

30 November 2017

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The General Manager  
Leeton Shire Council  
23-25 Chelmsford Place  
LEETON NSW 2705

Attention: Garry Stoll

**DA73-2017 - PROPOSED RAILWAY FREIGHT TERMINAL - LOT 7 AND LOT 4 DP1231806, IRRIGATION WAY, WUMBULGAL.**

I refer to your correspondence regarding the subject Application which was referred to the Roads and Maritime Services for assessment and comment.

From the information provided it is understood that the development proposal is for the establishment of an intermodal rail hub with construction of a rail siding connecting with the main rail line which runs along the northern edge of the subject site. The proposed development is supported by documentation prepared by Planning Matters. The subject site has frontage to Irrigation Way (MR80), which is a classified road, within a 100 km/h speed zone.

The site of the intermodal freight terminal is proposed to be located in the north western corner of an industrial estate that has been developed adjacent to the existing rail line. A new road is to be constructed from the development to the existing internal roadway over Lot 7 DP 1231806 which services access to the industrial estate. The intersection of this new roadway with the existing internal roadway is approximately 1 kilometre from the intersection of the existing internal roadway with Irrigation Way. This distance will provide for the stacking of vehicles clear of the road reserve of Irrigation Way.

The submitted documentation indicates that access to the proposed facility is to be via the existing internal access roadway to Irrigation Way through Lot 7 DP 1231806. On this basis a Right of Carriageway is to be created over Lot 7 in favour of the subject site (Lot 4 DP 1231806) prior to the release of the Construction Certificate. As legal access is available over Lot 7 a new driveway to Irrigation Way is not required.

From the documentation it is evident that the intent of the proposal is to provide for the movement of freight by rail. The proposed intermodal facility seeks to maximise rail transport options and the removal of trucks from the roads. However such a development concentrates "last mile" movements to the development site as goods need to be delivered to and distributed from the intermodal facility. In this regard it is acknowledged that the proposed rail siding development will provide an alternative to the current rail loading facility within the urban limits of Griffith and that the removal of such a facility will benefit the existing road network and amenity surrounding the railway yards within Griffith.

The statement of environmental effects submitted with the application indicates that the development will not generate traffic in excess of 250 truck movements per day. On this basis any development consent should restrict the number of truck movements to 250 and require the submission of an operational management plan detailing how this will be monitored and enforced. It needs to be acknowledged that this 250 truck movement per day is in addition to the existing traffic generation to the site. Further development of the land within the surrounding industrial estate will warrant the submission of a traffic impact assessment providing for assessment of the cumulative traffic movements to the whole site.

Currently the existing private access roadway into the development site is not sealed. Dust generation and loose material and dust being dragged onto Irrigation Way by vehicles exiting the site to Irrigation Way has the potential to be a road safety issue on Irrigation Way. Therefore the current internal road is to be sealed for a distance of at least 200 metres from its intersection with Irrigation Way.

The proposed rail siding is to be located along the northern boundary of the subject site and to the east of the existing railway level crossing on Irrigation Way. The plans submitted with the development application indicated that the western connection of the siding was to intersect with the existing main rail line within 60 to 80 metres of the railway level crossing on Irrigation Way. This short distance would require locomotives shunting carriages within the siding to exit the siding to within metres of, or across, the carriageway of Irrigation Way. For road safety reasons Roads and Maritime Services objects to the proposed location of the rail connection relative to the carriageway of Irrigation Way as a locomotive standing within close proximity to the roadway at the rail level crossing within a 100 km/h speed zone would potentially cause motorist to take some form of evasive action, eg stop unnecessarily.

Revised plans for the rail siding design to increase the distance of the siding connection to the main rail line to approximately 130 metres from the carriageway of Irrigation Way were submitted for review. Depending on the size of the train up to 4 locomotives occupying a length of approximately 80 to 90 metres would need to shunt onto the main line. This would allow for a 50 metre separation from the carriageway of Irrigation Way at best. Due to the size of the development site it appears that options are available to further increase the separation of the shunt limit from the rail level crossing on Irrigation Way and to address the view to trains on the main rail line by landscaping, or the like, in the north western area of the subject site. Notwithstanding this the required sight lines for the rail level crossing on Irrigation Way would need to be retained. Therefore any consent for the proposed development shall include a condition requiring the separation distance between the western connection of the proposed siding to the main rail line and the carriageway of Irrigation Way be maximised to the satisfaction of Roads and Maritime Services and the Council.

Access into the siding from the main line is undertaken at low train speeds. Therefore to minimise delay to the motorist on Irrigation Way the use of the siding shall be conditioned so that no access is available to the siding via the western approach to the siding. All trains shall access the siding from the main line from the eastern approach to the siding. The use of the western connection for shunting purposes is also undertaken at low speeds but this is to be limited to locomotives only with carriages to remain within the siding. It is understood that a shunt management plan is to be prepared for the rail siding. The shunt management plan, or changes to such plan, shall be to the satisfaction of Roads and Maritime and Council in addition to any other rail regulatory authorities.

The main concern for Roads and Maritime Services is the potential impact of the development on motorists travelling on Irrigation Way within a 100 km/h speed zone particularly due to the proximity of the proposed shunt limit for the siding to the carriageway of Irrigation Way. Roads and Maritime acknowledges that shunting onto the main line will only be required when the train exceeds the length of the one lines within the siding. However the proposed shunt limit of 50 metres is not agreed to by Roads and Maritime Services for road safety reasons. The proponent is to maximise the shunt limit separation from Irrigation Way and demonstrate that this shunt limit is located so that the proximity of trains will not adversely distract or impact on passing motorists on Irrigation Way. The preference is for the separation of the shunt limit from the carriageway to be maximised

however measures to screen locomotives standing on the main railway line from vehicles approaching the level crossing, such as establishment of vegetation on the site, may also be considered. Such measures will need to comply with sight distance requirements of relevant statutory standards, guidelines & publications relating to road-rail interfaces. The main requirement is proof that the development will not impact on motorists on Irrigation Way. The consent authority may resolve to consider this issue as a requirement prior to issue of any construction certificate or as a deferred commencement condition.

It is understood that the currently the plans for the proposed siding are currently in the conceptual stages of preparation for submission of the Development Application. Should approval be granted the proposed design of the rail siding and its connections to the main rail line will be subject to a detailed design phase to provide plans and documentation to the address the requirements of the Independent Transport Safety Regulator and industry standards required to facilitate the safe operation of railway operations. The proponent has provided, in writing, an undertaking to include Roads and Maritime Services in the LINX User Requirements Workshop for Wumbulgal to work through the concerns of all key stakeholders.

Further to the above the industrial estate currently appears to be developing in an ad-hoc manner. At some time in the future a threshold will be reached where the internal access roadway and intersection with Irrigation Way that services the Industrial estate will need to be upgraded to a higher standard. To require this as part of an approval for a single development when the threshold is reached may not be considered to be fair and reasonable. The preparation and adoption of a masterplan or Development Control Plan for the further development of the estate would allow for a considered and informed assessment of the estate as a whole and staged implementation of the various infrastructure requirements for the estate.

Roads and Maritime Services is mainly concerned with the impact of the development on the safety and efficiency of the Classified Road Network. As the subject site has frontage and access to Irrigation Way, which is a classified road, within a 100 km/h speed zone the following conditions are proposed for road safety reasons.

Roads and Maritime Services has assessed the Development Application based on the documentation provided and would raise no objection to the development proposal subject to the Consent Authority ensuring that the development is undertaken in accordance with the information submitted as amended by the inclusion of the following as conditions of consent (if approved):-

1. The separation of the western connection of the proposed siding to the main railway line from the carriageway of Irrigation Way shall be maximised to the satisfaction of Roads and Maritime Services and Council. Prior to the commencement of any works on the subject site the proposed siding connection to the main rail line and the resulting shunt limit shall be demonstrated to be safe and not impact on motorists on Irrigation Way.
2. Detailed design plans & documentation for the location of the siding connections to the main railway line and the required shunt limits shall be prepared and submitted to the consent authority for approval. This documentation shall demonstrate that trains using the proposed siding and located adjacent to the shunt limit for the siding will not adversely interfere with passing vehicular traffic travelling along Irrigation Way. In particular, the documentation shall demonstrate that the proposed shunt limit will be located a sufficient distance from the level crossing on Irrigation Way so that motorists on Irrigation Way will not be concerned about the potential for collision with locomotives undertaking shunting activities on the main line. Any proposed measures to screen locomotives shunting on the main rail line from view by motorists approaching the level crossing shall be identified on the submitted plans. The documentation shall also demonstrate that the rail level crossing, the proposed siding connection points & shunt limit points will comply with the requirements of relevant statutory requirements, Australian standards, guidelines & publications relating to road-rail interfaces. All detailed design plans & documentation shall be to the satisfaction of John Holland Country Regional Network (JHCRN), the Council and NSW Roads & Maritime Services prior to the issue of any Construction Certificate for the development.

3. Access for trains between the proposed rail siding and the main rail line shall be via the eastern approach to the siding only. Locomotives are permitted to access the main line via the western approach for shunting purposes only. Carriages are not permitted to access the main rail line via the western end of the siding for any purpose. This is to be addressed in the management plans for the use of the rail siding.
4. A shunt management plan shall be prepared for the use of the proposed rail siding in accordance with the requirements of regulatory rail authorities and to the satisfaction of the consent authority and Roads and Maritime Services.
5. Access to the subject site (Lot 4 DP 1231806) shall be via a right of carriageway over Lot 7 DP 1231806. Direct access between the subject site and the road reserve of Irrigation Way is denied.
6. A maximum of 250 truck movements (125 truck trips) per day is permitted to the proposed rail siding development site. An operational plan of management detailing how this will be monitored and controlled is to be prepared and submitted to satisfaction of Council and Roads and Maritime Services.
7. As a minimum the internal roadway shall be constructed and maintained to provide for two-way movement for vehicles up to B-triple heavy vehicles and sealed to a minimum width of 7 metres for at least 200 metres from its intersection with Irrigation Way. The sealed section of the internal road is to be line marked to delineate the 2 travel lanes. The remainder of the internal roadway within the subject property should be constructed using an all weather surface and treated to minimise dust leaving the subject site.
8. Suitable drainage treatment is to be implemented to retard any increased storm water run-off directly from the development site to the road reserve of Irrigation Way.
9. A construction management plan to address construction activity access and parking is to be prepared prior to commencement of construction activity on the development site. Access to the development site is to be via the existing internal access roadway over Lot 7 DP 1231806.
10. Prior to any works commencing within the road reserve of Gundagai Road the applicant must apply for and obtain approval under Section 138 of the Roads Act, 1993 from the road authority (Council) and concurrence from Roads and Maritime Services. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed works and as required by the various public utility authorities and/or their agents.
11. Works associated with the development shall be at no cost to Roads and Maritime Services.

Please be advised that under the provisions of the Environmental Planning & Assessment Act it is the responsibility of the Consent Authority to assess the environmental implications, and notify potentially affected persons, of any development including conditions.

Any enquiries regarding this correspondence may be referred to the Manager, Land Use for Roads and Maritime Services (South West Region), Maurice Morgan, phone (02) 6923 6611. **Please forward a copy of the Notice of Determination for this Development Application to the Roads and Maritime Services at the same time as advising the applicant.**

Yours faithfully

Per:  
Jonathan Tasker  
Acting Director  
South West NSW