

18 October 2022

Michael Lahoud  
Planner  
NSW Department of Planning & Environment  
[Rodney.garrett@dpie.nsw.gov.au](mailto:Rodney.garrett@dpie.nsw.gov.au)

Re: Local Land Services submission on the Narrabri to North Star Phase 2 (SSI-10054) Inland Rail – EIS Exhibition.

Dear Mr Lahoud,

Thank you for the invitation to review and provide comment on the Inland Rail - Narrabri to North Star Phase 2 EIS.

Local Land Services has identified the following issues:

## Culverts - General

Local Land Services requests a formal undertaking from ARTC outlining culvert management inclusive of desilting and debris removal; annual inspection program; and ‘trigger’ points to reinstate culvert functionality. Many of our stock crossings, and greater TSR regional functionality, rely on functioning culverts. If any level of silt/sludge is left in the culvert it will not be practical to walk sheep through.

## Walking stock railway line crossings

Walking stock crossings at the following sites are critical for regional travelling stock reserve functionality. The proponent has not provided a definitive design or feasible solution to allow walking stock to traverse the railway line, and adjacent highway if relevant, in a safe manner.

### Edgeroi TSR

- **Issues** – safety of stock crossing of railway line and adjacent highway. Close proximity of critically endangered ecological community - Weeping Myall Woodlands
- **Recommended solution** – Inland rail to supply and erect holding yards including wing fencing on the western side of the rail corridor and on the eastern side of the Newell Hwy to ensure timely and safe passage across the rail line. Ensure consultation with Local Land Services prior to construction to ensure protection of the critically endangered ecological community - Weeping Myall Woodlands.

### Bellata TSR:

- **Issue** – The proposed design by the proponent effectively disables the route as it will be completely cut-off making it no longer functional for walking stock. Land acquisitions were initially discussed.
- **Recommended solution** – Pending final track location, land acquisition may be required to keep the functionality of the TSR in this area.

#### **Cammara Lane TSR:**

- **Issue** – Proponent needs to provide definitive locations and designs at this location for LLS to accurately assess impacts, particularly construction near the Gwydir River bridge, holding yards, crossing areas and culvert locations.
- **Recommended solution** – Proponent liaises with LLS to reach agreed design.

#### **Croppa Creek TSR:**

- **Issue** – Proposed design creates close proximity of stock and the railway line causing significant safety issues to walking stock.
- **Recommended solution** – Land acquisition to provide a wider path.

#### **North Star TSR:**

- **Issue** – No feasible design proposed to allow safe stock crossings. Very important walking stock pathway for movement to QLD. ARTC not willing to negotiate crossings in this area.
- **Recommended solution** – Land acquisition and holding yards east and west of the rail corridor required to facilitate safe stock crossings.

Local Land Services also understands the road (highway) safety concerns of crossing livestock at these locations. There needs to be joint discussion between Transport for NSW, NSW Planning, Local Land Services, and the Proponent to develop appropriate solutions that does not extinguish the regional functionality of the travelling stock reserves. Installation of underpasses to facilitate this movement may not be feasible in floodplain or low-lying areas.

It is important the proponent safeguards the preservation of regional TSR functionality. Unfortunately, this has been overlooked or not prioritised by the Proponent at these sites.

Please contact me if you require further information or clarification.

Yours sincerely,



**James Hutchinson-Smith**  
General Manager  
North West Local Land Services

cc.

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