New Acland Coal Mine Stage 3 project

Coordinator-General's change report No.5 – train loadout facility

October 2025

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Appendix 1. Coordinator-General's Imposed Conditions

Executive Summary

New Acland Coal Pty Ltd (NAC), a subsidiary of the New Hope Group, is currently mining Stage 3 of the New Acland Coal Mine, which is approved to produce up to 7.5 million tonnes per annum (Mtpa) over approximately 12 years. The project is located approximately 160 kilometres west of Brisbane, 35 kilometres north-west of Toowoomba and 14 kilometres north-west of Oakey and involves developing three new pits within the Manning Vale and Willeroo resource areas.

Following an EIS process, the Coordinator-General's Evaluation Report (CGER) for the New Acland Coal Mine Stage 3 project (the project) was released in 2014. Primary approvals were delayed by 8 years due to legal challenges resulting in the Stage 3 mining commencing on 14 September 2023.

On 11 March 2025, NAC submitted a request for project change seeking the removal of Imposed Conditions 4 (IC4) and 5 (IC5) which require the construction of a new train loadout facility (TLF) and associated infrastructure on the mine site. This is NAC's fifth request to modify conditions under the 2014 CGER, with current conditions outlined in the Coordinator-General's Change Report 4 (CGCR 4).

IC4 and IC5 were imposed in response to community concerns about noise and dust impacts of the Jondaryan Rail Loadout Facility (JRLF), operated by NAC since 2002 for coal stockpiling and train loading for transport to the Port of Brisbane. Concerns were heightened in context of the Stage 3 project, which increased approved coal production to 7.5 Mtpa and extended the mine's operational life. IC5 also addressed potential flooding impacts from constructing a rail spur in a floodplain.

Since the EIS process and the 2014 CGER, there have been significant changes to the project and mine plan. Changes to project approvals, resulting from litigation, have led to a reduction in minable coal reserves by approximately 30 per cent (from 80.4 Mt to 57 Mt). In response, NAC revised the annual production rate from 7.5 Mtpa to 5.2 Mtpa, with a planned 12-year mine life which commenced in 2023.

Given these changes, the new rail infrastructure required by condition IC4 would have a limited operational life of only 8–10 years, with minimal potential for repurposing. As a result, NAC submitted Change Request No. 5, seeking removal of the requirement to construct a TLF and associated infrastructure on the mine site.

The change would maintain compliance with JRLF's existing environmental approval, avoid clearing ~98 hectares, reduce construction-related emissions, and prevent floodplain impacts.

The change request was publicly notified for four weeks under section 35G of the *State Development and Public Works Organisation Act 1971* (SDPWO Act), and a total of 8 submissions were received. Community stakeholders raised concerns about potential impacts to air quality, noise, and visual amenity from JRLF operations, and also road safety and maintenance with regard to coal haulage.

Government agencies including the Department of Environment, Tourism, Science and Innovation (DETSI), Department of Transport and Main Roads (DTMR), and Department of Local Government, Water and Volunteers (DLGWV) did not raise any material concerns with continued JRLF use.

The Coordinator-General has considered feedback on the requested change from the community, proponent and advisory agencies and decided to approve the change with condition and the continued use of the JLRF. NAC will be required to continue to address community concerns by providing dust and noise mitigation in accordance with the EA, enhanced measures to mitigate air and visual impact in accordance with commitments (e.g. a vegetative screening), highlighting compliance history, and providing regional community benefits, including financial support for local school and ecological initiatives in Jondaryan.

1. Introduction

This report has been prepared pursuant to section 35I of the *State Development and Public Works Organisation Act 1971* (SDPWO Act). It evaluates changes to the imposed conditions for the New Acland Coal Mine Stage 3 project (the project), as outlined in the Coordinator-General's Evaluation Report of December 2014 (2014 CGER). The conditions to be changed are currently stated in the Coordinator-General's Change Report 4 of 2022 (CGCR 4).

On 11 March 2025, New Acland Coal Pty Ltd (NAC) requested changes to imposed conditions 4 and 5 (IC4 and IC5) (the 'change request'). The conditions subject to the change request are:

- IC4: requires construction of a new train loadout facility (TLF), rail loop and rail spur ('associated infrastructure' as the distribution point for all railed coal product
- IC5: requires submission of detailed design and certification of the rail spur within 12 weeks of the granting of all mining leases and the associated water licence.

Instead, NAC propose to continue using the existing Jondaryan rail loadout facility (JRLF) for the remainder of the 12 year-life of the mine (8 – 10 years). This request for project change is the fifth change application made by the proponent in accordance with section 35C of the SDPWO Act.

This change report does not re-evaluate the project as a whole or revisit assessment of any matters already addressed. Rather, this report considers the nature of the proposed changes and evaluates potential effects of the proposed changes on the project and the environment.

In making the evaluation, the following have been considered in accordance with section 35H of the SDPWO Act:

- the nature of the proposed change and its effects on the project
- the project as evaluated in the 2014 CGER, and the four Coordinator-General's change reports (CGCRs) (collectively, the evaluated project)
- the environmental effects of the proposed change and its effects on the project
- all properly made submissions about the proposed change and its effects on the project
- the EIS material mentioned in former section 35 of the SDPWO Act (the provision in effect for the preparation of the 2014 CGER, which continues to apply to the project by virtue of section 197 of the SDPWO Act) to the extent it is considered relevant to the proposed change and its effects on the project.

This report prevails to the extent of any inconsistencies with the evaluated project to date.

2. About the project

2.1 The proponent

The proponent for the project is NAC, a subsidiary of New Hope Corporation Ltd (NHCL), which is an ASX listed company. Acland Pastoral Co. Pty Ltd (APC) is the owner of the JRLF and is also a subsidiary of the NHCL. NAC, APC and other subsidiaries of NHCL trade and operate as New Hope Group (NHG). NAC has operated the existing New Acland coal mine, including the current Stage 3 project and earlier project stages 1 and 2 since 2002.

2.2 The project

The project is located roughly 160 kilometres (km) west of Brisbane, 35 km north-west of Toowoomba and 14 km north-west of Oakey. The approved Stage 3 project is the expansion of the existing open-cut mine to produce up to 7.5 million tonnes per annum (Mtpa) of thermal coal for up approximately 12 years. Stage 3 mining commenced in 2023.

The original New Acland Mine Stage 3 proposal (2009) sought to expand mine production from 4.8 Mtpa (Stage 2, which utilised the JRLF) to 10 Mtpa and extend the mine's operational life to approximately 2042. The 10 Mtpa plan included construction of a new TLF on site, connected to the West Moreton rail line via an eight-kilometre rail spur and balloon loop.

The revised Stage 3 project, outlined in the 2014 EIS and assessed in the 2014 CGER, proposed a scaled down scope with coal production of up to 7.5 Mtpa over a mine life of approximately 12 years, and included the proposed new on-mine TLF. The new rail infrastructure was proposed by NAC to support the increased throughput above the JRLF's capacity and included as an imposed condition on the 2014 CGER to alleviate community concerns regarding noise and dust associated with the JRLF.

The project as described in the 2014 CGER includes:

- mining in three new pits - the Manning Vale West, Manning Vale East and Willeroo pits
- mining and out-of-pit dumps located on Mining Lease (ML) 50216
- emplacement of two out-of-pit spoil dumps associated with the Manning Vale and Willeroo mine pits
- construction of a new 8 km long rail spur line and balloon loop on infrastructure ML 700001 from Jondaryan onto ML50232
- construction of a new train loadout facility (TLF) and materials handling facility (MHF) on ML50232
- decommissioning of the JRLF
- upgrade of the existing coal handling preparation plant complex, run-of-mine and product coal stockpile areas and supporting infrastructure on ML 50170
- relocation and potential upgrade of the current power supply for the mine operation and the local 11 kilovolt distribution system
- relocation and potential upgrade of the existing local telecommunication network.

Since the release of the 2014 CGER, 4 CGCRs have been prepared, approving various changes to the project or conditions of the project. Further information on the project and changes that have occurred since the project was originally approved in 2014 are detailed in:

- CGCR 1 - amendment to stated conditions (noise) - 12 February 2019 (mine site environmental authority (EA))
- CGCR 2 - amendment to imposed conditions (train load-out facility) - 17 September 2020 (TLF timeframe extension)
- CGCR 3 - amendment to stated conditions B3 and H40 – dated 29 September 2020 (mine site air quality and ecology)
- CGCR 4 - amendment to conditions following Land Court (2021) proceedings - 26 May 2022.

The material is available on the Department's website at **www.statedevelopment.qld.gov.au/newacland**.

2.3 Project approvals

2.3.1 Mining approvals

The CGER for the project was released in 2014, however approval of the environmental authority (EA) and MLs did not occur until 2022, following objector litigation. NAC was granted an EA (EPML00335713) from the former Department of Environment, Science and Innovation on 28 June 2022, and the MLs were approved on 26 August 2022. Stage 3 mining is now occurring on ML50232, while ML700002 is designated as an infrastructure mining lease for the proposed rail spur construction.

On 6 December 2016, amendments to the *Water Act 2000* and *Mineral Resources Act 1989* came into effect, requiring NAC to obtain an Associated Water Licence (AWL) to take or interfere with ground water. The AWL was granted on 20 October 2022. A third-party appeal regarding the AWL was discontinued on 14 January 2025. NAC has lodged an appeal against two of the licence conditions.

Due to the 8 year delay in approvals and depletion of coal reserves in the Stage 1 and Stage 2 mining leases (ML50170 and ML50216), the mine entered a care and maintenance period on 1 November 2021, which lasted 19 months. First coal was mined for the Stage 3 project on 14 September 2023.

2.3.2 Rail infrastructure approvals

NAC currently transports coal by road to the JRLF where it is stockpiled and loaded onto rail. The JLRF is located approximately one kilometre from the town of Jondaryan and has provided coal handling and loadout services for the New Acland coal mine since 2002. The facility operates under an EA (EPPR00814313), administered by Department of Environment, Science, Tourism, and Innovation (DETSI), which permits a maximum throughput of 5.2 Mtpa of product coal.

Operation of the JRLF has the potential to result in emissions to the environment which are regulated under the *Environmental Protection Act 1994*. The EA holder has approval to conduct the following Environmentally Relevant Activity (ERA) at the site, and the activity must be conducted in accordance with the applicable site-specific conditions:

- ERA 50 - Mineral and bulk material handling 1: Loading or unloading 100 tonnes (t) or more of minerals in a day, other than loading or unloading mentioned in item 3, or storing 50,000 t or more of minerals (a) within 5 km of the highest astronomical tide or 1 km of a watercourse.

The JRLF EA does not state a duration of the authorised activity, rather the site would cease to operate for coal product loadout following construction of the on-mine TLF and associated infrastructure required by IC4 of the 2014 CGER. Once operations cease, there is an EA requirement to rehabilitate the site. During the 2014 EIS process, NAC committed to rehabilitating the JRLF site and returning to grazing use at the end of its coal loading operation.

During the 2014 EIS process, the local community raised concerns regarding noise and dust at the JRLF, including inadequate mitigation, insufficient consultation, and requested assurance the project would not proceed using the Jondaryan facility. In response, the Coordinator-General imposed a condition requiring construction of a new TLF and associated rail infrastructure on ML50232, as the sole distribution point for all railed product from the first coal shipment of Stage 3 project operations (IC4).

In 2019, NAC sought a 5 year extension to the TRF construction requirement due to project delays (Change Request No. 2). Following public notification, a 2 year extension was granted. First coal was mined on 14 September 2023, requiring the TLF construction to occur by 15 September 2025.

IC5 requires certification of the design and construction of the rail spur to address floodplain concerns. The condition as amended by CGCR No. 2, requires submission of the design documentation within 12 weeks of securing all mining leases and the AWL for the project.

On 14 December 2022, NAC submitted the certified rail spur designs completed in 2016, noting that due to the project commencement delay, design changes had been identified and design updates were under development.

2.4 Current coal loadout operations

As authorised by IC4, NAC has been transporting coal via the JRLF since 14 September 2023 at the commencement of Stage 3 mining.

Washed coal is transported by coal haulage trucks from the mine, travelling southwest along the Jondaryan Muldu (JM) Road to JRLF. The JM Road traverses approximately 16 km, beginning at Muldu, passing about 1.5 km west of Acland, continuing towards Jondaryan to the JRLF, on the eastern side of the Warrego Highway and West Moreton rail line.

At the JRLF, coal is unloaded and stockpiled and veneered before being loaded onto freight trains for transport to the Port of Brisbane via the West Moreton rail line. The facility operates continuously, 24 hours per day, 7 days per week, within EA-approved throughput limits of 5.2 Mtpa. Approximately 8 trains per day are required at maximum throughput, and each train takes around one hour to load (42 wagons per train). Typical activities at the facility include tipping of coal from trucks to stockpiles, stockpile management using front end loaders (FELs) and tracked machines, loading trains with FELs, and watering and maintaining roads and pavement. Prior to exiting the JRLF, loaded coal wagons are veneered and profiled to minimise dust emissions during transport.

The unladen coal haulage trucks then return to the mine via the JM road.

3. Change report process

3.1 Change request

The change request is to remove IC4 and IC5. The request proposes the following:

- removal of requirement to design and construct the TLF and associated infrastructure, and
- continued distribution of coal from JRLF in accordance with approved limits specified within EPPR00814313 (JRLF EA) of up to 5.2 Mtpa. No change to the authorised throughput of JRLF is proposed.

The application addresses the requirements of section 35E of SDPWO Act.

Effects on the project

Changes to the project as a result of the change request include:

- not constructing the 8 km rail spur line and 4km balloon loop from Jondaryan onto ML50232
- not constructing the new TLF and new MHF on ML50232
- continued use and deferred decommissioning of the existing JRLF, within the authorised limits of the JRLF EA
- repurposing of the proposed JM Road diversion (Western Bypass) to support both product coal haulage and public road use.

The alignment of the Western Bypass, as assessed in the 2014 CGER, remains unchanged.

There will be no increase in the number of trains operating along the West Moreton rail line as a result of the project change.

The project change allows the continuation of activities undertaken during the initial 2 years of Stage 3 mining. Operations at the JRLF remain within the approved limits of the existing EA, with no increase in coal transport or stockpiling volume. Decommissioning and rehabilitation of the JRLF is required upon the conclusion of Stage 3, in accordance with the requirements of the EA.

Under the revised mine production plan, the product coal extraction rate has been reduced and now aligns with the loadout limit imposed on the JRLF EA.

3.2 Reasons for request

The proponent provides reasoning for the requested change, summarised as follows.

- **Project delays and capital planning impacts:** Following the 2014 CGER, the project was subject to an 8 year delay whilst litigation and approvals challenges progressed, a 19 month care and maintenance period, and a disrupted operational restart. Delays have affected capital planning and mine throughput, and resulted in continued reliance on existing infrastructure.
- **Flow-on constraints:** NAC’s ability to commit to major infrastructure works (such as the TLF) was further impacted by flow-on effects of the project delay, including workforce downsizing, contractor turnover, post-COVID resource constraints, and the recently discontinued AWL appeal.

- **Revised mine plan:** The current mine plan reflects the ~30 per cent reduction in approved coal reserves since the 2014 EIS, from 80.4 to 57 Mt over a 10 to 12 year period, and a subsequent reduction in planned annual production from 7.5 to 5.2 Mtpa. This reflects regulatory and operational constraints within a smaller resource footprint.
- **Limited infrastructure lifespan:** The revised schedule indicates that construction of the TLF and associated infrastructure would result in limited operational use (8 to10 years). Repurposing opportunities beyond this life-span are not considered viable, as the infrastructure would be purpose-built for bulk coal handling at a mine site.
- **Compliance history:** demonstrated ongoing compliance with the existing JRLF EA with established controls and mitigation measures in place to manage environmental risks.

The application further identifies benefits of the proposal, summarised as follows:

- **Environmental benefits:** Avoidance of environmental impacts associated with clearing and constructing major infrastructure, particularly across ecosystems, natural resources, and public amenity.
- **Economic and community support:** Retention of existing jobs, creation of ongoing employment opportunities, and continued support for local Jondaryan businesses through procurement and service patronage.

3.3 Public notification

Section 35G of the SDPWO Act requires the Coordinator-General to decide whether a proponent is required to publicly notify a proposed change application and any effects on the project.

On 7 April 2025, it was determined that the proposed change and its effects on the project should be publicly notified. Advertisements were placed in *The Courier Mail* and *Toowoomba Chronicle* on 12 April 2025 and *Oakey Champion* on 16 April 2025, and the proponent's application for project change was made available for public comment from 12 April 2025 to 22 May 2025.

3.3.1 Submissions summary

Eight submissions were received on the public notification of the change request. These include three submissions from private individuals, one from an interest group, three from state government advisory agencies, and one from Toowoomba Regional Council (TRC).

Private individuals and interest groups

Key issues raised by private submitters and the interest group included amenity impacts associated with the proposed extended operation of the JRLF, such as:

- visual impacts: height of the stockpile exceeding the vegetative screen and questions around the appropriateness of approved storage volumes
- air quality:
    - effectiveness of dust control measures
    - lack of modelling of ongoing impacts
    - diesel fumes
    - adequacy of air quality monitoring (PM10 vs PM2.5)

- use of steel-tracked dozers for stockpile management, which generate more dust than front-end loaders
- noise impacts from JRLF operations and road traffic
- traffic and road use:
  - coal spillage on JM Road
  - increased greenhouse gas emissions from continued road haulage.

Submitters suggested that the environmental impacts of coal shipment may change as the mine enters full production, which is expected to continue throughout the life of the project. They also raised concerns that the ongoing operation of the JRLF has not been adequately assessed in the Stage 3 Project EIS.

Further concerns were raised about the justification for the change request, including doubts about the reliability of the mine's revised maximum production forecast of 5.2 Mtpa (down from the previously approved 7.5 Mtpa). Submitters also questioned the financial rationale, noting that economic feasibility had already been addressed in earlier assessment processes.

One suggestion was to apply conditions to cease use of the JRLF within 8 years of approval.

Toowoomba Regional Council

TRC raised no objections to the change request, provided that certain outcomes are achieved. Specifically, TRC requested that NAC address community amenity concerns (noise and dust), deliver community legacy outcomes, effectively manage the road haulage route between the mine and JRLF, and mitigate train movement impacts through greater Toowoomba during peak traffic periods.

Potential impacts from the proposed repurposing of the Western Bypass for coal haulage, such as traffic volumes and coal spillage, are addressed through council approvals and the Traffic Impact Assessment (TIA). TRC outlined requirements relating to road construction standards, ongoing maintenance, safety assessments, and road surface rehabilitation, which are subject to council approval.

Government agency submissions

Submissions from advisory agencies including DETSI, Department of Transport and Main Roads (DTMR), and Department of Local Government, Water and Volunteers (DLGWV), indicated no material concerns with the application.

As the administering agency for the JRLF EA, DETSI identified opportunities for improved environmental management and monitoring, should the proposed change be approved. Specifically, DETSI recommended NAC work with their department to review and update EA conditions, including:

- surface water management and irrigation releases to reduce the risk of uncontrolled discharges
- opportunities for additional continuous air quality monitoring to better address any community dust complaints
- amendments to EA conditions, tables, and figures referencing rail infrastructure on ML700002 and ML50232, along with updates to related management plans and monitoring programs.

3.3.2 Submission matters out of evaluation scope

Matters raised in submissions that were previously addressed in the 2014 EIS, and evaluated through the 2014 CGER and subsequent CGCRs, and are not materially affected by the current change request, are not re-evaluated in this report, except to note the proponent's responses. These matters include:

- biodiversity impacts from land clearing for mining and road construction

- air quality and dust impacts associated with mining activities
- surface and ground waters impacts associated with mining activities, including effects on adjacent property bores
- alignment and construction of Jondaryan Muldu bypass road (Western Bypass)
- coal spillage along current haulage route
- previous non-compliance with mining approvals
- train movements on the West Moreton rail line, as no increase is proposed.

It is noted that the 2014 EIS considered the JRLF's impacts, including its use during the construction of the new TLF, rail spur, and rail loop. The EIS anticipated a 2 year construction period for this infrastructure, which was reviewed by the Coordinator-General in the 2014 CGER. Additionally, public submissions addressing the JRLF were considered as part of the Coordinator-General's evaluation of the Stage 3 EIS.

3.3.3 Proponent's response to submissions

NAC provided responses to all issues identified within the submissions received from the public notification, including those considered to be out of scope of the proposed changes. In addition to its responses, NAC submitted the following supporting documentation to outline how standards and community expectations are currently met:

- JRLF EA
- Mine EA
- Noise and Vibration Management Plan (mine site)
- Air Emissions Management Plan (mine site)
- Water Management Plan (mine site).

To provide certainty regarding production rates, NAC stated that an application to amend condition A3 of the mine EA would be submitted to DETSI should the change application be approved to reduce the maximum extraction rate for product coal from 7.5 Mtpa to 5.2 Mtpa.

Air and noise

Air and noise impacts, compliance history and mitigation strategies were outlined extensively in the change request. NAC responded to concerns raised by outlining compliance with the JRLF EA, including the Air Quality Monitoring Program, Dust Control Strategy, and mitigation strategies implemented since operations began in 2002. NAC identified a history of compliance with JRLF EA conditions. Operational initiatives include the use of rubber-tyred front-end loaders and a low-noise Liebherr 766 dozer for stockpile management. While rubber-tracked dozers are unavailable at the required size, NAC uses equipment designed to minimise noise and dust impacts.

NAC also committed to working with DETSI to:

- review the JRLF EA to ensure mitigation measures and monitoring remain appropriate
- consider additional measures from the dust technical review using a risk-based approach
- review and amend Schedule W (Water) of the JRLF EA as required
- assess the adequacy of air quality monitoring locations and implement additional measures if needed
- undertake necessary amendments to the mine EA as noted in DETSI's submission.

Visual amenity

Although the JRLF EA does not restrict stockpile height, it limits stockpile volume to 250,000 t unless an exemption is approved by DETSI. NAC applied for such an exemption on 11 March 2025 due to Queensland Rail capacity constraints following ex-Tropical Cyclone Alfred. DETSI approved a temporary increase to 400,000 t from 17 March to 30 September 2025. Visibility of the JRLF stockpiles will be improved from 30 September 2025 when stockpile volumes return 250,000 t. To mitigate visual impacts, NAC has committed to an enhanced vegetation screening project at the JRLF, with planting scheduled to begin in the 2026 financial year.

Diesel fumes

NAC has received no prior complaints regarding diesel fumes at the JRLF. Most diesel equipment has been upgraded to meet the latest European emissions standards. Emissions are further managed through operational practices such as minimising idle times and maintaining equipment at or above original equipment manufacturer (OEM) standards.

Road haulage

NAC addressed road haulage concerns by committing to a review of coal haulage practices and implementing additional measures to reduce coal spillage. Trucks will continue to pass over rubble grids when exiting the site, and clean-up will be conducted using sweepers, bobcats, and trucks as needed.

In response to issues raised by TRC regarding road upgrades and maintenance, NAC outlined documents that have been submitted to TRC for review and the legal requirements for operations, including:

- a Road Use Compensation Agreement under the *Mineral and Energy Resources (Common Provisions) Act 2014* (MERCP Act) which outlines how a resource authority holder compensates a public road authority (in this case TRC) for impacts on roads due to resource activities
- a TIA and Pavement Impact Assessment (PIA) in accordance with the DTMR Guide to Traffic Impact Assessment (December 2018)
- Road Safety Audits.

Coal haulage activities are regulated under the *Heavy Vehicle Law (Queensland) 2018* and the *Transport Operations (Road Use Management) Act 1995*. NAC is engaging with TRC to revise and rescope traffic studies including design and mitigation measures.

Rail impacts

Notwithstanding impacts to the rail network are not considered within the scope of the change request evaluation, NAC responded to concerns regarding impacts on the rail network. NAC's coal haulage on the West Moreton rail system is facilitated by Aurizon (above rail) and Queensland Rail (QR, below rail), based on annualised coal transport requirements. NAC does not control haulage scheduling, which is managed to accommodate multiple users, including other coal mines, agriculture, and Brisbane commuter traffic. NAC will continue to work collaboratively with DTMR, QR, Aurizon and other stakeholders with respect to its involvement in the freight network, in accordance with current agreements.

Community legacy

NAC provided key components of its Community Investment Strategy, including outcomes from a Community Needs Assessment that identified a community need for a shared multipurpose space to foster civic pride. Proposed initiatives include:

- **continuation of the Community Infrastructure Fund (CIF):** over $1 million in community funding delivered in 2025 financial year, with plans to maintain this spend based on community needs and operational status

- **establishment of the Jondaryan Community Consultative Committee**: a dedicated forum for community-driven social investment proposals
- **funding for Jondaryan State School**: a grant of up to $1 million proposed to support the construction of a multipurpose facility project
- **enhanced collaboration with TRC:** NAC will invite TRC to join its Community Reference Group to provide input on TRC-owned facilities and community infrastructure
- **support for Northeast Downs Landcare Group:** NAC will offer a rent-free lease for land along Lagoon Creek and provide in-kind support (such as earthworks, tube stock, seeds, labour, and technical expertise) to establish a nature precinct.

4. Evaluation of the change request

This section evaluates the project change and is undertaken on the basis that all information submitted by the proponent is accurate and factual.

It is acknowledged that additional coal resources exist within the Acland area on mining leases, mineral development leases, and exploration permits held by NAC and affiliated entities, which may give rise to mining activities beyond the currently approved Stage 3 project. Any such future proposals would be subject to the relevant legislated assessment processes, which may include a new environmental impact assessment process, and are not considered further in this evaluation.

This evaluation considers the potential impacts of extending JRLF operations for approximately eight to ten years beyond the timeframe currently authorised by the imposed conditions.

Other potential environmental impacts of the JRLF, such as those affecting surface waters, are managed by DETSI as the administering authority for the existing EA and are not considered further in this assessment.

4.1 Impacts of proposed change

Continued operation of the JRLF may result in emissions regulated under the *Environmental Protection Act 1994*. The JRLF EA requires the facility to operate in accordance with site-specific conditions imposed by DETSI to minimise environmental impacts.

This section identifies potential impacts of the project change and evaluates the adequacy of current and proposed environmental management measures. Impacts on roads are also discussed.

4.1.1 Air quality

The key activities potentially generating dust at the JRLF are:

- dust produced from loading coal to trains and trucks by FELs
- wheel generated dust from truck movements on paved and unpaved surfaces
- trucks unloading coal to stockpiles and dozers operating on coal stockpiles
- windblown dust from stockpiles at JRLF, or elsewhere on the site.

Existing mitigation and monitoring

Current dust mitigation measures in place at JRLF include: water truck suppression, sealing and sweeping roads, regular maintenance of unsealed surfaces, covered trucks exiting via rattle grid, speed restrictions, coal profiling and veneering in rail wagons, and hourly wind forecasts via Weather Zone to guide daily control strategies. Dust from road haulage is managed through operational controls such as regular maintenance, surface sealing, watering, and procedures to minimise spillage and lift-off.

Air quality at the JRLF is monitored under an Air Quality Monitoring Program (AQMP), established to meet conditions of the JRLF EA. The AQMP includes dust deposition (DDM), Total Suspended Particulate (TSP) and particulate matter (PM)10 monitoring, at the JRLF site for interpretation purposes and at sensitive receptors to determine compliance with EA conditions and monitor long term trends. Interpretation of monitoring results includes consideration of predominant wind directions and sample composition to identify potential dust sources additional to the JRLF operations.

The JRLF is located approximately one km from the nearest residence in Jondaryan, providing a buffer from residential areas. Six dust deposition gauges are located in and near the town. Tapered Element Oscillating Microbalances (TEOMs) are located at the boundary of JRLF and in Jondaryan township. TEOMs can identify dust and weather conditions that may trigger the need for changes to site activities. Alarms (High Wind Alarm or Elevated Dust Alarm) indicating potential adverse dust conditions at sensitive locations, and trigger the implementation of high management controls.

The JRLF EA sets air quality limits to protect health and environmental amenity (Table 1). These limits are based on recognised standards and are monitored through a combination of real-time and passive methods.

Table 1. Air quality limits applicable to the JRLF EA, and their derivation

Category	Parameter	Monitoring Method	Limit	Purpose / Basis
Health and wellbeing	PM10 (≤10 microns)	TEOM (Jondaryan)	50 µg/m³ (24-hour average)	Based on EPP Air and NEPM; protects sensitive populations
	TSP (Total Suspended Particulates)	TEOM (Jondaryan)	80 µg/m³ (24-hour average)	Aligns with EPP Air, air quality objective of 90 µg/m³ (annual average)
Dust Nuisance	Dust Deposition	6 gauges at sensitive receptors in/near Jondaryan	120 mg/m²/day (monthly average)	Assesses amenity impacts like property soiling, commonly imposed on mining and industrial EAs.

These limits are applied at sensitive receptors and commercial places, not within the JRLF itself. The JRLF EA adopts the same limits for PM10, TSP, and dust deposition as the mine site EA. However, the mine site EA also includes additional limits for PM2.5, which represents finer particulate matter and is a subset of both PM10 and TSP.

A dust control technical review included in the change request confirms that existing practices at the JRLF align with industry standards and are compliant with EA conditions. The review also noted recent reductions in dust levels, potentially attributable to reduced coal throughput and recommended continued monitoring to ensure ongoing compliance.

Additional mitigation

The change application identifies further strategies to reduce dust emissions which may be implemented if dust emissions become problematic at the facility, including improvements in road surfacing, increased effectiveness of watering, vegetation buffers, stockpile management (water application and suppressants), installation of windbreak infrastructure and reduction in cleared areas. Planned sealing and alignment improvements to the new Western Bypass are expected to further reduce dust from truck movements.

Avoided impacts

The project change avoids construction of the new TLF and associated infrastructure, preventing disturbance across approximately 98 hectares of vegetation. This eliminates dust-generating activities such as earthworks, topsoil stripping, and machinery movement along the 8 km rail spur alignment, reducing potential impacts on nearby sensitive receptors.

Evaluation of air quality impacts

The location of the JRLF one km from Jondaryan provides some buffering from impacts of windblown dust. Monitoring data indicates that current site management and dust control measures at the JRLF are effective and compliant with regulatory standards. While elevated dust levels have occasionally been recorded in Jondaryan, these exceedances are typically attributed to external sources, mineral matter, vegetative matter and insects in measured in dust deposition samples and suggest agricultural or natural sources of dust are important at these locations.

The dust monitoring network was reviewed in 2023 as part of an EA amendment process, and NAC has committed to continue working with DETSI to expand the network if needed.

Submitters' concerns about potential increases in air quality impacts are acknowledged. While the proposed project change will increase JRLF throughput as mine production ramps up (i.e. from ~1.6 Mt in 2024 to a maximum 5.2 Mtpa), the maximum throughput will remain within existing approved volume limits. The current EA conditions are considered protective of human health, wellbeing and amenity, and are adequate to manage air quality impacts and respond to any community concerns that may arise.

Submissions recommending full enclosure of the JRLF were duly considered. However, if adopted this approach may result in significant workplace health and safety concerns, including exposure to respirable fine particles, increased risk of heat stress, and potential coal dust explosion hazards, as well as the limited remaining lifespan of the infrastructure. Additionally, as the JRLF currently operates within approved regulatory limits, further air quality modelling was deemed unnecessary. The facility maintains extensive monitoring data and is not seeking an increase in its approved coal product throughput.

Should further impacts occur, measures are identified in the EA to receive and manage complaints and address any impacts. In addition, NAC has committed to enhancing vegetation buffers and has identified additional mitigation measures which may be implemented if dust emissions become problematic.

With consideration of the above information, existing approvals are considered sufficient to manage ongoing air quality impacts.

4.1.2 Noise

Operations at the JRLF are authorised to occur continuously (24 hours per day, seven days per week), under the JRLF EA. Operational activities which may generate noise at the JRLF include: stockpile maintenance, train loading, and vehicle and train movements.

Existing mitigation and monitoring

NAC has implemented a range of mitigation measures to minimise noise impacts, including:

- the use of ‘white noise’ reversing alarms
- positioning noise emitting activities the maximum practicable distance from Jondaryan
- replacement of Caterpillar FEL fleet with Liebherr FEL fleet, which are significantly quieter
- other plant and equipment and operational management controls, such as non-utilisation of shaker grids during night shifts to avoid generation of deep bass effects.

Traffic noise on haulage routes is actively managed through designated access routes, speed limits in critical zones, and site-wide traffic controls designed to improve safety and reduce acoustic impacts.

Noise limits in the JRLF EA are aligned with the Environmental Protection (Noise) Policy 2019 and are protective of the environmental values of health and wellbeing, and health and wellbeing in relation to the ability to sleep. JRLF EA noise limits are applied when measured at a noise sensitive place and include stringent limits such as requiring that between 10:00 pm to 7:00 am peak or intermittent noise is equal to the background noise level, with no additional contribution from the source being assessed (LA10, adj, ‘Background + 0’). Other noise limits are set depending on the time of day and day of the week.

In accordance with EA conditions, NAC operates a complaint-based noise monitoring program. The EA outlines requirements for procedural changes and remedial actions when a complaint is received, and monitoring on request of the administering authority (DETSI). Two monitoring locations are identified to undertake noise monitoring in response to legitimate noise complaints. Since January 2011, one noise complaint and two noise concerns have been recorded, noting that the mine was in ‘care and maintenance’ for 2022 and most of 2023. NAC investigated noise reports and found no correlation with JRLF site activities.

A technical noise review included in the change request found that Jondaryan is more significantly affected by background noise from nearby sources, such as transport-related noise from the Warrego Highway, train movements on the West Moreton rail line, and agricultural operations, than by JRLF operations. The JRLF rail impacts involve low-speed trains situated further from residences than other noise sources (such as Warrego Highway), and the review confirms that that NAC operates within the noise limits identified in the EA, including during periods when the JRLF operated near its approved capacity. The other noise sources contribute to masking JRLF-related noise in Jondaryan.

Additional mitigation

While existing mitigation strategies are effective, additional initiatives have been identified to further reduce noise emissions if required, including: further attenuation of machinery noise (FELs and haulage trucks), and review of existing noise management practices to identify further improvements (i.e. operational improvements and mitigations).

The project change will result in new haulage truck movements along the Western Bypass route. Prior to submitting the project change application, NAC consulted with landholders along the proposed haulage route and advise that no significant concerns were raised during the stakeholder consultation process.

Avoided impacts

The proposed change removes the requirement to construct the TLF and associated infrastructure, thereby avoiding noise emissions that would otherwise result from earthworks, piling and construction machinery, as well as loadout operations.

The construction and operation of the 8 km rail spur is authorised under the 2014 CGER and the mine’s EA, but works have not yet commenced. Four noise-sensitive receptors (private residences) were identified in the 2014 EIS as being within 500 metres of the proposed rail spur and up to 80 rail movements per week were predicted at peak mine production (7.2 Mtpa).

By not constructing the TLF and rail spur, the proposal avoids infrastructure construction and operational train noise impacts along the 8 km spur alignment.

Evaluation of noise impacts

Considering the JRLF is located approximately 1 km from Jondaryan, its operations are relatively distant from residential areas. Both the JRLF and nearby residences are also situated close to other dominant noise sources, including the Warrego Highway and the West Moreton rail line. These sources contribute to masking noise generated by the JRLF.

The facility has a demonstrated history of compliance with contemporary and stringent noise limits set under its EA. Given this context, current noise management practices and complaint response measures are considered sufficient to protect the identified environmental values and the amenity of Jondaryan residents for the additional years of operation.

4.1.3 Ecology and floodplain dynamics

The project change will not result in any new construction or land clearing. Impacts to ecology and floodplains are not anticipated.

Avoided impacts

It is estimated that the project change would result in avoiding approximately 98 ha of land clearing. Pre-clearance ecological surveys identified several matters of state environmental significance (MSES) and matters of national environmental significance (MNES) within the proposed infrastructure area, including threatened flora (Belson's Panic, Finger Panic Grass), Painted Honeyeater habitat, "of concern" regional ecosystems (REs), and Koala habitat. Ecological impacts to these MSES and MNES would be avoided.

The project change would prevent impacts to overland water flows across the Lagoon Creek floodplain, the location for construction of the conditioned TLF and associated infrastructure. As the change removes the need for culvert installation under the rail spur at key runoff zones, environmental impacts on Lagoon Creek and the Lagoon Creek Conservation Zone that would have resulted from altered floodwater dynamics are avoided.

Additionally, NAC has committed to supporting community-led habitat enhancement and conservation initiatives in and around Jondaryan, including restoration efforts along Lagoon Creek.

Evaluation of ecological impacts

The project change will not introduce new impacts to ecological receptors. By avoiding construction of the TLF and associated infrastructure, approximately 98 hectares of vegetation will be preserved, protecting sensitive ecosystems and maintaining natural floodplain dynamics that would have been impacted by construction of the 8 km rail spur.

Considering both the avoided impacts and proposed initiatives, the project change is considered to deliver positive ecological outcomes for flora and fauna, while maintaining floodplain dynamics.

4.1.4 Visual amenity

The JRLF is situated in an agricultural area, directly adjacent to the West Moreton rail line and the Warrego Highway, near the intersection of Jondaryan Sabine Road and Warrego Highway. The facility is visible from the highway. Visual amenity is managed through bamboo screens planted around the perimeter, which serve as both a visual barrier and as a buffer to reduce wind-related dust dispersion.

In 2025, stockpile heights have been more prominent than in previous years due to a temporary approval allowing an increased stockpile volume from 250,000 to 400,000 t, effective until 30 September 2025. This exemption was granted in response to QR capacity constraints following ex-Tropical Cyclone Alfred and disruptions from Cross River Rail closures. As a result, stockpiles are presently taller and more visible than usual.

NAC has reaffirmed its commitment to complying with the standard EA limits. Returning to the approved 250,000 t limit, alongside implementation of enhanced vegetation screening in the 2026 financial year, is considered sufficient to address community concerns regarding visual amenity.

Evaluation of visual amenity impacts

Proposed management measures of reducing stockpile heights and enhancing vegetative screen are considered sufficient to address community concerns regarding visual amenity.

4.1.5 Road impacts

The changed purpose of the Western Bypass from public and mine access only, to combined public access and coal haulage route requires road construction to a standard appropriate to the changed use and consideration of road impacts.

The alignment of the Western Bypass commences from the mine entry via Muldu Brymaroo Road and reconnects with the existing southern section of the JM Road alignment, from where it continues via the existing haulage route to the JRLF (collectively termed the 'new JM Road').

Existing mitigation

In 2004, NAC and the former Rosalie Shire Council (now TRC) entered into a 20 year road maintenance agreement. Under this agreement, NAC was responsible for funding any agreed progressive upgrades and maintenance of the existing JM Road to ensure its continued suitability for coal haulage. The agreement expired on 31 December 2024, and NAC and TRC have executed a variation to the original agreement to facilitate ongoing coal transport via JM Road in the short term.

Regarding the safe use of a public road for coal haulage, practices for safe management of product coal transport and interfaces with general vehicular traffic are well established and will be applied to the new haulage route.

Additional mitigation

NAC advise they are currently progressing negotiations for an updated Road Maintenance Agreement, in accordance with the process established by the MERCP Act.

Evaluation of impacts to roads

In considering impact to roads, the OCG has consulted with both NAC and TRC, who advise negotiations regarding compensation for impacts to roads are substantially progressed.

Given the short-term nature of the current (extended) road maintenance agreement, and the need to establish a new agreement to cover the remainder of the project's life for coal haulage via the Western Bypass (new JM Road), a condition (Imposed Condition 19) has been imposed requiring agreements be finalised prior to commencement of coal haulage via roads. New agreement/s must address impacts along the entire coal haulage route.

The new imposed condition is provided in section 5.

4.1.6 Social and economic

The continued operation of the NAC mine and JRLF supports local employment, regional supply chains, and community access, particularly benefiting Jondaryan and surrounding areas. NAC employs over 350 personnel, with approximately 90 per cent residing within 50 km of the site. NAC also contributes significantly to Queensland's freight economy, with annual rail access payments estimated at $70 million, and is currently Aurizon's largest customer.

Submitters raised concerns about potential for health, welfare, amenity and community infrastructure impacts as a result of the change to the project and legacy impacts.

Existing mitigation

Amenity impacts of the JRLF operations are regulated through the JRLF EA, as discussed above. The measures mandated through the JRLF EA are directed to ensuring that there are no unacceptable adverse impacts on the environment and to Jondaryan residents. The JRLF EA requires to EA holder to act as soon as practicable to investigate the cause of and resolve complaints. The Queensland Government also provides a ‘Pollution Hotline’ accessible by phone, email or online form, through which community members may report complaints regarding noise or dust issues at the JRLF.

NAC supports the local community through the New Acland Community Investment Fund, established in August 2013 and detailed in annual Social Impact Management Reports. The New Acland Community Reference Group oversees the Fund, assessing grant applications and advising NAC on community development initiatives. Funding priorities include education, training, youth support, community safety, health, sport, arts, environment, and cultural heritage.

NAC has maintained structured engagement through consultation and reporting. Initial stakeholder discussions in late 2024 involved government agencies, Community Reference Group (CRG) members, and affected landholders. To inform the Change Request application, NAC held discussions with CRG members and sought feedback on potential community impacts and opportunities.

NAC maintains multiple avenues for the community to raise concerns or complaints, including the NAC Community Team (four full-time staff), the NAC Community Information Centre in Oakey, a dedicated community email address and phone number, a 24/7 Community Complaints Hotline, and regular Community Updates.

Additional mitigation

In response to community concerns about environmental amenity impacts, NAC has committed to reviewing the environmental management controls under the existing Environmental Authority (EA) to identify any additional measures that may be appropriate for the continued use of the Jondaryan Rail Loadout Facility (JRLF) throughout the remainder of the project.

NAC has committed to update the mine’s Social Impact Management Plan (SIMP) to include JRLF and Jondaryan-specific measures and continue submitting Social Impact Management Reports (SIMRs), the first of which was lodged in May 2024.

NAC’s community support framework is built around the Community Investment Fund (CIF), which provides funding for local initiatives. The New Acland CRG oversees the CIF by assessing grant applications and advising NAC on community development priorities. The New Acland CRG currently includes representatives from the Jondaryan community and NAC plans to strengthen this group by establishing a Jondaryan-specific community reference group to better address local needs and by inviting a representative from the Toowoomba Regional Council (TRC) to rejoin the broader CRG.

NAC will also develop a Social Investment Plan (SIP) that will guide future investments, particularly for the Jondaryan community, using insights from a Community Needs Analysis. The SIP will be implemented through the CIF and monitored via annual social impact management reports.

Additionally, NAC has committed to review the environmental management controls under the EA, to identify any reasonable further measures that may be appropriate given the proposed extended use of the JRLF for the remainder of project life.

Evaluation of social and economic impacts

A social impact assessment (SIA), conducted as part of the EIS, identified ongoing community concerns related to dust, noise, air quality, road access disruptions, and uncertainty surrounding the decommissioning of the JRLF. These concerns have continued to be raised, including during public notification of the draft EIS (2014) and Change Request No. 2 (2020), which proposed an extended timeframe for the delivery of the TLF and associated infrastructure.

Ahead of Change Request No. 5, NAC undertook community consultation. While stakeholders generally understood the proposed changes, amenity concerns in Jondaryan persist, as reflected in public submissions. Change Request No. 5 was widely advertised through print media and discussed at public meetings. Only three submissions were received from community members, including one from a Jondaryan resident and two from the broader Acland locality, suggesting that current JRLF operations are not causing significant or unacceptable impacts on the community.

In this context, directing available funding toward initiatives identified by the Jondaryan community, such as the proposed multiuser facility at the school and support for community-led ecological enhancement projects, reflects a responsive and place-based approach. Aligning investment with local priorities enhances the relevance and effectiveness of the legacy infrastructure investment.

Ongoing funding provided through the CIF is informed by NAC CRG. Proposed amendments to the CRG structure, including adding a representative from TRC, as well as forming a Jondaryan Community Consultative Committee, are suitable mechanisms to ensure available funding is well targeted and community-led.

To formalise these commitments, new conditions have been imposed through the change report through replacement of condition IC17, and revision of IC 18. These conditions require NAC to maintain its existing funding arrangements for the duration of the project, deliver funding for the Jondaryan State School multipurpose hall in the 2025-26 financial year, support local ecological enhancement initiatives, and continue community investment throughout Stage 3 operations.

The revised imposed conditions are provided in section 5.

5. Amendments to imposed conditions

Under section 35I(2)(c) of the SDPWO Act, the Coordinator-General may amend any conditions or recommendations for the project as stated within the 2014 CGER.

Imposed conditions provided at Appendix 1 include updates reflecting departmental naming conventions, these changes are marked in grey in appendix 1.

Changes to imposed conditions resulting from the evaluation of the change request are summarised in Table 2, as follows.

Table 2. Changes to imposed conditions.

Imposed Condition	Change
Conditions 1 – 3	Unchanged
Condition 4. Train load-out facility: New Acland Coal Mine Stage 3	Removed
Condition 5. New Acland Coal Mine Stage 3: rail spur design	Removed
Conditions 4 - 16	Unchanged
Condition 17. Social Impact Management Report (SIMR): pre-construction	Changed: Condition 17. Social Impact Management Funding
Condition 18. SIMR: construction and operation	Changed: Condition 18. Social Impact Management Reports (SIMR)
Condition 19: Roads agreements	New imposed condition

5.1 Rail infrastructure conditions

Imposed conditions 4 and 5 are wholly removed.

5.2 Revised social impact conditions

Imposed condition 17 relates to a phase of the project that is now complete (pre-construction) and has been replaced with a new condition as an outcome of this change request evaluation (section 4.1.6). The title of Condition 18 has been revised to remove the reference to 'construction', and the provision of an SIMR is now required for the life of the project. Removed sections are marked as ~~crossed~~, and additions are in grey shade, as follows:

Condition 17. ~~Social Impact Management Report (SIMR): pre-construction~~ Social Impact Management Funding

~~a) Commencing from the date of the Coordinator-General's Evaluation Report and up to the date of commencement of construction, every six months the proponent is to provide the SIMR to the Coordinator General. The reports are to be made publicly available by the proponent.~~

~~(b) The SIMR is to contain: (i) the actions taken to inform the community about project impacts and show that community concerns about project impacts have been taken into account (ii) the actions, outcomes~~

~~and adaptive management strategies to avoid, manage or mitigate project related impacts on community health safety and social infrastructure.~~

(a) The proponent must engage an independent, appropriately skilled and experienced entity, approved by the Coordinator-General to prepare an updated Community Needs Analysis.

(b) By 30 April 2026, the proponent must develop and submit to the Coordinator-General an updated Community Needs Analysis covering:

(i) Jondaryan, and

(ii) the Toowoomba Region (including Jondaryan).

(c) The updated Community Needs Analysis must identify opportunities to address social impacts of the Stage 3 project, or as otherwise agreed, and must identify key challenges, gaps, and opportunities for sustainable development, social cohesion, and economic resilience.

(d) Based on the findings of the updated Community Needs Analysis the proponent must develop a Social Investment Plan (SIP). The SIP must:

(i) include a register of funded projects, and project status, and track funding allocations.

(ii) include a record of in-kind support, including the monetary value of donated goods (based on market value for purchase or hire), and the value of donated labour, calculated using a fair hourly rate appropriate to the tasks performed, and

(iii) be reviewed and updated as required to respond to changes in community needs.

(e) The following groups are to be consulted on proposed funding and support allocations and review of the SIP:

(i) The New Acland Community Reference Group (CRG), including community members and Toowoomba Regional Council (TRC) representation, and

(ii) A Jondaryan-specific Community Consultative Committee (JCCC).

(f) Financial payments through the SIP are to be implemented through the established New Acland Community Investment Fund (CIF).

(g) From the financial year commencing 1 July 2025, the proponent must provide an annual $2 million budget of financial and in-kind for the SIP for the balance life of the Stage 3 project during which product coal continues to be transported by road to the Jondaryan rail load-out facility.

(h) In the financial year commencing 1 July 2025, funding of the CIF for Year 1 must include:

(i) sufficient funding commitment by the proponent to enable completion of construction of an enclosed multipurpose facility at Jondaryan State School as described in the proponent's commitments in the Community Investment Strategy dated 30 July 2025. The proponent is to liaise with the Department of Education as to the delivery of this funding commitment to the Jondaryan State School, and,

(ii) provision of financial and in-kind support for the establishment of a Nature Precinct along Lagoon Creek of up to 6ha, including: land access, earthworks, vegetation planting and establishment support.

(i) A Social Impact Management Report (SIMR) must be prepared annually in accordance with Condition 18, for the duration of Stage 3 mining. The SIMR must report on the SIP implementation and CIF expenditure, detailing both cash and in-kind support, the projects supported, and the outcomes achieved.

The Coordinator-General is to have jurisdiction for this condition.

Condition 18. ~~SIMR: construction and operation~~ Social Impact Management Reports (SIMR)

(a) From commencement of construction, the proponent is to provide to the Coordinator-General an SIMR on an annual basis until the end of Stage 3 Mining ~~for a period of five years, a SIMR (construction and operation)~~. The reports are to be made publicly available by the proponent.

(b) The SIMR ~~(construction and operation)~~ is to describe:

(iii) the actions taken to inform the community about project impacts and show that community concerns about project impacts have been taken into account

(iv) the actions, outcomes and adaptive management strategies to avoid, manage or mitigate project related impacts on community health safety and social infrastructure

(v) the actions, outcomes and adaptive management strategies to avoid, manage or mitigate project related impacts on local and regional housing markets

(vi) the actions, outcomes and adaptive management strategies to enhance local employment, training and development opportunities.

The Coordinator-General is to have jurisdiction for this condition

5.3 New condition – Roads agreement

A new imposed condition has been included to ensure agreements required for the use of local roads are progressed in a timely manner.

Condition 19: Roads agreements

(a) Coal haulage for the Stage 3 project is initially via the existing Jondaryan Muldu Road and later, following construction of the Western Bypass, via the new coal haulage route including the Western Bypass and southern section of Jondaryan Muldu Road.

(b) Prior to coal haulage via road for the Stage 3 project, the proponent must obtain agreement from Toowoomba Regional Council and provide compensation for the road use. All identified **structural maintenance** and road safety issues along the coal haulage route/s must be addressed by agreement with Toowoomba Regional Council. Agreement may be obtained by:

(i) entering into a road compensation agreement; or

(ii) obtaining written consent from council.

(c) A road compensation agreement of 19 (b)(i) must address liability for coal haulage and mining activity road impacts on the entire coal haulage route. Unless otherwise agreed with Toowoomba Regional Council, the road compensation agreement must be informed by a Traffic Impact Assessment, Pavement Impact Assessment, and Road Safety Audit, and must include provisions for **structural maintenance** following commencement of haulage for the entire coal haulage route, and pavement rehabilitation at mine closure.

(d) Structural maintenance includes, but is not limited to, tasks such as reshaping, reseals, overlays, line marking, replacing damaged culverts, replacing damaged signs and furniture and fixing potholes.

(e) At mine closure, the entire coal haulage route must be rehabilitated to standard agreed with Toowoomba Regional Council. The rehabilitated road must be in a structurally stable condition with all defects (such as roughness, rutting, cracking, pavement failure, erosion) rectified, and be suitable for continued use by all relevant road users at the time of mine closure.

(f) Prior to the closure of Acland Brymaroo Road, or within a timeframe agreed by Toowoomba Regional Council, the proponent must upgrade, or provide funding to upgrade, Jondaryan Sabine Road and Childs Road to a bitumen standard. The proponent must provide written advice to the Coordinator-General on these arrangements 6 months prior to road closure.

6. Conclusion

This report concludes the Coordinator-General's evaluation of the proposed project changes pursuant to section 35I of the SDPWO Act. The evaluation has found that the requirements of the SDPWO Act have been satisfactorily met and that sufficient information has been provided to enable evaluation of the proposed changes to the conditions of the project.

The evaluation considers that the changes to the imposed conditions for the project would result in acceptable overall outcomes. Accordingly, I approve the changes to the conditions for the New Acland Stage 3 project as outlined in this report. Updated Imposed Conditions for the project are provided at Appendix 1.

In accordance with section 35K of the SDPWO Act, the Coordinator-General's report on the EIS for the project, and the Coordinator-General's change report, both have effect for the project. However, if the reports conflict, this Coordinator-General's change report prevails to the extent of the inconsistency with earlier reports.

A copy of this report will be issued to NAC.

A copy of this report and all relevant EIS assessment documentation (including the revised project-wide imposed conditions and recommendations for the project) are available on the Department of State Development, Infrastructure and Planning's website at **www.statedevelopment.qld.gov.au/newacland**.

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Gerard Coggan
Coordinator-General
26 October 2025

Appendix 1. Coordinator-General's Imposed Conditions

This appendix includes conditions imposed by the Coordinator-General under section 54B of the SDPWO Act. In accordance with section 54B(3) of the SDPWO Act, I have nominated several entities to have jurisdiction for the conditions in this schedule.

General audit

Condition 1. Audit requirements

(a) The audit period will:

- (i) commence within one (1) year of the project receiving the amended EA ('EA') and mining leases required for the project; and
- (ii) end once Condition 1(f) has been satisfied for all imposed conditions.

(b) Audits must be undertaken throughout the Audit Period on an annual basis during the project construction phase (Construction Audit).

(c) Audits must be undertaken throughout the Audit Period every three (3) years during the project operations phase or at such lesser frequency as agreed by the Coordinator-General in writing (Operations Audit).

(d) Audits must be undertaken generally in accordance with AS/NZS /SO 19011:2014 Guidelines for auditing management systems by a suitably qualified person, engaged by, and at the expense of the proponent.

(e) The proponent must provide the Audit Report to the Coordinator-General within 30 business days after the end of the relevant Construction Audit or Operations Audit.

(f) The Coordinator-General may determine that an imposed condition has been satisfied where:

- (i) the condition (or its intent) has subsequently become a requirement of, or has been addressed
- (ii) through subsequent legislation or another regulatory approval and
- (iii) it is no longer appropriate that the matter be addressed by the Coordinator-General, as it is managed
- (iv) pursuant to other regulatory requirements, or
- (v) the condition (or intent) has been completed to the satisfaction of the Coordinator-General.

The Coordinator-General is to have jurisdiction for this condition.

General notification

Condition 2. Project milestone commencement dates

The proponent must notify the Coordinator-General and all nominated entities in writing of the granting of the EA and mining leases for the project; commencement of the construction phase and the commencement of the operation phase at least four weeks prior to the relevant commencement date.

The Coordinator-General is to have jurisdiction for this condition.

Monthly environmental monitoring reports

Condition 3. Environmental monitoring reports

From the commencement of construction for the New Acland Coal Mine Stage 3 project (the project), the proponent is to prepare and make publicly available each month (including online) environmental monitoring reports that address performance against EA conditions that set limits for air, noise, and vibration impacts.

The Coordinator-General is to have jurisdiction for this condition.

Rail infrastructure

Condition 4. Train load-out facility: New Acland Coal Mine Stage 3

Condition removed (Change report No. 5).

Condition 5. New Acland Coal Mine Stage 3: rail spur design

Condition removed (Change report No. 5).

Disturbance areas

Condition 6. Land resource survey

(a) Prior to the commencement of operations for the project, for all mining lease areas associated with the project, the proponent must undertake a detailed land resource survey of the proposed mining disturbance areas (being pits, elevated landforms and slope batters) identified in the August 2014 *Additional information to the EIS: New Acland Coal Mine Stage 3 project.*

(b) The field survey of the disturbance areas is to meet the following requirements:

- (i) be undertaken by an appropriately qualified person
- (ii) have a minimum investigation site density of 1 site/10 hectares
- (iii) provide a detailed description of the investigation site and associated soil profile at a minimum of 1 in 3 of the investigation sites
- (iv) provide the results of the survey graphically on a map with a cartographic scale of 1:20,000 (i.e. 1 cm^2 = 5 hectares)
- (v) the description of investigation sites and soil profiles are to be made in accordance with Australian soil and land survey field handbook (NCST, 2009), with photographs of both the exposed soil materials and the sites to be included
- (vi) the soil profile is to be described to the shallower of the following:
  - (1) a soil depth of 1 m, or
  - (2) the depth where bedrock, a natural hardpan, weather rock or a continuous gravel layer (any of which would ordinarily preclude penetration by plant roots) are intercepted
- (vii) at those investigation sites where detailed soil profile descriptions are not undertaken, the investigation site is to be described and photographed, and the soil profile examined and described to a depth sufficient to:
  - (1) allow the soil to be assigned to an order and suborder under the Australian Soil Classification (Isbell 1996) and
  - (2) be accurately assigned to a soil unit represented in the disturbance area
- (viii) soil samples are to be collected at a minimum of 50% of the investigation sites where detailed soil profile descriptions are made, with those samples to be:
  - (1) collected at the following profile depths:
    - (A) 0.0 - 0.1 m
    - (B) 0.2 - 0.3 m
    - (C) 0.5 - 0.6 m and
    - (D) 0.8 - 0.9 m
- (ix) packaged, transported and stored in accordance with recommendations in Brown, A.J., (1999), *Soil sampling and sample handling for chemical analysis, in Soil Analysis: An interpretation manual,* eds.

Peverill, K.I., Sparrow, L.A. & Reuter, D.J., CSIRO; or any specific advice provided by the laboratory that will be analysing the samples and

(x) analysed at a soil analysis laboratory providing NATA or ASPAC accredited analyses for the analytes and laboratory methods specified in Table A1 (below).

(c) Concurrent with the preceding survey conditions, in order to establish reference sites (being, sites that will not be, or have not been, distributed by mining activities) in line with the requirements of Condition 6(b), the following requirements are also to be met:

(i) detailed soil profile descriptions must be provided for at least three reference sites characterising each soil map unit identified in the land resource survey and

(ii) soil samples must be analysed for at least three reference sites representing each soil type identified in the land resource survey.

(d) Each of the land units identified in the land resource survey is to be assigned a land suitability classification.

The assigned land suitability classification is to be consistent with the relevant limitation description or criteria in the following publications:

(i) where land units have historically supported cropping*:

The suitability framework for the Eastern Downs area provided in the *Regional Land Suitability Frameworks for Queensland* (DNRM & DSITIA, 2013), with the candidate crops for the classifications to include dryland cereal and grain crops (i.e. wheat, oats, barely and sorghum), sunflower and chickpeas.

(ii) where land units have historically been used for grazing:*

The suitability framework for beef cattle grazing provided in Table 2.2 in the Land suitability assessment techniques, in Part B of *Technical Guidelines for the Environmental Management of Exploration and Mining in Queensland* (DME, 1995).

*Historic land use is to be determined on the basis of the dominant land use for that land unit depicted in the 1999 mapping produced for the Queensland Land Use Mapping Program (i.e. QLUMP99.)

(e) Following the completion of the land resource survey, and prior to the commencement of the project's operations, a detailed report, including land resource and land suitability maps of the disturbance area, is to be produced and provided to the Coordinator-General.

That report and its associated maps must:

(i) be prepared and certified by an appropriately qualified person

(ii) document the data and information relating to the above listed items (a) to (d); and be submitted to the Coordinator-General for review and approval.

The Coordinator-General is to have jurisdiction for this condition.

Condition 7. Rehabilitation of disturbed land

(a) Rehabilitation is to be undertaken so as to establish discrete land units (that is, no unjustified mixing of soil material from different land units) in the disturbed areas to be rehabilitated ('rehabilitation area'), each capable of ultimately being assigned a specific post-disturbance land use suitability.

(b) The rehabilitation of disturbed land is to result in the affected land units being able to support the best post-disturbance land use possible. The post-disturbance land suitability of each land unit is to:

(i) represent that achievable on an ongoing basis

(ii) be obtainable without the use of irrigation and

(iii) be such that collectively at least 50% of the total area of disturbed land originally meeting or exceeding the criteria for either Class 3 grazing land or Class 4 cropping land still meet or exceed those classifications.

(c) Prior to commencement of mining operations, the project proponent must:

- (i) identify parcels of land, unaffected by mining operations (the land can be land owned by the proponent/associated company), that are able to provide at least three separate reference sites for each land suitability class to be represented in rehabilitated areas and
- (ii) undertake investigations at each reference site, consistent with the requirements in Condition 6(b): Land resource survey, and sufficient to demonstrate that each reference site satisfies the criteria for the applicable suitability class.

(d) Within 9 months of the commencement of project operations, the proponent is to submit for approval by the Coordinator-General a set of rehabilitation success criteria.

(e) The set of rehabilitation success criteria is to include elements specific to each land suitability class identified in the land resource survey undertaken in accordance with Condition 6: Land resource survey.

(f) Rehabilitation success criteria should include measures related to the following:

- (i) landform
- (ii) soil physical and chemical attributes
- (iii) erosive soil loss (estimated using the Revised Universal Soil Loss Equation (RUSLE))
- (iv) vegetative cover
- (v) plant density
- (vi) dry matter yield of harvestable material; and
- (vii) botanical composition (pasture) or weed population characteristics (crops).

(g) The rehabilitation and restoration of the disturbed land is to be subject to ongoing and regular monitoring. At a minimum, the monitoring program is to:

- (i) require monitoring twice in a calendar year (in spring and autumn in areas sown to pasture and at early flowering and at harvest in cropped areas)
- (ii) provide a statistically valid sampling intensity for assessing compliance with the rehabilitation success criteria in each land unit (note: a sampling intensity providing 95% confidence level that the sample mean values reported for a land unit are within ±20% of the true mean for that unit)
- (iii) include relevant climatic data, including rainfall, for both the rehabilitation and reference sites and
- (iv) by the way of comparison with the corresponding reference sites, determine progress in meeting restoration success criteria, including identifying any failings; and proposing means to rectify those failings.

The Coordinator-General is to have jurisdiction for this condition.

Condition 8. Reports and management plans

(a) One year after commencement of rehabilitation works required by Condition 7, and then annually from that date, the proponent must publish the results of the monitoring program for the rehabilitation areas, which were obtained over the preceding year, in an annual report, with that report to be:

- (i) submitted to the Coordinator-General
- (ii) available for download on the project proponent’s website or similar publicly-accessible internal portal, and
- (iii) made available in a printed form.

(b) Subsequent to complying with Condition 6: Land resource survey, and prior to the commencement of project operations, the proponent must submit to and have approved by the Coordinator-General, the following documents:

- (i) Final Land Use and Rehabilitation Plan and
- (ii) Topsoil Management Plan.

TableA.1 Soil chemical and physical analytes and recommended methods

Analyte	Units	Methodology
$pH_{1:5}$		Method 4A1 in Rayment & Lyons (2011)
$EC_{1:5}$	dS/m	Method 3A1 in Rayment & Lyons (2011)
Chloride	mg/kg	Method 5A1, 5A2, 5A3 or 5A4 in Rayment & Lyons (2011)
Soil organic carbon	%	Method 6A1 in Rayment & Lyons (2011)
Total Nitrogen	%	Method 7A1, 7A2, 7A3, 7A4 or 7A5 in Rayment & Lyons (2011)
Nitrate nitrogen	mg N/kg	Most appropriate method with 7B or 7C prefix in Rayment & Lyons (2011)
Total phosphorus	mg/kg	Method 9A1 in Rayment & Lyons (2011)
Bicabonate phosphorus	mg/kg	Method 9B1 or 9B2 in Rayment & Lyons (2011)
Cation exchange capacity	$cmol_c/kg$	Most appropriate method in Table 15.2 in Rayment & Lyons (2011)
Exchangeable Ca, Mg, K and Na	$cmol_c/kg$	Most appropriate method in Table 15.2 in Rayment & Lyons (2011)
Soil particle size distribution for size ranges of >2, 2 – 0.2, 0.2 – 0.02, 0.02 – 0.002, and	% mass	Most appropriate method in Chapter 17 in McKenzie et al. (2002)
Soil moisture @ -1500 kPa	%	Method 504.01, 504.02 or 504.03 in McKenzie et al. (2002)
Exchangeable sodium percentage	%	Calculation from exchangeable Ca, Mg, K and Na
Exchangeable Ca: Exchangeable Mg		Calculation from exchangeable Ca, Mg, K and Na
Emerson aggregate stability	class	Method 513.01 in McKenzie et al. (2002)

Condition 9. Impacted land

(a) The proponent (or an associated entity) for the project is to secure land equivalent to the amount of land that will be permanently lost to agricultural use as a result of residual mine voids ('equivalent land').

(b) The base-case total equivalent land amount required is 457 hectares, being mine void area estimated to remain post-mining described in the August 2014 *Additional information to the EIS: New Acland Coal Mine Stage 3 Project*. The total equivalent land amount area may be further refined as mine planning progresses.

(c) The equivalent land required is to be like for like; so that:

(i) the amount of permanently impacted land in the avoid areas defined as priority agricultural land use (PALU) (e.g. cropping) and

(ii) the amount of permanently impacted land in the void areas defined as non-PALU (e.g. grazing)

—is the amount of equivalent PALU and non-PALU land required to be secured elsewhere.

The equivalent land may be secured across separate parcels of land.

(Note: PALU and non-PALU are as mapped in the State Government Queensland land use mapping program (QLUMP)).

(d) Each equivalent land area must be legally secured by registration of a covenant on the land title.

(e) Commencement of covenants may be staged, with covenants for all equivalent land for each of the mine pits to be in place within one year from the start of operations for that pit.

(f) The proponent is to notify the Coordinator-General within 20 business days of commencing operations in each of the mining pits. The notification is to include the predicted final void area for the pit/pits as the measure for the amount of equivalent land required.

(g) The proponent is to notify the Coordinator-General within 20 business days of securing all covenants for the equivalent land areas for each mining pit.

(h) Concurrent with Conditions 9 (f) and (g), a report on secured equivalent land is to be submitted to the Coordinator-General for approval. The report is required to confirm how the land areas satisfy the equivalent land requirements of this condition.

(i) The equivalent PALU land areas are to be maintained as PALU until surrender of the mining lease for the project is approved.

(j) The equivalent non-PALU land areas are to be maintained as non-PALU until surrender of the mining lease for the project is approved.

(k) The proponent is required to ensure the equivalent land areas are improved from the time of securement to enhance the productivity of the land uses (for example: soil erosion, pest and weeds, management, use).

The Coordinator-General is to have jurisdiction for this condition.

Groundwater

Condition 10. Groundwater management and monitoring program

(a) A Groundwater Management and Monitoring Program must be developed and certified by an appropriately qualified person which addresses all phases of the mining operation approved under the project's environmental authority ('project's EA').

(b) The groundwater management and monitoring program must be provided to the administering authority for the *Water Act 2000* for approval in accordance with the requirements of the baseline monitoring program in relevant conditions of the project's EA.

(c) The groundwater management and monitoring program must be developed to ensure that plan meets the following objectives:

   (i) validation of groundwater numerical model (including review of boundary and recharge conditions) to refine and confirm accuracy of groundwater impacts predicted

   (ii) groundwater level monitoring in all identified geological units present across and adjacent to the mine site confirm existing groundwater flow patterns and monitor drawdown impacts

   (iii) estimation of groundwater inflow to mine workings and surface water ingress to groundwater from flooding events using the groundwater model

   (iv) monitoring in any identified source aquifers for alternative water supplies, relevant to any approval issued under the *Water Act 2000* for the project

   (v) monitoring of geological units throughout all phases of project life including for the period post-closure of required by the administering authority for the *Water Act 2000*

   (vi) identifying monitoring bores that will be replaced due to mining activities and

   (vii) to ensure all potential groundwater impacts from mine dewatering and mine water and waste storage facilities (artificial recharge) are identified, mitigated and monitored

   (viii) a copy of the approved groundwater management and monitoring program is to be provided to the Australian Government Department of Agriculture, Water and the Environment.

The Queensland Department of Local Government, Water and Volunteers is to have jurisdiction for this condition.

Condition 11. Monitoring program review

(a) The groundwater management and monitoring program required under Condition 10 must be reviewed by an appropriately qualified person in conjunction with the Groundwater Model Review (Condition 12, below) with a report provided on the outcome of the review to the administering authority within two years from the issuing of the project's EA and mining lease/s required for the project; and then no later than 1 July every 3 years following. The review must include:

(i) an assessment of the outcome of the groundwater management and monitoring program against the objectives in the project's EA

(ii) a review of the adequacy of the monitoring locations, frequencies and groundwater quality triggers specified in the project's EA

(iii) a review of the adequacy of the groundwater monitoring program to support the requirement outlined in Condition 12.

The Queensland Department of Local Government, Water and Volunteers is to have jurisdiction for this condition.

Condition 12. Groundwater model review

(a) The numerical model in the report titled 'Groundwater Model Technical addendum' – New Acland Coal Stage 3 Project (AEIS, 2014) must be reviewed to incorporate groundwater monitoring data and measured mine dewatering volumes from the groundwater management and monitoring program in the project's EA.

(b) The review must be conducted within 2 years of commencement of any mining activities associated with any mine box cut excavation for the project and at least every 3 years thereafter, or at other intervals specified by the administering authority for the *Water Act 2000* in writing, if the observed groundwater levels are not consistent with those predicted by the latest version of the groundwater model.

(c) The review must provide a revised numerical groundwater model outlined in Condition 12(a), which incorporates additional relevant data associated with the Oakey Creek alluvial aquifer. The revised model must include:

(i) review of the hydrogeological conceptualisation used in the previous model

(ii) an update of the predicted impacts

(iii) revised water balance model

(iv) review of assumptions used in the previous model

(v) predictions of changes in groundwater levels for a range of scenarios

(vi) information about any changes made since the previous model, including data changes

(vii) a report outlining the justification for the refined model and the outputs of the refined model

(viii) an evaluation of the accuracy of the predicted changes in groundwater levels and recommended actions to improve the accuracy of model predictions.

(d) A report outlining the findings and any recommendations from the review under Condition 12, must be completed by an appropriately qualified person and submitted to the administering authority for approval no later than 3 months after the commencement of the review.

(e) A copy of the approved report relating to Conditions 11 and 12 is to be provided to the Australian Government Department of Agriculture, Water and the Environment.

The Queensland Department of Local Government, Water and Volunteers is to have jurisdiction for this condition.

Ecology

Condition 13. Environmental offset strategy (EOS)

(a) The proponent must prepare a detailed EOS that:

(i) details any offset requirements conditioned by Commonwealth Minster for the Environment in any approval for the project under the *Environment Protection and Biodiversity Conversation Act 1999* (EPBC Act)

(ii) details offsets required to address significant residual impact on matters of state environmental significance consistent with (a)(i)

(iii) includes:

(1) a detailed description of the land to which the plan relates, the values affected and the extent and likely timing of impact on each value

(2) evidence that values impacted can be offset

(3) the offset delivery mechanism(s) comprising one or more of: land-based offsets; direct benefit management plans; offset transfer and/or offset payments

(iv) confirms a legally binding mechanism that ensures protection and management of offset areas will be applied

(v) includes an offset proposal for impacts on koala habitat. The offset must be land-based and benefit the local koala population.

(b) The offsets strategy must be provided to the Coordinator-General for approval within 60 days after an approval decision under the EPBC Act.

(c) The approved offsets strategy must be implemented if the project proceeds.

The Coordinator-General is to have jurisdiction for this condition.

Condition 14. Pre-clearance fauna and flora surveys

(a) Prior to commencement of any project construction activities, the proponent must conduct pre-clearance ecological surveys of areas to be impacted, consistent with:

(i) Queensland state government survey guidelines

(ii) requirements of the *Nature Conservation Act 1992*

(iii) Australian Government threatened species guidelines.

(b) The surveys must be sufficient to identify the extent to which the following will be unavoidably impacted by the project:

(i) protected wildlife listed under the *Nature Conservation Act 1992*

(ii) matters of state environmental significance as defined by the State Planning Policy

(iii) MNES as listed under the EPBC Act.

(c) The surveys must include areas of potential foraging, roosting or nesting habitat for the painted honeyeater (*Grantiella picta*). If the painted honeyeater is found during pre-clearance surveys, then any significant impacts on its habitat may require additional offsets in accordance with the EOS for the project.

(d) If protected plants are found during pre-clearance surveys, then impacts may require a permit under the *Nature Conservation Act 1992* and offsets under the *Environmental Offsets Act 2014*.

(e) Should additional MSES species be located that were not previously identified during field surveys, the development of management plans and/or additional offsets may be required to address any significant residual impacts for matters of state environmental significance in accordance with the EOS for the project.

(f) Notification of the discovery of additional protected plants or MSES species that will be impacted is to be provided to the administering authority within five business days of the discovery. The proponent is required to propose how the species is to be managed and to seek advice from DES on the undertaking.

(g) Survey results must be included in an updated EOS for the project.

The Department of Environment, Tourism, Science and Innovation is to have jurisdiction for this condition.

Condition 15. Lagoon Creek Conservation Zone Management Plan (CZMP)

(a) The proponent is required to implement and maintain the Lagoon Creek Conservation Zone.

(b) The extent of the Lagoon Creek Conservation Zone is to be as described in Figure 4-1 Rehabilitation Plan, Appendix J6, EIS, January 2014. The CZMP specifically addresses the Lagoon Creek corridor and the remnant and rehabilitation zone on Bottle Tree Hill as shown on Figure 4-1.

(c) The proponent must develop and implement a Lagoon Creek Conservation Zone Management Plan (CZMP) that aims to achieve:

(i) control and management (including fencing) of stock from the area

(ii) a program of weed management of assist natural regeneration of native species and protect remnant areas from impact of weed invasion

(iii) suitable monitoring and maintenance strategies.

(d) There is to be a revegetated area of at least 50 metres either side of the high bank of Lagoon Creek within the conservation zone. Should instream storage such as a dam or other infrastructure be constructed within the conservation zone, the proponent must ensure no net loss of the required buffer. The holder of the project's EA is authorised to construct and maintain an appropriately engineered haul road crossing of Lagoon Creek as part of the access route for coal haulage. The haul road crossing structure within Lagoon Creek must not significantly impede the ephemeral flow regime or create a barrier for fish movement during periods of flow within the creek.

TableA.2 Lagoon Creek Rehabilitation Targets

Site-based condition attributes*	Target after 10 year
Recruitment of woody perennial species	3 overstorey species present as regeneration
Native plant species richness	9 species present—specific attention to trees that provide koala habitat
Tree canopy cover (%)	20%
Tree canopy height	9.5m
Shrub layer cover (%)	3%
Native perennial grass cover (%)	65%
Native perennial forb and non-grass cover (%)	7.5%
Native annual grass, forb and non-grass cover (%)	2.5%
Large trees	35 large trees
Fallen woody material	None proposed
Weed cover (%)	<20% weed cover
Litter cover (%)	None proposed

*Neldner, V.J. et al. (2012) Methodology for Survey and Mapping of Regional Ecosystems and Vegetation Communities in Queensland. Version 3.2. Updated August 2012. Queensland Herbarium, Queensland Department of Science, Information Technology, Innovation and the Arts, Brisbane. 124 pp.

(e) The date of commencement of the 10 year period for achieving the rehabilitation targets in Table A.2 is within 2 months of the issuing of the project's EA and the obtaining of the mining leases for the project.

(f) Long term protection of values of the CZMP through establishing suitable tenure or other mechanism.

(g) The CZMP is to ensure that suitable monitoring and maintenance strategies are implemented and that the outcomes and progress of revegetation and management programs are published and updated on the company website.

(h) A progress report is to be provided to the authority administering the *Environmental Protection Act 1994* on an annual basis, including any actions required to address unsuccessful revegetation or translocation efforts. The outcomes of these actions are to be reported on in subsequent report/s.

The Department of Environment, Tourism, Science and Innovation is to have jurisdiction for this condition.

Condition 16. Koala species management plan (KSMP)

(a) The proponent is to prepare and implement a KSMP for the project consistent with the requirements of the Nature Conservation (Koala) Conservation Plan 2006 and Management Program 2006-2016 (EPA 2006).

(b) The KSMP is required to address

- (i) staff awareness training
- (ii) the staging or limiting of vegetation clearance to what is required for safe and efficient mining operations
- (iii) the exclusion of vegetation clearance between the hours of 6pm and 6am
- (iv) the sequential clearance of trees under the guidance of licenced and experienced Koala Spotter to locate fauna prior to clearing of habitat and allow their safe dispersal
- (v) identification of fauna movement corridors and the use of exclusion fencing around dangerous or high risk operational mining area or transport routes
- (vi) for less high risk areas, identification and implementation of suitable fauna movement control devices (e.g. fences) and management responses, and
- (vii) rehabilitation within the Lagoon Creek Conservation Zone and across the balance of the site with koala food trees.

(c) The recommendations and actions in the project's approved Environmental Management Plan (EM Plan), and the project's approved Conservation Zone Management Plan are to be consistent with the KSMP.

(d) The KSMP is required to be provided the authority administering the Nature Conservation Act 1992 for approval at least six months prior to the commencement of clearing or construction works for the project.

The Department of Environment, Tourism, Science and Innovation is to have jurisdiction for this condition.

Social impacts

Condition 17. Social impact management funding

(a) The proponent must engage an independent, appropriately skilled and experienced entity, approved by the Coordinator-General, to prepare an updated Community Needs Analysis.

(b) By 30 April 2026, the proponent must develop and submit to the Coordinator-General an updated Community Needs Analysis covering:

- (i) Jondaryan, and
- (ii) the Toowoomba Region (including Jondaryan).

(c) The updated Community Needs Analysis must identify opportunities to address social impacts of the Stage 3 project, or as otherwise agreed, and must identify key challenges, gaps, and opportunities for sustainable development, social cohesion, and economic resilience.

(d) Based on the findings of the updated Community Needs Analysis the proponent must develop a Social Investment Plan (SIP). The SIP must:

(i) include a register of funded projects and project status, and track funding allocations,

(ii) include a record of in-kind support, including the monetary value of donated goods (based on market value for purchase or hire), and the value of donated labour, calculated using a fair hourly rate appropriate to the tasks performed.

(iii) be reviewed and updated as required to respond to changes in community needs.

(e) The following groups are to be consulted on proposed funding and support allocations and review of the SIP:

(i) The New Acland Community Reference Group (CRG), including community members and Toowoomba Regional Council (TRC) representation, and

(ii) A Jondaryan-specific Community Consultative Committee (JCCC).

(f) Financial payments through the SIP are to be implemented through the established New Acland Community Investment Fund (CIF).

(g) From the financial year commencing 1 July 2025, the proponent must provide an annual $2 million budget of financial and in-kind for the SIP for the balance life of the Stage 3 project during which product coal continues to be transported by road to the Jondaryan rail load-out facility.

(h) In the financial year commencing 1 July 2025, funding of the CIF for Year 1 must include:

(i) sufficient funding commitment by the proponent to enable completion of construction of an enclosed multipurpose facility at Jondaryan State School as described in the proponent's commitments in the Community Investment Strategy dated 30 July 2025. The proponent is to liaise with the Department of Education as to the delivery of this funding commitment to the Jondaryan State School.

(ii) provision of financial and in-kind support for the establishment of a Nature Precinct along Lagoon Creek of up to 6ha, including: land access, earthworks, vegetation planting and establishment support.

(i) A social impact management report (SIMR) must be prepared annually in accordance with Condition 18, for the duration of Stage 3 operations. The SIMR must report on the SIP implementation and the CIF expenditure, detailing the projects supported and outcomes achieved, and the value of financial and in-kind support.

Condition 18. Social impact management reports

(a) From commencement of construction, the proponent is to provide to the Coordinator-General an SIMR on an annual basis until the end of Stage 3 mining. The reports are to be made publicly available by the proponent.

(b) The SIMR is to describe:

(i) the actions taken to inform the community about project impacts and show that community concerns about project impacts have been taken into account

(ii) the actions, outcomes and adaptive management strategies to avoid, manage or mitigate project related impacts on community health safety and social infrastructure

(iii) the actions, outcomes and adaptive management strategies to avoid, manage or mitigate project related impacts on local and regional housing markets

(iv) the actions, outcomes and adaptive management strategies to enhance local employment, training and development opportunities.

The Coordinator-General is to have jurisdiction for this condition.

Condition 19: Roads agreements

(a) Coal haulage for the Stage 3 project is initially via the existing Jondaryan Muldu Road and later, following construction of the Western Bypass, via the new coal haulage route including the Western Bypass and southern section of Jondaryan Muldu Road.

(b) Prior to coal haulage via road for the Stage 3 project, the proponent must obtain agreement from Toowoomba Regional Council and provide compensation for the road use. All identified **structural maintenance** and road safety issues along the coal haulage route/s must be addressed by agreement with Toowoomba Regional Council. Agreement may be obtained by:

(i) entering into a road compensation agreement; or

(ii) obtaining written consent from council.

(c) A road compensation agreement of 19 (b)(i) must address liability for coal haulage and mining activity road impacts on the entire coal haulage route. Unless otherwise agreed with Toowoomba Regional Council, the road compensation agreement must be informed by a Traffic Impact Assessment, Pavement Impact Assessment, and Road Safety Audit, and must include provisions for **structural maintenance** following commencement of haulage for the entire coal haulage route, and pavement rehabilitation at mine closure.

(d) **Structural maintenance** includes, but is not limited to, tasks such as reshaping, reseals, overlays, line marking, replacing damaged culverts, replacing damaged signs and furniture and fixing potholes.

(e) At mine closure, the entire coal haulage route must be rehabilitated to standard agreed with Toowoomba Regional Council. The rehabilitated road must be in a structurally stable condition with all defects (such as roughness, rutting, cracking, pavement failure, erosion) rectified, and be suitable for continued use by all relevant road users at the time of mine closure.

(f) Prior to the closure of Acland Brymaroo Road, or within a timeframe agreed by Toowoomba Regional Council, the proponent must upgrade, or provide funding to upgrade, Jondaryan Sabine Road and Childs Road to a bitumen standard. The proponent must provide written advice to the Coordinator-General on these arrangements 6 months prior to road closure.

Glossary for Appendix 1

appropriately qualified person	A person who has professional qualifications, training, skills or experience relevant to the nominated subject matter and who can give an assessment, advice and analysis of pertinent data and information using protocols, standards, guidelines, methods and literature that are acceptable to the Coordinator-General.
the project	The project of the size and scope as defined in the Coordinator-General's report for the New Acland Coal Mine Stage 3 project 2014.
construction of the project	Commencement of any construction works related to the project.
operations of the project	Commences when excavation of any of the pits required for the New Acland Coal Mine Stage 3 project begins.
Priority Agricultural Land Use (PALU)	A highly productive agriculture land use (including cropping, perennial and seasonal horticulture, production from irrigated agriculture and plantations, and intensive horticulture) identified in a regional plan for an area of regional interest.
non-PALU	Non-PALU is an agricultural land use not identified as a PALU in the Darling Downs Regional Plan, and includes grazing modified and native vegetation, production forestry, intensive animal husbandry and dairy.

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