



2 October 2020

SF2019/159515; WST19/00193/03

The Manager
Transport Assessments
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Ms Belinda Scott

Dear Ms Scott

SSI9371; North Star to Queensland Border (NS2B) Inland Rail Project; Review of EIS

Thank you for your referral to Transport for NSW (TfNSW) received via the Major Projects Planning Portal seeking comments in relation to SSI9371.

TfNSW has reviewed the submitted documentation and requests that the following additional information be provided before a final assessment is undertaken and comments are made in relation to the proposal:

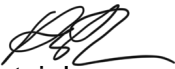
- TfNSW has concerns and does not support the current design of the proposed Bruxner Way (MR462) Rail Overpass. Specifically:
 - It is proposed that the bridge will have a clearance of 5.4 metres over Bruxner Way. 5.4 metre clearance is insufficient to allow over-size/over-mass loads that use this road including agricultural machinery/implements. In addition, a 5.4 metre clearance places restrictions on the road authority to raise the road to improve road flood immunity or basic re-sheeting projects. Commiserate with other new road and rail bridges over classified roads in the region, TfNSW requires the rail over pass to achieve 6.5m clearance over Bruxner Way.
 - The road/rail interface at this location appears to have been designed in the best interests of the rail alignment with little consideration of the road impacts. Specifically, the current road alignment is straight without any hazards in the clear zone, however the proposal is for road alignment to be moved and introduce three curves in a 100km/h speed environment. TfNSW requests that the rail alignment be adjusted to reduce the impact on the current Bruxner Way alignment.

Transport for NSW

- The supporting documentation does not detail the impacts from the works proposed in the Boggabilla Railway Track. The works proposed on a section of the Boggabilla non-operational railway track extending to the north west of Inland Rail is to remove part of the embankment and relay the existing tracks. Confirmation is sought that these proposed works, and all works, will comply with the NSW *Transport Administration Act 1988*.
- Chapter 20 of the EIS states the proposal involves the design and construction of approximately 25 km of new dual-gauge track within the existing non-operational Boggabilla rail corridor. However, within the Traffic Impact Assessment in Appendix M, it states the section involves the design and construction of approximately 25km of new standard gauge track. It is requested the proponent clarify the standard of rail proposed.
- In Chapter 20 Section 4.5, TfNSW is not listed as a stakeholder. TfNSW needs to be added as a stakeholder.
- Appendix M states a crossing loop is included in the project, however, the location of loop is not yet confirmed. It is requested that the proponent please advise the location of the crossing loop. Crossing loops are to be clear of road and rail interfaces.
- In Appendix M it states in the analysis assumptions that 1,800 metre trains were used for rail crossing impact assessments in the 2025 and 2040 years. TfNSW notes Inland Rail is being designed (though approval not being sought) to operate 3,600 kilometre trains. Confirmation is sought that prior to the operation of longer trains on this section of Inland Rail, TfNSW will have opportunity to assess and provide comment on the impacts of longer trains operating on this section.
- Chapter 20 and Appendix M state that sufficient road stacking space will be incorporated into the designs of level crossings, SFAIRP. No detail of where these locations are has been provided. TfNSW requires details of short stacking locations and measures to be employed to remove short stacking. Please note the longest vehicles operating on the network in this project are 36.5 metre road trains.

Please confirm with TfNSW that the application will not be determined until such a time as TfNSW has had an opportunity to comprehensively assess the application following provision of information addressing the above-mentioned matters. Should you require further information in relation to this matter, please contact Andrew McIntyre, Inland Rail Co-ordinator on 02 6861 1453.

Yours faithfully



Alistair Lunn
Acting Regional Director
West Region