

26 August 2021
ARTC Ref: 6-0000-260-EEC-00-LT-0032

Matthew Todd-Jones
Department of Planning, Infrastructure and Environment
4 Paramatta Square
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Parramatta NSW 2150
Email: Matthew.Todd-Jones@planning.nsw.gov.au

Dear Matthew,

CSSI 7474 Narrabri to North Star, Phase 1 (N2NS Project)
Transport Network and Connectivity Analysis (Jones Avenue Overbridge)
RFI-25882898 Transport Network and Connectivity Analysis

I refer to the Minister's Conditions of Approval (**MCoA's**) issued for the Critical State Significant Infrastructure (**CSSI**) Project No 7474 Narrabri to North Star, Phase 1 on 13 August 2020 (**N2NS Planning Approval**), and specifically the Transport Network and Connectivity Analysis required by MCoA's E56 – E59.

I also refer to the Request for Information (**RFI**) from the Department of Planning, Industry and Environment (the **Department**) on 11 August 2021 regarding *CSSI 7474 Narrabri to North Star, Phase 1 (N2NS): Transport Network and Connectivity Analysis*.

ARTC have reviewed the RFI and accordingly please find attached to this letter the additional information as requested.

Should you have any further questions, please do not hesitate to contact Justin Bate, Health, Safety and Environment Superintendent on JBate@artc.com.au or 0438 952 286 or myself at PBorelli@ARTC.com.au or 0407 254 363.

Yours sincerely,



Peter Borrelli
Project Director N2NS
26 August 2021

Attachment

Project	CSSI 7474 Inland Rail – Narrabri to North Star, Phase 1 (N2NS)
Document	Transport Network and Connectivity Analysis
Date received from ARTC	4.8.21
Date comments sent to ARTC	11.8.21

Comment No.	CoA	Requirement	The Departments Comment	ARTC Comment	Final Status
1	E57(c)	The ability for use by a range of heavy vehicles and compliance with relevant road design standards;	From the reference documents you note in Table 1 of the analysis, it is difficult to determine how the analysis has considered the ability for use by a range of heavy vehicles. It is noted that section 8 of the Transport Plan states that any connections to the Newell Highway will be designed in accordance with TfNSW and Austroads guidelines. DPIE Comment 1.1: Please provide a clearer indication of how this part of the condition has been met in the analysis.	Response Details in relation to road freight in and around Moree are noted in Section 4.6.2 of the Transport Plan. Along the Newell, Gwydir and Camarvon Highways, 26-metre B-Doubles are permitted, which connect to the township of Moree. The Newell Highway and Gwydir Highway are the most heavily used routes, carrying over 65,400 and 13,200 freight vehicles per year, respectively. In 2011, Moree had the highest percentage of heavy vehicle use of rural highways (refer to Section 4.9 of the Transport Plan). In ARTC's correspondence of 3 August 2021 (Reference: 5-0000-260-PCM-00-LT-0256), it is noted that since February / March 2020 and during the development of the Moree SAP draft Masterplan, ARTC has been consulted and involved with the Moree SAP technical experts with respect to the Moree Intermodal Overpass (MIO). Other stakeholders involved in those discussions included representatives of Transport for NSW (TfNSW) as well as Moree Plains Shire Council (MPSC). As noted in Section 7.1.5 of the Transport Plan, a high-level analysis of potential locations of the MIO was undertaken to compare the six overpass connection options. Therein, it is noted that the MIO is a committed future infrastructure initiative that would, amongst other things, reduce the freight traffic traversing the Moree township and integrate with a future east-west connection. As part of the analysis of alternative locations for the overbridge, it was noted that the proposed Jones Avenue Road Overbridge had significant design challenges in relation to use by heavy vehicles due to the gradient necessary to support such a structure at that location. Jones Avenue, whilst a regional road, is a street in a highly urbanised area of Moree and the structure necessary would have significantly impeded the amenity of the area. This point was made by TfNSW in its submission to DPIE on the EIS in respect of this Project and was also a view shared by TfNSW as part of the Moree SAP transport analysis. Freight accessibility to the intermodal terminals and Moree SAP was a key consideration of the multi criteria assessment (MCA) undertaken to determine the location of the MIO. The Moree Intermodal Transport Taskforce (including representatives of the heavy vehicle industry) participated in a MCA workshop to test the MIO options. The ability for use of the MIO by a range of heavy vehicles was a fundamental consideration of the MCA, particularly given the significance of road freight in and around Moree. The proposed location of the MIO identified by the Moree SAP investigations, being the Airport South MIO option, was chosen to directly connect to existing heavy vehicle routes through Moree township to the Moree SAP. (Refer to the Background Information set out in relation to Comment No.2 below.) As contemplated by Section 7.1.6 of the Transport Plan, the proposed East-West Connector will serve as a freight access point from the Gwydir Highway, connecting freight from the west of Moree to the MIO located at the Airport South MIO location, bypassing Moree township completely. This longer-term infrastructure is identified in the Moree SAP draft Masterplan as planned infrastructure and this East-West Connector heavy vehicle bypass will solve a long-term town amenity issue. The design considerations for the East-West Connector are detailed in Section 7.1.6.1 of the Transport Plan and, because of the connection to the MIO and the Newell Highway, require alignment with the Austroads Guide to Road Design for urban and arterial road design to maximise road capacity.	

			During the course of the Moree SAP investigations, MPSC commenced (in conjunction with its consultants) preparing the design of the MIO, subject to finalisation of its location as important aspects of the design (and costings thereof) are dependent on the bridge, approaches and connection to existing road infrastructure. As announced earlier this year, the Federal Government agreed to commit over \$35 million to MPSC for the construction of the MIO as part of its Roads of Strategic Importance funding initiative. ARTC has entered into a contractual arrangement with MPSC regarding MPSC assets affected by the Project. This agreement provides that MPSC and ARTC have agreed that the design documentation for the overbridge structure will be finalised as soon as reasonably practicable following determination of its location. With the Overbridge crossing both the Newell Highway as well as the Inland Rail, both TNSW and ARTC are involved in this process and will be using Austroads Guide to Road Design Parts 1 – 8 (AGRD) RMS Supplement to Austroads Guide to Road Design (AGRD) part 3 as design guidelines and design work on this basis has already commenced. As part of the Moree SAP Masterplan process, Arcadis is undertaking all design work associated with the Moree SAP infrastructure including the MIO. The MIO design parameters accommodate any heavy vehicle combinations currently in use in and around Moree Plains, together with quad heavy vehicle configurations to future proof the infrastructure. Intersections and turning pathways have been designed for use by existing heavy vehicle combinations but intersection corridors have been planned to allow expansion for longer vehicles (quad configurations) into the future (over the 10-15 year horizon).	
2	E57(d)	community safety and severance impact of formal or informal changes to heavy vehicle routes;	From the reference documents you note in Table 1 of the analysis, it is difficult to determine how community safety and severance impact has been considered. DPIE Comment 2.1: Please provide a clearer indication of how this part of the condition has been met in the analysis.	Background Information The online Restricted Access Vehicle maps for Moree provide information on the enforceable road network restrictions and routes available for use by heavy vehicles in Moree. The Gwydir Highway, to the west of Moree, forms a key freight link between Perth/Adelaide and Brisbane. The Gwydir Highway is the only B-Double route between the North East – North West Region and the NSW North Coast (refer to Section 4.5.1.2.2 of the Transport Plan). Historically, heavy vehicles using the Gwydir Highway, coming from west of Moree and needing to travel south on the Newell Highway to Narrabri have used the old Newell Highway route through Moree. A restricted access route for heavy vehicles through Moree was established using Greenbah Road, Heber Street, Edward Street and Jones Avenue to access the Newell Highway. Since the completion of the Moree Bypass in 2013, the Gwydir Highway has been re-routed to run along Greenbah Road, then onto Coolbah, Gwydir and Balo Streets, before heading north over the Mahaffey Bridge at Broadwater Creek onto Boggabilla Road and joining the Newell Highway south. Both routes continue to be used by heavy vehicles. Response MPSC's transport program (referred to in ARTC's correspondence to DPIE of 3 August 2021) was reviewed as part of the Moree SAP transport investigations (refer to Section 7.1.5 of the Transport Plan). This program considered the safety and severance issues associated with heavy vehicles using the old Newell Highway route, utilising Jones Avenue.

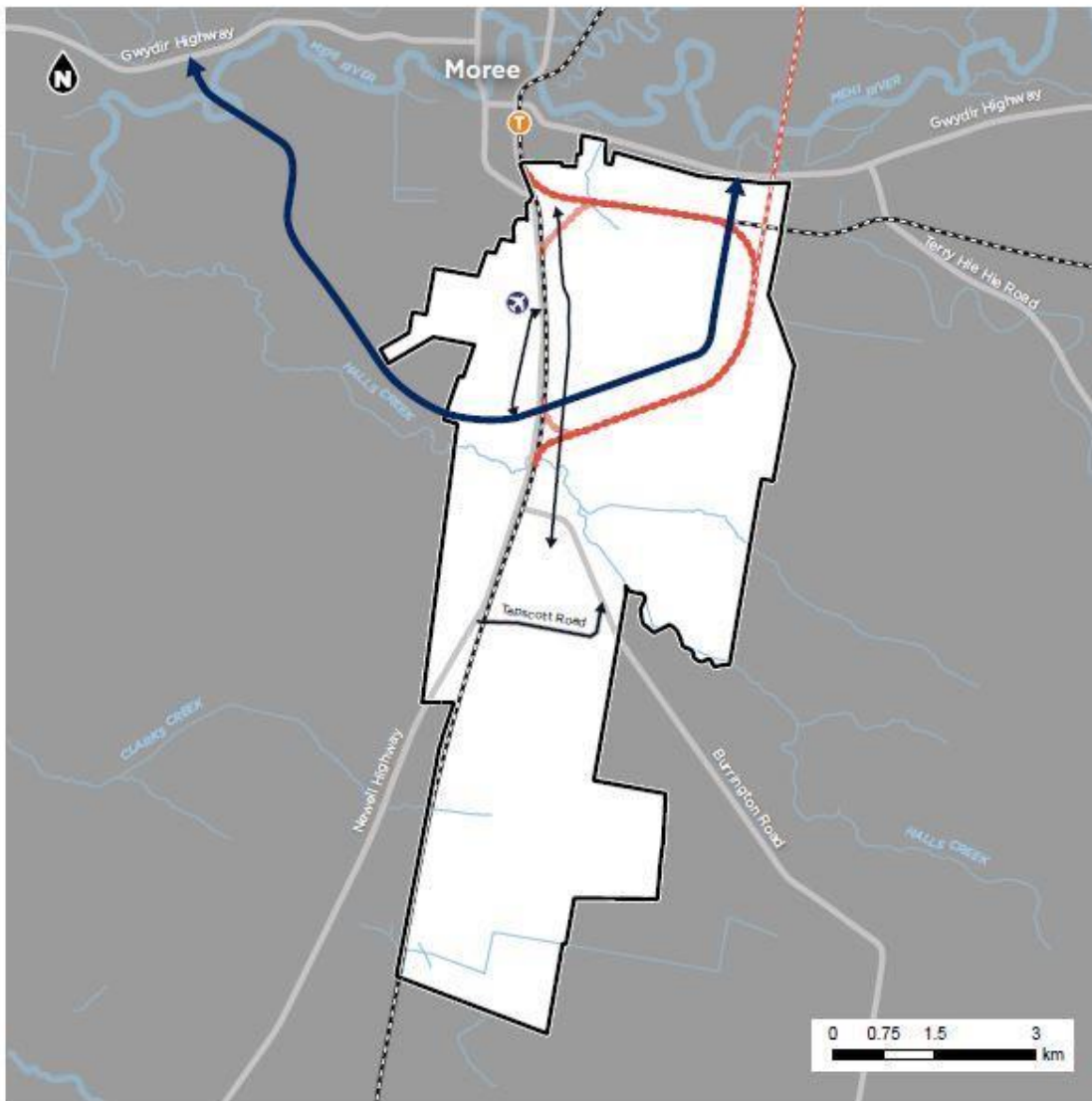
			Jones Avenue is located in a highly urbanised area of Moree. (See attached Map 1.) The area is characterised by heavy foot traffic as compared to other areas of Moree given the proximity to schools and demographics of those who live in that area of Moree. The MCA considered social and economic considerations including alignment and integration with MPSC's future town planning, severance impacts and residential impact/ proximity to sensitive areas. If the Jones Avenue Overpass was to proceed, heavy vehicles would enter east Moree residential areas around Dingwall Place. The preferred MIO location means that heavy vehicles will follow existing formal transport routes (detailed in the Background Information above) before joining the Newell Highway and using the MIO to access existing intermodal sites, industrial area and future Activation Precinct. With the preferred location of the MIO now to the south of the Moree township, the community severance and safety issues that would have been created by the Jones Avenue overbridge no longer exist. Over time, the Airport South MIO, together with the future planned infrastructure of the East-West Connector, will redistribute heavy vehicle movements to outside the residential areas of Moree. Refer to Map 2.
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The map displays the town of Moree, NSW, with a grid of streets and a river. Key locations marked include:

- Moree District Health Service**: Indicated by a red pin icon in the center of the town.
- Moree East Public School**: Indicated by a blue pin icon to the east of the health service.
- Moree Secondary College - Carol Avenue Campus**: Indicated by a blue pin icon further east.

Major roads shown include the B16 (Gwydir Highway) running north-south and the B29 (Morton Highway) running east-west. The Gwydir River flows through the town. The map is sourced from Transport for NSW, with data as of 12/09/2021.

Map 2 – Key Transport Infrastructure (Figure 26, as extracted from the Moree SAP draft Masterplan)



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| Special Activation Precinct (4,716 ha) | Proposed East West Connector (Strategic Corridor) |
| Moree Regional Airport | Proposed Road |
| Rail Station | NE Rail Bypass |
| Railway | NE Intermodal Loop |
| Road | Potential rail link |
| River/Creek | |