



State Rail Authority of New South Wales

11-31 York Street, Sydney NSW 2000
GPO Box 29, Sydney NSW 2001

Telephone (02) 224 4630

Reference C&M.89.ES:LG
Your Ref: 86/2889

14 December 1989

Department of Planning
Box 3927 GPO
SYDNEY NSW 2001

Attention Ms B Adams,
Manager Assessment Branch



Dear Ms Adams

PROPOSED CAMBERWELL COAL PROJECT SINGLETON
- ENVIRONMENTAL IMPACT STATEMENT REPORT COMMENTS

I thank you for the opportunity to comment on E.I.S. Report of 30 October 1989 and the following points are raised for your consideration and review of this Report, viz:

- 1) State Rail endorses the commitment made to use rail totally to transport all export coal to Newcastle and to provide a high quality Level 5 coal loading facility from the outset of coal production.
- 2) State Rail notes the final location of a coal loading facility remains to be determined and also, Camberwell's proposal to excise portion of their Surface Lease Application area for such a facility to operate independently under a separate joint venture operating company.

State Rail's requirements for this loading facility in either the proposed site or, at an alternative site would be:

- 2.1 Compliance with State Rail's operational and technical standards set for Level 5 coal loading facilities and for rail connection to the Northern Railway Line.
- 2.2 Submission of detailed engineering plans for approval for the required railway works and structures over or under the new line.
- 2.3 Negotiated settlement in respect of occupation of disused railway line in the event that such land is required for the adopted site of the coal loading facility.

3. To maximise coal extraction we note the proponents propose to open cut mine within 60m of the Northern Railway's centreline with maximum batter angles up to 53° and 15m berms, reference Page 43. State Rail supports proposed provision of vegetation screens to restrict view from the Northern Railway of the open cut operations. However, of primary concern is that the proponents be required to take all necessary measures to ensure that open cut mining operations at no times undermine the stability of the Northern Railway's foundations.
4. We support the provision of overhead bridge across the Northern Railway for the internal haul road linking the South Pit with coal preparation and stockpiling facilities adjacent to the North Pit.. Prior to construction, engineering plans will be required for approval by State Rail.

The question of a second bridge connection across the Northern Railway arises with Rix's Creek coal if the rail loop is finally sited, as proposed in this EIS Report. Such a decision will then require Rix's Creek coal to be transported by conveyor or, internal haul road across the Northern Railway. The latter option raises consideration of the appropriateness of a single, common bridge crossing to service the needs of both Rix's Creek and Camberwell projects and reduce project costs.

Please incorporate these comments in your review of the E.I.S. Report.

Yours faithfully



T P KEARNEY
GENERAL MANAGER
COAL & MINERALS

CLASS INITIALS	LDer	86	2889
CATEGORY			
TITLE			
LOCATION			
ACTION OFFICER	B. Adams		
MARKING	V. THOMSON.		
INSTRUCTION	DATE 4 11 1989		