

Mr. Andrew Rode
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr. Rode,

**Airly Mine MOD 3 – Production, Workforce and Train Movement Increases
SSD 5581 MOD 3**

Thank you for your correspondence via Major Projects portal (ref: PAE-1009) on 31 October 2019, requesting Transport for NSW (TfNSW) to review and comment on the modification for the subject State Significant Development (SSD) Application.

Amongst other things, the subject modification seeks to:

- Increase the run of mine (ROM) coal production rate from the approved 1.8 million tonne per annum (mtpa) to 3 mtpa.
- Increase the workforce from 155 to 200 full-time equivalent personnel.
- Increase the movement of trains leaving the site from an approved average frequency of 2 trains per day to 3 trains per day over any calendar year, but maintain the approved maximum 5 trains per day leaving the site on any day.
- Obtain approval for underground blasting (or shot firing) activities for the removal of geological structures in the event they are encountered within the mining areas is also sought.

It is also noted that this Modification may have impacts on the Baal Bone Junction to Charbon Colliery Junction line which forms part of the Country Regional Network (CRN) currently owned by Rail Corporation NSW (RailCorp). John Holland Rail (JHR) have been appointed to manage the CRN and is responsible for reviewing development applications, planning proposals and policies adjoining rail corridors to ensure that potential impacts to rail operations (current and future) are considered and addressed.

On this note, the exhibited documents have been reviewed and it is requested that the Proponent consult JHR regarding the below.

- Rail noise levels to ensure that the Modification has no adverse impact on JHR's Environmental Protection Licence 1342.
- Pathing availability and train management including safe working and system capability.

These comments have been expanded upon and are provided in **TAB A**.

If you require clarification of the above, please do not hesitate to contact Billy Yung, Senior Transport Planner, via email at billy.yung@transport.nsw.gov.au.

Yours sincerely



25/11/2019

Mark Ozinga

Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

Objective Reference: CD19/08870

TAB A – Detailed Comments on MOD 3 State Significant Application SSD 5581

The following comments have been provided based on the review of the exhibited Modification Report.

Environmental Protection Licence

Comment

The Modification Report states that the average rail noise levels due to the Modification are expected to increase on the subject railway line, however, it will comply with the noise limits in the JHR's Environmental Protection Licence 1342 (EPL). It is acknowledged that the subject railway line is currently covered under JHR's EPL.

Recommendation

While the Modification Report seems to suggest that rail noise levels due to this Modification are within JHR's EPL, the proponent is requested to consult with JHR on the issue to ensure that the Modification has no adverse impact on JHR's EPL.

Rail Traffic

Comment

The Modification Report states that the increase in the frequency of rail movements on the subject railway line due to this Modification will result in negligible impacts as spare train pathing exists on the rail line and no cumulative impact is expected as the rail line is currently only used by Airly Mine Trains.

Recommendation

JHR acknowledge that the proponent has previously consulted with JHR on this issue. Although JHR are of the view that there is no issue in terms of network capacity, the proponent for this Modification is required to continue to consult with JHR in terms of the pathing availability and train management including safe working and system capability.