



Andrew Rode
Senior Environmental Assessment Officer
Resource Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr. Rode,

**Charbon Colliery Modification 1 (SSD 08_0211 MOD 1) and Airly Coal Mine
Modification 2 (SSD 5581 MOD 2)**

Thank you for your email dated 29 April 2019 requesting Transport for NSW (TfNSW) review the subject matter. It is noted that the subject matter had also been referred to John Holland Rail (JHR), who has been appointed by TfNSW to manage the Country Regional Network (CRN).

The subject proposals seek approval to transfer water up to 170 ML/year from Charbon Colliery to the Airly Mine pit top by using rail transport. The railway line for the water transfer forms part of the CRN.

TfNSW and JHR have reviewed the documentation associated with the proposal and our comments are provided in **Attachment A**.

Thank you again for the opportunity of providing advice for the above development application. If you require any further information, please don't hesitate to contact Billy Yung, Senior Transport Planner, via email at billy.yung@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

14/5/2019

Mark Ozinga
**Principal Manager, Land Use Planning & Development
Freight, Strategy & Planning**

CD19/03533
CD19/03535

Environmental Protection License

Comment:

The SEE for Charbon Colliery Modification 1 states that rail noise due to the proposal is expected to comply with JHR's Environmental Protection License 1342 (EPL) limits on rail transportation noise. It is acknowledged that the subject railway line is currently covered under JHR's EPL. In conjunction with the SEE for Airly Coal Mine Modification 2, it contains no information regarding any consequential impact of the modification on JHR's EPL.

Recommendation:

It is requested that the applicant be conditioned to consult with JHR on the rail noise issue to ensure that the proposal has no adverse impact on JHR's EPL.

Rail Transportation

Comment:

The railway line proposed to be used for water transfer consists of two separate sections in part, one of which is from Charbon Colliery Junction to Kandos and the other which is from Baal Bone Junction to Charbon Colliery Junction. These sections of the railway line are temporarily suspended for rail services and inspection of the railway lines are required prior to rail services being restored.

Recommendation:

It is requested that the applicant be conditioned to advise JHR of the estimated time that the subject railway lines are intended to be used such that JHR can arrange an inspection be carried out prior to rail services being restored.

Rail Traffic

Comment:

The SEE for Charbon Colliery Modification 1 states that Centennial Coal will liaise with JHR to ensure the addition of Charbon water trains to the railway line does not generate inconvenience to any existing or future rail users.

This is supported as there are plans and discussion to operate occasional tourist trains in the section from Rylstone to Kandos and possibly onto Lithgow.

Recommendation:

It is requested that the applicant be conditioned to liaise with JHR on the issue of the proposed rail service prior to and during the operational phases of the development.

It is advised that the applicant to consult with JHR (Joanne Cheoung, Commercial Property Analyst, via email at joanne.cheoung@jhg.com.au) in regards to the above comments should there be further information required.