



Mr. Anthony Ko
Planning Officer
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr. Ko,

Snowy 2.0 Segment Factory, Polo Flat (SSI 10034)

Thank you for your correspondence via ePlanning portal (ref: PAE-668) on 9 October 2019, requesting Transport for NSW (TfNSW) to review and comment on the above State Significant Infrastructure Application (SSI 10034).

The proposal seeks approval for construction and operation of a factory which will manufacture the concrete segments (Proposal) required for Snowy 2.0 on the site which is located approximately 1km east of the non-operational rail corridor of Tuggeranong to Bombala line being part of the Country Rail Network (CRN), which is owned by Rail Corporation New South Wales (RailCorp).

As of 15 January 2012, JHR have been appointed to manage the CRN and have reviewed the subject SSI Application to ensure that potential impacts to rail operations (current and future) are considered and addressed in accordance with the *State Environmental Planning Policy (SEPP) (Infrastructure) 2007 (ISEPP)*.

In addition, a large part of the rail corridor at Polo Flat has been used by a local heritage operator for its heritage operations. On this note, the Proposal has also been reviewed to ensure minimal impact to these operations and the following comment is provided.

General Comments

As the site is significantly distant from the rail corridor, the Proposal is considered unlikely to have consequential impact on the rail corridor operations.

However, the *Proposed Segment Factory Traffic and Transport Assessment (TTA)* (SCT 2019) indicates that the Proposal will result in a significant increase in daily traffic volumes on a level crossing on Polo Flat Road and the underbridge to the south of the rail corridor.

Although the railway line is not currently in operation for the CRN, it is subject to a feasibility study for re-opening and adverse impacts to future rail operations may arise from this traffic increase.

Recommendations

To ensure that the Proposal does not have any adverse impacts on the rail corridor in respect of future rail operations, the following is recommended:

- The Response to Submissions (RtS), should include an assessment of suitability of the level crossing in order to identify key potential risks associated with the level crossing as a result of the significant increased use of the heavy vehicles during construction and operation in the event that the railway line becomes completed and operational in the future.
- The Proponent should not remove the signage as recommended at 7(a)(i) of the Road Safety Audit (RSA) provided in the TTA.
- The Proponent should undertake the proposed rail underbridge works recommended 7(a)(ii) of the RSA provided in the TTA at their own costs and in consultation with JHR.
- A Construction Access Management Plan should be prepared, which amongst other things, informs heavy vehicle drivers that vehicles must be within the vertical clearance, being 4.1m, of the underbridge.
- The Proponent should confirm in the RtS that there will be no requirements to modify or remove any of the rail infrastructure as part of the Proposal.

Detailed comments which elaborate on the above are provided in **TAB A**.

If you require clarification of the above, please do not hesitate to contact Billy Yung, Senior Transport Planner, via email at billy.yung@transport.nsw.gov.au.

Yours sincerely



11/11/2019

Mark Ozinga

Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

Objective Reference: CD19/08149

TAB A – Detailed Comments on State Significant Application SSI 10034

The following considerations are provided regarding the subject SSI Application based on a review of the exhibited documents.

Polo Flat Road – Level Crossing

Comment

Clause 84 of the ISEPP 2007 states that the consent authority must not grant consent to development without the concurrence of the rail authority for the rail corridor if the development involves a likely significant increase in the total number of vehicles or the number of trucks using a level crossing.

The TTA states that the proposed segment factory would be expected to generate the largest number of heavy vehicles at Polo Flat Road (north of the proposed site) as it is forecast that there would be 130 heavy vehicles on average and 216 heavy vehicles at the peak.

It is clear that the vehicle access to the site via Polo Flat Road would mostly likely cross the rail corridor from the north via a level crossing. Although the TTA considers an increase of the heavy vehicle volumes on Polo Flat Road, it does not contain information regarding its impact on the level crossing situated on Polo Flat Road to the north of the proposed site.

Recommendation

The RtS should include an assessment of suitability of the level crossing in order to identify key potential risks associated with the level crossing as a result of the significant increased use of the heavy vehicles during construction and operation in the event that the railway line becomes completed and operational in the future.

If such assessment finds that the current condition of the level crossing is not appropriate to manage the significantly increased heavy vehicles, conditions will be suggested (i.e. an upgrade of the level crossing at the Proponent's costs) following the review of the suitability assessment. In addition, the relevant Council will also be required to update a Road Rail Interface Agreement with JHR in accordance with Rail Safety National Law 2012 for the level crossing.

Polo Flat Road – Signage

Comment

The RSA provided in the TTA recommends removing redundant signage including railway crossing signs, give way signs and reduce speed residential signs associated with the level crossing at Polo Flat Road. However, JHR is currently planning to have the rail removed on a 'temporary and long term' basis in or about November 2019 which would include the removal of the give way and level crossing sign.

Recommendation

It is recommended that the Proponent does not remove the signage.

Rail underbridge

Comment

There would be a significant increase in vehicle volumes under the rail bridge as the TTA states that a peak of 266 project related light vehicle movements (133 trips in each direction) per day (over a 24-hour period) are anticipated on Polo Flat Road (south end). Despite concluding that this is not expected to cause any capacity issues on Polo Flat Road, it is clear that the vehicle access to the site via Polo Flat Road will cross the rail corridor from the south, under a rail bridge.

The RSA provided in the TTA recommends that the rail bridge piers should be shielded with approved road safety barriers and crash cushions on either end and should be installed to an approved design. It further recommends preparing a Construction Access Management Plan (CAMP) to inform heavy vehicle drivers that vehicles must be within the vertical clearance being 4.1m of the underbridge.

Recommendation

The Proponent should undertake the recommended rail bridge works at their own costs and in consultation with JHR. In addition, a CAMP should be prepared, which amongst other things, informs heavy vehicle drivers that vehicles must be within the vertical clearance, being 4.1m, of the underbridge.

Rail Infrastructure Impacts

Comment

The railway line which would be impacted by the Proposal is not currently in operation. However, it is subject to a feasibility study for re-opening and any modification to the rail infrastructure may impact on the railway's reopening.

Recommendation

The Proponent should confirm in the RtS that there will be no requirements to modify or remove any of the rail infrastructure as part of the Proposal. Should there be requirements to do so, conditions of consent will be accordingly recommended.