



25 August 2020

NSW DEPARTMENT OF PLANNING, INDUSTRY & ENVIRONMENT
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Sir/Madam

Council's reference: MISC/42/2010/D

State Significant Application No: MP10_0080-Mod-2

Applicant: Centennial Myuna Pty Ltd

Myuna Coal Mine – Modification 2 including:

Proposal:

- Transport of up to 1.0 Mtpa of run-of-mine (ROM) coal by road from Myuna Colliery to Cooranbong Entry Site (CES);
- Receipt of up to 0.2 Mtpa of Mandalong ROM coal by road from the CES; and
- Construction and use of a weighbridge.

In regard to the above-mentioned State Significant Development modification, thank you for the opportunity to make comment.

Council staff have reviewed the submitted Modification Report, prepared by EMM, dated 3 July 2020, and wish to raise the following issues:

Alternative options

The submitted Modification Report has not fully explored or detailed the alternatives in Section 1.6 (Justification and alternatives) of the report. If there is an alternative method for transporting the coal rather than using the public roads, this should be further explored. This may include a conveyor system or private haul roads.

Traffic

It is noted that the truck routes propose to use a number of different roads as follows:

Road	Ownership	Input
Wangi Point Road	Private Road	No input from Council required
Long Haul Coal Road	Private Road	No input from Council required
Wilton Road	Council Public Road	Input required from Council
Wangi Road	RMS controlled road with various owners	Input required from TfNSW and Crown Lands

Council's Traffic Engineer has reviewed the submitted Traffic Impact Assessment (TIA) and advised Wilton Road is under Council's care and control. This road has enough traffic capacity to cater for the proposed truck movements. However, the usage by trucks may cause damage to the roads and road safety implications.

Concern is also raised regarding the intersection of Wilton Road and Wangi Road, and the intersection of Wangi Road and Wangi Point Road. Wangi Road has a significant volume of traffic and the movements of large/ slow trucks may cause safety issues.

Wangi Road is under the care and control of TfNSW and their assessment is required. Crown Lands should also be consulted, as part of the route is over a Crown Road (Refer to Figure 1 below shaded dark grey and part over free hold land (shaded blue).

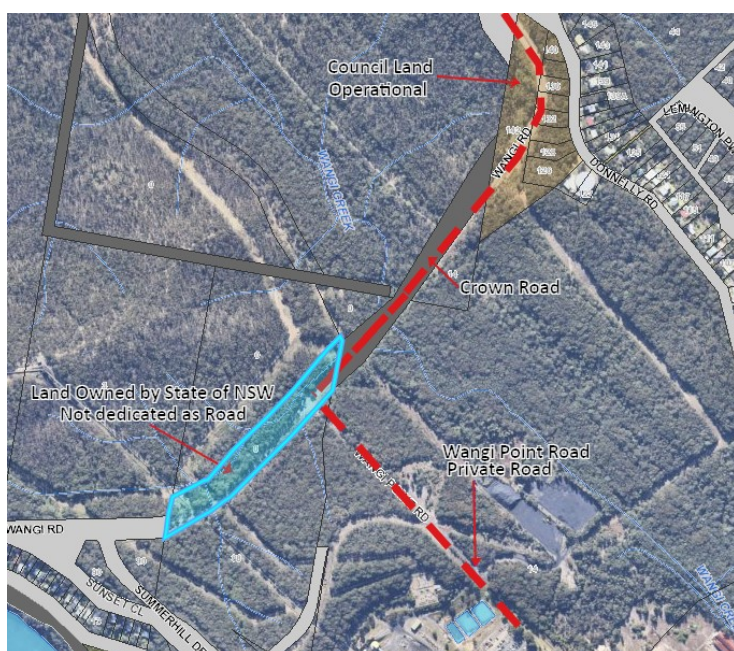


Figure 1 – Road ownership

Furthermore, Council is concerned about the road safety implications of the significant increase in truck movements on Wilton Road, in consideration of the NSW state government safe systems framework. If there is an alternative method for transporting the coal rather than using the roads, then this should be fully explored.

Road Haulage Contributions / Road Maintenance

In accordance with Lake Macquarie City Council's Development Contributions Plan – Toronto Contributions Catchment 2016, specifically Part 4 (Community Infrastructure and Contributions), Item 4.2 (Road Haulage), Council will seek road haulage contributions from developments that generate heavy vehicle movements as a significant and integral component of their operations and therefore lead to an increased burden on the existing road system. For development requiring a road haulage contribution Council will impose a condition of consent specifying a monetary haulage contribution rate per tonne of goods or materials transported to and/or from the site.

Please note Council does not have any recent traffic counts to assist in the determination of this levy. More recent traffic data is required along Wilton Road near the entrance to the mine and east of the Awaba tip entrance to determine current usage and the net increase the trucks would have on the ESA determinations.

Without new traffic data Council will be using obsolete counts taken in 2011.

A range of factors will be taken into consideration when calculating the haulage contribution rate for each applicable development including:

- The affected road sections and pavement types;
- The rehabilitation costs, routine maintenance costs and programmed maintenance costs;
- Existing traffic load quantified in terms of the number of equivalent standard axle loads;
- Proposed increase in traffic load as a result of the development proposal quantified in:
 - terms of ESA;
 - Quantity of goods or materials proposed to be transported along nominated haulage routes as specified in the development proposal.

Council will calculate the haulage contribution rate for each applicable development using the formula as described in the plan, that could be levied on a tonne per kilometre or average rate per tonne that may leave the facility. A review of the agreed levy must be allowable based on any changes to the operation of the plant and impact on surrounding road network.

There is one proposed route that material will leave the development which will entail haulage over two traffic hierarchies and responsible Roads Authorities.

Route 1: North along Wangi Point Drive to Wilton Road, Wangi Wangi. Approximate distance 3.34 km – Responsibility Transport for NSW (TfNSW) MR-217.

Route 2: West along Wilton Road, Awaba. Approximate distance 2.53 km – Responsibility Lake Macquarie City Council.

Council's Awaba Waste Management Facility at 367 Wilton Road, Awaba conveys garbage trucks and residential vehicles for the first 1.3 km of this road. A concrete road bridge built over the coal haul route which is owned by Centennial Coal will also be impacted for a distance of 0.04km.

Wilton Road is deemed as a Major Local Road in Council's Traffic Hierarchy road network. For the operation of this facility, the levy for the road varies depending upon the current usage of the road and the number of trucks hauling material and the load carried.

In order for Council to determine the levy applicable, further data will need to be supplied such as:

- Metro Count data in raw digital form either side of the garbage tip entrance in Wilton Road to determine the existing current traffic usage of the road pre-development to enable the net effect of the additional trucks that will reduce the economic life of the road;
- Maximum tonne that will be able to be hauled on any given day;
- Total tonnes per year;
- The timeframe or period that material will be hauled along Wilton Road;
- The configuration and capacity of trucks that will haul coal.

Without the above information Council can only make basic assumptions on the levy that may be imposed and will need to determine the number of trucks leaving the garbage facility as this information greatly affects the applicable levy.

Truck configuration leaving the facility affects the ESA determination for the haulage levy and details on type and size of trucks will need further clarification.

The existing road shall be resurfaced with a minimum 42mm deep AC14 for a distance of 20m either side the intersection of Wilton Road Awaba at the coal mine entrance.

Prior to determination for the variance in this modification from TfNSW must be obtained in particular the vehicle crossing points of Wilton Road and the entrance to the mine of Wangi Point Drive, Wangi Wangi.

No heavy vehicles are to use Wilton Road, Awaba north of the mine entrance due to the current condition of the timber bridge near the township of Awaba. This means that all trucks engaged in this operation must enter either the Coal haul road from Eraring Power Station or via the Main Road known as Wangi Point Road.

No heavy trucks shall be permitted to gain access onto the coal haul road from Cessnock Road, Awaba without TfNSW approval.

Once the above information is provided Council will be able to apply relevant information against the formula to determine the applicable levy required to transport material on its roads.

Awaba Waste Management Facility

In regard to the operation of Council's Awaba Waste Management Facility at 367 Wilton Road, Awaba, Council's Waste Department have raised the following concerns:

- Staff and public access to and from the Awaba Waste Management Facility onto Wilton Road. Will an intersection upgrade be required?
- Increased risk at the Wilton Road and Wangi Road intersection. Our garbage collection trucks have had a number of recent not at fault accidents at this

intersection turning right from Wangi Road into Wilton Road. Will an intersection upgrade be required?

- Deterioration of Wilton Road due to increased truck movements.

Operational Noise

Council's Environmental Health Officer has reviewed the submitted Noise Impact Assessment (NIA), prepared by EMM, dated 2 July 2020, which states that the proposed modification does not result in any additional heavy vehicle movements on the private haul road or increased noise emissions above the existing operational noise levels.

Notwithstanding the above, it should be noted the report indicates that based on quarterly noise monitoring for compliance reporting, noise emissions are above approved target levels and there is a history of complaints from neighbouring residential premises.

Whilst no additional noise generation is predicted, it is likely that any additional operational noise resulting from the proposed modification may make compliance with existing noise limits even more problematic.

Approving an expansion of noise generating operations when current target levels are already being exceeded would be an undesirable outcome for impacted residents.

The report states that negotiations are underway with impacted residents however no further information on that process is included.

Road Traffic Noise

The assessment does not consider increased traffic volumes on public roads justify carrying out a road traffic noise assessment, claiming an insignificant increase in overall vehicle movements.

With regard to increased traffic, the report appears to assume 24 hour operation resulting in a stated percentage increase of around 7%. Considering the proposed hours of operation from 7am to 6pm, the maximum traffic increase at 20 movements per hour equates to 220 movements daily for the highest predicted daily total (Saturday). Measured against traffic study average quoted at 6979 movements, this represents an increase of just over 3%, which is a more favourable statistic.

However, when considering the significance of this figure it should be recognised that this 3% increase in total traffic volume is likely to represent a far more significant percentage increase in heavy vehicle movements relative to existing traffic, which supports the case for a road traffic noise assessment.

Air quality

Council's Environmental Systems Department have reviewed the submitted Air Quality Impact Assessment, prepared by EMM, dated 2 July 2020, and advised the report concludes that the modelled predictions and cumulative impacts for Total Suspended Particles (TSP), PM_{2.5}, PM₁₀ and dust deposition are below the applicable impact assessment criteria at all assessment locations.

However, the modelling was based on the assumption of best practice dust mitigation measures including:

- Use of water carts and sprays;
- Paved roads;
- Enclosed conveyors;
- Enclosed processing plant; and
- Watering of coal stockpiles.

These requirements will need to be implemented during the operation of the facility if the modification is approved.

Furthermore, consideration should be given to requiring the applicant to submit an air quality impact assessment validation report within 6 months of operation to confirm that TSP, PM_{2.5}, PM₁₀ and dust deposition meet the applicable impact assessment criteria.

In addition, the site is regulated by the Environmental Protection Authority (EPA) under Environment Protection Licence (EPL) 395. The application will need to be reviewed by the EPA and the EPL updated as appropriate.

Flora and Fauna

Section 7.5 (Other environmental aspects) of the modification report states:

“No areas of native vegetation will be cleared for the proposed modification.

No additional mitigation measures for potential impacts to biodiversity are considered warranted.

Ecology monitoring, assessment and reporting are currently managed through the EMS and the Northern Region Biodiversity Management Plan (BMP). The EMS and BMP will continue to operate under the proposed modification.”

However, the proposal necessitates the upgrading of intersections. If these intersection upgrades involve the removal of native vegetation then measures will need to be implemented to retain fauna connectivity across the road and compensate for any loss of native vegetation and fauna habitat.

Social impact

Whilst the proposal will result in economic benefits due to enabling the continuation of mining operations (and its associated employment opportunities), the proposal will result in a number of negative social impacts. The main negative social impacts associated with the proposal are likely to be:

- Noise – from both the additional truck movements as well as the additional operations (loading trucks, mixing the coal);
- Traffic – due to the additional truck movements along the public roads;
- Environmental impacts and air pollution – both from the additional truck movements, as well as dust from the mixing operations.

These impacts have the potential to affect people’s way of life, quality of life, and their health. Therefore, these issues will need to be assessed by relevant expertise to ensure that they are within acceptable limits, and will not adversely impact on either the local or the wider community.

Draft conditions cannot be provided at this time until the above-mentioned issues are adequately addressed.

Should you require further information, please contact the undersigned on 4921 0119 or by e-mail on gwilliams@lakemac.nsw.gov.au.

Yours faithfully

A handwritten signature in cursive script, appearing to read 'Georgie Williams', written in dark ink.

Georgie Williams
Senior Development Planner
Development Assessment and Certification