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Andrew Rode
Senior Environmental Assessment Officer
Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Mr. Rode,

**Charbon MOD 2 - Rehabilitation (MP 08_0211 MOD-2) and Clarence Colliery
Modification 6 (DA 504-00 MOD6)**

Thank you for your correspondence via Major Project portal (ref: PAE-9769641) on 6 October 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

Charbon MOD 2 seeks approval to modify SSD 08_0211 to allow for transfer of Coarse Coal Reject (CCR) from Clarence Colliery to Charbon Colliery, while Clarence MOD 6 seeks approval to modify Clarence's development consent (DA 504-00) to allow exportation of CCR from Clarence Colliery to Charbon by rail. The railway line in question consists of four sections, two of which are part of the Country Region Network (CRN), being Airly to Charbon, and Wallerawang to Airly. The other two sections are part of the Sydney Trains network. John Holland Rail (JHR), who has been appointed by TfNSW as the Rail Infrastructure Manager (RIM) to manage the CRN, has been consulted as part of the assessment process.

The Modification Report (version dated September 2020) in support of the subject proposals was reviewed and the following comments are provided:

Impact of train movements

Comment

- It is not evident that consideration has been given to the impact of reversing train movements both entering and exiting the Clarence loop as both movements will result in blocking the Main Western Rail Line.
- Clarification is required on Section 2.1.4 and Table 8.9 of the Modification Report in regards to whether it has included passenger train movements to Broken Hill/Perth.
- The applicant is advised that the actual timing of the rail movements needs to be confirmed between an accredited rail operator and the respective network owners.

Recommendation

As part of its process of preparing the Response to Submissions, the proponent shall consult with Sydney Trains and JHR to address any impacts on the rail network in question.

Rail noise

Comment

The Noise and Vibration Impact Assessment in support of the modifications states that one CCR-laden train will be used per day to transport CCR from Clarence to Charbon, which is considered well within the previously assessed and approved eight train movements during the day period, therefore, a detailed assessment of off-site rail noise impacts has not been included as part of this assessment. However, the Assessment does not contain information

as to whether the rail noise on the CRN will be within JHR's Environmental Protection Licence 1342 (EPL).

Recommendation

As part of the Response to Submissions, the proponent should confirm the rail noise due to the modifications will comply with JHR's Environmental Protection Licence 1342 (EPL) limits on rail transportation noise as the subject railway line from Charbon to Wallerawang, which is currently covered under JHR's EPL.

Rail transportation

Comment

Not many services are currently running on parts of the CRN that will be used to transport CCR. Sufficient notice will be required by JHR before the additional rail service commences so that maintenance inspection and any necessary repairs can be scheduled

Recommendation

The proponent should be conditioned to provide JHR with at least three (3) months' notice of the commencement of the additional train service

Thank you again for the opportunity of providing advice for the subject proposals. Upon receiving the Response to Submissions, TfNSW shall provide further review and offer recommended conditions to be imposed on the subject proposal if necessary. 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. I hope this has been of assistance.

Yours sincerely



28/10/2020

Mark Ozinga

Principal Manager, Land Use Planning & Development
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