**

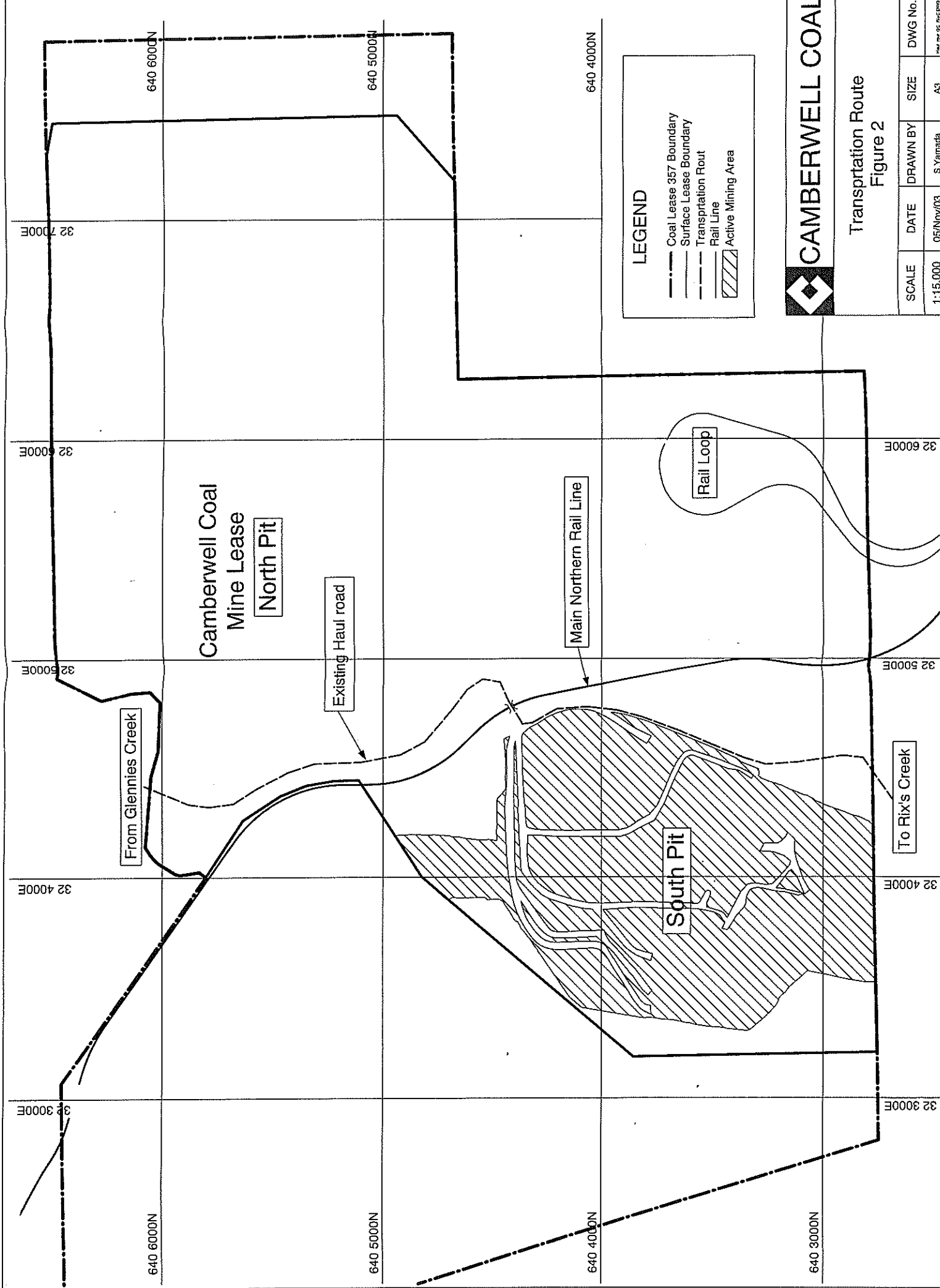
All coal is currently transported from Camberwell Coal to the port of Newcastle by rail.

### **3.4 Employment Status and Demography**

The total number of employees working at Camberwell Coal is 197.

### **3.5 Coal Production (ROM and saleable)**

For the 12 months, July 2002 to June 2003, Camberwell Coal processed approximately 5.05Mt of raw coal of which 1.18Mt was from Glennies Creek coal mine. Approximately 2.93Mt of total saleable coal was produced. Saleable coal yield has generally been in the range of 57 to 62% of the quantity of run of mine coal treated by the CHPP.



Transpiration Route  
Figure 2

**LEGEND**

- Coal Lease 357 Boundary
- - - Surface Lease Boundary
- - - Transpiration Route
- Rail Line
- ▨ Active Mining Area

SCALE	DATE	DRAWN BY	SIZE	DWG No.
1:15,000	05/Nov/03	S.Yamada	A3	144-00-05-000

## **4.0 The Proposal**

The proposal allows for the transportation of Glennies Creek coal across the Camberwell Coal lease and the processing of Glennies Creek coal through the Rix's Creek CHPP. This application for development consent modification addresses the transportation across the Camberwell Mining lease. A separate application from Rix's Creek will address the transportation from the Camberwell Coal mine lease boundary to the Rix's Creek CHPP and the processing of the coal.

Camberwell Coal currently has consent to transport the Glennies Creek coal to the Camberwell Coal CHPP however the production of run of mine coal from Glennies Creek has exceeded the capacity of the agreement which was entered into for Camberwell Coal to wash Glennies Creek coal. This situation will be alleviated in the future with Camberwell Coal currently going through a CHPP upgrade to increase the capacity of the CHPP to approved levels. This has necessitated Glennies Creek to look for alternate washing capacity for their coal.

Additionally, the Rix's Creek CHPP has a process that may allow greater recovery of Glennies Creek coal and produce less waste material. If this process proved to be successful then modifications to the coal crushing and treatment process will be made at Glennies Creek or Camberwell Coal.

### **4.1 Proposed Coal Haulage**

There will be no change to the current truck numbers at Camberwell Coal. This application addresses the change in transportation route. Instead of turning left at the main northern rail bridge and traveling to the Camberwell CHPP the trucks will turn right. They will travel across the rail bridge, through active mining operations along an existing haul road and through an unshaped overburden emplacement to the Rix's Creek mine lease boundary (refer figure 2).

There will be no off site coal haulage on public roads.

## **5.0 Environmental Analysis of the Proposal**

### **5.1 Topography**

No changes to topography will result from the haulage operation other than some minor road formation in an unshaped overburden dump near the Rix's Creek boundary.

### **5.2 Erosion and Sediment Control**

The haulage route is within the existing erosion and sedimentation controls designed by John Hannan and approved by the Department of Mineral Resources for the active mining areas. No additional controls will be required for the proposal.

## **5.3 Hydrology**

### **5.3.1 Surface Water/ Water Balance**

The haulage route is on existing haul roads or across disturbed material and all runoff from these areas reports to the existing dirty water system at Camberwell Coal. Camberwell Coal is a nil water discharge site and no mine or contaminated water is allowed to leave the site.

No changes will occur to the water balance as there will be no significant increase or decrease in site water requirements from the project. Road watering would use a slightly higher amount to cover the increase in haul road length but is insignificant in the overall water demands of the site. Existing site water monitoring will continue to gauge impacts under existing controls.

### **5.3.2 Groundwater**

The proposed modification will have no impact on groundwater as the mine plan and mining extraction process will not be changed.

## **5.4 Air Quality**

The modification will have an insignificant air quality impact, as there are no changes to the number of vehicles on site or the number of trips required to transport the Glennies Creek coal under the existing approval. Existing monitoring sites and management techniques will control dust emissions. Existing development criteria would continue to apply to the project.

## **5.5 Noise**

The modification will have an insignificant noise impact, as there are no changes to the number of vehicles on site or the number of trips required to transport the Glennies Creek coal under the existing approval. Existing monitoring sites and management techniques will control noise emissions. Existing development criteria would continue to apply to the project.

## **5.6 Visual Aspects and Night Lighting**

The haulage route is on existing haul roads apart from a small section that crosses an unshaped overburden dump near the Rix's Creek boundary. Both mines share a common boundary and the overburden dumps in this area will assist in shielding any visual aspects or headlights from impacting on the community and the New England highway.

## **5.7 Flora and Fauna**

The haulage route is on existing haul roads and an unshaped overburden dump near the Rix's Creek boundary. The areas have been previously disturbed and have not been rehabilitated. There are no flora or fauna present on the haulage route.



## **5.8 Waste Management**

A reduction in waste will result while the coal is being sent to Rix's Creek as the reject and tailings will be emplaced on the Rix's Creek Mine lease. If the trial is successful, then there will be a longer-term improvement at Camberwell Coal when the Glennies Creek Coal is processed through the Camberwell CHPP due to the reduction in waste from the separation process.

Existing consents, approvals and licences currently cover reject and tailings emplacement at Camberwell Coal and do not need to be modified.

## **5.9 Heritage**

The haulage route is on areas that have been completely disturbed by open cut mining activities. The haulage route is totally in the Camberwell Coal mine lease that was previously surveyed for archeological sites as part of the original approval process. Consents to destroy were obtained for areas that would be impacted such as mined areas. No sites remain along the haulage route.

## **6.0 Environmental Management**

### **6.1 Dust**

Existing dust control measures for the haul road have been assessed as adequate. Only a slightly increased length of haul road will need to be watered as part of this proposal and this is well within the capabilities of the Camberwell Coal water tankers.

It was previously assessed in the proposal for transport of Glennies Creek Coal to the Camberwell CHPP that exceedance of dust criteria from this operation were unlikely from this operation. The same would be expected to apply to this proposal, as it is essentially the same operation with minimal additional haul road distance.

### **6.2 Water**

It is expected that the water management on Camberwell Coal's site will be generally unaffected by the proposal. Existing water segregation and controls will continue to apply and no additional sedimentation controls are required.

### **6.3 Noise**

No additional noise modeling has been conducted, as the minimal change in site operations is not expected to result in any exceedance of the current noise goals outside the zone of affectation. Existing criteria is considered acceptable.

### **6.4 Flora and Fauna**

As a result of the proposed modifications, no previously undisturbed areas of the mine site will be affected. No threatened or endangered species were identified in the modification to transport Glennies Creek coal to the Camberwell Copal CHPP and none are expected for this minor variation. No areas of rehabilitated land will be redisturbed.

## **6.5 Archaeology**

Due to the use of the Camberwell Coal mine site for open-cut mining and associated activities, the entire ground surface affected by this proposal has been previously disturbed. Consequentially, no archaeological sites remain to be threatened or damaged by the proposal.

## **7.0 Socio-Economic Management**

The total number of employees currently at Camberwell Coal is 197. This number will not be affected by this proposal.

The main economic benefit in allowing Glennies Creek to achieve production levels in an earlier timeframe is the immediate benefits to the community through spending, wages, and royalties.

Additional benefits may be derived from the potential increase in marketable coal reserves, which will benefit the economy and community. Additionally, the potential reduction in waste may reduce the need for additional future tailings storage facilities.

## **8.0 - Alternatives**

- **The “do nothing” approach**

The proposal is principally required to allow Glennies Creek to meet current production levels. Restricting production may necessitate changes to the Glennies Creek workforce however we are not aware of the full impact this may have on Glennies Creek. Additionally, to do nothing may potentially miss an opportunity to improve the productivity of coal recovery at Glennies Creek.

Camberwell Coal mine would be able to continue operating as it currently does, should the modification not proceed.

- **Immediate installation of the additional coal handling and preparation equipment at Camberwell Coal.**

Camberwell Coal is currently going ahead with the approved CHPP upgrade. Due to the design, tender and construction process they cannot expedite this to meet current production levels at Glennies Creek mine.

**9.0 Relevant matters under section 79C of the EP&A Act**

<b>Section 76C matters for consideration</b>	<b>Comment</b>
1 (a) the provisions of:	
(i) Any environmental planning instrument, and	Refer section 2.8
(ii) Any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority; and	None applicable
(iii) Any development control plan, and;	Refer section 2.6
(iv) The regulations (to the extent that they prescribe matters for the purposes of this paragraph), That apply to the land to which the development application relates,	SoEE formulated to conform to the Act and regulations
(b) The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts on the locality,	Refer section 5 and 7
(c) The suitability of the site for development,	The site is an approved open cut coal mine on suitably zoned land. The proposed modification relates to coal transportation on the site.
(d) Any submission made in accordance with this Act or the regulations,	DIPNR and the Minister will review any submissions.
(e) The public interest.	Refer Section 7

## 10.0 Conclusion

As the proposed modification to consent relates to an activity at and within an existing operating open cut coal mine and the activity is primarily the same as an existing activity, new environmental impacts are minimal and manageable. The proposal will allow Glennies Creek coal to be transported through the Camberwell Coal mine lease to Rix's Creek for processing.

Approving the proposed modification has social, environmental and economic positives with minimal negative impacts.

**APPENDIX 1**

**Land Title Description**

ATTACHMENT

DESCRIPTION OF SURFACE & SUBSURFACE LANDS

Those surface lands located in the PARISH OF AUCKLAND, County of Durham, Shire of Singleton and more particularly described as that Part of Lot 5 in Deposited Plan 264089 being situated to the east of the western boundary of the surface lands delineated in the Application for a Coal Lease as Gazetted on 29 September 1989 (Folio 7899), those Parts of Lots A, F & G in Deposited Plan 37613 being situated to the east of the western boundary of the surface lands delineated in the Application for a Coal Lease as Gazetted on 29 September 1989 (Folio 7899), the disused Railway line being situated along the northern boundary of Portion 22 and the northern boundary of Lot A in Deposited Plan 37613, the whole of Lot 4 in Deposited Plan 246434, the whole of Lots 1 & 2 in Deposited Plan 628652, those Parts of Lots 1, 2 & 6 in Deposited Plan 246434 being situated to the east of the western boundary of the surface lands delineated in the Application for a Coal Lease as Gazetted on 29 September 1989 (Folio 7899), the whole of Lot 1 in Deposited Plan 597205, that Part of Lot 2 in Deposited Plan 597205 being situated to the east of the western boundary of the surface lands delineated in the Application for a Coal Lease as Gazetted on 29 September 1989 (Folio 7899), that Part of Lot 710 in Deposited Plan 624852 being situated to the south of Latitude 32° 28'S, the whole of Portion 22, the whole of Portion 91, the whole of Portion 92, the whole of the parcel of unalienated Crown land adjoining the aforementioned Portion 92 to the southwest and bounded to the south by disused railway, that Part of Portion 23 being situated north of Latitude 32° 30'S, that Part of Portion 71 being situated south of Latitude 32° 28'S, that Part of Portion 85 being situated to the east of the western boundary of the surface lands delineated in the Application for a Coal Lease as Gazetted on 29 September 1989 (Folio 7899), that Part of Portion 89 being situated to the north of Latitude 32° 30'S, the whole of Lot 1 in Deposited Plan 581908, that Part of Lot 2 in Deposited Plan 581908 being situated to the north of Portion 89 and to the east of the Main Northern Railway but extending to the east no further than the aforementioned Parish boundary, the whole of a road being situated to the north of Portion 23 and west of Middle Falbrook Road being known as Road Permit No. 1932/22 Land District of Singleton.

Those surface lands located in the PARISH OF BROUGHTON, County of Durham, Shire of Singleton and more particularly described as the whole of Portion 1, that Part of Portion 2 being situated to the south of Latitude 32° 28'S, that Part of Portion 6 being situated to the west of the eastern most boundary of the surface lands delineated in the Application for a Coal Lease as Gazetted on 29 September 1989 (Folio 7899), that part of Portion 7 being situated to the west of the eastern most boundary of the surface lands delineated in the Application for a Coal Lease as Gazetted on 29 September 1989 (Folio 7899), that Part of Portion 10 being situated to the south of Latitude 32° 28'S, that Part of Portion 120 being situated west of the eastern most boundary of the surface lands delineated in the Application for a Coal Lease as Gazetted on 29 September 1989 (Folio 7899) and south of Latitude 32° 28'S, that Part of Lot 6 in Deposited Plan 113538 being a closed road situated to the west and south of the aforementioned Part Portion 120 and east of the aforementioned Part Portion 10 extending no further north than Latitude 32° 28'S and extending no further east than the eastern most boundary of the surface lands delineated in the Application for a Coal Lease as Gazetted on 29 September 1989 (Folio 7899), that Part of Lot 7 in Deposited Plan 113538 being situated to the north of Portions 77, 78 & 43 in the Parish of Darlington and extending no further east than the eastern most boundary of the surface lands delineated in the Application for a Coal Lease as Gazetted on 29 September 1989 (Folio 7899).

Those surface lands located in the PARISH OF DARLINGTON, County of Durham, Shire of Singleton and more particularly described as the whole of Portion 246, that Part of Portion 3 excluding that land east of Longitude 150° 09'E and south of Latitude 32° 29'S, that Part of Portion 26 being situated to the west of Longitude 150° 29'E, that Part of Portion 43 being situated to the north of Latitude 32° 29'S, that Part of Portion 44 being situated in the northwest most corner of Portion 44 and bounded by the aforementioned Part Portion 43 to the west and Latitude 32° 29'S to the south and thence to the south east by the boundary of the surface lands delineated in the Application for a Coal Lease as Gazetted on 29 September 1989 (Folio 7899), that Part of Portion 75 being situated to the west of Longitude 150° 09'E, that Part of Portion 77 being situated to the west of the eastern boundary of the surface lands delineated in the Application for a Coal Lease as Gazetted on 29 September 1989 (Folio 7899), that Part of Portion 78 being situated to the north of Latitude 32° 29'S, that Part of Portion 82 being situated to the west of Longitude 150° 09'E and

north of Latitude 32° 30'S, that Part of Portion 137 being situated to the north of Latitude 32°30'S, that Part of Lot 2 in Deposited Plan 581903 being situated north of Latitude 32° 30'S, that Part of Lot 3 in Deposited Plan 581908 being situated to the north of Latitude 32° 30', that Closed Road being situated to the west boundary of Portion 78 and north of Latitude 32° 30', that Part of Portion 98 being situated to the west Longitude 151° 09'E, that part of Closed road being situated to the west of Portion 75 and west of Longitude 151° 09'E, that part of Closed road being situated to the west and south of Portion 98 but extending no further east than Longitude 151° 09'E, that part of the disused railway line being situated within Portion 3, that part of the disused railway line being situated to the east of Lot 2 in Deposited Plan 581908 and extending no further south than Latitude 32° 30'S.

The subsurface lands are contained within the PARISHES OF AUCKLAND, BROUGHTON, DARLINGTON AND VANE, County of Durham, Shire of Singleton and being bounded on the west by Longitude 151° 05'E, the south by Latitude 32° 28'S, the west by Longitude 151° 09'E, to the south by Latitude 32° 30'S, together with that subsurface land contained within the PARISHES OF BROUGHTON AND DARLINGTON, County of Durham, Shire of Singleton and being bounded on the north by Latitude 32° 28'S, the east by Longitude 151° 10'E, on the south by Latitude 32° 29'S and the west of Longitude 151° 09'E.

The above described lands and those generally contained within Authorisation to Prospect, Numbers 81 and 308 Granted under the Coal Mining Act 1973.