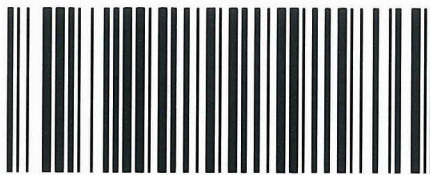




**Transport
for NSW**



PCU040486

CD12/21551

The Director
Mining and Industry Projects
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: David Mooney

**EXHIBITION OF THE ENVIRONMENTAL ASSESSMENT REPORT
DRAYTON SOUTH COAL PROJECT**

Dear Mr Mooney,

Thankyou for your letter dated 27 November 2012 regarding your request for Transport for NSW to provide comment on the public exhibition of the Environmental Assessment (EA) report for the above proposal.

Transport for NSW has reviewed the EA and associated Traffic and Transport Impact Assessment report and has identified a number of issues associated with the proposal that will be required to be addressed by the proponent. These issues are referred to in greater detail in Attachment A.

Transport for NSW understands that Roads and Maritime Services (RMS) and the Australian Rail Track Corporation (ARTC) Limited will be providing separate responses in due course.

Transport for NSW would appreciate the opportunity to provide further input during the response to submissions process.

Should you have any questions regarding this matter, please contact Aleks Tancevski on 8202 2811 or Aleks.Tancevski@transport.nsw.gov.au

Yours sincerely,

2012/12
Mark Ozinga
Manager, Land Use and Transport Planning
Planning and Programs

Department of Planning
Received
8 JAN 2013
Scanning Room

ATTACHMENT A

The following is a summary of issues identified by Transport for NSW upon undertaking a review of the EA and Traffic and Transport Impact Assessment report for the above proposal.

- The EA documentation cites the ARTC 2009 Hunter Valley Corridor Capacity Consultation document. Subsequent to the issue of the ARTC 2009 Strategy, ARTC has issued revised strategies in 2011 and 2012. The EA documentation should reference the most recent documents and demonstrate engagement with ARTC, the Hunter Valley rail network owner.
- The train type described on page 71 of the Traffic and Transport Impact Assessment report does not reflect those operating on the Hunter Valley rail network. Trains serving most mines in the Hunter Valley use either 80 or 90 x 120 tonne gross wagons (noted on page 28) not 100 tonne wagons. It is also noted that 120 tonne wagons generally carry 95 to 98 tonnes of coal. However, the assumed payload of 8500 tonnes per train is considered appropriate.
- It is noted that Edderton Road will be realigned for the Drayton South project (southern end) and again in 2019 for BHP-Billiton's Mt Arthur coal mine (northern end). The documentation does not outline the cumulative impact of the realignment works or whether there is a community benefit from undertaking these works jointly.
- Figure 17 in the Traffic and Transport Assessment report does not include a legend making it difficult to interpret the information displayed in it. This should be addressed by the proponent.