



Contact Person: Annalise Cummings

18 August 2017

Planning Services
Attention: Director - Transport Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam

RE: STATE SIGNIFICANT INFRASTRUCTURE APPLICATION NO. 7475 INLAND RAIL - PARKES TO NARROMINE

Thank you for the opportunity to provide a submission in relation to the Environmental Impact Statement (EIS) and accompanying documents for the exhibition of the State Significant Infrastructure Application for the Inland Rail - Parkes to Narromine.

Parkes Shire Council has long been an advocate for the Inland Rail and we eagerly await this project to come to fruition. Council has also been proactive in planning for our future to ensure that diversity in our economy and linkages to market is paramount. In 2006 Parkes Shire Council, with approval from the NSW State Government, rezoned 516 hectares for the development of the Parkes National Logistics Hub with an additional reserve of over 100 hectares.

The site has been designed for 24 hour, seven days per week operation of a multi-modal transport facility. Currently 16 million people or over 80% of the Australian population can be reached in less than 12 hours by road from Parkes. The National Logistics hub boasts three main investors Linfox, SCT Logistics and Pacific National.

It is therefore imperative that the Inland Rail has connectivity to the Melbourne and Sydney - Perth railways and is carefully planned to ensure that its interaction with the Parkes National Logistics Hub and is suitable for national train operations.

Council has reviewed the EIS and notes that detailed design is yet to be provided for many aspects of the development that are critical to the operation of the Parkes National Logistics Hub and roads within the Parkes Shire. Council is unable to properly consider the proposal until the detailed designs are provided (which we note will be forthcoming); however, the following matters have been identified for consideration in assessment of the application:

Level Crossings

It is noted that a Level Crossing Strategy has been developed which identifies 19 level crossings for possible consolidation. Council would need to fully consider the impacts of any public road crossings that would be affected by the proposal and therefore Council requests

that a timeframe is provided in which stakeholder consultation will commence in relation to Level Crossings.

Parkes North West Connection

Council welcomes the inclusion of the Parkes North West Connection and Brolgan Road Overbridge as part of the Inland Rail project and supports the proposal that construction will be undertaken in parallel with stage one and two along the existing rail corridor.

Council notes the intention to modify access along Coopers Road, suggesting that Coopers Road could be closed to through traffic. While current traffic levels on Coopers Road are low, it is foreseeable that the road would become more utilised as the Parkes National Logistics Hub develops in the future. Coopers Road provides an important north-south link between Brolgan Road and London Road which will provide heavy vehicle access to the Hub. As detailed design of the Brolgan Road overbridge and Parkes North West Connection is developed, Council would be happy to investigate safe crossing treatments to enable Coopers Road to remain open.

The concept Brolgan Road Overbridge alignment and design appears to satisfy Council's road design standards. Offsetting the alignment as proposed would minimize impact on Brolgan road during construction of the bridge and subsequent construction of the rail line.

Transport, access and haulage arrangements

Supply of materials for the construction of the project will likely have the greatest impact in terms of traffic generation and impact on road assets. Haul roads will be determined by the location of resources and road access available to the construction site. While the EIS and Traffic Impact Statement have predicted the overall increase in traffic numbers generated by the construction phase, the local impacts cannot be quantified without the identification of the haul roads.

The extent of the extraction activity and the traffic generated by moving the materials between the extraction site and construction site will require further consideration of the impacts on roads used.

Selection of intersections off primary routes will need to be undertaken considering safety and suitability of secondary roads. These local roads may require upgrading to facilitate the level of access and heavy vehicle configurations required of construction. Level of Service impacts on main roads will not be as concerning as localized intensification of operations on local roads, especially if they conflict with other road users such as harvest vehicles or school buses.

It is recommended that the identification of haul routes be a priority for detailed design and preparation of Construction Environmental Management Plan. Council will work with planning team to recommend local roads to access construction segments.

Council is unable to offer resources from any of its local quarry operations, all of which are under strict extraction limits.

Public Utilities

Any impact from the project on Parkes Shire Council-owned public utilities will need to be fully detailed for Council to assess options for relocation or protection. Impacts to water or sewer buried assets to the west of Parkes should be highlighted as soon as possible for Council to strategise remedy works in concert with the Inland Rail Project team.

Traffic and Road Network Impacts

Council will need to review construction impacts on rail level crossings. Detail required for consideration of Road/rail interface includes:

- Timing of construction
- Traffic control
- Detours
- Changes to height of rail head
- interface material
- any changes to drainage (culverts)

It is important that consultation with stakeholders is carried out in time to take into consideration harvest, which generally occurs between October and January.

Goobang Junction

Whilst the complexity of Goobang Junction and the rail line south of Parkes has not been considered in this stage of the project, Council would implore that careful consideration is given to the area in the next stage of the project.

It will be critical that Goobang Junction responds appropriately to the Newell Highway Bypass and provides a pathway through this area for efficient and flexible train movements to maximise usage of the Parkes National Logistics Hub.

Construction resources

Council welcomes the anticipated 150 construction workers required for this project and hope that a large proportion of this workforce and construction supplies will be sourced from the local area.

Thank you for the opportunity to comment. Council would welcome the opportunity to be involved and provide further input in the detailed design stage to address more specifically some of the issues raised above.

If you require further information please contact Council on (02) 6861 2373.

Yours faithfully

Kent Boyd
GENERAL MANAGER

per: 
Steven Campbell
DIRECTOR PLANNING and ENVIRONMENT