

The Department of Planning and Environment

GPO Box 39

Sydney NSW 2001

Submission RE: Berrima Rail Project, State Significant Development SSD 15_7171

I support the Berrima Rail Project Being Approved

Introduction

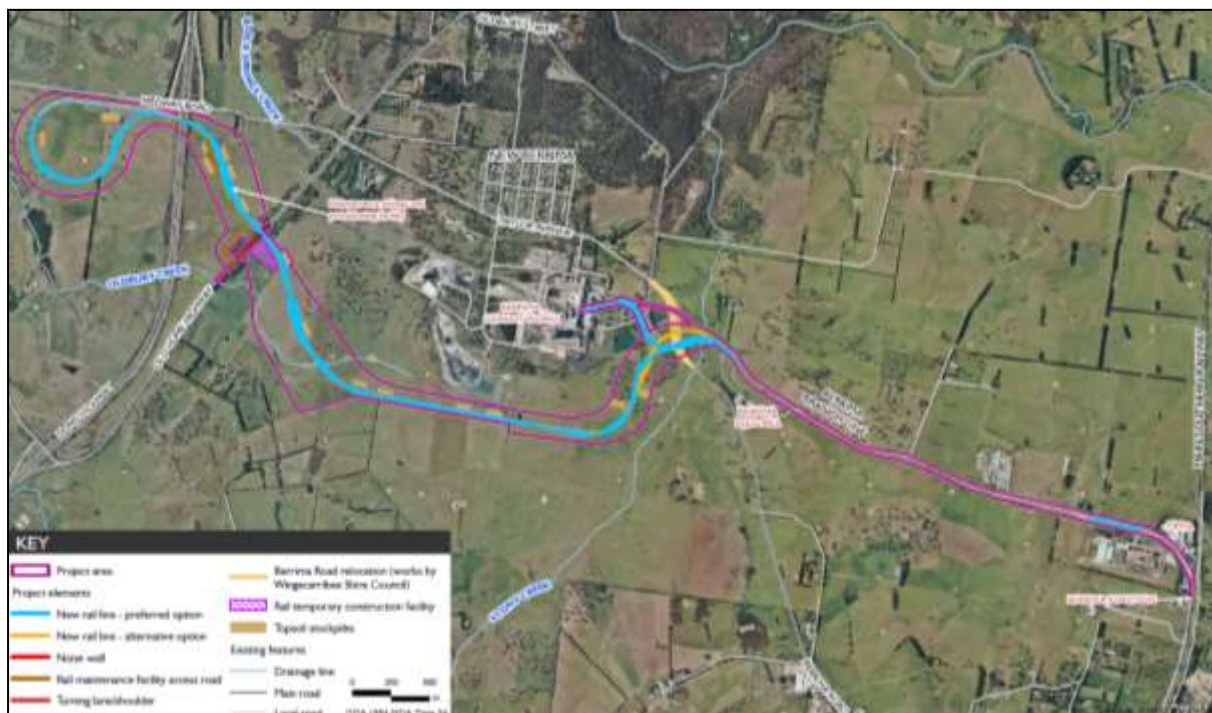
The proposed Berrima Rail Project includes;

1. A new “balloon” loop and approx. 1Km of new rail under the Hume Highway passing over the old Hume Highway via a bridge then joining the existing Berrima Branch Line on the eastern side of the Berrima Cement works (coloured blue in the map below).
2. The Berrima Branch Line to the Berrima Junction of the Main Southern Line (existing).

The new and existing rail will have the capacity to transport up to 3.5Mtpa to Port Kembla Coal Terminal on the coast.

Noise evaluation was carried out at 74 locations that may be impacted and only one property was identified as being impacted above the trigger level for noise mitigation.

Air quality evaluation for PM10, PM2.5, NOx and Volatile Organic Compounds were found to be within the acceptable range of air quality criteria for all surrounding receptors.



Hume Coal would require up to 4 trains per day (8 paths). The average number of paths per day would be 5. Potential delays at Robertson caused by the additional 8 paths would be in the order of 24 minutes or an increase of 1.67% in total delays each day.

The two projects; Hume Coal Project and the Berrima Rail Project are inextricably linked.

The new section of track (marked blue on the above plan) would be constructed by Hume Coal and Hume would also undertake modifications to the Berrima Branch Line which is owned by Boral.

Conclusion

The existing rail; Berrima Branch Line, Main South Line and the rail line from Moss Vale to Port Kembla all have existing capacity to accommodate up to 3.5Mtpa. The additional new track that joins the Berrima Branch Line will be purpose built so that all coal from the mine site will be transported on rail.

Environmental Impacts are minimal and one of the more significant issues of dust generation from uncovered rail wagons will be addressed by installing hard covers on the rail wagons.

This project is an integral component of the Hume Coal Project and in my opinion that this project can be approved in conjunction with the Hume Coal Project.

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