



Northern Coal Services

SSD-5145 Modification 5

Response to Submission Report

December 2024



SSD-5145 Modification 5

Response to Submissions Report

Company/s
Centennial Northern Coal Services Pty Limited
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1 Introduction

1.1 Background

Centennial Northern Coal Services (**NCS**) operations are located on the western side of Lake Macquarie, approximately 25 kilometres (**km**) south-west of Newcastle 140 km north of Sydney. NCS operations comprises of surface Coal Handling and Preparation Plant (**CHPP**) facilities at the Newstan Colliery Surface Site (**NCSS**) and Cooranbong Entry Site (**CES**), as well as private haul roads connecting Newstan Colliery, Awaba Colliery, CES and Eraring Power Station. NCS facilities are integral to the handling, processing and transport of coal from Newstan colliery (via conveyor) and Mandalong Mine (via an underground conveyor to CES then via private haul road to NCSS).

NCS is approved for:

- Upgrades to coal handling and train loading infrastructure;
- Processing of up to 9 Mtpa ROM coal through the NCS CHPP, representing ROM coal supplied from Newstan Colliery (up to 4.5 Mtpa), Mandalong Mine (up to 6 Mtpa), and Awaba Colliery (up to 0.88 Mtpa);
- Transporting up to 8 Mtpa of product coal through the NCS rail loading facilities by train to the Port of Newcastle;
- Transporting up to 6 Mtpa of product coal via overland conveyor to Eraring Power Station
- Transporting of up to 4.5 Mtpa of product coal by truck to Eraring Power Station utilising the Newstan-Eraring private haul road;
- Receiving coal from CES and coal and stone material from Awaba Colliery by truck utilising the Cooranbong and Newstan-Eraring private haul roads; and
- Transporting reject material from NCS CHPP to the Northern and Southern Reject Emplacement Areas and Hawkmount Quarry.

NCS is seeking to modify the development consent SSD-5145 (**MOD 5**) under Section 4.55(2) of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*.

A modification application and supporting Modification Report was submitted to the Department of Planning and Environment (DPE) in September 2024. The Modification Report was placed on public exhibition from the 23 October 2024 to the 5 November 2024. A total of fifteen (15) submissions were received by DPHI during the public exhibition period, comprising of:

- Ten (10) from community members;
- One (1) from Lake Macquarie City Council;
- Three (3) from Government Agencies; and
- One (1) from an organisation.

1.2 Modification Overview

NCS is seeking to modify the development consent SSD-5145 (MOD 5) to allow for:

- Beneficial use of Coal Washery Rejects (**CWR**) with:
 - Transport, via the existing private haul road via back haulage using existing approved truck movements, and use of up to 500,000 tonnes per annum of CWR under the EPA's *Coal Washery Rejects Order and Exemption (2014)* or a Specific Exemption to Eraring Power Station site for beneficial reuse as engineering fill material in site engineering works;
 - Transport, via the existing private haul road to Rhondda Road and then via the public road network, and use of up to 250,000 tonnes per annum, limited to a maximum of 2,000 tonnes per day, of CWR under the EPA's *Coal Washery Rejects Order and Exemption (2014)* or a Specific Exemption from the reject stockpiles at NCS by truck to external users for beneficial reuse as engineering fill material for earthworks and road formation construction;
- Establishment of mobile crushing and screening plant, on an as required campaign basis for up to 20 weeks per annum, to process oversized rejects and other materials within the NCS site at various locations, including the rail loop area, CHPP area and within the SREA operational stockpile area;
- Modify Schedule 2, Condition 6 to allow for additional coal and reject transport via back haulage using existing approved truck movements from NCS to CES and Eraring Power Station using the existing private haul road; and
- Modify Schedule 3, Condition 20 to align the wording of the Conservation Bond with the wording in the Biodiversity Offset Strategy required under Schedule 3, Condition 18.

1.3 Purpose of this Report

DPHI requested NCS prepare a response to the issues raised in submissions received during the public exhibition period in correspondence dated 3 December 2024.

This submissions report has been prepared to provide a summary of the issues raised by each stakeholder and a response to clarify any matters raised in the submissions. This submissions report has been prepared having regard to the *State Significant Development Guidelines: Appendix C - Preparing a Submissions Report* (DPIE 2022).

2 Analysis of Submissions

2.1 Overview

An overview of the submissions received during the public exhibition period is provided in **Table 1**.

Submissions received included:

- Ten (10) individual submissions from community members;
- One (1) submission from Lake Macquarie City Council;
- Three (3) submissions from Government Agencies; and
- One (1) submission from an organisation.

A submissions register has been provided as **Appendix A**.

Submissions are available to view on the DPE website at the link below.

<https://www.planningportal.nsw.gov.au/major-projects/projects/northern-coal-services-modification-5>

Table 1: Overview of Submissions

Source/Type	Object	Support	Comment	Advice	Total
Government Agencies	-	-	3	-	3
Council	-	1	-	-	1
Organisations	1	-	-	-	1
Individuals	5	5	-	-	10
Total	6	6	3	0	15

Three (3) Government Agency, the Environment Protection Authority (**EPA**), Transport for New South Wales (**TfNSW**) and the Department of Primary Industries and Regional Development – NSW Resources (**NSW Resources**) provided comments on the Modification.

Lake Macquarie City Council and five (5) community submissions provided support on the Modification.

One (1) organisation and five (5) community submissions received objected to the Modification.

2.2 Origin of Individual Submissions

The geographical location of the ten (10) individual submission received has been categorised as follows:

- Local: <5 km from Fassifern;
- Regional: >5 km and <100 km from Fassifern; and
- State: broader interest within NSW and >100 km from Fassifern.

Table 2 summarises the geographical distribution of individual submissions received.

Table 2: Origin of Individual Submissions

Source/Type	Local	Regional	State	Total
Comment	-	-	-	0
Support	1	4	-	5
Object	3	2	-	5
Total	4	6	0	10

3 Response to Submissions

3.1 Government Agency Submissions

3.1.1 NSW Environment Protection Authority

NSW EPA provided a submission that states:

The EPA's review has identified that the proposal is not predicted to result in any significant increases to environmental quality impacts (i.e. air, noise and water) from the NCS operations.

Attachment A provides the EPA's recommended conditions of consent for your consideration.

Attachment A

Recommended Condition of Consent

Centennial Northern Coal Services – SSD-5145 – Modification 5

Mobile Crushing and Screening Plant

Modify Schedule 2 Condition 9, by adding the following to Table 1.

Activity – Mobile crushing and screening plant

Operating hours – 7:00am to 5:00 pm on Monday to Saturday, and 8.00 am to 5:00 pm on Sunday and public holidays – for a maximum total of 20 weeks per annum.

NSW EPA submission also stated:

Centennial Newstan Pty Limited (Licensee) hold Environment Protection Licence 395 (Licence), issued under the Protection of the Environment Operations Act 1997 (Act), authorising current activities at the NCS mine complex. If the proposal is approved, prior to operating the mobile crushing and screening plant, the Licensee will need to apply for, and be granted, a variation to the Licence to add the activity to the as a scheduled or ancillary activity (depending on the scale).

Response:

NCS acknowledges and accepts the EPA's recommendation for modification to the SSD-5145 conditions of consent.

NCS acknowledges that an application for a variation to Environment Protection Licence (EPL) 395, will need to be applied for and granted, prior to operating the mobile crushing and screening plant.

3.1.2 Transport for New South Wales

TfNSW provided a submission that states:

TfNSW has reviewed the information provided and notes that the proposed Modification does not seek to amend the previously determined access arrangements.

Based on the above, TfNSW has no further advice to provide in respect to the proposed Modification.

Response:

Submission acknowledged.

3.1.3 NSW Resources

NSW Resources of the DPIRD provided a submission that states:

NSW Resources has reviewed the information supplied in relation to the Modification and based on the review has no specific comments in relation to Mining Act 1992 considerations and raises no issues regarding the Modification at this stage.

Response:

Submission acknowledged.

3.2 Council Submission

3.2.1 Lake Macquarie City Council

Lake Macquarie City Council provided a submission that states:

Consultation

As truck movements along Wakefield Road will substantially increase, please ensure residents affected by movements along the proposed route have been consulted.

Development contributions

Under Council s7.11 Development Contributions plan, businesses which generate heavy vehicle movements along council roads as a significant and integral component of their operations are charged a haulage levy. The calculation of the levy includes vehicle type, route travelled, and loads haulage, road condition and maintenance program, and existing traffic. The contribution funds maintenance of the roads affected by the additional impact.

If the approved haulage route traverses local roads, Council request a haulage levy is imposed as a condition of consent in accordance with Lake Macquarie City Council Development Contributions Plan Toronto Contributions Catchment. Council's Development Contributions and Infrastructure Management staff are able to assist in the preparation of a suitable condition of consent, as there are a variety of approaches for calculating haulage levies which should be tailored to the development.

Council welcomes further engagement on this matter/these matters.

Response:

NCS acknowledges Lake Macquarie City Council's recommendations to consult with residents located along the proposed transport route and will continue to actively engage with affected residents.

As part of the consultation undertaken for MOD 5, NCS distributed the Northern Coal Newsletter (see **Appendix 2**) to 330 residents, on the 23 October 2024. The newsletter distribution included residents along the haulage route and surrounds, the newsletter outlined the proposed Modification and associated environmental impacts.

NCS acknowledges Lake Macquarie City Council's request for a haulage levy in accordance with the *Lake Macquarie City Council Development Contributions Plan - Toronto Contributions Catchment* and NCS will further engage with Lake Macquarie City Council's contributions team to formulate a condition of consent for haulage levy.

3.3 Individual Submissions

Ten (10) individual submissions were received.

Five (5) individual submissions provided support for the proposed Modification and five (5) individual submission objected to the proposed Modification.

The matters raised in the individual submissions have been summarised and responses provided below.

3.3.1 Individual Submissions Supporting Proposed Modification

Five (5) individual submissions provided support for the proposed Modification and identified the following elements of the proposed Modification:

- Support for reuse of waste material and alignment with the Circular Economy;
- Support for economic benefits for waste reuse and resource conservation;
- Support for avoidance of landfill of waste materials;
- Support for use of back haulage to minimise environmental emissions and traffic impacts;
- Support for alignment with the biodiversity offset strategy; and
- General support for the proposed Modification.

Response:

NCS notes that the reuse of waste materials for beneficial use supports the circular economy. There is a demonstrated need for use of CWR for beneficial uses as an engineering material. There is an EPA Order and Exemption that is available to facilitate CWR for beneficial uses and NCS CWR testing indicates that the CWR will be compliant with the requirements of the EPA CWR Order. The use of CWR for beneficial use enables the use of an otherwise waste product to be used as an engineering material in a locality that has a shortage of acceptable engineering fill materials and its beneficial use conserves use of virgin quarried materials.

The proposed modification to the transport conditions to enable CWR beneficial reuse and enable efficient operations for reject and product coal haulage via back haulage using return trucks reduces greenhouse gas emissions and reduces traffic impacts.

The proposed introduction of mobile crushing plant facilitates beneficial use of CWR and also enables efficient operations at NCS.

The proposed modification of the Conservation Bond wording is aligned to previous agreement with DPHI for the trigger for the establishment of the Conservation Bond.

3.3.2 Individual Submissions Objecting to Proposed Modification

3.3.2.1 Traffic and Transport Impacts

3.3.2.1.1 Transport Route

Two (2) individual submissions raised concerns that the preferred transport route (referred to as Option 1, in the Modification Report), is not the most efficient haulage route.

The submissions compared the preferred Option 1 access and use of the public road network to Option 2 proposed in the Modification Report.

One submission also raised concerns that the preferred route to Eraring Power Station will be negated once the closure of the power station.

Response:

As part of the route selection NCS reviewed five (5) potential transport routes. The transport routes were assessed based on the potential constraints relating to network configuration and impacts to potential sensitive users.

The proposed transport route for external CWR users consists of:

- All trucks arrival and departure from/to NCS via the private haul road;
- Loading of CWR onto trucks at NCS stockpile locations and transport via the existing private haul road exiting to Rhondda Road, Teralba;
- Trucks would turn left at the private haul road and Rhondda Road intersection, on to the public road network and travel along Rhondda Road to its intersection with Wakefield Road;
- Trucks would continue to travel southbound along Wakefield Road until its intersection with the Palmers Road Intersection; and
- Trucks would turn onto the M1 Pacific Motorway to travel to the project user destination sites either north or south.

This route has been selected to avoid trucks travelling through the more developed and established residential areas, by utilising the private haul road to Rhondda Road. The selected haulage route is also a designated heavy vehicle route for other approved operations, such as the Metromix Quarry (approved Route 2) and Downer Asphalt Plant, both located off Rhondda Road.

The export of CWR to external customers will result in an additional 13 laden trucks or 26 two-way movements per hour during peaks on the public road network. The Traffic Impact Assessment (TIA) assessed the impacts of the increased traffic volume on the key intersection using SIDRA modelling. The intersection modelling has shown the operation of the additional traffic from the proposed Modification would result in little to no impacts to key intersections along the proposed truck haulage route.

The traffic generation under the proposed Modification will be generally reliant on major project campaigns requiring the use of CWR, such that there are likely to be periods of time when traffic generation is nil and any infrastructure works to address performance issues at the Wakefield Road / Palmers Road / Cessnock Road intersection would not be required.

The reasons for the selection of the Option 1 haulage route was considered and justified within the modification Report and the submissions raised regarding alternative haulage routes, while noted, are not considered viable or feasible alternatives to the proposed Option 1 haulage route on traffic management, transport planning and traffic safety considerations.

In response to the concern raised regarding the use of the existing private haulage road for transport of CWR for beneficial reuse at Eraring Power Station, it is noted that the existing private haulage road under the SSD-5145 consent enables coal haulage from the CES to the NCS site for the life of the NCS consent to December 2045 and the proposed Modification seek to enable back haulage of CWR during that period. It is also noted that upon the closure of the Eraring Power Station, it is anticipated that site rehabilitation will extend for a period after closure and CWR can be utilised for beneficial reuse during this rehabilitation period with the continued use of the private haul road under SSD-5145 consent (as proposed modified).

3.3.2.1.2 Existing Road Users –Pacific Motorway and Rhondda Road

One (1) submission raised concerns regarding the existing mixed usage of the Pacific Motorway and Rhondda Road, by heavy and light vehicles. The submission notes that the roads already carry heavy industrial traffic and is in constant use by utilities as well as residential traffic.

The submission also claims that the Modification Report classification of Rhondda Road is misleading, as it is a motorway noting, *“Even though it is a council road, in a residential area, it is signposted as MWY at the*

junction with Railway St, Teralba. This is known to road users, and already brings about high density of traffic using Rhondda Road up to Palmers Rd”.

Response:

The proposed Modification is not proposing any changes to the existing road uses of the Pacific Motorway or Rhondda Road.

The export of CWR to external customers will result in an additional 13 laden trucks or 26 two-way movements per hour during peaks on the public road network. The TIA assessed the impacts of the increased traffic volume on the key intersection using SIDRA. The intersection modelling has shown the operation of the additional traffic from the proposed Modification would result in little to no impacts to key intersections along the proposed truck haulage route.

Rhondda Road has been classified as a Local Road in the TIA and the Modification Report, in accordance with Transport for New South Wales, NSW Road Network Classifications.

3.3.2.1.3 Cumulative Impacts on Traffic

Two (2) submissions raised concerns regarding the cumulative impact on traffic that the proposed Modification will contribute to in relation to other proposed projects within the region, specifically the Black Rock Motor Resort and a proposed modification for the Concrush Resource Recovery Facility Expansion Project.

Response:

The potential for cumulative impacts in relation from the proposed Modification is considered to be minimal given the scale and nature of the proposed Modification.

The traffic generation proposed under the proposed Modification is generally reliant on major project campaigns requiring the use of CWR, such that there are likely to be periods of time when traffic generation is nil.

The intersection modelling has shown the operation of the additional traffic from the proposed Modification would result in little to no impacts to key intersections along the proposed truck haulage route.

3.3.2.2 Impacts to Biodiversity

One (1) submission raised concerns about the Modifications potential impact on threatened species. The submission claimed that further investigations should be undertaken to assess the impacts to biodiversity across the entire project boundary.

Response:

No additional clearing of vegetation is proposed as part of proposed Modification and no biodiversity impacts are predicted, therefore NCS does not agree that further investigation need to be undertaken.

No additional mitigation measures are proposed. Biodiversity management at the NCS operation will continue to be managed in accordance with the Centennial *Northern Region Biodiversity Management Plan*.

3.3.2.3 Community Consultation

One (1) submission raised that there was inadequate engagement with the community regarding the proposed Modification.

The submission requested that *“..proper information dissemination true community involvement and tangible action from the Coal community consultive committee to engage with the community”*

Response:

NCS recognises the importance of stakeholder and community engagement. Centennial has had a long-standing presence in the region.

The Newstan-Awaba Community Consultive Committee (**CCC**) has operated for over 20 years and aims to provide a forum for open discussion between representatives of Centennial Coal, community, Council and other stakeholders on issues directly relating to Centennial Coal's Northern operations, environmental performance and community relations, and keeps the community informed on these matters.

Section 6 of the Modification Report outlines the engagement that was undertaken during the preparation of the proposed Modification.

NCS distributed a Newsletter (see **Appendix 2**) outlining the proposed Modification, public exhibition dates and how to make a submission. The Newsletter was distributed to approximately 330 residents within the local area, including residents along the proposed haulage route and surrounds. The Newsletter provided a summary of the proposed Modification and associated impacts, as well notification that the Modification was on public exhibition and a link to the Modification Report on the Major Projects website. A contact number and email was included on the newsletter for anyone who wanted to request additional information.

A copy of this newsletter is also available on the Centennial Northern Coal Services Website.

3.3.2.4 Community Consultive Committee

One (1) submission raised concerns regarding the integrity and validity of the Community Consultive Committee noting a major investigation should be undertaken into Centennial's Community Consultive Committees.

Community Consultation: there are longstanding and major issues regarding the integrity, extent, and validity of the proponent's consultation with the community. Nothing short of a major investigation of the operations of a number of so-called "Community Consultative Committees" is long overdue before the proponent should be permitted any further activity across the company's various convoluted mining leases in the area. There is clear evidence of failure to effectively engage with public concerns regarding the proponent's operations in the area over more than the last 16 years.

Response:

The Newstan-Awaba **CCC** has operated for over 20 years and aims to provide a forum for open discussion between representatives of Centennial Coal, community, Council and other stakeholders on issues directly relating to Centennial Coal's Northern operations.

The CCC is a requirement of the development consents held by Centennial Coal, including SSD-5145.

The use of CCCs for coal mining projects is well established throughout NSW as part of ongoing environmental management to ensure communications, transparency and compliance are maintained to the highest standards.

NCS disagrees and rejects the submission's position in relation to the integrity and validity of the CCC.

3.3.2.5 Public Safety

One (1) submission raised concerns how the proposed Modification will impact public safety, in particular the safety of motorists using Rhondda Road and the potential impacts from noise and air quality to Teralba residents.

Response:

The Modification Report considered five (5) separate options for the proposed haulage route, with the preferred option (**Option 1**) selected for a number of reasons (as outlined in Section 3.3.1.1 of this report) and primarily as it provides safer conditions and minimises traffic and environmental impacts to potential receivers.

The TIA indicates that there are no foreseen road safety concerns with respect to the increased traffic generation proposed as part of proposed Modification, with the general safety conditions of the external road network to remain generally consistent with the existing conditions. To manage potential impacts, the traffic generation during peak hours on the road network will be minimised during peak hours at the intersection of Wakefield Road / Palmers Road / Cessnock Road.

The proposed Modification will not result in the emission of a polluting discharge in a manner that is likely to have a significant adverse impact in its locality or on existing or future development on other land.

The potential impacts from Project related traffic on the surrounding public roads are assessed using the NSW EPA Road Noise Policy (RNP). The increase in road traffic noise was below 2dB and is unlikely to be discernible and would not require consideration of mitigation.

The Modification proposes installation of a temporary acoustic barrier during the operation to the mobile crushing plant, with the opening oriented away from the nearest sensitive receivers at each proposed crushing location to minimise the noise impact.

3.3.2.6 Applicant Details

One (1) submission raised concerns regarding the applicant details, noting

The modification application document submitted by the proponent uses the title "Northern Coal Services Modification 5". The Modification report, however, uses a different project title, "Centennial: Northern Coal Logistics Modification Report for Modification 5 to SSD-5145 (MOD5)"

Response:

As outlined in Section 1.3 of the Modification Report, Centennial Northern Coal Services Pty Ltd, Centennial Mandalong Pty Ltd (the controlling and operating entity of the Mandalong Mine) and Centennial Newstan Pty Ltd (the controlling and operating entity of the Newstan Colliery) are all fully owned subsidiaries of Centennial Coal Company Pty Ltd (**Centennial**).

NCS is operated by Centennial Northern Coal Services Pty Limited (ABN 47 125 670 288), which is a wholly owned subsidiary of Centennial.

Centennial is an Australian mining company supplying domestic and export markets.

Centennial is a wholly owned subsidiary of Banpu Public Company Limited (Banpu).

Centennial Northern Coal Services Pty Limited is the proponent for the proposed Modification to SSD-5145 (MOD5).

3.3.2.7 Staging of Applications

One (1) submission raised concerns that the proposed Modification is part of a deliberate staging of development applications, noting that the activities need to be holistically assessed under all relevant state and federal legislation.

Response:

NCS disagrees with this position put forward by the submission.

The proposed Modification is independent of any other proposed modifications and the Modification Report has been prepared to consider the justification for the proposed Modification and environmental impacts of the proposed Modification.

3.4 Organisation Submissions

3.4.1 Five Bays Sustainable Neighbourhood Group

The Five Bays Sustainable Neighbourhood Group objected to the proposed Modification and a summary of the issues that were raised within the objection are outlined below:

- **Inefficient route:** This option is circuitous, covering approximately 8.6km and requiring a right-hand turn onto Palmers Road;
- **Safety concerns:** The intersection of Wakefield Road and Palmers/Cessnock Road poses safety risks, especially given its proximity to M1 exit points;
- **Population growth:** Teralba's growing population, in line with the State Government Planning relies on this route to access the M1;
- **Conflicting developments:**
 - The Black Rock Motor Resort, adjacent to the private haul road, will increase tourist traffic on Wakefield and Rhondda Roads;
 - Concrush's modification may further impact Wakefield Road traffic;
- **Better alternatives:**
 - Option 2 is shorter and safer, using approximately 63km of public road;
 - An unexplored route utilising the private haul road network could be even more efficient:
 - Exit private haul road onto Awaba Road;
 - Turn left onto Cessnock Road, continuing to Palmers Road and M1 interchange;
 - This route use only 4.8km of public road;
 - Awaba/Cessnock/Palmers Road is gazetted State Road.

Response:

3.4.1.1 Ineffective Route

The issues raised regarding the proposed haulage route are similar to those considered within Section 3.3.2.1.

As part of the route selection NCS reviewed five (5) potential transport routes. The transport routes were assessed based on the potential constraints relating to network configuration and impacts to potential sensitive users.

The proposed transport route for external CWR users consists of:

- All trucks arrival and departure from/to NCS via the private haul road;
- Loading of CWR onto trucks at NCS stockpile locations and transport via the existing private haul road exiting to Rhondda Road, Teralba;
- Trucks would turn left at the private haul road and Rhondda Road intersection, on to the public road network and travel along Rhondda Road to its intersection with Wakefield Road;

- Trucks would continue to travel southbound along Wakefield Road until its intersection with the Palmers Road Intersection; and
- Trucks would turn onto the M1 Pacific Motorway to travel to the project user destination sites either north or south.

This route has been selected to avoid trucks travelling through the more developed and established residential areas, by utilising the private haul road to Rhondda Road. The selected haulage route is also a designated heavy vehicle route for other approved operations, such as the Metromix Quarry (approved Route 2) and Downer Asphalt Plant, both located off Rhondda Road.

The export of CWR to external customers will result in an additional 13 laden trucks or 26 two-way movements per hour during peaks on the public road network. The Traffic Impact Assessment (**TIA**) assessed the impacts of the increased traffic volume on the key intersection using SIDRA modelling. The intersection modelling has shown the operation of the additional traffic from the proposed Modification would result in little to no impacts to key intersections along the proposed truck haulage route.

The traffic generation under the proposed Modification will be generally reliant on major project campaigns requiring the use of CWR, such that there are likely to be periods of time when traffic generation is nil and any infrastructure works to address performance issues at the Wakefield Road / Palmers Road / Cessnock Road intersection would not be required.

The reasons for the selection of the Option 1 haulage route was considered and justified within the modification Report and the submissions raised regarding alternative haulage routes, while noted, are not considered viable or feasible alternatives to the proposed Option 1 haulage route on traffic management, transport planning and traffic safety considerations.

3.4.1.2 Safety Concerns

The issues raised regarding safety concerns are similar to those considered within Section 3.3.2.1 and Section 3.3.2.5.

The export of CWR to external customers will result in an additional 13 laden trucks or 26 two-way movements per hour during peaks on the public road network. The Traffic Impact Assessment (**TIA**) assessed the impacts of the increased traffic volume on the key intersection using SIDRA modelling. The intersection modelling has shown the operation of the additional traffic from the proposed Modification would result in little to no impacts to key intersections along the proposed truck haulage route.

3.4.1.3 Population Growth

The issues raised regarding road safety concerns from the proposed haulage route from population growth are similar to those considered within Section 3.3.2.1.

The export of CWR to external customers will result in an additional 13 laden trucks or 26 two-way movements per hour during peaks on the public road network. The Traffic Impact Assessment (**TIA**) assessed the impacts of the increased traffic volume on the key intersection using SIDRA modelling. The intersection modelling has shown the operation of the additional traffic from the proposed Modification would result in little to no impacts to key intersections along the proposed truck haulage route.

The traffic generation under the proposed Modification will be generally reliant on major project campaigns requiring the use of CWR, such that there are likely to be periods of time when traffic generation is nil and any infrastructure works to address performance issues at the Wakefield Road / Palmers Road / Cessnock Road intersection would not be required.

3.4.1.4 Conflicting Developments

The issues raised regarding road safety concerns from the proposed haulage route from population growth are similar to those considered within Section 3.3.2.1.

The potential for cumulative impacts in relation from the proposed Modification is considered to be minimal given the scale and nature of the proposed Modification.

The traffic generation proposed under the proposed Modification is generally reliant on major project campaigns requiring the use of CWR, such that there are likely to be periods of time when traffic generation is nil.

The intersection modelling has shown the operation of the additional traffic from the proposed Modification would result in little to no impacts to key intersections along the proposed truck haulage route.

3.4.1.5 Better Alternatives

The issues raised regarding road safety concerns from the proposed haulage route from population growth are similar to those considered within Section 3.3.2.1.

The reasons for the selection of the Option 1 haulage route was considered and justified within the modification Report and the submissions raised regarding alternative haulage routes, while noted, are not considered viable or feasible alternatives to the proposed Option 1 haulage route on traffic management, transport planning and traffic safety considerations.

4 Conclusion

Modification 5 has been identified to have the following positive contributions to the environment and NCS operations:

- The reuse of waste materials for beneficial use supports the circular economy. There is a demonstrated need for use of CWR for beneficial uses as an engineering material;
- The use of CWR for beneficial use enables the use of an otherwise waste product to be used as an engineering material in a locality that has a shortage of acceptable engineering fill materials and its beneficial use conserves use of virgin quarried materials;
- The proposed modification to the transport conditions to enable CWR beneficial reuse and enable efficient operations for reject and product coal haulage via back haulage using return trucks reduces greenhouse gas emissions and reduces traffic impacts;
- The proposed introduction of mobile crushing plant facilitates beneficial use of CWR and also enables efficient operations at NCS; and
- The proposed modification of the Conservation Bond wording is aligned to previous agreement with DPHI for the trigger for the establishment of the Conservation Bond.

Modification 5 has been designed to avoid and minimise adverse biophysical, social and economic impacts. Management measures have been identified to mitigate any residual impacts from the proposed Modification. These management measures will help to ensure the proposed activities will have minimal additional environmental impacts.

Modification 5 is anticipated to have minimal environmental impacts beyond those previously assessed and approved under the consent. Matters raised within the submissions received have been considered and responded to within this Response to Submissions Report.

The proposed Modification is considered to be consistent with the relevant objects of the EP&A Act, including the principles of ESD, and will not change the nature of the development originally approved.

Environmental management will continue in accordance with the approved SSD-5145 conditions of consent and EPL 395, approved management plans and other requirements of the consent. Where required, additional safeguards have been proposed and these will be included and implemented.

The proposed Modification is considered to be consistent with the relevant objects of the EP&A Act, including the principles of ESD, and will not change the nature of the development originally approved.

Environmental management will continue in accordance with the conditions of SSD-5145.

5 References

Centennial Coal 2024, *Northern Coal Logistics, Modification Report for Modification 5 to SSD-5145 (MOD5)*

DPIE, 2022. State significant development guidelines – preparing a submissions report Appendix C to the state significant development guidelines.

6 Glossary

Abbreviation	Description
Amendment	A change in what the applicant is seeking consent for during the assessment. It requires changes to the project description in the EIS or modification report and amendments to the associated DA or modification application. Applications can only be amended with the agreement of the consent authority.
Amendment Report	A report prepared by the applicant to support amendments to a development application or modification application (see the <i>State Significant Development Guidelines - Preparing an Amendment Report</i>).
Applicant	The applicant of an SSD project seeking consent for a DA or modification application.
Consent Authority	The consent authority for a DA or modification application.
Department	Department of Planning, Housing and Infrastructure
Determination	A decision by the consent authority of an SSD application to either grant consent to the application subject to modifications or conditions or refuse consent to the application
Development Application (DA)	A development application seeking consent under the EP&A Act.
Environmental Impact Statement (EIS)	An environmental impact statement prepared by or on behalf of the applicant to accompany an SSD DA (see the <i>State Significant Development Guidelines - Preparing an Environmental Impact Statement</i>)
EP&A Act	<i>Environmental Planning & Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning & Assessment Regulations 2021</i>
Form Letter	An identical standardised letter that is lodged with the Department by multiple people or groups during the public exhibition of an EIS, amendment report, or modification report for an SSD project.
Major Projects Website	www.planningportal.nsw.gov.au/major-projects
Matter	An element of the environment that may be affected by an SSD (e.g. air, amenity, biodiversity, economic, social).
Minister	The Minister for Planning
Mitigation	Actions or measures to reduce the impacts of the project.
Planning Secretary	The Secretary of the Department

Abbreviation	Description
Project	State Significant Development (SSD)
Refinement	A change that fits within the limits set by the project description and does not change what the applicant is seeking approval for or require an amendment to the DA for the project.
State Significant Development (SSD)	Development that is declared to be State significant development under section 4.36 of the EP&A Act
Submission	A written response from an individual or organisation, which is submitted to the Department during the public exhibition of an EIS, amendment report or modification report for State significant development.
Submissions Report	A report prepared by the applicant to respond to the issues raised in submissions (see the <i>State Significant Development Guidelines – Preparing a Submissions Report</i>).

Appendix 1

Group	Name	Submission ID	Section where issues addressed in Submissions Report
Government Authority	NSW Environment Protection Authority	-	Section 3.1.1
	Transport for NSW	-	Section 3.1.2
	NSW Resources of the Department of Primary Industries and Regional Development	-	Section 3.1.3
Council	Lake Macquarie City Council	-	Section 3.2.1
Individual	Submissions in Support	-	Section 3.3.1
	Submissions Objecting	-	Section 3.3.2
Organisation	Five Bays Sustainable Neighbourhood Group	-	Section 3.4.1

Appendix 2

SSD-5145 Modification 5

Northern Coal Services Update

Centennial Northern Coal Services (**NCS**) operations comprises the surface Coal Handling and Preparation Plant (**CHPP**) at the Newstan Colliery Surface Site (**NCSS**) and Cooranbong Entry Site (**CES**), as well as coal transfer via the private haul roads from CES to NCSS and Eraring Power Station.

NCS operates under State Significant Development (**SSD**) consent SSD-5145.

Centennial NCS is seeking to modify development consent SSD-5145 via Modification 5.

Modification 5 is on public exhibition from 23 October 2024 to 5 November 2024 and can be accessed on the Major Planning Portal website via the following link: <https://www.planningportal.nsw.gov.au/major-projects/projects/northern-coal-services-modification-5>



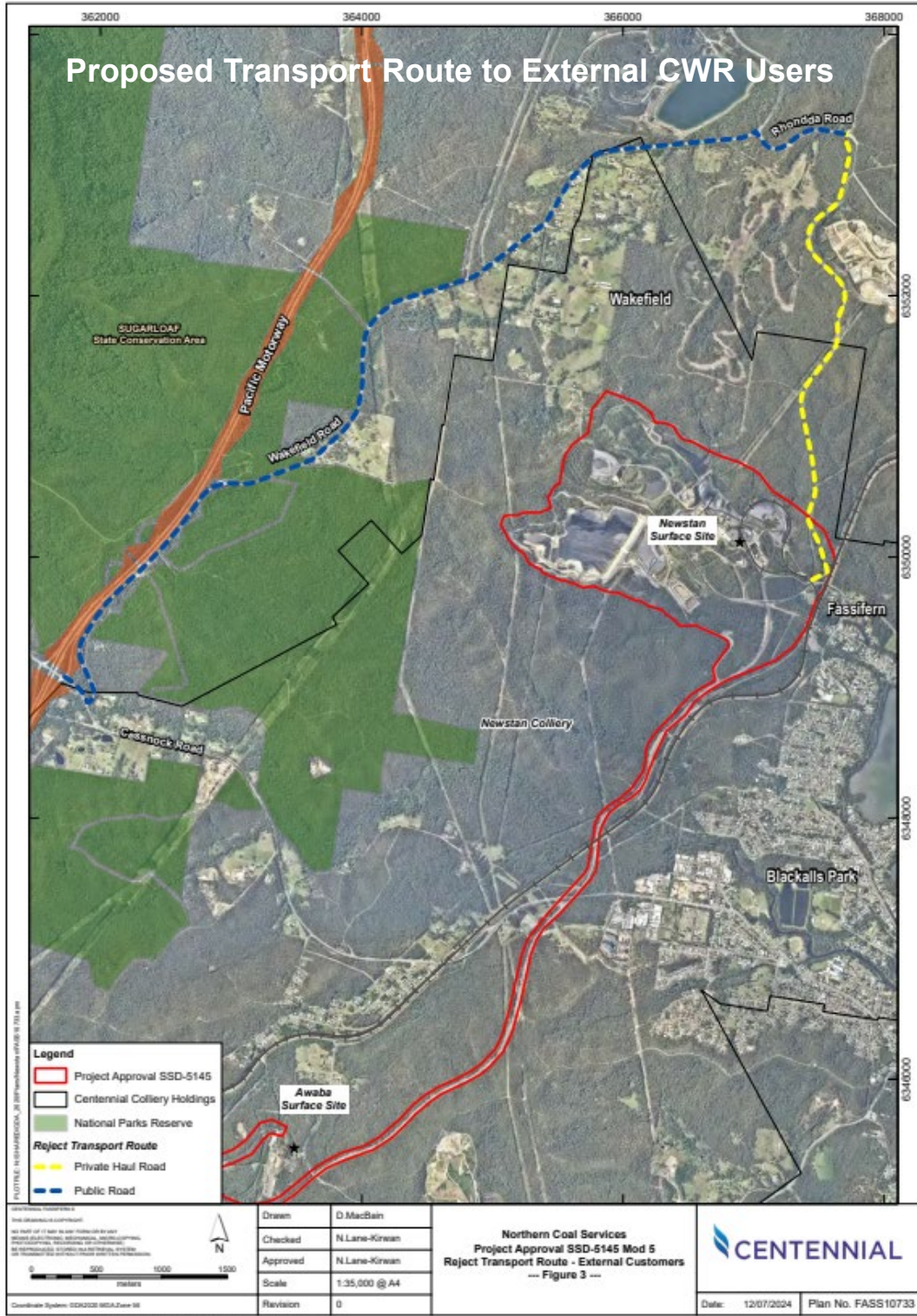
What is Proposed

Centennial NCS is seeking to modify SSD-5145, MOD 5, to allow for:

- ❖ Beneficial use of Coal Washery Rejects (**CWR**) with:
 - ❖ Transport, via the existing private haul road via back haulage using existing approved truck movements, and use of up to 500,000 tonnes per annum of CWR to Eraring Power Station site for beneficial reuse as engineering fill material in site engineering works;
 - ❖ Transport, via the existing private haul road to Rhondda Road and then via the public road network, and use of up to 250,000 tonnes per annum, of CWR from the reject stockpiles at NCS by truck to external users for beneficial reuse as engineering fill material for earthworks and road formation construction;
- ❖ Establishment of mobile crushing and screening plant, to process oversized rejects and other materials within the NCSS site;
- ❖ Modify Schedule 2, Condition 6 to allow for additional coal and reject transport via back haulage using existing approved truck movements from NCS to CES and Eraring Power Station using the existing private haul road; and
- ❖ Modify Schedule 3, Condition 20 to align the wording of the Conservation Bond with the wording in the Biodiversity Offset Strategy required under Schedule 3, Condition 18.

A detailed description of the proposed Modification is provided in the Modification Report.

SSD-5145 Modification 5



SSD-5145 Modification 5

Environmental Impacts

Modification has been developed to minimise environmental impacts. The Modification Report includes the findings of technical and environmental investigations on traffic, air quality, greenhouse gas and noise, and includes the measures to address potential impacts. No additional surface disturbance works are proposed as part of the modification.

A summary of the results from the technical assessment are provided below:

- ❖ Traffic
 - ❖ Use of back haulage within existing transport movements for transport of CWR to CES and Eraring Power Station.
 - ❖ Minimal additional traffic impacts on key intersections along the proposed off site haulage route.
 - ❖ The modification will result in additional traffic movements during peaks on the public road network, however this is conditional on CWR export campaigns. No road works will be required.
 - ❖ There are no foreseen road safety concerns to the public, with respect to the increased off site traffic generation proposed, with the general safety conditions of the external road network to remain generally consistent with the existing conditions.
- ❖ Air Quality & Greenhouse Gas
 - ❖ Results indicate that the modification is not predicted to exceed the existing criteria.
- ❖ Noise
 - ❖ Noise generated from reject transfer is unlikely to be discernible.
 - ❖ An acoustic barrier will be installed around the temporary mobile crushing plant to mitigate potential noise impacts.

Results of these assessments concluded the proposed modification will have no significant environmental impacts on the existing physical environment.

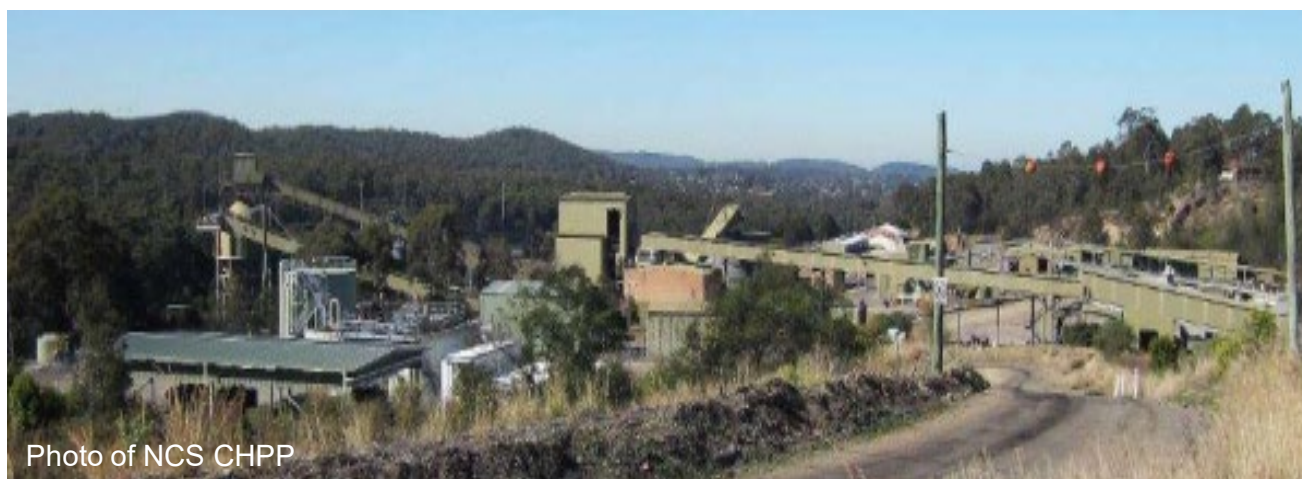


Photo of NCS CHPP

Further Information

If you have any questions regarding proposed Modification 5, contact **1800 247 662** or via email at newstancoilery@centennialcoal.com.au – Attention: Ron Bush – General Manager Development & Approvals