



Transport

CD11/04266

Ms Dianne Fajmon
Senior Environmental Planning Officer – Rail
Infrastructure Projects
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attn: Ms Lisa Chan

Dear Ms Fajmon

**Exhibition of Environmental Assessment for Nundah Bank Third Track
(MP 10_0094))**

I refer to the Department of Planning's letter dated 28 March 2011 inviting submissions on the Environmental Assessment (EA) of the Nundah Bank Third Track Project proposed by the Australian Rail Track Corporation Ltd (ARTC). The Department of Transport appreciates the opportunity to provide comment.

The Department of Transport has reviewed the information provided and understands that the rail corridor to be upgraded as part of this project is part of the Hunter Valley Network. The network plays a key role in the transport of freight, particularly the movement of coal from mines in the Hunter Valley for export via the Port of Newcastle.

The Department of Transport recognises the importance and benefits of this freight task to the NSW economy and supports the project. The following comments are provided for the Department's consideration in the assessment of this application:

- The rail corridor is owned by the NSW Government's Country Rail Infrastructure Authority and is subject to a long term lease to the ARTC.
- There are no operational railway stations on this section of line.
- There are two relevant level crossings:

- at Camberwell (Glennies Creek Road) ID 447 – Main North Line 253+733 and
 - at Oak Park Station (Dights Crossing Road) known as Nundah (Middle Falbrook Road) ID 446 – Main North Line 251+500.
- The Camberwell level crossing is an active crossing, with boom gates and warning lights. The Nundah crossing is a passive crossing which provides access to a single property. No action is required at this time for either crossing. (It should be noted that NSW Government policy supports the closure or replacement of level crossings with active or grade separated alternatives.)
 - Consultation and agreement with the Roads and Traffic Authority needs to occur over any proposed changes to road infrastructure at both construction and operational stages of the project.
 - It is noted that the nearest noise receivers are 770m from the proposal, and none of the receivers are predicted to experience noise levels exceeding relevant *Interim Guidelines for the Assessment of Noise from Rail Infrastructure Projects* (IGANRIP) trigger levels.

I trust these comments are of assistance. Should you wish to discuss this matter further, please contact Catherine Barlow on 8202 2247 or via email at catherine.barlow@transport.nsw.gov.au.

Yours sincerely



2/5/11

David Hartmann
A/ Senior Manager
Centre for Transport Planning