



INLAND RAIL

ILLABO TO STOCKINBINGAL PROJECT

Public Level Crossing Treatment Report Phase 1

Document Number: 5-0019-220-CXR-00-RP-0002

Document Status: Issued for Use

Revision: 2





Document Control

Document Title	Public Level Crossing Treatment Report-Phase 1	
IRPL Document No.	5-0019-220-CXR-00-RP-0002	
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Signature Date	 Document Number 5-0019-220-CXR-00-RP-0002 Revision 2 Approved Mr Vincent Chong - John Holland Pty Ltd Jul 22, 2026, 1:45 PM GMT+10:00 This review has been completed using Aconex Workflow for the Inland Rail - Illabo to Stockinbinal (J25) Project.	 Document Number 5-0019-220-CXR-00-RP-0002 Revision 2 Approved Justin McCarthy - John Holland Pty Ltd Jul 22, 2026, 2:26 PM GMT+10:00 This review has been completed using Aconex Workflow for the Inland Rail - Illabo to Stockinbinal (J25) Project.

Revision History

REVISION	DATE ISSUED	DESCRIPTION
A	05/08/2025	Issued for Review
B	19/12/2025	Issued for Review
C	02/03/2026	Issued for Review
0	01/04/2026	Issued for Use
1	07/07/2026	Issued for Use
2	22/07/2026	Issued for Use



Table of Contents

1	Revisions and Distribution	5
1.1	Revisions	5
1.2	Distribution	5
2	Definitions & Abbreviations	6
3	Introduction	7
3.1	Inland Rail	7
3.2	Illabo to Stockinbingal (I2S)	9
3.3	Planning Approvals	12
4	Consultation	13
4.1	Overview	13
4.2	Consultation with Junee Shire Council	13
4.3	Consultation with Cootamundra Gundagai Regional Council (CGRC)	14
4.4	Consultation with Crown	15
5	Public Level Crossing Assessment	17
5.1	Identification of all Public Level Crossings	17
5.2	Closure of Public Level Crossings	17
5.3	Criteria for Grade Separation	18
5.4	Level Crossing Risk Tool	18
5.5	Cost Benefit Analysis	19
5.6	ALCAM Assessments	19
5.7	Preliminary Design	19
5.8	Interface Agreement	20
6	Level Crossing Closure Summary	21
7	Assessment of the Road Risk	22
Appendix A Consultation with Key Stakeholders		23
Appendix B Level Crossing Treatment Summary		29
Appendix C Short Staking Review		31
Appendix D Level Crossing Risk Assessment Evidence		32
Appendix E Risk Assessment Summary		35
Appendix F Road Authority Endorsement of LX Design		36
Appendix F.1. JSC Letter of Acceptance for Ironbong Road		37
Appendix F.2. Crown letter of Acceptance		38



Appendix F.3. CGRC Letter of Acceptance	39
Appendix F.4. Letter from TfNSW	40



1 Revisions and Distribution

1.1 Revisions

Draft issues of this document are identified as Revision A, B, C etc. Following acceptance by the document approver, the first finalised revision will be Revision 0. Subsequent revisions will have an increase of "1" in the revision number (1, 2, 3 etc.).

1.2 Distribution

The controlled master version of this document is available for distribution as appropriate and maintained on the document management system being used on the project. All circulated hard copies of this document are deemed to be uncontrolled.

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2 Definitions & Abbreviations

Table 1 Definitions & Abbreviations

Acronym	Term
AADT	Annual Average Daily Traffic
ALCAM	Australian Level Crossing Assessment Model
ARTC	Australian Rail Track Corporation
CBA	Cost Benefit Analysis
CGRC	Cootamundra-Gundagai Regional Council
CSSI	Critical State Significant Infrastructure
DPHI	Department of Planning, Housing & Infrastructure
EIS	Environmental Impact Statement
EPBC	Environment Protection and Biodiversity Conservation Act
GDF	Grossly Disproportionate Factor
I2S	Illabo to Stockinbingal
IFC	Issue for Construction
IRPL	Inland Rail Pty Ltd
JHPL	John Holland Pty Ltd
JSC	Junee Shire Council
LCTR	Level Crossing Treatment Report
LGA	Local Government Area
LX	Level Crossing
MIRDA	Master Inland Rail Development Agreement
ONRSR	Office of the National Rail Safety Regulator
RISSB	Rail Industry Safety and Standards Board
RX-2	Stop sign Level Crossing Controls
SFAIRP	So Far as Is Reasonably Practical
SSI	State Significant Infrastructure
TfNSW	Transport for New South Wales



3 Introduction

This Public Level Crossing Treatment Report (LCTR) has been prepared in consultation with Transport for NSW and the relevant local councils. The purpose of this document is to comply with (and demonstrate compliance with) Condition E88 - the preparation of a Public Level Crossing Treatment Report.

In accordance with E90 to minimise risks to the construction program, two separate Public Level Crossing Treatment Reports will be submitted.

This Public Level Crossing Treatment Report (Phase 1) relates to three of the five new public level crossings within the I2S project where design endorsement has been received from the relevant road authority. One is within Junee Shire Council (JSC) located at Ironbong Road (PU8160). One in Cootamundra-Gundagai Regional Council (CGRC) located at Corby's Lane (PU33780) and lastly, one public level crossing within the Crown Land (State of NSW) located at Paper Road (PU11390). The JSC public level crossings at Old Sydney Road (PU5600) and Unnamed Council Road (PU15950) will be submitted in a separate LCTR (Phase 2).

There are no new TfNSW level crossings within the alignment. The existing public level crossing at Burley Griffin Way, West Street becomes redundant due to rail and road realignment which will create a grade-separated road over rail crossing at Burley Griffin Way.

The existing Crown Road LX at Forest Lodge, Bethungra has been permanently closed as part of the project.

3.1 Inland Rail

The Inland Rail Project is a priority for the Commonwealth. Inland Rail is transforming Australia's freight future by delivering an efficient and reliable rail connection that is supporting economic growth and enhancing supply chain resilience. Inland Rail consists of approximately 1,000 kilometres of upgrades to existing rail infrastructure and 600 kilometres of new track construction. It is improving national freight rail efficiency and creating opportunities for regional communities and industries across Victoria, New South Wales and Queensland.

As a subsidiary of ARTC, IRPL is responsible for the planning and delivery of the project, ensuring that we fulfil IRPL's role as outlined in the Australian Government's Statement of Expectations (SoE)

Once completed, Inland Rail will support a double stacked service offering between the intermodal terminal at Beveridge in Victoria and the proposed terminal at Ebenezer in Queensland, with a single stacked service offering to Kagaru.



Figure 1 Inland Rail Alignment Map

3.2 Illabo to Stockinbingal (I2S)

The Inland Rail - Illabo to Stockinbingal (I2S) Project is a 39-kilometre greenfield section where a new track will be constructed in a newly established rail corridor, just east of Illabo, tracking north to Stockinbingal, NSW. This new section of rail corridor will provide a direct route from Illabo to Stockinbingal through to the existing Forbes line. The line will bypass Cootamundra and the steep and windy Bethungra Range with the Bethungra Spiral.

Bypassing the Bethungra Spiral will improve reliability and reduce travel distance by approximately 23 kilometres. Burley Griffin Way will undergo a major realignment and a new road over rail bridge will be built. This will enable the closure of one of the existing rail level crossings in Stockinbingal, improving safety. In addition, Ironbong Road will undergo a minor realignment around the proposed level crossing to improve safety.

The project connects with the Albury to Illabo (A2I) and Stockinbingal to Parkes (S2P) enhancement projects.

The project works include:

- New track construction
- Earthworks
- Bridge construction
- Culvert and drainage installation
- Road works
- Activated and passive level crossings
- Installation of rail systems
- Utility Adjustments

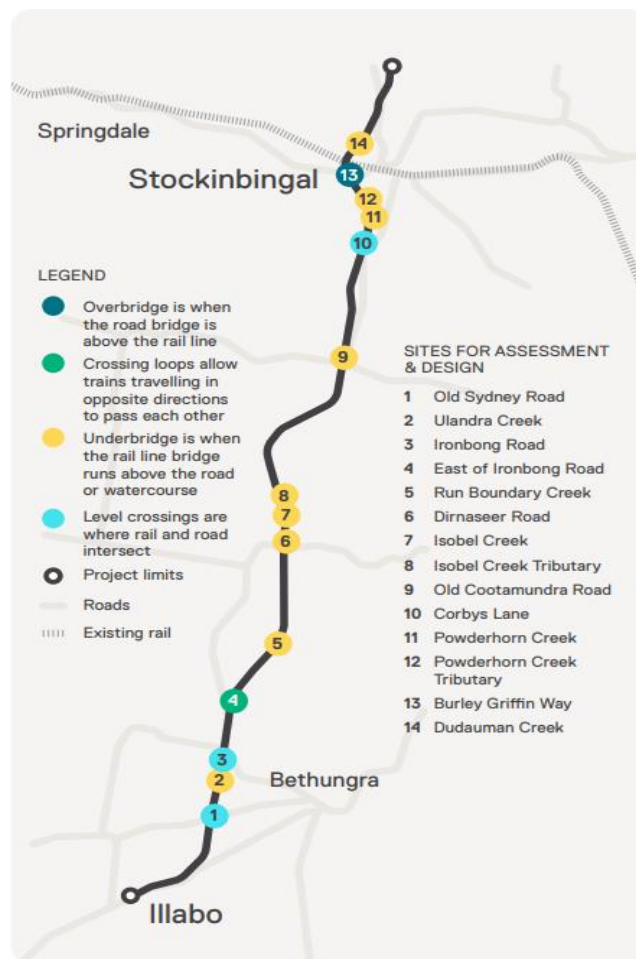


Figure 2 I2S Locality Plan

This Public Level Crossing Treatment Report (LCTR) has been prepared to include the public level crossings along the I2S alignment identified in the table below – Phase 1.

The location of all public level crossings which traverse the CSSI are illustrated in Figure 3.
Works are required at these crossing to accommodate the new rail alignment.

Table 2 I2S Public Level Crossings – Phase 1

No #	Crossing Location	Road Manager	Km	Level Crossing Treatment	Works summary
LX602	Forest Lodge, Bethungra	Crown (State of NSW)	420.300	LX has been permanently Closed	This low use level crossing was closed for safety reasons (refer to section 6).
PU8160	Ironbong Road, Illabo	JSC	425.665	RX-5 active controls (flashing lights and boom barriers)	Sealed pavement at crossing and on the approach, rubber panels, safety barriers and new signage in accordance with standards at the level crossing and on the approach.
PU11390	Paper Road, Bethungra	Crown (State of NSW)	426.906	RX-5 active controls (flashing lights and boom barriers)	Sealed pavement at crossing and on the approach, rubber panels and new signage in accordance with standards at the level crossing and on the approach.
PU33780	Corby's Lane, Stockinbingal	CGRC	451.283	RX-2 passive stop sign controls	Sealed pavement at crossing and on the approach, rubber panels and new signage in accordance with standards at the level crossing and on the approach.
LX204	Burley Griffin Way, Stockinbingal	TfNSW	N/A	LX to be permanently closed and replaced with a road over rail grade separation	As part of the approved EIS, the level crossing is being replaced by a road over rail bridge (refer to section 6).

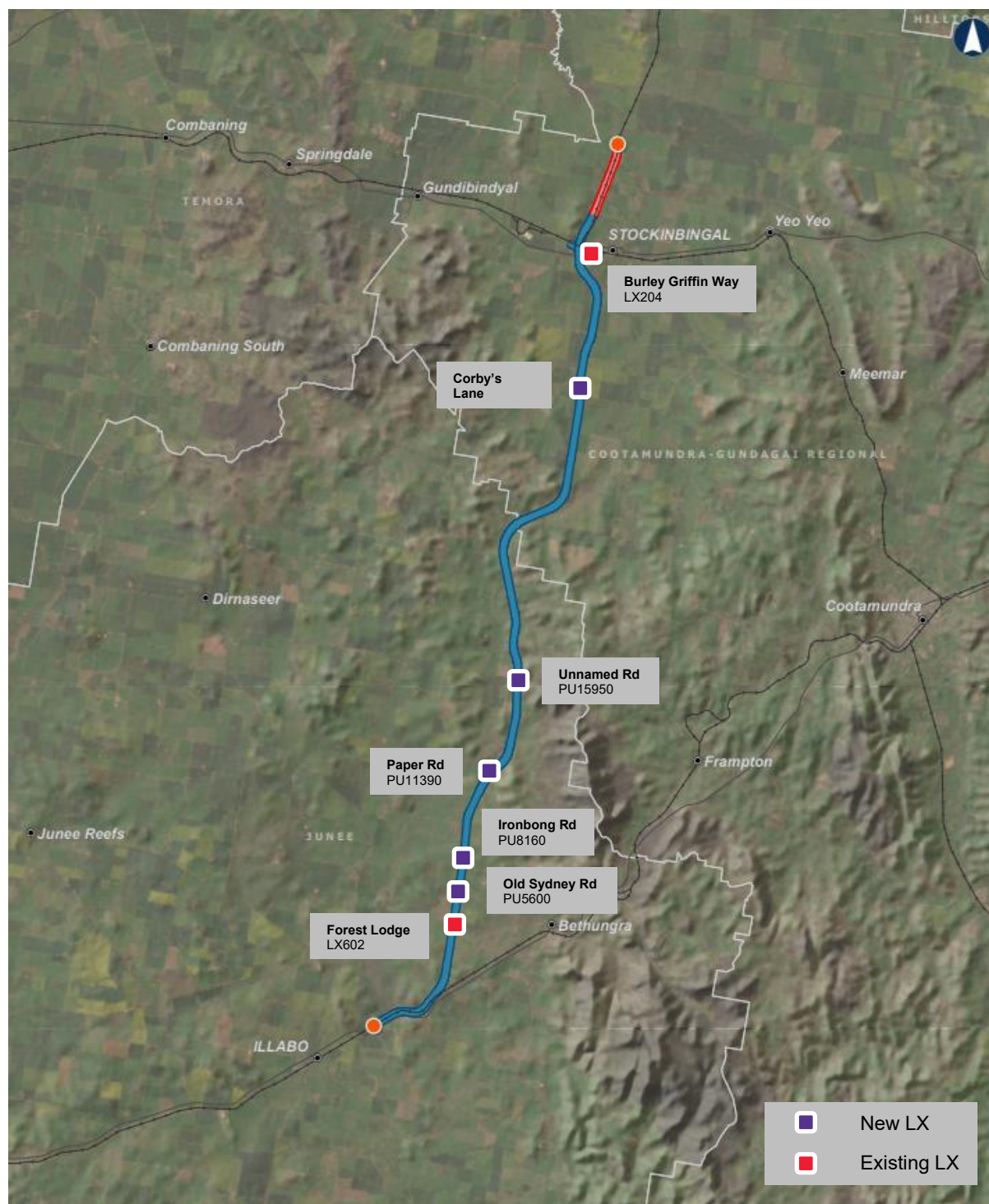


Figure 3 Overview of Public LX along the I2S Alignment

3.3 Planning Approvals

Inland Rail submitted a State Significant Infrastructure (SSI) application to construct and operate the Inland Rail - Illabo to Stockinbingal I2S project. The proposal was declared a State significant infrastructure by virtue of Schedule 5, clause 7(2A) of State Environmental Planning Policy (Planning Systems) 2021.

In October 2024, Inland Rail received Australian Government approval for the Illabo to Stockinbingal section under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC 1999).

This follows the NSW Government's environment approval in September 2024 to progress the Illabo to Stockinbingal section, subject to conditions.

The following is a tabular representation of the requirements as described in the Conditions of Approval (CoA) E88, a reference link which details how I2S complies with these requirements.

Table 3 Conditions of Approval Compliance Matrix

Condition Reference	Requirement	Reference
E88	In order to maintain safe and efficient operation of the road network, the Proponent must prepare a Public Level Crossing Treatment Report in consultation with Transport for NSW and the relevant road authority. The report must:	This Report. Refer to Section 4 and Appendix A for evidence of consultation with TfNSW, Crown Lands and Councils
E88 (a)	Illustrate the location of all public level crossings which traverse the CSSI.	Section 3, Figure 3
E88 (b)	List, and identify on a figure, any public level crossings that will be established, closed or upgraded;	Section 3, Figure 3 and Table 2
E88 (c)	Describe the treatments that will be implemented at new and/or upgraded crossings;	Appendix B
E88 (d)	Include measures to avoid potential short-stacking at level crossings;	Appendix C
E88 (e)	Provide justification for any proposed closures.	Section 6
E88	The assessment of level crossings must use the Australian Level Crossing Assessment Model (ALCAM). The process for determining the type of level crossing treatment must be consistent with the process outlined in the documents listed in Condition A1.	Appendix B, Table 10
E88	The report must also include an assessment of the road risks, consistent with the guideline Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (NSW Roads and Traffic Authority, 2011).	Appendix D and Appendix E
E88	The design of any level crossing on a public road must be endorsed by Transport for NSW or the relevant road authority (where not Transport for NSW) prior to commencing construction of that crossing.	Appendix F - Endorsement has been received for all public level crossings included in this report.
E90	The Public Level Crossing Treatment Report and Private Level Crossing Treatment Report must be submitted to and approved by the Planning Secretary at least one (1) month prior to the establishment, closure or upgrade of a public or private level crossing, as relevant. Individual reports may be submitted for each crossing or address a group of crossings or the entire CSSI.	Noted

4 Consultation

4.1 Overview

Inland Rail's values commit the organisation to active engagement with stakeholders and the community; therefore, a comprehensive consultation program has been undertaken throughout the planning and design phases of the I2S Inland Rail project.

Effective communication and stakeholder engagement are fundamental to reducing risk and minimising social and environmental impacts. Inland Rail believes that identifying, engaging, and effectively communicating with stakeholders is critical to the successful delivery of Inland Rail.

Key stakeholders include Inland Rail Pty Ltd, Australian Rail Track Corporation, Transport for New South Wales, Junee Shire Council, Cootamundra-Gundagai Regional Council and the State of NSW (Crown). These stakeholders were consulted during the design process, during which they identified any key issues that may have impacted on the future level crossing design.

There are signed agreements in place between IRPL/ARTC and all the Councils across I2S. These are referred to as Master Inland Rail Development Agreements (MIRDA) and were signed in 2022. These are important in ensuring there is alignment on the key matters before any works are commenced. The council development agreement includes a list of council assets impacted by the project including level crossings, the scope of works at each location as well as the required design standards.

Inland Rail and John Holland have adopted the following methods of engagement to discuss and seek feedback from key stakeholders on the level crossing designs:

- Monthly meetings with Council
- Fortnightly meetings with TfNSW
- Stage Gate Design Reviews at the following stages of design:
 - Feasibility Design (30%)
 - Preliminary Design (70%)
 - Detailed Design (100%)
- 30% and 70% Safety in Design Workshops
- Technical Working Groups

A number of supplementary workshops and presentations were also held with JSC to progress the design close out for their design packages. This is further detailed in section 4.2 and Appendix A.

Inland Rail and John Holland will continue to consult and work closely with these key stakeholders during the construction and handover phase of the project. Evidence of the activities listed above, specific to the Level Crossings which are the subject of this report, can be found in Appendix A.

A summary of the key issues raised by each stakeholder and how they have been addressed are provided below.

4.2 Consultation with Junee Shire Council

Junee Shire Council is the road manager for Ironbong Road PU8160. An outline of the consultation activities with JSC is provided in Appendix A.

4.2.1 JSC Comment Summary

A summary of the items raised by Junee Shire Council (JSC) is provided below.

Table 4 Junee Shire Council comment summary

#	Item	LX	Issue Raised	Response	Outcome	Closed / Open
1	Single or double-sealed roads	Ironbong Road PU8160	Junee Shire Council requested that all single-seal pavements, including level crossing approaches, be upgraded to double-sealed pavement to reduce the risk of early pavement failure.	Consultation between JSC, IRPL & JH was held to determine the appropriate response.	JSC's request was accepted and double-seal pavement was adopted in the design at all agreed JSC locations. Comment closed by JSC.	Closed
2	Level crossing to intersection distance	Ironbong Road PU8160	Council raised that the distance from the Rail Maintenance Access Road (RMAR) intersection to Level crossing should be reviewed	Design of the RMAR intersections detailed and optimised as part of design development, noting intersection geometry constraints	Comment closed by council - no further action required.	Closed
3	Design and checking vehicles	General	Council requested that a low loader be considered as the checking vehicle in this area	Swept paths and scrape checks included for a low-loader	Swept paths to be included in IFC design. Comment closed by JSC.	Closed

4.3 Consultation with Cootamundra Gundagai Regional Council (CGRC)

CGRC is the road manager for Corbys Lane level crossing PU33780. An outline of the consultation with CGRC is provided in Appendix A. A summary of the key level-crossing related items raised by Cootamundra Gundagai Regional Council (CGRC) is provided in the table below. All comments have been closed.

Table 5 Cootamundra-Gundagai Regional Council comment summary

#	Item	LX	Issue Raised	Response	Outcome	Closed/ Open
1	Queuing into nearby intersection	Corbys Lane PU33780	The council queried whether the nearby intersection design complied with the relevant standards in relation to queuing and stacking and intersection lighting.	The designers confirmed that the design meets standards. Assessment of the standards and site-specific considerations (Corby's Lane is a low volume road) confirmed that the intersection design did not require BAR/BAL treatment nor intersection lighting. There is approximately 49m of road from the level crossing primary control (Stop Line) and Dudauman Road intersection.	No further action – comment closed by CGRC.	Closed.

4.4 Consultation with Crown

As agreed with Crown Lands, a 3rd party organisation have acted as an Independent Verifier on behalf of Crown and carried out a review of the Detailed Design for Crown Paper Road level crossing PU11390 documented within design package E5 "Level Crossings - LXs (Public - Crown) - Design". Crown did not provide any direct feedback on the design. An outline of the consultation process is provided in Appendix A. A summary of the key level-crossing related items raised by the independent verifier on behalf of Crown is provided in the table below. All comments have been closed.

Table 6 Crown comment summary

#	Item	LX	Issue Raised	Response	Outcome	Closed/Open
1	Road geometry	Paper Road PU11390	IV requested confirmation that the road design (e.g. geometry, pavement, tie-in, clear zone, swept-path) complied with relevant standards and were acceptable to the asset owner.	Report updated to indicate road design complies with the relevant standards, and responses provided to satisfy the IV that design was acceptable to the asset owner.	No further action – closed by the IV	Closed
2	Design Speed	Paper Road PU11390	IV requested evidence of asset owner acceptance for adopted Design Speed of 80km/h	Active level crossings within NSW shall comply with the requirements set out in TS 03631:1.0 NSW Speed Zoning Standard stating that speed zones on approach to level crossings shall not exceed a speed zone of 80km/h.	No further action – closed by the IV	Closed
3	Sight distance	Paper Road PU11390	IV requested further demonstration of compliance to sight distance & turning paths	Confirmation of compliance and supporting information included in the design report	No further action – closed by the IV	Closed
4	Road Safety Audit	Paper Road PU11390	IV requested confirmation that a Road Safety Audit (RSA) was to take place and findings incorporated into the design	RSA completed as part of DDD with findings addressed	No further action – closed by the IV	Closed

#	Item	LX	Issue Raised	Response	Outcome	Closed/Open
5	Reaction time requirements	Paper Road PU11390	IV requested review of the 1.5s assumed reaction time adopted by the design	Reaction time updated to 2.0s to address concern	No further action – closed by the IV	Closed
6	Sightlines	Paper Road PU11390	IV requested review of the S1 and S3 sightlines for compliance	Design completed sight checks and documented the analysis in the design report.	No further action – closed by the IV	Closed
7	Signage	Paper Road PU11390	IV requested clarification on the signage requirements at the level crossing	Confirmed signage is designed in accordance standards for signage associated with the RX-5 active level crossing and RX-9 assembly for a design speed of 80km/h. No additional speed reduction signage required, given the rural nature of the road.	No further action – closed by the IV	Closed

Revision No: 2
Issue Date: 22/07/2026

IRPL Document Number: 5-0019-220-CXR-00-RP-0002

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5 Public Level Crossing Assessment

The public level crossings were assessed using a systematic approach to ensure compliance with relevant standards, address safety risks, and meet stakeholder requirements. Level crossings have been assessed in accordance with the public level crossing treatment methodology.

The key principles that guided the decision-making process for determining treatments at public level crossings are noted below:

- Utilising a risk-based decision-making process focused on minimising risk so far as is reasonably practicable (SFAIRP) approach;
- Consistency in determining public level crossing treatments across the projects of the Inland Rail Programme;
- Consistent methodology used to determine whether the cost of potential treatment is grossly disproportionate to the level of risk to safety and the projected benefits; and
- Ensuring the feasibility of the Inland Rail Programme by proposing cost-effective solutions. An overview of the process in assessing public level crossings and developing treatments is outlined in the following sections.

5.1 Identification of all Public Level Crossings

The identification of all public level crossings within the project alignment for I2S was achieved through a combination of systematic methodologies, stakeholder engagement, and technical assessments.

An important objective of public level crossing investigations was the clear and accurate identification of all level crossings within the project area and getting agreement on who the road manager is. The development of an initial level crossing list encompassed a review of existing level crossing datasets including the Australian Level Crossing Assessment Model (ALCAM) database, ARTC's asset management database and any relevant property records.

5.2 Closure of Public Level Crossings

In New South Wales, formal closure of a level crossing needs to be undertaken in accordance with the requirements of the Transport Administration Act 1998 and requires Ministerial approval. Closure of legal level crossings within I2S project will only be actioned following confirmation from the road manager (for public level crossings) of no objection to closure.

Initial consideration was given to the elimination of level crossing risks by assessing all level crossings for closure. This is in line with the TfNSW Level Crossing Closures Policy, which notes that:

"In order to manage the risks to safety associated with road and rail interfaces, the closure of public and private level crossings in NSW is to be pursued, where it is practical and cost effective to do so"

Each was reviewed considering traffic volumes and alternative routes, along with land use, property ownership and any special user groups which may use the level crossing.

Crossings that could potentially be closed were identified where:

- Traffic volumes are (relatively) low
- Alternative legal access is available or reasonably achievable; and
- The imposition on road users is not considered unreasonable, considering Rail Industry Safety and Standards Board (RISSB) level crossing consolidation guideline.

Following consideration of the closure assessment and the consultation Inland Rail undertook with the relevant stakeholders, ARTC is progressing the formal closure of LX204, Burley Griffin Way Level Crossing. Further detail on level crossing closures is included in section 6.

5.3 Criteria for Grade Separation

ARTC's policy is that rail-road interfaces will be automatically adopt grade separation in the following instances:

- Rail-road crossings with four rail tracks (current)
- Rail-road crossings of freeways and highways of four or more lanes (current and committed plans).
- Where grade separation is the logical option for engineering or topographical reasons.

Based on this criterion, a grade separation is proposed for Burley Griffin Way, Stockinbingal. Burley Griffin Way is located between Dudauman Creek and Hibernia Street, directly west of the Stockinbingal town. The realigned section of Burley Griffin Way ties into the existing Hibernia Street to the east and the existing Burley Griffin Way to the west which enables the closure of the existing CRN level crossing, realignment of the existing east-west CRN line and grade separation of the new north-south ARTC mainline.

All public level crossings which do not meet the automatic grade separation criteria are to be assessed using the Level Crossing Risk Tool, in order to determine the appropriate crossing treatment.

5.4 Level Crossing Risk Tool

Where closure is not possible within the bounds of the project, a methodology was developed to identify risk treatments to be implemented at each individual level crossing. This methodology was formalised in the level crossing risk tool which identified risk treatments and assisted Inland Rail to demonstrate that risks to safety would be managed SFAIRP for both brownfield and greenfield interfaces.

In accordance with the Office of the National Rail Safety Regulator's (ONRSR's) recommendation on the use of quantitative risk assessment techniques, a decision was made to develop a tool which moved away from a "warrant" approach (e.g. decisions around control types based on basic metrics such as road type or traffic volumes) to a cost benefit analysis (CBA) approach for safety risk management. The approach utilises ALCAM as one of the main inputs into the decision process for the recommended level of control at Inland Rail level crossings.

The Australian Transport Council in May 2003 agreed to adopt ALCAM as the only comprehensive level crossing assessment model in Australia. ALCAM is an assessment tool used to identify key potential risks at level crossings and assess the overall effects of proposed treatments.

Consideration of factors other than ALCAM that may influence the recommended level of control were also considered, where relevant on a case-by-case basis, including:

- Collision and near-collision history;
- Engineering experience (both rail and road);
- Traffic and transport impacts; and
- Local knowledge of driver and pedestrian behaviour.

Level crossing treatment (control) options which may be considered as part of the process included:

- Installation of new active or passive level crossings
- Upgrade of RX-2 passive (stop sign) level crossings to RX-5 active (flashing lights and boom barrier) control;
- Upgrade of existing RX-5 flashing light-controlled level crossings to include boom barriers;
- Retain existing RX-2 passive controls and renew the level crossing infrastructure, including signage and road markings, to ensure that the crossing complies with the Australian Standard;
- Grade separation; and
- Other treatments identified based on-site specific risks.

Transport for New South Wales (TfNSW) Level Crossing policies have been considered in the development of the proposed treatments, including:

- Level Crossing Closures Policy;

- Speed Limit on Approach to Active Level Crossings Policy
- The Construction of New Level Crossings Policy.

In order to be consistent with the TfNSW Level Crossing Improvement Program (LCIP), Inland Rail have also adopted the position that all upgrades to active controls (RX-5) will include boom barriers in addition to the flashing lights and bells.

5.5 Cost Benefit Analysis

Part of the test as to whether risks have been managed SFAIRP was to determine whether the cost of the additional control was grossly disproportionate to the benefit gained via a CBA. From a financial perspective, to do the CBA, three key inputs were required:

- The avoided cost if an additional risk control is implemented – ALCAM provided a quantitative measure of risk reduction generated by changing the controls at the level crossing. Risk reduction (benefits) could be calculated by comparing two risk scores for two scenarios – for example one proposal with stop signs and one with flashing lights and boom barriers. ALCAM is focused on safety risks and encompasses the costs of fatalities and injuries resulting from a road rail collision.
- The cost of implementing the additional risk control – This was a combination of the capital cost of the additional control and the annual maintenance and repair cost over the life of the additional control
- What would be considered grossly disproportionate – From a legal perspective the ONRSR Meaning of Duty to Ensure Safety So Far As Is Reasonably Practicable Guideline provided guidance on what would be considered grossly disproportionate through considering a Grossly Disproportionate Factor (GDF). The guideline suggested that the GDF may be dependent on the likelihood and consequence with low risks having a factor of 2 and high risk having a factor of 10.

5.6 ALCAM Assessments

ALCAM assessments have been undertaken for proposed/existing public road level crossings in their existing configuration (where applicable), thus providing a baseline risk score. The “proposal” functionality in the ALCAM system was used to model the ALCAM risk score assuming the project proceeds. This incorporates forecast train speeds, volumes and train lengths. For the I2S project, this assessment assumed the maximum operational train speed and the forecasted road and train volumes.

The assessments included an evaluation of compliance with AS1742.7 requirements for signage and sighting distance and risks highlighted in AS /RISSB 7658-2020. Compliance with these requirements has been verified and confirmed throughout the detailed design process of the project.

The ALCAM datasheets have been included in Appendix I Technical Appendices of the design reports and provided to councils separately on request.

Pre commissioning ALCAM assessments will be undertaken by specialist independent ALCAM consultants in accordance with the project requirements, post construction and prior to the line becoming operational.

5.7 Preliminary Design

Preliminary design was first undertaken to confirm that a level crossing with the proposed control, compliant with the relevant standards, could be constructed onsite. This design incorporated the appropriate road design standards as directed by the relevant road infrastructure manager.

The designs have been completed such that all level crossings remaining as part of the final works will be upgraded/constructed to comply with AS 7658:2020 “Level crossings – rail industry requirements”, AS1742.7 (2016) “Manual of Uniform Traffic Control Devices Railway Crossings” and other road authority standards, and to address SFAIRP any safety deficiencies identified through the design and risk assessment process.

Site specific level crossing treatments were then reviewed with the respective road infrastructure managers as the project progressed through detailed design.



5.8 Interface Agreement

In accordance with National and State Rail Safety Law requirements, all current and proposed public road crossings will be subject to an Interface Agreement.

The Rail-Road Interface Agreement for Cootamundra-Gundagai Regional Council and Junee Shire councils have been signed by all parties. ARTC will also seek to enter into an Interface Agreement with Crown Lands with whom a template agreement has already been agreed. ARTC have advised that as project works are nearing completion, ARTC as the RIM will review the RSNL Interface Agreement and update the document where required in consultation with the relevant road manager(s).

6 Level Crossing Closure Summary

The project proposes to close two level crossings, see summary below. This in line with the Transport for New South Wales (TfNSW) Level Crossing Closures Policy, which notes that: "in order to manage the risks to safety associated with road and rail interfaces, the closure of public and private level crossings in NSW is to be pursued, where it is practical and cost effective to do so".

Table 7 Level Crossing Closure Summary

No.	Crossing Location	Road Manager	Reason for Closure	Conclusion
LX602	Forest Lodge, Bethungra	Crown (State of NSW)	This low use level crossing was closed for safety reasons. These included sighting distance non-compliances, short stacking with the highway and the fact that there will be multiple tracks at this location post construction of the project alignment.	Following consultation, the Minister has approved the closure under section 99B of the Transport Administration Act. The notice of closure was published in the NSW Government gazette on 2nd of March 2023.
LX204	Burley Griffin Way, Stockinbingal	TfNSW	As part of the approved EIS, the level crossing is being replaced by a road over rail bridge.	Formal closure process progressing with TfNSW as per the requirements of section 99B of the Transport Administration Act.

7 Assessment of the Road Risk

An assessment of the road risks, consistent with the guidelines Railway Crossing Safety Series 2011 (NSW Roads and Traffic Authority, 2011) was undertaken. A summary of the risk assessment is included in Appendix E.

A Safety in Design (SiD) process for the level crossing design was undertaken in accordance with the following:

- SiD workshops were convened with relevant stakeholders at post-30% and post-70% design, with representation from relevant design disciplines, delivery teams, human factors, operations and maintenance representatives, and third parties.
- For each identified hazard, the causes and consequences were analysed.
- Existing controls were reviewed, and their effectiveness was evaluated by determining the associated likelihood, consequence, and resulting risk level in accordance with the approved ARTC risk matrix.
- Additional control measures were proposed to further reduce the likelihood, consequence, or overall risk level, applying the hierarchy of controls.
- Hazards were systematically identified safe SFAIRP
- Each design package contains a Safety in Design & Safety Assurance section which summarised the relevant activities and outputs for that package that was subject

Construction-phase Level Crossing hazards and controls have also been managed via the Safety in Design process. Members of the construction team were engaged in hazard analysis via inclusion in workshops. In these workshops, participants were encouraged to identify Construction Risks that can be influenced in the design phase via design controls. Post-70% SiD workshops each contained a section for construction sequencing and constructability, further allowing the identification and analysis of controls affecting the construction stage. Construction-related controls were reviewed by members of the construction team for relevance and acceptance in a series of review meetings. Relevant controls were marked "Accept & transfer to construction" and notes were captured in the hazard log regarding how each control was expected to be managed, and transfer was formalised via a transfer document.

O&M-related risks associated with the level crossing design required formal endorsement of residual risks by the designated risk owner prior to the Issued for Construction (IFC) stage. For risks applicable to ARTC, this endorsement was obtained through a Joint Operational Safety Review (JOSR), conducted following the Detailed Design review and prior to IFC. Minutes from the JOSR are distributed to the attendees.

For risks applicable to Council, endorsement workshops were held to gain endorsement of the risks relating to their assets. Any controls councils accepted are evidenced in the Project Safety Hazard Log (PSHL) appended to the Design Report at each stage of design (30%, 70%, 100% and IFC) which is provided to the Stakeholders.

Road Safety Audits were undertaken on the 70% Design. The audit is carried out for the purpose of identifying any hazardous features of the design, that may lead to future incidents for road users. The identified risks to road safety are documented in the design reports and presented for consideration by the design team for appropriate remedial actions.

Refer to Appendix D for the list of documents that evidence the activities described above.

Appendix A | Consultation with Key Stakeholders

Table 8 Consultation with key stakeholders

Date	Forum	Stakeholder(s)	Location	LX	Design stage	Design Discussion	Design Response	Status
14 Jan 25	Feasibility Design Review for E3 CGRC LXs	ARTC CGRC	-	PU33780	FDR	Review of design package	Refer to section 4 which documents key issues raised and how they have been addressed	Completed
17 Jan 25	Feasibility Design Review for E5 Crown LXs	ARTC Crown (represented by IV APP)	-	PU11390	FDR	Review of design package	Refer to section 4 which documents key issues raised and how they have been addressed	Completed
06 Feb 25	Feasibility Design Review for E2 JSC LXs	ARTC JSC	-	PU8160	FDR	Review of design package	Refer to section 4 which documents key issues raised and how they have been addressed	Completed
10 Feb 2025	Post-30% Safety in Design Workshop - Level Crossing & Council Roads	Junee Shire Council; Cootamundra Gundagai Regional Council; ARTC	JH Office, Mascot, Sydney, NSW	PU8160 PU33780 PU11390	PDR	Review of the 30% Feasibility Design to identify key level crossing and roads hazards, causes and controls	Post-SiD design safety review conducted to review and implement controls. Refer to Appendix E for a summary of the risk assessment.	Completed
31 Mar 25	Preliminary Design Review for E3 CGRC LXs	ARTC CGRC	-	PU33780	PDR	Review of design package	Refer to section 4 which documents key issues raised and how they have been addressed	Completed
31 Mar 25	Preliminary Design	ARTC	-	PU11390	PDR	Review of design package	Refer to section 4 which documents key issues	Completed

Date	Forum	Stakeholder(s)	Location	LX	Design stage	Design Discussion	Design Response	Status
	Review for E5 Crown LXs	Crown (represented by IV APP)					raised and how they have been addressed	
16 Apr 25	Preliminary Design Review for E2 JSC LXs	ARTC JSC	-	PU8160	PDR	Review of design package	Refer to section 4 which documents key issues raised and how they have been addressed	Completed
01 May 2025	Post-70% Safety in Design Workshop - Level Crossing & Council Roads	Junee Shire Council; Cootamundra Gundagai Regional Council; ARTC	JH Office, Mascot, Sydney, NSW	PU8160 PU33780 PU11390	DDR	Review of the 70% Preliminary Design to further review the hazards, causes and controls. Review of how the design has been updated since 30% and what is still required in Detailed Design to reach 100%.	Post-SiD design safety review conducted to review and implement controls. Refer to Appendix E for a summary of the risk assessment.	Completed
29 May 2025 – present	Junee Shire Council Monthly Meeting	Junee Shire Council	Online	PU8160	DDR	Regular monthly meeting to coordinate the interface between the I2S project and JSC	-	Held monthly
18 Jul 25	Detailed Design Review for E2 JSC LXs	ARTC JSC	-	PU8160	DDR	Review of design package	Refer to section 4 which documents key issues raised and how they have been addressed	Completed
13 Jun 25	Detailed Design Review for E5 Crown LXs	ARTC Crown (represented by IV APP)	-	PU11390	DDR	Review of design package	Refer to section 4 which documents key issues raised and how they have been addressed	Completed
16 Jun 25	Detailed Design Review for E3 CGRC LXs	ARTC CGRC	-	PU33780	DDR	Review of design package	Refer to section 4 which documents key issues raised and how they have been addressed	Completed

Revision No: 2
Issue Date: 22/07/2026

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Date	Forum	Stakeholder(s)	Location	LX	Design stage	Design Discussion	Design Response	Status
24 June 2025 – present	Cootamundra-Gundagai Regional Council Monthly Meeting	CGRC	Online	PU33780	DDR	Regular monthly meeting to coordinate the interface between the I2S project and CGRC	-	Held monthly
23 July 2025	ARTC residual risk endorsement for E3 CGRC LXs	ARTC	Online	PU33780	DDR	ARTC Residual risks reviewed for endorsement in principle	No further action for design	Completed
July 2025 – present	TfNSW Fortnightly Meeting	TfNSW	Online	PU8160 PU33780 PU11390	PDR, DDR	Regular fortnightly meeting to coordinate the interface between the I2S and TfNSW.	Approach agreed to satisfy CoA E105 for TfNSW consultation on public LX (refer to “TfNSW DDR Consultative Design Review” lower in this table)	Completed
14 Aug 2025	ARTC residual risk endorsement for E5 Crown LXs	ARTC	Online	PU11390	DDR	ARTC Residual risks reviewed for endorsement in principle	No further action for design	Completed
26 Aug 2025	CGRC residual risk endorsement	CGRC	Online	PU33780	DDR	CGRC Residual risks reviewed for endorsement in principle	Endorsement on all hazards	Completed
24 Sep 2025	ARTC residual risk endorsement for E2 JSC LXs	ARTC	Online	PU8160	DDR	ARTC Residual risks reviewed for endorsement in principle	No further action for design	Completed

Date	Forum	Stakeholder(s)	Location	LX	Design stage	Design Discussion	Design Response	Status
9/10 Oct 2025	TfNSW DDR Consultative Design Review	TfNSW	-	PU8160 PU33780 PU11390	DDR	All public LX designs were provided to TfNSW for review as agreed with TfNSW to fulfil CoA E105.	TfNSW reviewed the design reports and determined that there is no approval nor endorsement role for TfNSW for works relative to local and crown roads. TfNSW provided no comment.	Completed
27 October 2025	ALCAM Assessment data	JSC	Email	PU8160	ALCAM assessments	ALCAM rating reports transmitted to JSC	No further action	Completed
20 November 2025	JSC residual risk endorsement	JSC	Online	PU8160	DDR	JSC Residual risks reviewed for endorsement in principle	Endorsement in principle gained, conditional on design comment closure. Refer to section 5.1.1 for a summary of how comments have been closed.	Completed
9 December 2025	JSC Comment Close Out workshop	JSC	Online	PU8160	DDR	Workshop with JSC to review and resolve design comments.	Refer to section 4 which documents key issues raised and how they have been addressed	Completed
11 Dec 2025	Crown acceptance letter	Crown	-	PU11390	DDR	John Holland sought formal Crown acceptance of the PU11390 design	Crown signed the acceptance letter, formalising acceptance of the PU11390 design	Completed
18 Dec 2025	JSC Comment Close out workshop (follow-up from 9 th Dec)	JSC	Online	PU8160	DDR	JH and IRPL sought confirmation that all comments other than those exceptions noted in section 1.1.1 could be closed.	JH agreed commitments with JSC to close comments, and JSC confirmed via email on 19/12/2025 that all comments other than those exceptions noted	Completed

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Date	Forum	Stakeholder(s)	Location	LX	Design stage	Design Discussion	Design Response	Status
							in section 1.1.1 could be closed.	
19 Dec 2025	CGRC acceptance letter	CGRC	-	PU33780	DDR	John Holland sought formal CGRC acceptance of the PU11390 design.	CGRC signed the acceptance letter, formalising acceptance of the PU11390 design.	Completed
19 Dec 2025	JSC acceptance letter	JSC	-	PU8160	DDR	John Holland sought formal JSC acceptance of the PU8160 design	JSC signed the acceptance letter, formalising acceptance of the PU11390 design.	Completed
22 Dec 2026	Review of Level Crossing Treatment Report (this document)	TfNSW	-	PU8160 PU33780 PU11390	DDR	LCTR Rev B sent to TfNSW as part of COA consultation requirements	Review letter received from TfNSW (27 Jan 2026). Rev C updated to address TfNSW Comments.	Completed
22 Dec 2026	Review of Level Crossing Treatment Report (this document)	JSC	-	PU8160	DDR	LCTR Rev B sent to JSC as part of COA consultation requirements	ST from JSC confirmed at a face-to-face meeting on 4 th Feb 2026 that he had no further comments on LCTR.	Completed
22 Dec 2026	Review of Level Crossing Treatment Report (this document)	CGRC	-	PU33780	DDR	LCTR Rev B sent to CGRC as part of COA consultation requirements	CGRC responded on 6 th Feb 2026 noting they had no further comments on the LCTR.	Completed
22 Dec 2026	Review of Level Crossing Treatment Report (this document)	Crown	-	PU11390	DDR	LCTR Rev B sent to Crown as part of COA consultation requirements	Rev C updated to address Crowns Comment.	Completed

Date	Forum	Stakeholder(s)	Location	LX	Design stage	Design Discussion	Design Response	Status
10 Feb 2026	IFC design and design report	JSC	-	PU8160	IFC	IFC designs and design report provided to JSC	Design report and designs been updated to reflect what at been agreed with JSC at the Dec 2025 workshops.	Completed
5 March 2026	IFC design and design report	JSC	email	PU8160	IFC	IFC designs and design report	JSC supported comment closure of the IFC designs and noted that the designs would be tabled at the March Council Meeting	Completed
26 March 2026	Review of Level Crossing Treatment Report (this document)	JSC	Meeting	PU8160	LCTR	LCTR sent to JSC as part of COA consultation requirements	JSC officers noted that JSC have no further comments on the LCTR. IR advised JSC that IR would now submit the final LCTR to DPHI.	Completed

Appendix B | Level Crossing Treatment Summary

Table 9 Level Crossing Scope & Location

No #	Crossing Location	Road Manager	Existing Control	Proposed Control	Scope	Location	Chainage	GIS Latitude	GIS Longitude
PU8160	Ironbong Road, Illabo	JSC	N/A – new LX	RX-5 active controls (flashing lights and boom barriers)	Sealed pavement at crossing and on the approach, rubber panels, safety barriers and new signage in accordance with standards at the level crossing and on the approach.	12km north of Illabo	425.665	34.742934	147.813127
PU11390	Paper Road, Bethungra	Crown (State of NSW)	N/A – new LX	RX-5 active controls (flashing lights and boom barriers)	Sealed pavement at crossing and on the approach, rubber panels and new signage in accordance with standards at the level crossing and on the approach.	6.5km north-west of Bethungra	426.906	34.714300	147.818378
PU33780	Corbys Lane, Stockinbingal	CGRC	N/A – new LX	RX-2 passive stop sign controls	Sealed pavement at crossing and on the approach, rubber panels and new signage in accordance with standards at the level crossing and on the approach.	3.5km south of Stockinbingal	451.283	34.520833	147.874470

Revision No: 2
Issue Date: 22/07/2026

IRPL Document Number: 5-0019-220-CXR-00-RP-0002

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Table 10 Level Crossing Treatment Summary

No #	Crossing Location	Assessed for Closure	ALCAM Assessment Undertaken	Non-ALCAM Factors Considered	Incident Data *	Is LX Compliant?	CBA undertaken?	Proposed control complies with AS1742.7	Required S3 > 750m
PU8160	Ironbong Road, Illabo	N/A – New LX	Yes	Yes	N/A – New LX	Yes	Yes	Yes	N/A – active controls
PU33780	Corby's Lane,	N/A – New LX	Yes	Yes	N/A – New LX	Yes	Yes	Yes	No
PU11390	Paper Road, Bethungra	N/A – New LX	Yes	Yes	N/A – New LX	Yes	Yes	Yes	N/A – active controls

* Incident Date was taken from ONRSR between 01/07/2014 to 11/09/2024

Appendix C | Short Staking Review

Short stacking is defined as the situation where the distance between the closest rail of a level crossing and a downstream intersection is insufficient for a design vehicle to stop safely without fouling the tracks.

An assessment of potential risk for short-stacking at each public level crossing is detailed in relevant design reports for the E2, E3 & E5 packages.

As I2S is a greenfield project the short stacking risks have been designed out. This summarised in table 10.

Table 11 Short Staking Review

Level Crossing ID	Crossing Name and Location	Road Manager	Design Vehicle	Potential Short Stacking Issue prior to mitigation	Mitigation Measures
PU8160	Ironbong Road, Illabo	JSC	26m B-Double	No short stacking issue identified.	N/A
PU33780	Corby's Lane, Stockinbingal	CGRC	26m B-Double	No short stacking issue identified. There is 49m from the crossing to intersection edge with Dudauman Road.	N/A
PU11390	Paper Road, Bethungra	Crown (State of NSW)	26m B-Double	No short stacking issue identified.	N/A

Appendix D | Level Crossing Risk Assessment Evidence

Overview

An assessment of the road risks, consistent with the guidelines Railway Crossing Safety Series 2011 (NSW Roads and Traffic Authority, 2011) was undertaken. Key documents evidencing the risk assessment process involving ARTC, Junee Shire Council (JSC), Cootamundra Gundagai Regional Council (CGRC) and Crown are listed below. These are the road and rail managers for the level crossings which are the subject of this report.

Design Packages

- E2 I2S | Level Crossings - LXs (Public - Junee Shire Council)
- E3 I2S - Level Crossings - LXs (Public - Cootamundra-Gundagai Regional Council)
- E5 I2S | Level Crossings - LXs (Public - Crown)

Road & Rail Manager Design Review – E2

- E2 Detailed design issued to ARTC - refer 5-0019-220-CXR-E2-CS-000
- E2 Detailed design issued to JSC - refer 5-0019-220-CXR-E2-CS-0001-JC

Road & Rail Manager Design Review Design Review – E3

- E3 IFC issued to ARTC for acceptance - JH-PTRAN-000304
- E3 Detailed design issued to CGRC. CGRC comments are closed as per 5-0019-220-CXR-E3-CS-0051-CG within JH-PTRAN-000304.

Road & Rail Manager Design Review Design Review – E5

- E5 Detailed design issued to ARTC. Refer 5-0019-220-CXR-E5-CS-0001
- APP have acted as an Independent Verifier on behalf of Crown and carried out a review of the Detailed Design for PU11390., documented within design package E5 “Level Crossings - LXs (Public - Crown) - Design”. On 18/11/2025, Inland Rail (IRPL) confirmed that all Independent Verifier comments on the E5 package made on behalf of Crown had been closed by the Independent Verifier (refer IR2200-TRANSMIT-001790)

TFNSW Design Review

As per the letter from TfNSW attached to IR2200-TRANSMIT-001767:

- E2, E3 and E5 were shared with Transport for NSW (TfNSW) by IRPL via Aconex for consultative review under Condition of Approval E105.
- TfNSW reviewed these reports and determined that there is no approval or endorsement role for TfNSW for works relative to local and crown roads.

Safety in Design (SiD)

Table 12 Safety in Design

SiD workshop	Relevant Public LX Packages included	Relevant Public LX included	Workshop Stage	Date	Aconex Ref to workshop record
Level Crossings, Council Roads	E2, E3, E5	PU8160 PU33780 PU11390	Post-30%	10 Feb 2025	5-0019-220-PEN-00-RP-0004
			Post-70%	01 May 2025	5-0019-220-PEN-00-RP-0017

ARTC O&M Risk Transfer

Table 13 O&M Risk Transfer

Package	Date ARTC risk transfer meeting(s) held	Reference to risk transfer minutes	Status
E3 - LXs (Public – Cootamundra-Gundagai Regional Council)	23 July 2025	5-0019-220-PEN-00-MM-0014	Conditional endorsement on following hazards: HAZ-009*. Endorsement for all other hazards.
E2 LXs (Public - Junee Shire Council)	24 Sep 2025	5-0019-220-PEN-E2-MM-0001	Conditional endorsement on following hazards: HAZ-009*. Endorsement for all other hazards.
E5 LXs (Public - Crown)	14 Aug 2025	5-0019-220-PEN-00-MM-0020	Conditional endorsement on following hazards: HAZ-009*. Endorsement for all other hazards.

* Note on HAZ-009 “*Train collision with road vehicle at level crossing*” conditional endorsement: ARTC Residual Risk Transfer attendees endorsed the residual risk of Haz-009 with a “High” residual risk with acknowledgement that the controls in place (both existing and accepted proposed/future controls) manage the risk SFAIRP. This risk is being reviewed via the Safety and Accreditation Committee and relevant ARTC representative for endorsement of this “High” residual risk supported by the endorsement received at this JOSR. IRPL has advised JH that no further action is required.

Council Asset Risk Transfer

Table 14 Council asset risk transfer

Residual risk endorsement	Date meeting(s) held	Reference to minutes	Status
CGRC endorsement of: M2 Roads - Public (Cootamundra-Gundagai Regional Council) E3 LXs (Public - Cootamundra-Gundagai Regional Council)	26 Aug 2025	5-0019-220-PEN-00-MM-0028	All applicable hazards endorsed by CGRC
JSC endorsement of: E2 LXs (Public - Junee Shire Council) M1 Roads - Public (Junee Shire Council)	20 Nov 2025	6-0019-220-PEN-00-MM-0001	Endorsement in principle gained, conditional on design comment closure. Refer to section 5.1.1 for a summary of how comments have been closed.

Construction risk transfer

Evidence of the transfer of hazards and controls from the Project Hazard Log to Construction is contained within Appendix G of the I2S Design & Construction Safety Assurance Report 5-0019-220-PEN-00-RP-0023.

Road Safety Audit (RSA)

Refer to the following sections of the design reports:

- E2 – 5-0019-220-CXR-E2-RP-0001, Section 7.7 and Appendix M
- E3 - 5-0019-220-CXR-E3-RP-0001, Section 7.7 and Appendix N
- E5 - 5-0019-220-CXR-E5-RP-0001, Section 7.7 and Appendix N



Appendix E | Risk Assessment Summary

125 PUBLIC LEVEL CROSSING TREATMENT REPORT RISK ASSESSMENT SUMMARY (Ironbong Road, Corbys Lane & Paper Road)

125 HAZARD ID	HAZARD DESCRIPTION	LEVEL CROSSINGS Applicable to this Treatment Report	RESIDUAL RISK OWNER	CAUSES	CONSEQUENCES	ADOPTED EXISTING CONTROLS	ADOPTED PROPOSED CONTROLS	RESIDUAL LIKELIHOOD	RESIDUAL CONCSEQUENCE	RESIDUAL RISK RATING
HAZ-009	Train collision with road vehicle at level crossing	PU8160 Ironbong Road PU33780 Corbys Lane PU11390 Paper Road	ARTC	> CAU-0019 - Road haulage vehicle not clearing track - may have broken down; > CAU-0068 - Public tries to use level crossings for unintended purposes (e.g. oversized/ over-mass equipment, risk of grounding, poor sighting); > CAU-0069 - Faulty components in active warning signage, i.e. components of signage/signal assemblies; > CAU-0171 - existing roads low sight lines (Stopping sight distance) & narrow lanes; > CAU-0177 - high speed road vehicles on approach to LX; > CAU-0225 - Public unaware of newly introduced LX; > CAU-0230 - Unfamiliar route for train drivers; > CAU-0264 - Vegetation growth impeding road user visibility	1. Derailment 2. Severe injury or death	> CON-0004 - Design to ensure compliance with PSR requirements, including design standards and adopting good design principles; > CON-0029 - Operator trained in emergency procedures; > CON-0033 - Maintenance works to be conducted in line with appropriate safeworking / network procedures; > CON-0757 - Road manager permits (ARTC Overdimensional Load Rail LX permit via ODL.permits@artc.com.au) and approval requirements in accordance with NHVR.; > CON-0436 - Standard ARTC inspection & maintenance regime; > CON-0624 - Quality checks for active LX systems as per Completions and Handover Plan and Quality Management Plan; > CON-0625 - Active LX condition monitoring; > CON-0626 - Usage of type approved equipment (RAM); > CON-0474 - Standard LX signage and ALCAM assessment for public LX and sight distance checks for private LX as per PSR & standards; > CON-0627 - Width of the LX as per standards; > CON-0027 - Designs to be compliant with ESD-03-01 and AS7658; > CON-0728 - Consideration of setting/rising sun in design of active LX; > CON-0543 - Provide sufficient signage on approach to level crossing.	> CON-0623 - Interface agreements with councils and landowners; > CON-0621 - CSSI Condition of Approval E99 requires IRPL to implement and maintain a system for the communication of train movements through level crossings to facilitate safe movement of livestock and agricultural machinery across the rail corridor. ; > CON-0473 - Appropriate warning or advisory speed sign as agreed with relevant authorities to be provided at level crossing; > CON-0618 - Update of ARTC systems (e.g. asset registers) to alert train drivers of changes to routes; > CON-0763 - Landscape design to consider vegetation heights in consultation with road design team to avoid impeding sight distances at level crossings or other intersections.	Unlikely (D)	Extreme (5)	High
HAZ-062	Ironbong Road - Vehicle struck by a train	PU8160 Ironbong Road	ARTC	> CAU-0093 - Current design located in a bend	Potential for vehicles and train collision at level crossing leading to serious injury/fatality	> CON-0193 - Provide active control by way of flashing lights, boom barriers and warning signage; > CON-0194 - Adhere to applicable road and rail interface design standards (i.e. AS1742.7, AS7658, ETD-16-02, ETD-16-04, etc)	> CON-0191 - Road re-alignment to mitigate	Rare (E)	Extreme (5)	Medium
HAZ-081	Crossing Loop - Vehicle struck by a train	PU11390 Paper Road	ARTC	> CAU-0118 - Parked train could block view for the cars at level crossing	Traffic impact / Collision leading to serious injury/fatality	> CON-0193 - Provide active control by way of flashing lights, boom barriers and warning signage	> N/a	Rare (E)	Extreme (5)	Medium
HAZ-140	Active LX booms are left down for an extended period of time, resulting road users may seek to divert around the booms.	PU8160 Ironbong Road PU11390 Paper Road	ARTC	> CAU-0234 - Signalling interface risks at tie-in points (north and south), due to failed signalling system during degraded mode (20 mins of live train speed); > CAU-0229 - Road/rail maintenance vehicle using the level crossing as a take-off, causing fault to signalling equipment (e.g. Axel counters).	Road users may seek to divert around the booms leading to train / road vehicle collision when a train is told to proceed under degraded mode. Leading to injury or fatality Operationally - signalling Elec may have to attend track to reset the axle counters, causing delays / revenue loss.	> CON-0004 - Design to ensure compliance with PSR requirements, including design standards and adopting good design principles; > CON-0663 - Network control to issue train drivers CAN warning and to proceed at caution; > CON-0436 - Standard ARTC inspection & maintenance regime; > CON-0032 - Phone number for network control centre to be included in the signage for active LX to report faults/damage issues only.; > CON-0642 - Provide hi-rail take off at the Maintenance siding; > CON-0643 - Axle counters are designed at maintenance siding to facilitate hi-rail access and associated movement.	> CON-0644 - Operation/maintenance to ensure that track patrol access the track through appropriate access points.	Rare (E)	Extreme (5)	Medium
HAZ-158	Short stacking at level crossing at Corbys Lane LX PU-33780	PU33780 Corbys Lane	ARTC	> CAU-0190 - Restricted distance between rail and road for design vehicle (B double)	1. Injury or death to train driver and public users. 2. Vehicle trapped on rail and intersection.	> CON-0004 - Design to ensure compliance with PSR requirements, including design standards and adopting good design principles [Short-stacking has been mitigated at PU33780 Corbys Lane via compliance to standards and the 125 Project Scope & Requirements. The potential for short-stacking occurs when the distance between the closest rail of a level crossing and a downstream intersection is not long enough to accommodate the design vehicle plus a safety factor of 5 metres. The design vehicle at PU33780 is a 12.5m single unit truck and the check vehicle is a 26m B-Double. The design provides approximately 53m from the outer rail to the edge of formation of Dudauman Road. The design therefore complies with AGRD Part 4A, AS 1742.7 Section 5.4 and PSR Annexure B Clause 4.1.4 to provide 41.5m from Rail line to edge of Dudaman Road]	> N/a	Rare (E)	Extreme (5)	Medium
HAZ-164	Rail traffic collision with member of public (pedestrian) at a level crossing (not including suicide attempts).	PU8160 Ironbong Road PU33780 Corbys Lane PU11390 Paper Road	ARTC	> CAU-0203 - Pedestrian has a need to cross on foot (e.g. Broken down vehicle)	Injury or fatality	> CON-0027 - Designs to be compliant with ESD-03-01 and AS7658	> CON-0629 - Requirements for operators to use rail vehicle whistles in the ARTC network rules (ANTR408 Using Train Whistles)	Rare (E)	Extreme (5)	Medium
HAZ-200	Rail vehicle collision with Worker at a level crossing	PU8160 Ironbong Road PU33780 Corbys Lane PU11390 Paper Road	ARTC	> CAU-0202 - Inadequate work protection within corridor	Injury or fatality	> CON-0033 - Maintenance works to be conducted in line with appropriate safeworking / network procedures	> N/a	Rare (E)	Extreme (5)	Medium
HAZ-233	Risk of vehicle collision or accident involving driver while a vehicle is parked up to open RMAR gate	PU8160 Ironbong Road PU33780 Corbys Lane PU11390 Paper Road	ARTC	> CAU-0221 - Steep grade at RMAR intersections; > CAU-0222 - Insufficient space for parking while RMAR gate is opened	Injury or fatality to vehicle passenger and pedestrian	> CON-0609 - Check grade of RMAR intersections, to be in accordance with AS2890; > CON-0718 - Safe driving practices, including applying sufficient brake to prevent vehicle rollaway.	> CON-0608 - Check maintenance vehicle requirements for RMAR access and check vehicle storage sufficient (i.e. more than one vehicle arriving at once); > CON-0703 - At RMAR/Road intersections, consider specifying RMAR gates to open inward (into the RMAR, away from public/private road) to maximize vehicle storage space on the road-side.	Rare (E)	Extreme (5)	Medium

Appendix F | Road Authority Endorsement of LX Design

Table 15 Road Authority endorsement evidence summary

Level Crossing	Road Authority endorsement Evidence (provided below in this appendix)	Status / comment
PU8160 Ironbong Road, Illabo	JSC letter of acceptance for Ironbong Rd 5-0019-220-PEN-E2-LT-0002	Endorsed JSC signed the LX design acceptance letter
PU11390 Paper Road, Bethungra	Crown letter of acceptance 6-0019-220-PEN-E5-LT-0001 I2S Crown - Detailed Design Acceptance Letter - E5	Endorsed Crown signed LX design acceptance letter.
PU33780 Corby's Lane, Stockinbingal	CGRC letter of acceptance 5-0019-220-PEN-00-LT-0001 I2S Cootamundra-Gundagai Regional Council – Detailed Design Acceptance Letter - E3_E9_M2	Endorsed CGRC signed LX design acceptance letter.



Appendix F.1. JSC Letter of Acceptance for Ironbong Road

24th October 2025

Stephen Targett
Director of Engineering Services
Junee Shire Council
29 Belmore Street | PO Box 93 | JUNE NSW 2663
Email: Stephen.Targett@junee.nsw.gov.au

Dear Stephen,

I2S | Junee Shire Council – Detailed Design Acceptance Letter - Ironbong Road Level Crossing (PU8160)

As part of the consultation and approval process for the I2S design package E2 Level Crossings - LXs (Public - Junee Shire Council), Junee Shire Council (JSC) have provided feedback on the Detailed Design on the Ironbong Road Level Crossing (PU8160):

Level Crossing ID	Level Crossing Title	Design Drawings
PU8160	Ironbong Road Level Crossing	Refer to Appendix A

The list of design drawings relevant to this Ironbong Road Level Crossing is appended to the back of this letter as Appendix A. Should the Council be satisfied with the referenced drawings in Appendix A as they relate to Ironbong Road Level Crossing, please sign and return this letter such that the designer can proceed with submission of IFC (Issued for Construction) documentation.

We look forward to working further with Junee Shire Council and should you have any queries please do not hesitate to contact the undersigned.

Yours sincerely,

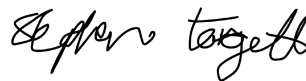


Justin McCarthy (Dec 19, 2025 10:51:09 GMT+11)

Justin McCarthy
Project Director
Inland Rail – Illabo to Stockinbingal

John Holland

Signature:



Name / JSC Role: Stephen Targett

Date: 19 / 12 / 2025

Appendix A Ironbong Road Level Crossing (PU8160) Drawing List

Drawing Number	Drawing Title
5-0019-220-PEN-E2-DR-0001	Level Crossing Cover Sheet - Sheet 1
5-0019-220-PEN-E2-DR-0002	Level Crossing Drawing Index - Sheet 1
5-0019-220-PEN-E2-DR-0005	Level Crossing General Notes - Sheet 1
5-0019-220-PEN-E2-DR-0006	Level Crossing General Notes - Sheet 2
5-0019-220-PEN-E2-DR-0009	Level Crossing Legend - Sheet 1
5-0019-220-PEN-E2-DR-0010	Level Crossing Key Plan - Sheet 1
5-0019-220-CXR-E2-DR-0052	LC220E1400 LX PU8160 Typical Sections - Sheet 1
5-0019-220-CXR-E2-DR-0501	Typical Details - Sheet 1
5-0019-220-CXR-E2-DR-0502	Typical Details - Sheet 2
5-0019-220-CXR-E2-DR-0503	Typical Details - Sheet 3
5-0019-220-DSN-E2-DR-0510	Signage Installation Details - Sheet 1
5-0019-220-DSN-E2-DR-0514	Signage Installation Details - Sheet 2
5-0019-220-DPV-E2-DR-0501	Pavement Profiles - Sheet 1
5-0019-220-DPV-E2-DR-0502	Pavement Interface Details - Sheet 1
5-0019-220-DDR-E2-DR-0501	Drainage Details -Sheet 1
5-0019-220-DDR-E2-DR-0502	Drainage Details -Sheet 2
5-0019-220-CXR-E2-DR-0111	LC220E1400 LX PU8160 General Arrangement Plan - Ironbong Road - At 425.665Km
5-0019-220-CXR-E2-DR-0112	LC220E1400 LX PU8160 General Arrangement Plan - Ironbong Road - At 425.665Km
5-0019-220-CXR-E2-DR-0113	LC220E1400 LX PU8160 General Arrangement Plan - Ironbong Road - At 425.665Km
5-0019-220-CXR-E2-DR-0114	LC220E1400 LX PU8160 General Arrangement Plan - Ironbong Road - At 425.665Km
5-0019-220-CXR-E2-DR-0303	LC220E1400 LX PU8160 Longitudinal Section - Ironbong Road - At 425.665Km
5-0019-220-CXR-E2-DR-0304	LC220E1400 LX PU8160 Longitudinal Section - Ironbong Road - At 425.665Km
5-0019-220-CXR-E2-DR-0305	LC220E1400 LX PU8160 Longitudinal Section - Ironbong Road - At 425.665Km

5-0019-220-CXR-E2-DR-0306	LC220E1400 LX PU8160 Longitudinal Section - Ironbong Road - At 425.665Km
5-0019-220-CXR-E2-DR-0402	LC220E1400 LX PU8160 Cross Sections - Ironbong Road - At 425.665Km
5-0019-220-CXR-E2-DR-0403	LC220E1400 LX PU8160 Cross Sections - Ironbong Road - At 425.665Km
5-0019-220-CXR-E2-DR-0404	LC220E1400 LX PU8160 Cross Sections - Ironbong Road - At 425.665Km
5-0019-220-CXR-E2-DR-0405	LC220E1400 LX PU8160 Cross Sections - Ironbong Road - At 425.665Km
5-0019-220-DSN-E2-DR-0111	LC220E1400 LX PU8160 Signage And Linemarking Plan - Ironbong Road - At 425.665Km
5-0019-220-DSN-E2-DR-0112	LC220E1400 LX PU8160 Signage And Linemarking Plan - Ironbong Road - At 425.665Km
5-0019-220-DSN-E2-DR-0113	LC220E1400 LX PU8160 Signage And Linemarking Plan - Ironbong Road - At 425.665Km
5-0019-220-DSN-E2-DR-0114	LC220E1400 LX PU8160 Signage And Linemarking Plan - Ironbong Road - At 425.665Km
5-0019-220-DSN-E2-DR-0115	LC220E1400 LX PU8160 Detailed Plan - Ironbong Road - At 425.665Km
5-0019-220-DPV-E2-DR-0111	LC220E1400 LX PU8160 Pavement Plan - Ironbong Road - At 425.665Km
5-0019-220-DPV-E2-DR-0112	LC220E1400 LX PU8160 Pavement Plan - Ironbong Road - At 425.665Km
5-0019-220-DPV-E2-DR-0113	LC220E1400 LX PU8160 Pavement Plan - Ironbong Road - At 425.665Km
5-0019-220-DPV-E2-DR-0114	LC220E1400 LX PU8160 Pavement Plan - Ironbong Road - At 425.665Km
5-0019-220-DSN-E2-DR-0025	Barrier Schedule - Sheet 1
5-0019-220-DDR-E2-DR-0025	Culvert And Channel Schedules - Sheet 1
5-0019-220-DDR-E2-DR-0301	Drainage Longitudinal Sections - Sheet 1



Appendix F.2. Crown letter of Acceptance

05/12/2025

Department of Planning, Housing and Infrastructure
Level 2
155-157 Marius Street
Tamworth NSW 2340

Dear Danny Young

Illabo to Stockinbingal | Crown – Detailed Design Acceptance Letter – E5

As part of the Illabo to Stockinbingal (I2S) section of the Inland Rail project, a level crossing is being constructed on a crown road approximately 5.5km north-northwest of Bethungra. The road does not have a name and for the purposes of the I2S Project is referred to as Paper Road. The Paper Road falls within the Junee Council locality but is to be returned works to State of NSW (Crown). The level crossing has the ID number PU11390.

As part of the I2S consultation and approval process, APP have acted as an Independent Verifier on behalf of Crown and carried out a review of the Detailed Design for this level crossing, documented within design package E5 “Level Crossings - LXs (Public - Crown) - Design”.

Table 1: relevant design package

Package ID	Package Title	Level crossing(s)	Evidence of Comment Closure
E5	I2S Level Crossings - LXs (Public - Crown) - Design	PU11390	IR2200-TRANSMIT-001790 (18/11/2025) confirmed that all Independent Verifier (IV) comments have been closed by the IV.

On 18/11/2025, Inland Rail (IRPL) confirmed that all Independent Verifier comments on the E5 package made on behalf of Crown had been closed by the Independent Verifier (refer IR2200-TRANSMIT-001790). John Holland therefore seeks Crown acceptance of the design. The drawing lists for the E5 package is appended to the back of this letter for reference.

John Holland will construct and commission the level crossing. Before the level crossing is commissioned, John Holland will provide certification that the level crossing PU11390 is compliant with all the relevant standards.

Should Crown be satisfied with the referenced drawings and the supporting documentation, please sign and return this letter such that the designer can proceed with the submission of IFC (Issued for Construction) documentation and associated design certification.

If have any queries please do not hesitate to contact the undersigned.

Yours sincerely,



Justin McCarthy (Dec 10, 2025 15:28:34 GMT+11)

Justin McCarthy
Project Director
Inland Rail – Illabo to Stockinbingal

John Holland

Signature:



Danny Young - Manager Major Infrastructure and Environment

Name / Crown Role: _____

Date: 11 / 12 / 25
_____ / _____ / _____

Appendix A Drawing Lists

A-1 E5 Design Package Drawing List

Drawing Number	Drawing Title
5-0019-220-CXR-E5-DR-0051	I2S LC220E1400 LX PU11390 Typical Sections - Sheet 1
5-0019-220-CXR-E5-DR-0101	I2S LC220E1400 LX PU11390 General Arrangement Plan - Paper Road At 428.906Km
5-0019-220-CXR-E5-DR-0102	I2S LC220E1400 LX PU11390 General Arrangement Plan - Paper Road At 428.906Km
5-0019-220-CXR-E5-DR-0301	I2S LC220E1400 LX PU11390 Longitudinal Section - Paper Road At 428.906Km
5-0019-220-CXR-E5-DR-0302	I2S LC220E1400 LX PU11390 Longitudinal Section - Paper Road At 428.906Km
5-0019-220-CXR-E5-DR-0401	I2S LC220E1400 LX PU11390 Cross Sections - Paper Road At 428.906Km
5-0019-220-CXR-E5-DR-0501	I2S LC220E1400 LX PU11390 Paper Road Typical Details - Sheet 1
5-0019-220-CXR-E5-DR-0502	I2S LC220E1400 LX PU11390 Paper Road Typical Details - Sheet 2
5-0019-220-DPV-E5-DR-0101	I2S LC220E1400 LX PU11390 Pavement Plan - Paper Road At 428.906Km
5-0019-220-DPV-E5-DR-0102	I2S LC220E1400 LX PU11390 Pavement Plan - Paper Road At 428.906Km
5-0019-220-DPV-E5-DR-0501	I2S LC220E1400 LX PU11390 Paper Road Pavement Profiles - Sheet 1
5-0019-220-DSN-E5-DR-0101	I2S LC220E1400 LX PU11390 Signage and Linemarking Plan - Paper Road At 428.906Km
5-0019-220-DSN-E5-DR-0102	I2S LC220E1400 LX PU11390 Signage and Linemarking Plan - Paper Road At 428.906Km
5-0019-220-DSN-E5-DR-0510	I2S LC220E1400 LX PU11390 Paper Road Signage Installation Details - Sheet 1
5-0019-220-PEN-E5-DR-0001	I2S Level Crossing Cover Sheet - Sheet 1
5-0019-220-PEN-E5-DR-0002	I2S Level Crossing Drawing Index - Sheet 1
5-0019-220-PEN-E5-DR-0005	I2S Level Crossing General Notes - Sheet 1
5-0019-220-PEN-E5-DR-0006	I2S Level Crossing General Notes - Sheet 2
5-0019-220-PEN-E5-DR-0009	I2S Level Crossing Legend - Sheet 1
5-0019-220-PEN-E5-DR-0010	I2S Level Crossing Key Plan - Sheet 1



Appendix F.3. CGRC Letter of Acceptance

24th October 2025

David Brodie
Acting Manager Engineering – Cootamundra
Cootamundra-Gundagai Regional Council

81 Wallendoon Street, Cootamundra, NSW 2590
Email: david.brodie@cgrc.nsw.gov.au

Dear David,

Cootamundra-Gundagai Regional Council – Detailed Design Acceptance Letter - E3_E9_M2

Cootamundra-Gundagai Regional Council (CGRC) have provided feedback on the Detailed Design for the following I2S design packages as part of the consultation and approval process:

Package ID	Package Title	IRPL ACONEX Mail Reference - Comment Sheet	IRPL ACONEX Mail Reference - Comment Closure Confirmation
E3	I2S - Level Crossings - LXs (Public - Cootamundra-Gundagai Regional Council)	IR2200-TRANSMIT-001558	CTGRC-RTRANSMIT-000007
E9	I2S Bridges - Old Cootamundra Road Underbridge	IR2200-TRANSMIT-001562	CTGRC-RTRANSMIT-000009
M2	I2S Roads - Public (Cootamundra-Gundagai Regional Council)	IR2200-TRANSMIT-001560	CTGRC-RTRANSMIT-000008

CGRC has acknowledged it is satisfied that the design documentation and processes are delivered in accordance with CSSI-9406 Condition E88 and as per the MIRDA agreement between IRPL and CGRC. John Holland therefore seeks CGRC's acceptance of the design. The drawing lists for the relevant packages are appended to the back of this letter for reference.

Should the Council be satisfied with the referenced drawings, please sign and return this letter such that the designer can proceed with submission of IFC (Issued for Construction) documentation.

We look forward to working further with Cootamundra-Gundagai Regional Council and should you have any queries please do not hesitate to contact the undersigned.

Yours sincerely,


Justin McCarthy (Oct 28, 2025 16:52:12 GMT+11)

Justin McCarthy
Project Director
Inland Rail – Illabo to Stockinbingal

John Holland

Signature:



Name / CGRC Role: David Brodie - Acting Manager Engineering
Cootamundra

Date: 18 / 12 / 25

Appendix A Drawing Lists

A-1 E3 Drawing List

Drawing Number	Drawing Title
5-0019-220-PEN-E3-DR-0001	ILLABO TO STOCKINBINGAL - LEVEL CROSSING COVER SHEET - SHEET 1 1 OF 1
5-0019-220-PEN-E3-DR-0002	ILLABO TO STOCKINBINGAL - LEVEL CROSSING DRAWING INDEX - SHEET 1 1 OF 1
5-0019-220-PEN-E3-DR-0005	ILLABO TO STOCKINBINGAL - LEVEL CROSSING GENERAL NOTES - SHEET 1 1 OF 2
5-0019-220-PEN-E3-DR-0006	ILLABO TO STOCKINBINGAL - LEVEL CROSSING GENERAL NOTES - SHEET 2 2 OF 2
5-0019-220-PEN-E3-DR-0009	ILLABO TO STOCKINBINGAL - LEVEL CROSSING LEGEND - SHEET 1 1 OF 1
5-0019-220-PEN-E3-DR-0010	ILLABO TO STOCKINBINGAL - LEVEL CROSSING KEY PLAN - SHEET 1 1 OF 1
5-0019-220-CXR-E3-DR-0051	ILLABO TO STOCKINBINGAL - LC220E1400 LX PU33780 CORBYS LANE TYPICAL SECTIONS - SHEET 1 1 OF 1
5-0019-220-CXR-E3-DR-0101	ILLABO TO STOCKINBINGAL - LC220E1400 LX PU33780 GENERAL ARRANGEMENT PLAN - CORBYS LANE AT 451.283KM 1 OF 1
5-0019-220-CXR-E3-DR-0301	ILLABO TO STOCKINBINGAL - LC220E1400 LX PU33780 LONGITUDINAL SECTION - CORBYS LANE AT 451.283KM 1 OF 1
5-0019-220-CXR-E3-DR-0401	ILLABO TO STOCKINBINGAL - LC220E1400 LX PU33780 CROSS SECTIONS - CORBYS LANE AT 451.283KM 1 OF 1
5-0019-220-CXR-E3-DR-0501	ILLABO TO STOCKINBINGAL - LC220E1400 LX PU33780 CORBYS LANE TYPICAL DETAILS - SHEET 1 1 OF 2
5-0019-220-CXR-E3-DR-0502	ILLABO TO STOCKINBINGAL - LC220E1400 LX PU33780 CORBYS LANE TYPICAL DETAILS - SHEET 2 2 OF 2
5-0019-220-DDR-E3-DR-0025	ILLABO TO STOCKINBINGAL - LC220E1400 LX PU33780 CORBYS LANE CHANNEL SCHEDULE - SHEET 1 1 OF 1
5-0019-220-DSN-E3-DR-0101	ILLABO TO STOCKINBINGAL - LC220E1400 LX PU33780 SIGNAGE AND LINEMARKING PLAN - CORBYS LANE AT 451.283KM 1 OF 1
5-0019-220-DSN-E3-DR-0510	ILLABO TO STOCKINBINGAL - LC220E1400 LX PU33780 CORBYS LANE SIGNAGE INSTALLATION DETAILS - SHEET 1 1 OF 1
5-0019-220-DPV-E3-DR-0101	ILLABO TO STOCKINBINGAL - LC220E1400 LX PU33780 PAVEMENT PLAN - CORBYS LANE AT 451.283KM 1 OF 1
5-0019-220-DPV-E3-DR-0501	ILLABO TO STOCKINBINGAL - LC220E1400 LX PU33780 CORBYS LANE PAVEMENT PROFILES AND INTERFACE DETAILS - SHEET 1 1 OF 1



Cootamundra-Gundagai Regional Council
81 Wallendoon Street
Cootamundra
NSW 2590 Australia

MAIL TYPE
Response to Transmittal

MAIL NUMBER
CTGRC-RTRANSMIT-000012

REFERENCE NUMBER
JH-TRANSMIT-001944

Re: I2S | Public Level Crossing Treatment Report - Rev B - Issued for CGR Council REVIEW

From Mr David Brodie - Cootamundra-Gundagai Regional Council

To (3) Pippa Rockell - Australian Rail Track Corporation
Lauren Dawes - Cootamundra-Gundagai Regional Council (lauren.dawes@cgrc.nsw.gov.au)
Trevor Dando - Cootamundra-Gundagai Regional Council (trevor.dando@cgrc.nsw.gov.au)

Cc (5) Aisling Twomey - Australian Rail Track Corporation
Ms Cassandra Hodges - Australian Rail Track Corporation
Mr Raymond Fung - Australian Rail Track Corporation
Ms Gimhani Dissanayake - Australian Rail Track Corporation
Mr Paul Badra - Australian Rail Track Corporation

Sent Friday, 6 February 2026

MESSAGE

Hi Pippa,
CGRC has reviewed the Public Level Crossing Treatment Report - Rev B and have no objections or comments to the repot.

From: P Rockell
Sent: 22/12/2025 1:27:49 PM AEDT (GMT +11:00)
To: David Brodie, Trevor Dando, Lauren Dawes
Cc: Paul Badra, Gimhani Dissanayake, Raymond Fung, Cassandra Hodges, Aisling Twomey
Mail Number: IR2200-TRANSMIT-001983
Subject: I2S | Public Level Crossing Treatment Report - Rev B - Issued for CGR Council REVIEW

On behalf of Cassandra Hodges

Hi David/Lauren/Trevor,

Please find the attached I2S Public Level Crossing Treatment Report - Rev B or your review under E88 condition.

Should you have any questions, please reach out to Cassandra Hodges.

Thank you.

Pippa Rockell

Document Controller

INLAND
RAIL 

0447834902

Level 11, Tower 2, Collins Square, 727 Collins St, Docklands VIC 3008

inlandrail.com.au |     



Appendix F.4. Letter from TfNSW

27 January 2026

WST24/00022/030 | SF2024/023421

Ms Cassandra Hodges
Senior Project Manager – Interfaces
Inland Rail Pty Ltd
290 Clarinda Street
PARKES NSW 2870

Dear Ms Hodges,

SSI-9406; Illabo to Stockinbingal Inland Rail Project; Public Level Crossing Treatment Report Rev B

Transport for NSW (TfNSW) received the Public Level Crossing Treatment Report (Rev B) for the Illabo to Stockinbingal (I2S) Inland Rail project on 22 December 2025 via Aconex (IR2200-TRANSMIT-001981) from Inland Rail Pty Ltd (IRPL). TfNSW has reviewed the report and provides comment in accordance with the consultation requirements of CoA E88.

Closure of LX204

Level crossing LX204 at Burley Griffin Way, Stockinbingal, for which TfNSW is the road manager, is to be permanently closed and therefore falls under a separate process.

Proposed LX Treatment and LX Safety

TfNSW is not the relevant roads authority for any of the new level crossings to which this report relates and therefore has no role in endorsing the road designs and treatment proposed at these new level crossings. TfNSW was also not involved in the SiD workshops for the new level crossings.

TfNSW notes the Rail Infrastructure Manager (RIM) for this rail line is Australian Rail Track Corporation (ARTC) which is responsible for the safe, efficient and effective operation of the national rail network. IRPL must comply with Rail National Safety Law and any modifications to the ARTC managed rail line and level crossing treatment must be authorised by the RIM, ARTC.

Speed Zone Reviews

Requests to TfNSW for Speed Zone Reviews are to be initiated by the relevant roads authority for each crossing where a reduced speed zone is proposed.

For a regulatory speed zone to be applied the road must be sealed on both sides of the crossing as per s12.4.4 of the NSW Speed Zoning Standard 2025.

For active crossings, the maximum speed is capped at 80km/h. However, for passive crossings, the appropriate speed is determined from assessing the road environment and safety risks at each unique location. The Speed Zone Standard requires that the speed zone reduction is to apply on the approach and exit of the crossing.

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For any Speed Zone Reviews initiated by the relevant roads authority, TfNSW will conduct an assessment of the location and make a determination.

Consultation with TfNSW

Section 4 of the report indicates in several locations that TfNSW has advised it will not approve regulatory speed zones at some crossings (Old Sydney Road PU5600 and Unnamed Road PU15950). TfNSW has yet to receive any applications from relevant roads authorities for Speed Zone Reviews and as such, has not advised that speed zones will not be approved. The report is inaccurate and requires correction.

In addition, Section 4 states for the crossing at Paper Road PU11390, TfNSW endorsed speed reduction to 80km/h. It is unclear whether this comment relates to the design speed or regulatory speed zone. Please provide evidence of this endorsement for clarity.

Please provide the updated report addressing the issues raised for further review.

Should you require further information in relation to this matter, please contact the undersigned via: development.inlandrail@transport.nsw.gov.au or on 0447 800 291.

Yours sincerely,

A handwritten signature in black ink, appearing to read "N Payne".

Nicole Payne
A/Manager Development Services – Inland Rail
Planning, Integration and Passenger
Transport for NSW

OFFICIAL