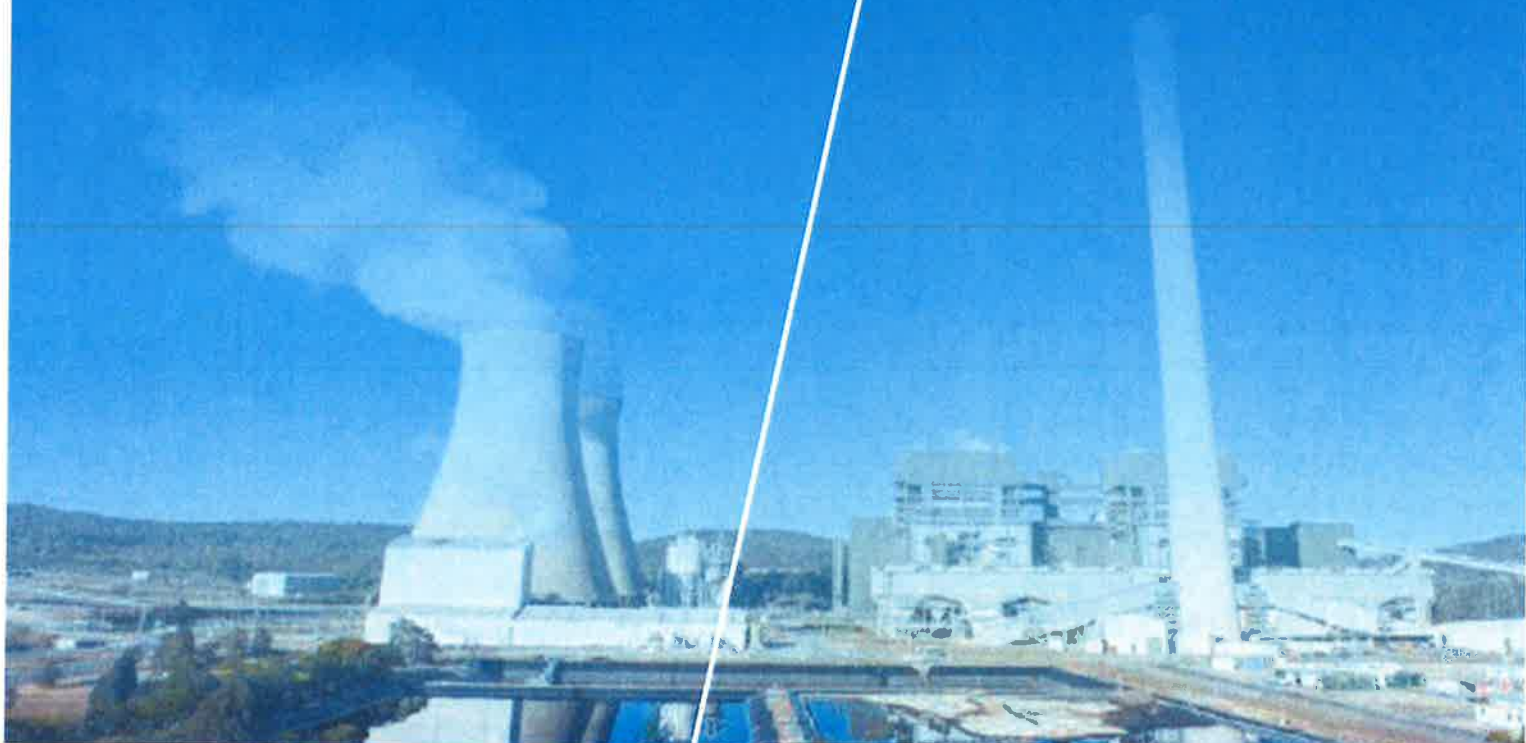




Clarence Colliery Coal Supply to Mount Piper Power Station

State Significant
Development
Modification Assessment
(DA 504_00 MOD 4)



August 2019

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Executive Summary

Clarence Colliery is an underground coal mine located in the Western Coalfield, approximately 10 kilometres (km) east of Lithgow. The mine has been operating since the 1980s and is owned and operated by Centennial Coal Company Limited (Centennial Coal).

Mount Piper Power Station is a coal fired power station located 17 kms north-west of Lithgow. It has the capacity to provide around 15% of NSW energy demand.

Centennial Coal is currently the only supplier of coal to the power station, mainly through its Springvale Coal Mine. Springvale Coal Mine has approval to extract up to 5.5 million tonnes of coal a year, and the power station requires around 3.5 million tonnes of coal a year for electricity generation. Clarence Colliery also supplies up to 200,000 tonnes of coal a year to domestic customers by road, with 100,000 tonnes of coal allowed to be transported to the power station.

The Springvale Coal Mine has recently encountered difficult geological conditions during underground mining. It has also needed to increase coal washing to remove additional reject material extracted with the coal and blend more to meet the required coal specification for the power station. These factors have reduced the coal yield from Springvale by around 50% over the last eight months. Coal production at Springvale is unlikely to return to its approved limits until the end of 2020.

These issues have resulted in significant coal supply shortfalls to the power station, and there is an urgent need to supplement existing coal supply arrangements. To this end, Centennial has considered several ways to supplement supply from its coal mining operations in the region, including:

- increasing the amount of coal trucked from Clarence Colliery;
- delivering coal by rail from the Airly Coal Mine via the Lidsdale Siding; and
- recommencing coal mining at Angus Place Colliery.

Of these three options, increasing the amount of coal trucked from Clarence would be the most feasible short-term option as it would not involve any changes to existing infrastructure at Clarence Colliery. Accordingly, Centennial Coal has lodged a modification application to increase coal supply by road from Clarence Colliery to Mt Piper Power Station from 100,000 tonnes per year to 200,000 tonnes per year until the end of 2020. The proposal would not increase the current 25 truckloads of coal a day to the power station, however it would require the number of trucking days to increase from the current average of 150 days to 250 days per year.

The Department exhibited the modification application and received 12 public submissions mainly objecting to the modification application. The objections raised concerns about potential increases in air emissions, related to heavy vehicle diesel emissions and traffic safety concerns. Key agencies, including Roads and Maritime Services (RMS), and Blue Mountains City Council, also raised concerns related to traffic impacts and intersection performance.

Centennial undertook an assessment of the incremental impacts of the increased trucking, including on road traffic and safety impacts, noise and air emissions. Centennial also undertook additional assessment of intersection performance requested by RMS and showed that there would be only very minor impacts to intersection performance and the level of service would not change compared to baseline performance (without project trucks) and to the approved project.

Based on its assessment, the Department is satisfied that the incremental impacts associated with the modification are relatively minor, compared to the approved impacts of coal road transport and when compared to background heavy vehicle movements along the transport route to the power station.

The Department acknowledges that there is an urgent need to supplement coal supply to the Mount Piper Power Station to ensure that adequate coal reserves are maintained at the site. The proposed modification represents a feasible short-term way for Centennial to supplement coal supply to the power station while it considers other medium to longer term supply solutions.

The Department considers that the proposed increase in coal tonnage to the power station would be able to be readily undertaken without the need to modify any of the infrastructure at the mine. The potential impacts of the proposal would be minor as there would be no increase in the number of coal trucks going to the power station each day, and the trucks would continue to use the existing approved haulage routes on the State road network.

The Department therefore considers that the proposal is in the public interest, and recommends that the modification application should be approved, subject to conditions.



1. Introduction

Clarence Colliery is an underground coal mine located in the Western Coalfield, approximately 10 kilometres (km) east of Lithgow (see **Figure 1**). The mine has been operating since the 1980s and is owned and operated by Centennial Coal Company Limited (Centennial Coal).

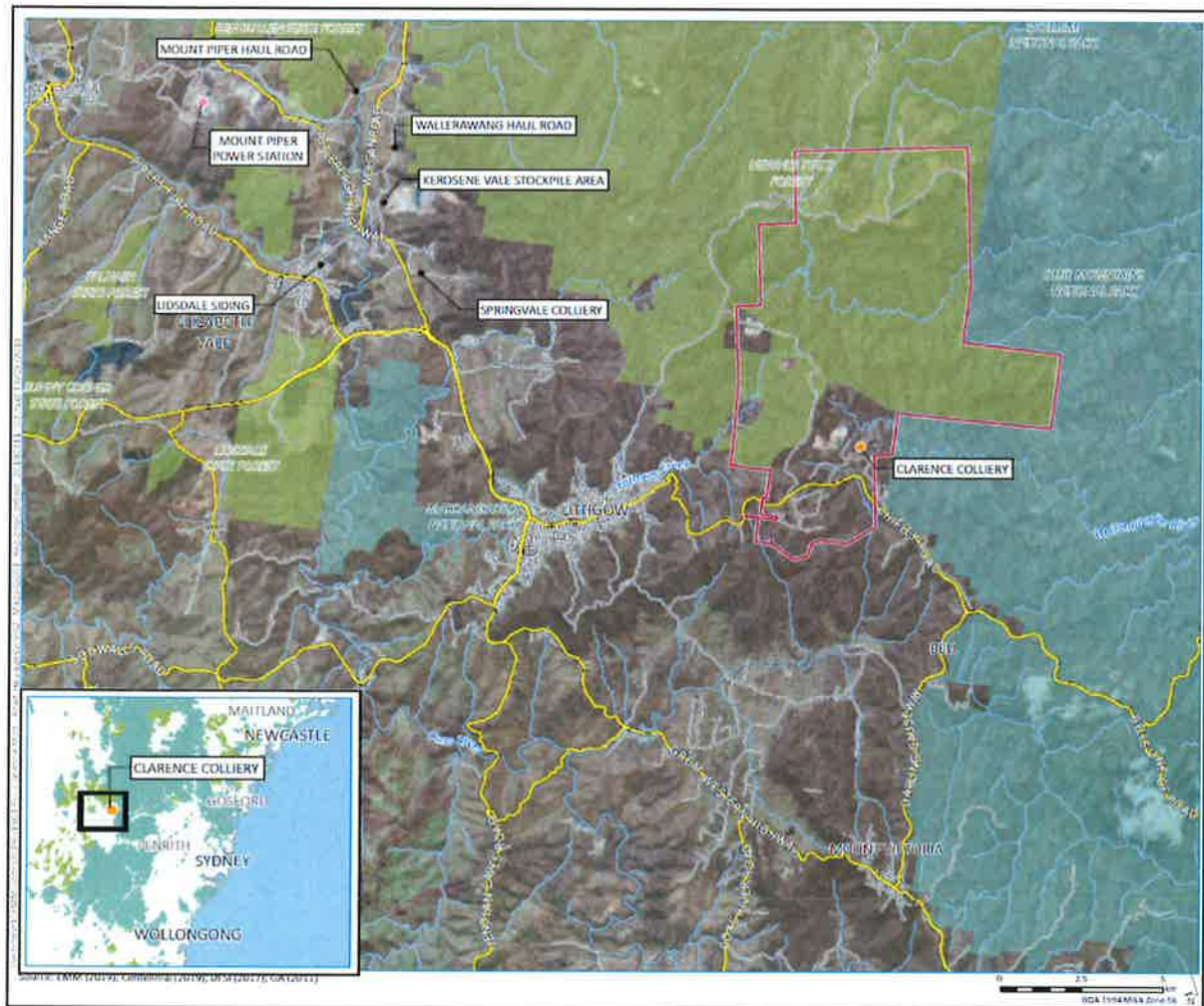


Figure 1 | Site Location

1.1 Approved Operations

Clarence Colliery has approval to:

- extract up to 3 million tonnes of coal a year until 2026;
- process this coal at an onsite coal handling and preparation plant; and
- transport coal by rail to export markets and by road to domestic markets.

The maximum tonnage of coal allowed to be transported by road is 200,000 tonnes per year, including up to 100,000 tonnes to the Mount Piper Power Station via Darling Causeway to Mount Victoria, the Great Western Highway to Lithgow and the Castlereagh Highway to the power station. The approved haulage routes are shown in **Figure 2**.

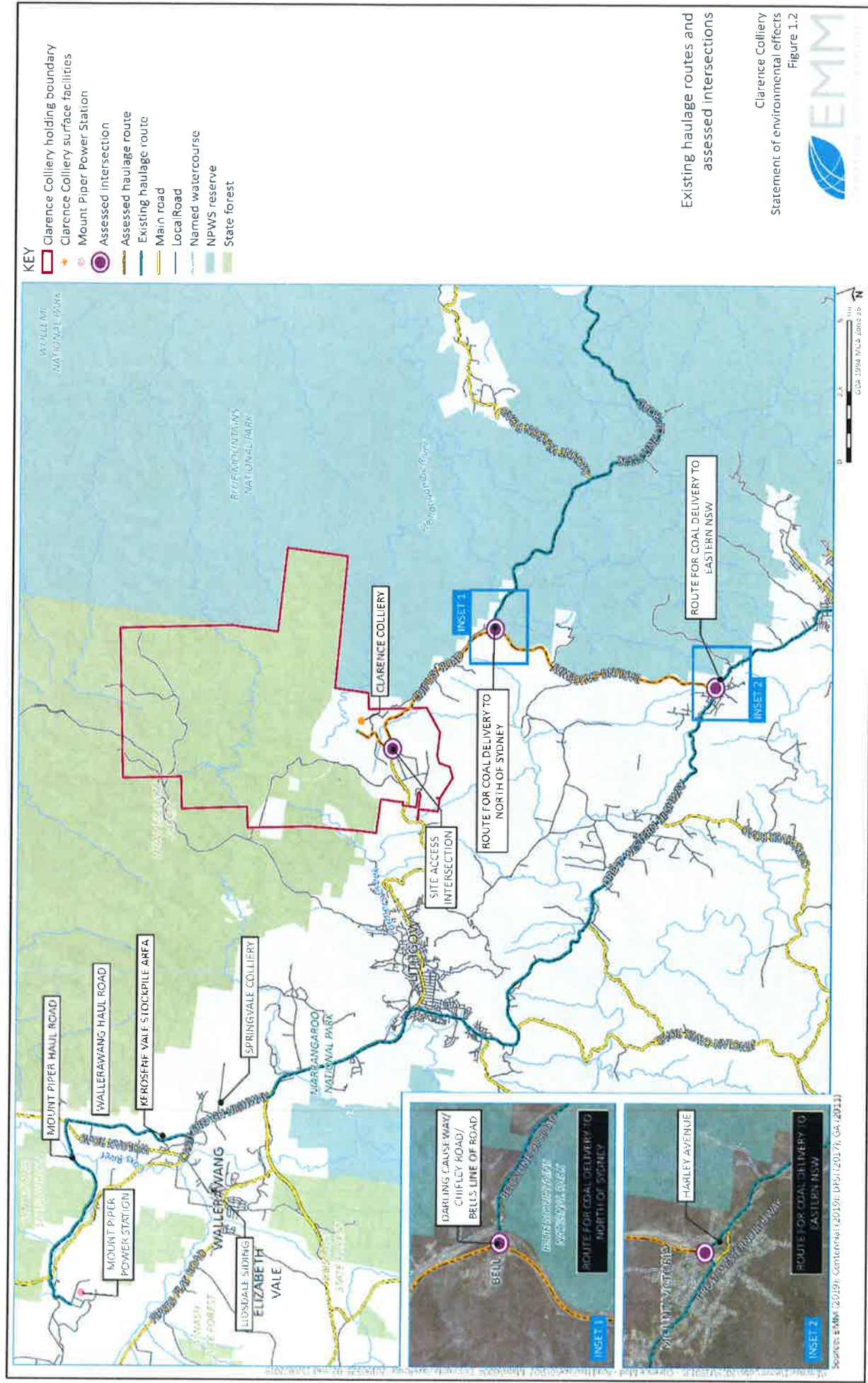


Figure 2 | Approved Haulage Routes

Clarence Colliery operates under three development consents approved under the *Environmental Planning and Assessment Act 1979* (the EP&A Act). Two development consents were granted by Lithgow City Council in 1976 and 1994 which cover coal handling and processing, reject emplacement, water management and ancillary mining infrastructure.

Mining operations and coal transportation were approved under a Part 4 state significant development consent (DA 504_00) by the then Minister for Planning in 2005. This consent has been modified under Part 3A of the EP&A Act on two occasions, which allowed an increase to the workforce, a new reject emplacement area, and changes to the road haulage route.

1.2 Strategic Context

Mount Piper Power Station is a coal fired power station located 17 km north-west of Lithgow. The power station is owned and operated by EnergyAustralia NSW Pty Limited. It has the capacity to provide around 15% of NSW energy demand.

Centennial Coal is currently the only supplier of coal to the power station, mainly through its Springvale Coal Mine. Springvale Coal Mine has approval to extract up to 5.5 million tonnes of coal a year, and the power station requires around 3.5 million tonnes of coal a year to operate at full capacity and has the capacity to stockpile around 1 million tonnes of coal on site. Clarence Colliery is also approved to deliver up to 100,000 tonnes of coal to the power station by road.

However, over the last eight months the Springvale Coal Mine has encountered unfavourable geological conditions during underground mining. It has also needed to increase coal washing to remove additional reject material extracted with the coal and blend more to meet the required coal specification for the power station. These factors have reduced the amount of coal expected to be extracted from Springvale by around 50%. This has resulted in significant and immediate coal supply shortfalls to the power station. The unfavourable geological conditions are expected to continue at least until the end of 2019, however there is also a longwall change planned for early 2020. Therefore Centennial predicts that it would be the end of 2020 before its coal production recovers to approved levels. Centennial has also removed 3 longwall panels from the approved mine plan to protect threatened swamp communities, which has reduced the anticipated mine life by four years (ie from 2028 to 2024).

There is therefore an urgent need to supplement coal supplies to the power station. To address this issue, Centennial has considered several ways to supplement supply from its Western Coalfield mines, including:

- increasing the amount of coal trucked from Clarence Colliery;
- delivering coal by rail from the Airly Coal Mine via the Lidsdale Siding; and
- recommencing coal mining at Angus Place Colliery.

Centennial has submitted a modification application for the Lidsdale Siding to accept coal from Airly Coal Mine and is undertaking the necessary environmental impact assessment studies for an application to recommence mining at Angus Place Colliery. Of the three options, increasing the amount of coal trucked from Clarence would be the most feasible short-term option to supplement coal supply, as it would not involve any changes to existing infrastructure at Clarence Colliery and would be undertaken on the existing approved haulage routes from the mine to the power station.



2. Proposed Modification

In May 2019, Centennial Coal lodged a modification application and supporting Modification Report for Clarence Colliery under Section 4.55 (2) of the EP&A Act.

The proposed modification seeks a short-term increase in the amount of coal supplied to the power station by road until production levels at Springvale Coal Mine recover, and while medium to longer term coal supply solutions are considered.

The application involves:

- increasing the maximum annual road coal transportation from the mine to Mount Piper Power Station from 100,000 tonnes to 200,000 tonnes, until 31 December 2020; and
- increasing the maximum annual road coal transportation from 200,000 tonnes to 300,000 tonnes a year, until 31 December 2020.

The current 200,000 tonne limit for coal transported to destinations other than the power station would remain as approved.

Increasing the maximum coal transport by road to 300,000 tonnes would require overall daily truck movements to increase from 50 to 80 per day. This would allow Centennial to maintain the current 200,000 tonnes supply to domestic customers and supply the additional 100,000 tonnes to the power station.

However, the maximum of 50 truck movements to/from the power station would not change. The proposed increase to 200,000 tonnes transported to the power station would be realised by increasing the number of trucking days per year from the current average of 150 days to 250 days per year.

The proposed modification would continue to use the existing approved haulage routes, which apart from two short sections of local roads in Mount Victoria (Harley Avenue and Station Street) controlled by Blue Mountains City Council are State roads controlled by Roads and Maritime Services (RMS), and do not involve trucking through Lithgow City. The approved trucking hours of operation of 7:00 am to 10:00 pm Monday to Saturday and 8:00 to 10:00 pm on Sundays and public holidays would not change as a result of the proposed modification.

As the proposed modification relates only to coal transportation, it would not change the approved mine life at Clarence, the approved mining areas, mining methods or extraction limit. The proposed modification is described in detail in the Modification Report submitted to the Department (see **Appendix B**).



3. Statutory Context

3.1 Scope of Modification

A consent authority may modify a consent if it is satisfied that the project as modified would be substantially the same development as approved, including any Section 75W modifications that were granted under the now repealed Part 3A of the EP&A Act.

The Department has considered the scope of the modification and is satisfied that the proposed modification would be substantially the same development as:

- there would be no change to the project area or life of the mine;
- there would be no associated construction or upgrading of the mine or its ancillary infrastructure; and
- there would be no significant increase to the impacts of the development as modified, when compared to the approved project.

Therefore, the Department is satisfied that the proposed modification can be assessed under of Section 4.55(2) of the EP&A Act.

3.2 Environmental Planning Instruments

Several environmental planning instruments (EPIs) apply to the proposed modification including:

- *Lithgow Local Environmental Plan 2014*;
- *State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)*;
- *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007 (Mining SEPP)*;
- *State Environmental Planning Policy 55 (SEPP No. 55) – Remediation of Land*;
- *State Environmental Planning Policy 44 (SEPP No. 44) – Koala Habitat Protection*; and
- *State Environmental Planning Policy 33 (SEPP No. 33) – Hazardous and Offensive Development*

The Department has considered the proposed modification against the relevant provisions of these EPIs, as well as Centennial's review of these matters. The Department considers that the project, if modified, could continue to operate in a manner that is consistent with the aims, objectives and provisions of these EPIs

3.3 Objects of the Act

The Minister or delegate must consider the objects of the EP&A Act when making decisions under the Act. The Department has assessed the proposed modification against the objects of the EP&A Act. The objects of most relevance to the decision of whether to approve the proposed modification are:

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

The Department considers that the proposal would permit the continued proper management and development of a state and regionally significant natural resource (Object 1.3(a)) through the continued supply of coal to the power station for electricity generation.

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

Consideration of promotion of the orderly and economic use and development of land (Object 1.3(c)) and consideration of the protection of the environment and heritage (Objects 1.3(e) and(f)) are considered through the use of the established State road network and that there would be no new land disturbance (see Section 5).

The Department exhibited the modification application and accompanying Modification Report and made the documents publicly available in accordance with applicable regulations and policies (Object 1.3(j)).

3.4 Reasons for Granting Original Consent

In determining the original development application, the then Minister for Planning concluded that the benefits of the project, including the significant economic and social benefits for the region and State, outweighed the potential costs, and imposed a range of strict conditions to appropriately manage impacts.

The Department has considered the proposed modification against the reasons the then Minister for planning gave for determining the project and is satisfied that the proposed modification does not affect the decision that was previously made. The proposed modification would allow similar benefits to be realised at local, regional and State levels.

3.5 Consent Authority

The Minister for Planning and Public Spaces is the consent authority for the proposed modification. However, under the Minister's delegation dated 11 October 2017, the Executive Director, Energy and Resources may determine the modification application, as there were less than 25 public objections, Centennial did not report any political donations, and Lithgow City Council and Blue Mountains City Council did not object to the proposal.



4. Engagement

4.1 Department's Engagement

The Department exhibited the modification application and Modification Report from 22 May 2019 until 20 June 2019:

- on its website;
- at the offices of Lithgow City Council;
- at the offices of Blue Mountains City Council; and
- at the offices of the Nature Conservation Council.

The proposed modification was advertised in the *Lithgow Mercury* on 21 May 2019. Relevant Government agencies and previous submitters were also notified and invited to make a submission.

The Department received advice from the Environment Protection Authority (EPA), Roads and Maritime Services (RMS), Resources Regulator, Lithgow City Council and Blue Mountains City Council. It also received submissions from two Special Interest Groups and 10 community members. Copies of agency advice and community submissions are provided in **Appendix C**. The Department has considered the issues raised in the advice and submissions in Section 5.

Centennial Coal submitted a Submissions Report on 27 June 2019 (see **Appendix D**). The Department made the Submissions Report publicly available on the Department's website on 3 July 2019 and sent it to the relevant agencies for review. On 25 July 2019 the Department requested additional information from Centennial about the effect of the proposal on Station Street/Great Western Highway intersection and Castlereagh

Highway/Wallerawang Haul Road intersection. Centennial addressed these matters in a supplementary report on 31 July 2019 (see **Appendix E**).

On 17 July 2019 the Department toured the haulage route, visiting each of the intersections that were assessed as part of the proposed modification.

4.2 Agency Advice

RMS asked for further information on intersection performance at the Station Street/Great Western Highway intersection and Castlereagh Highway/Wallerawang Haul Road intersection. Centennial's intersection performance assessment showed that the proposed modification would be unlikely to affect the current levels of service at any of the intersections on the approved haulage routes.

EPA commented that trucks must be covered after loading to prevent wind blown emissions.

Resources Regulator commented on the rehabilitation obligations for the mine.

Lithgow City Council did not object to the proposed modification.

Blue Mountains City Council raised concerns about traffic noise, potential interactions between coal trucks and pedestrians and cyclists and the impact of additional trucks on road conditions. In the Submissions Report, Centennial Coal committed to developing a driver code of conduct, prepared in consultation with Blue Mountains City Council and in recognition of its road safety guidelines.

4.3 Community Submissions

Nature Conservation Council and **Bathurst Community Climate Action Network** were concerned about additional heavy vehicle movements and the potential cumulative air quality impacts from diesel emissions. The groups asked for air-quality monitoring stations to be installed in the Lithgow area.

Of the ten community member submissions, one supporter cited the economic and social benefits of the proposed modification. Nine objectors (which included six form letters) raised similar air quality and amenity concerns as the special interest groups, the effect of the proposal on the strategic direction for Lithgow City and road safety issues.

In the Submissions Report, Centennial reiterated that the proposal represents a relatively small and temporary increase in truck numbers, and any increase in particulate emissions would be unlikely to affect local and regional air quality.



5. Assessment

The Department considers the key issue for the assessment of the proposed modification are the potential traffic and transport impacts. The Department also considered other issues, such as noise and air emissions associated with the increased in truck movements, summarised in Section 5.2 below.

5.1 Traffic and Transport

Traffic volume projections along the assessed route show that the proposed modification would result in a less than 10% increase in heavy vehicle traffic movements on the haulage routes, which would be unlikely to materially affect current traffic conditions.

A Traffic Impact Assessment (TIA) was undertaken by EMM, which assessed the potential impacts of the proposed modification on daily traffic volumes, intersection performance and road safety for the worst-case morning and afternoon peak periods. The proposal requires trucking rates to be increased by 30 truck movements (ie 15 return trips) per day. These additional movements would be required to continue to meet supply contracts for domestic customers in northbound and eastbound destinations and do not relate to truck movements to the power station. The current 50 truck movements per day to and from the power station would not change, however the average number of trucking days a year would need to be increased from 150 to 250 to meet the increased total tonnage of 200,000 tonnes per year.

Intersection Performance

The Bells Line of Road/Darling Causeway intersections and Station Street/Harley Avenue intersections, where truck numbers would be increased by 30 truck movements a day, would be likely to only experience negligible increases in vehicle delays and would remain at a high level of service (ie level of service¹ (LOS) A).

Coal trucks turning right at the Station Street/Great Western Highway intersection (ie the trucks travelling to the power station) would contribute to minimal vehicle delays, under the worst-case scenario of 8 laden trucks per hour travelling to the power station. However, this would not change the current LOS A in the morning peak and LOS C in the afternoon peak.

At the Castlereagh Highway/Wallerawang Haul Road intersection the proposed modification would potentially result in a slight delay as trucks turn left on to the haul road. However, this would not affect the current LOS A at this intersection, as there is an existing left turn lane from the Castlereagh Highway, no other traffic use the intersection as it is a private haul road and the intersection access gate would be kept open during approved haulage hours.

Returning trucks turning right on to the Castlereagh Highway from the haul road intersection would have a minimal impact on eastbound traffic and the LOS would remain at LOS B during the afternoon peak, given the adequate sight distances in both directions at the intersection.

To limit impacts to other road users from these movements, Centennial would manage vegetation at the intersection approaches to maintain sight distances, and its driver code of conduct would cover safe distances between coal trucks and avoiding convoys where possible.

RMS is satisfied with the additional assessment undertaken at these intersections and considered that the proposed modification would be unlikely to affect the current levels of service on the State road network.

Road Safety

The Department considers that the proposed modification is unlikely to affect current road safety risks as:

- the roads proposed to be used are established state trucking routes;
- there are established speed limits on the routes and all intersections have appropriate safety and warning signs ; and
- there is generally good visibility at all intersections.

Schools along the route are not likely to be impacted by the proposed modification, and there are school zone speed limited areas on the Great Western Highway which are required under law to be observed.

To further manage safety risks to other road users (including cyclists and pedestrians), Centennial Coal has committed to developing and implementing a driver code of conduct in consultation with Blue Mountains City

¹ Level of service (LOS) is a qualitative measure used to analyse intersections by categorising traffic flows and assigning quality levels of traffic based on performance measures which include vehicle speed, density and congestion.

Council, in recognition of Council's road safety guidelines. The code of conduct would address driver behaviour and promote safe driving practices.

Conclusion

The Department considers that the proposed modification would be unlikely to significantly affect traffic flows and intersection performance at any of the intersections along the approved haulage routes. The Department notes that the proposal represents a minor increase in truck numbers for a temporary period (ie to the end of 2020). Further, the proposal would be undertaken on the already approved haulage routes which are State transport routes established and designed to accommodate heavy vehicles.

To ensure traffic impacts of the proposed modification are minimised, the Department has recommended conditions of consent which require Centennial to restrict the amount of coal it transports by road until the end of 2020 to 200,000 tonnes transported to Mount Piper Power Station and 300,000 tonnes transported by road in total.

5.2 Other Issues

The Department has considered a range of other issues which relate to the proposed modification. Its assessment is summarised in **Table 1**.

Table 1 | Assessment of Other Issues

Issue	Findings	Recommendation
Noise	- A road traffic noise assessment was undertaken by EMM. - It found that the potential increase in total road noise level increases associated with the proposed modification would be well within the 2 dB(A) increase allowed under the EPA's Road Noise Policy acceptable criteria.	No changes to existing conditions of consent required
Air quality	- The proposal represents a relatively small increase in heavy vehicle movements in the context of the total traffic carried by the approved transportation routes. - The transport routes are State roads designed to allow use by heavy vehicles. There are no restrictions on truck numbers on these roads or applicable air quality criteria for truck movements. - However all trucks would be covered prior to leaving the mine to prevent coal dust emissions and spillage and trucks would go through a wheel wash to remove excess dirt prior to entering the classified road network. - Centennial's driver code of conduct would promote good driving practices and regular maintenance of vehicles to ensure diesel emissions are minimised.	No changes to existing conditions of consent required
Socio-economic	- The proposed modification would provide a critical supplementary coal supply to the power station, which provides around 15% of NSW power needs. - It would generate 2 full-time jobs until the end of 2020, with an economic benefit of \$216,000. - The proposed increase in coal trucking is temporary and is unlikely to impact the long-term strategic direction for Lithgow as the trucks would not directly pass through residential areas.	No changes to existing conditions of consent required

Issue	Findings	Recommendation
Biodiversity	- There would be no impacts to biodiversity as a result of the proposal. - The Department has considered the provisions of section 7.17 of the <i>Biodiversity Conservation Act 2016</i> and is satisfied that a biodiversity development assessment report is not required to be submitted.	No changes to existing conditions of consent required



6. Evaluation

The Department has assessed the merits of the proposed modification and considered the potential environmental, social and economic impacts and the relevant requirements of the EP&A Act.

The proposed modification would provide a reliable short-term supplementary supply of coal to the Mount Piper Power Station while Springvale restores its coal production to approved levels and while Centennial secures alternative medium to longer-term supplementary coal supply options at its other western coalfield operations. The proposal would assist the ongoing efficient operation of the power station and its capacity to meet NSW energy demands.

The Department's assessment has found that the road traffic and road safety, road noise and air quality impacts would be able to be managed within the existing strict regulatory framework provided by the development consent.

To ensure traffic impacts are minimised, the Department has recommended restrictions to the total amount coal transported by road to the power station and other domestic customers to 200,000 tonnes a year until the end of 2020, and to 300,000 tonnes a year in total, until the end of 2020. The Department has also recommended administrative updates to the consent, including updating government agency names and relevant legislation. These recommendations are contained within the attached Notice of Modification and Consolidated Consent (see Appendix F and Appendix G). Centennial Coal and RMS have reviewed the proposed conditions and has accepted them.

The Department acknowledges that there is an urgent need to supplement coal supply to the Mount Piper Power Station. The proposed modification represents a feasible short-term way to achieve this until approved production levels are restored at Springvale Coal Mine and while other medium to longer term supply solutions are considered. The assessment of the proposal shows that it can be readily undertaken without the need to modify any existing infrastructure at Clarence Colliery.

The Department considers that the potential impacts of the proposal would be minor as there would be no increase in the current number of coal trucks travelling to the power station on any given day, and that State transportation routes would continue to be used. The Department therefore considers that the proposal is in the public interest, and recommends that the modification application should be approved, subject to conditions.



7. Recommendation

It is recommended that the A/Executive Director – Energy and Resources, as delegate of the Minister for Planning and Public Spaces:

- **consider** the findings and recommendations of this report;
- **determine** that the application DA 504_00 - MOD 4 falls within the scope of section 4.55(2) of the EP&A Act;
- **accept and adopt** all of the findings and recommendations in this report as the reasons for making the decision to grant approval to the application
- **agree** with the key reasons for approval listed in the draft notice of decision;
- **modify** the consent DA 504_00; and
- **sign** the attached approval of the modification (see **Appendix F**).

Recommended by:



16/8/19

Paul Freeman

Team Leader
Energy and Resources

Recommended by:



16/8/19

Steve O'Donoghue

Director
Resource Assessments



8. Determination

The recommendation is: **Adopted / Not adopted by:**



16/8/19

Mike Young

A/Executive Director
Energy and Resources

as delegate of the Minister for Planning and Public Spaces



Appendices

Appendix A – List of Documents

The Department has used the following sources of information to undertake its assessment:

- the modification application and supporting Modification Report for Clarence Colliery Mod 4;
- the Department's preliminary and final assessment reports for Clarence Colliery Mod 2 and 3;
- the existing conditions of development consent for Clarence Colliery;
- advice from NSW Government agencies, Lithgow City Council and Blue Mountains City Council;
- the submissions report provided by Centennial Coal;
- relevant environmental planning instruments, policies and guidelines; and
- relevant requirements of the EP&A Act.

Appendix B – Modification report

See the Department's website - <https://www.planningportal.nsw.gov.au/major-projects/project/12341>

Appendix C – Submissions

See the Department's website - <https://www.planningportal.nsw.gov.au/major-projects/project/12341>

Appendix D – Response to Submissions

See the Departments website - <https://www.planningportal.nsw.gov.au/major-projects/project/12341>

Appendix E – Additional Information

See the Departments website - <https://www.planningportal.nsw.gov.au/major-projects/project/12341>

Appendix F – Notice of Modification

See the Departments website - <https://www.planningportal.nsw.gov.au/major-projects/project/12341>

Appendix G – Consolidated Consent

See the Departments website - <https://www.planningportal.nsw.gov.au/major-projects/project/12341>