

Enquiries
Please ask for Theresa Folpp
Direct 02 6549 3700
Our reference Maxwell Mine

12 July 2023

Joe Fittell
Resource Assessments
Department of Planning and Environment

Dear Mr Fittell

Drayton Rail Loop Modification 1 – Council Comments on Modification

Reference is made to 'Antiene Rail Spur Life Extension Modification Report' (2023) and associated appendices (Modification Report), and request to provide comment via the Major Projects Portal.

The Modification Report is for a proposed modification to the Drayton Rail Loop (Antiene Rail Spur) Development Consent DA 106-04-00. The Antiene Rail Spur services the Maxwell Underground Mine Project (the Maxwell Project) and the existing Mt Arthur Mine and connects to the Main Northern Railway Line (see **Figure 1**).

The Modification would extend the operation of DA 106 04-00 to align with the approved operating life of the Maxwell Project (i.e. until 2047).

The Modification does not increase the total allowable train movements on the Antiene Rail Spur, or the maximum train movements on the Maxwell Project's rail loop. Nor does the Modification propose to increase surface disturbance.

Council staff appreciate the opportunity to provide feedback and provide comments as follows:

1. The Noise Impact Assessment models Mount Arthur Coal (MAC) to cease coal transport in 2026. Information should be provided that relevant noise limits will not be exceeded, should MAC be approved to operate until 2030.
2. Cond 6.2 of DA 106 04-00 states the following:

'No coal shall be hauled on public roads except under emergency or special situations and only with the prior written permission of the Director-General, RTA and MSC.'

In its response to the Maxwell Project (SSD 9526) Submissions Report, Council staff made a comment in relation to Cond 6.2 of DA 106 04-00, as follows:

'Appropriate conditions of approval required to adequately define 'emergency' and 'special situations' and to set an absolute maximum time/quantity of coal that could be hauled during an emergency or special situation'.

This request should be addressed as part of this Modification.

3. It is noted that Section 6.4.3 of the Modification Report references the 2022 Hunter Valley Corridor Capacity Strategy which clarifies that 'passenger services have priority on the Main Northern Railway Line'.
4. As the rail spur is not located wholly within the existing mining tenements for the Maxwell Project, a description of the rehabilitation responsibilities and associated obligations should be clarified.
5. The Antiene Rail Spur crosses the Antiene Railway Station Road (see figure below) at a level crossing approximately 40m from the Antiene Railway Station Road and Hebden Road intersection.

Whilst the Modification does not seek to change the allowable train movements on the Antiene Rail Spur, there will be an intensification in movements due to the inactivity of Drayton Coal / Maxwell since the closure of Drayton Mine.

For this reason, and in consideration of the safety of residents in this area, Council staff request consideration of an upgrade to the level crossing to boom gate / flashing lights.



Council staff appreciate the opportunity to comment and would be pleased to provide additional information if requested. Should you need to discuss the above, please contact Theresa Folpp, Development Compliance Officer on 02 6549 3700 or email council@muswellbrook.nsw.gov.au.

Yours faithfully

Sharon Pope
Director Environment and Planning

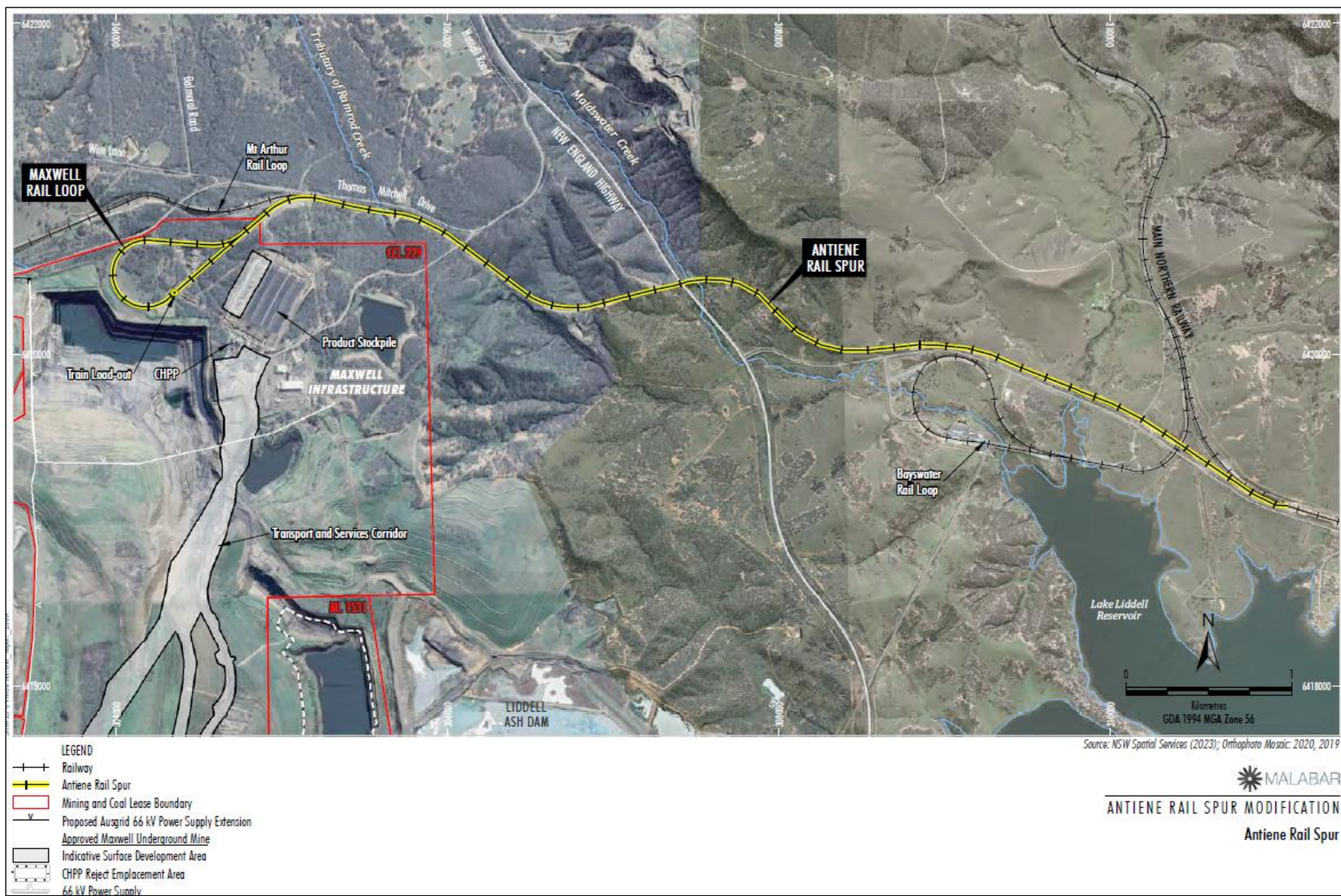


Figure 1 – Location of Antiene Rail Spur