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**LEVEL CROSSING
TREATMENT REPORT –
PLUNKETT STREET (LX622)**
A2I | Albury to Illabo

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GLOSSARY

Specific terms and acronyms used throughout this plan are listed and described in Table 1 below.

TABLE 1: DEFINITIONS

| TERM | DEFINITION |
|-------|---|
| A2I | Albury to Illabo |
| AADT | Annual Average Daily Traffic |
| ADC | Assumptions, Dependencies and Constraints |
| ALCAM | Australian Level Crossing Assessment Model |
| ARTC | Australian Railway Track Corporation |
| CBA | Cost Benefit Analysis |
| CSSI | Critical State Significant Infrastructure |
| D&C | Design and Construct |
| DDR | Detailed Design Review (100% Design) |
| EIS | Environmental Impact Statement |
| FDR | Feasibility Design Review |
| IFC | Issued for Construction |
| GHSC | Greater Hume Shire Council |
| HV | Heavy Vehicle |
| IR | Inland Rail |
| JSC | Junee Shire Council |
| Km | Kilometres |
| LGA | Local Government Area |
| LSC | Lockhart Shire Council |
| LX | Level Crossing |
| O&M | Operations and Maintenance |
| ONRSR | Office of the National Rail Safety Regulator |
| MIRDA | Master Inland Rail Development Agreement |
| PDR | Preliminary Design Review (70% design) |
| RMS | Former Roads and Maritime Services. Now TfNSW |

| TERM | DEFINITION |
|--------|-----------------------------------|
| SDR | Systems Definition Review |
| SFAIRP | So Far as Is Reasonably Practical |
| TfNSW | Transport for New South Wales |
| WAD | Works Authorisation Deed |
| WSP | WSP Australia |
| WWCC | Wagga Wagga City Council |

1 INTRODUCTION

This Public Level Crossing Treatment Report (LCTR) has been prepared in consultation with Transport for NSW and the relevant council. In accordance with E152 and in order to minimise risks to the construction program, individual reports will be submitted for each individual crossing. As the project progresses opportunities to streamline the number of LCTR's will be reviewed. An indicative schedule of planned submission dates for the remaining LCTR's will be provided to DPI in response to DPHI RFI PA 151 - LX Treatment Report Plunkett and Sladen Street.

This Public Level Crossing Treatment Report relates to Plunkett St (LX622), Yerong Creek, within Lockhart Shire Council (LSC). LSC is the Road Manager and there is no TfNSW interface other than new signage on Olympic Highway (State Road). A letter from TfNSW, dated 5 November 2024, confirms TfNSW agrees that the proposed signage works on the Olympic Highway can be included as part of a Lockhart Shire Council Section 138 (S138) approval under the Roads Act 1993 (Roads Act) for the road works required on Plunkett Street to facilitate the modifications to LX622. TfNSW concurrence is required to the Council S138 approval for the signage changes on the adjacent Olympic Highway (Cox Street) classified road corridor.

Upgrade works at LX622 are scheduled to commence late August 2026.

1.1 Inland Rail

The Inland Rail Project is a priority for the Commonwealth. Inland Rail is transforming Australia's freight future by delivering an efficient and reliable rail connection that is supporting economic growth and enhancing supply chain resilience. Inland Rail consists of approximately 1,000 kilometres of upgrades to existing rail infrastructure and 600 kilometres of new track construction. It is improving national freight rail efficiency and creating opportunities for regional communities and industries across Victoria, New South Wales and Queensland.

As a subsidiary of ARTC, IRPL is responsible for the planning and delivery of the project, ensuring that we fulfil IRPL's role as outlined in the Australian Government's Statement of Expectations (SoE)

Once completed, Inland Rail will support a double stacked service offering between the intermodal terminal at Beveridge in Victoria and the proposed terminal at Ebenezer in Queensland, with a single stacked service offering to Kagaru.

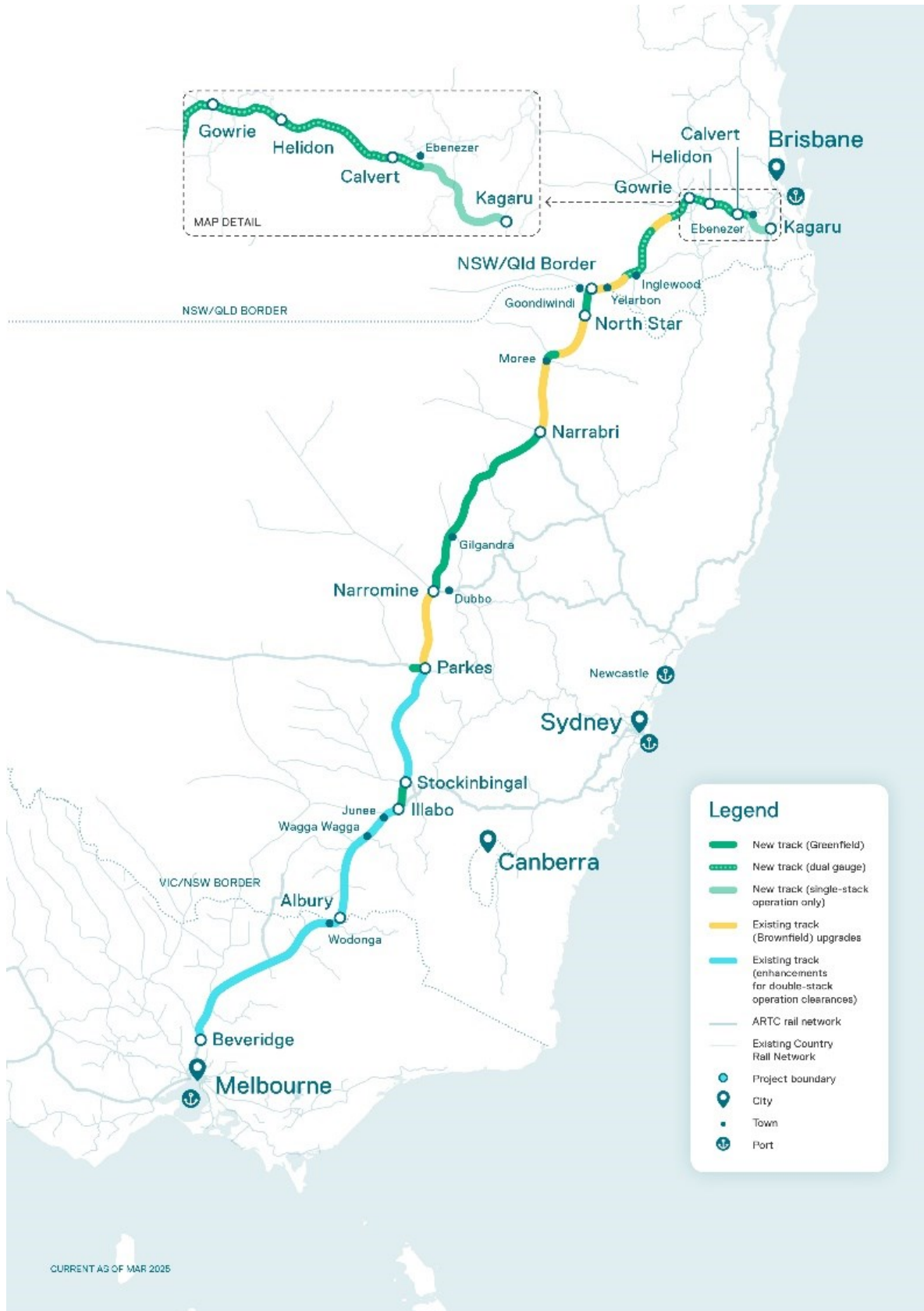


FIGURE 1: INLAND RAIL ALIGNMENT MAP

1.2 Albury to Illabo (A2I)

The Albury to Illabo (A2I) Project is an Enhancement Project within the Inland Rail Program. The scope includes enhancement works to structures and sections of track along 185 km of the existing operational standard-gauge railway.

Enhancements or modification works are required at discrete sites along the A2I alignment to provide the increased vertical and horizontal clearances required for double-stacked freight trains.

The Critical State Significant Infrastructure (CSSI) for the A2I project as described in Schedule 1 of the planning approval document includes ancillary works/adjustments to nine level crossings. Seven of these are public level crossings which were in operation before the Inland Rail Project, one is a public level crossing at Dampier Street in Bomen which was closed to road traffic prior to the Inland Rail Project and there is one private level crossing which will be detailed in the Private Level Crossing Treatment Report as per Condition E150 and 151.

A2I enhancement works include:

- Track realignment/track slews
- Lowering and/or modification within the existing rail corridor
- Modification, removal or replacement bridge structures (rail, road and/or pedestrian bridges)
- Raising or replacing of signal gantries
- Level crossing modifications
- And other associated works.

LX622 is required to be modified to accommodate double-stacked freight trains. At LX622 there are minor track slews of 450mm proposed through the level crossing.

The existing and proposed primary level crossing control at LX622 is primary flashing lights and boom barriers. As part of the modification of the crossing to facilitate double stacked trains, the following upgrades are proposed at LX622.

- Existing asphalt panel to be removed from the Main Line track and replaced with rubber level crossing panels
- Signage and line marking will be upgraded to comply with current standards
- Remove and reinstate the existing Main Line RX-5 assembly 3.5 m from the proposed rail
- Install RX-9 level crossing width marker assemblies
- Existing fencing to be relocated.

TABLE 2: LX622 SUMMARY TABLE

| No # | Crossing Name and location | Design Package | Road Manager | Km | Primary Level Crossing Treatment (Existing and proposed) | Works Summary |
|-------|-------------------------------|-------------------|--------------|---------|--|---|
| LX622 | Plunkett Street, Yerong Creek | Yerong Creek Yard | LSC | 565.250 | Active controls (Flashing lights and Boom Barriers) | Modify crossing for slew works. LX panels, signage and line marking to be upgraded. |



Figure 2: Location of LX622 Plunkett Street

1.3 Planning Approvals

The Albury to Illabo section of the Inland Rail Program (the proposal) is a Critical State Significant Infrastructure project being assessed under the Environmental Planning and Assessment Act 1979 (NSW).

An Environmental Impact Statement (EIS) for the proposal was placed on public exhibition in 2022 and submissions were invited from the community and key stakeholders. ARTC responded to the issues raised in these submissions in the EIS Response to Submissions Report in November 2023. Alongside this, ARTC also prepared a Preferred Infrastructure Report (PIR) in response to a request from DPHI for further assessment of traffic and transport, noise and vibration, and air quality impacts from the proposal. Additionally, the PIR also considered changes to the proposal since the EIS that had arisen as a consequence of the further assessments and related submissions. The PIR was placed on public exhibition from 15 November 2023 to 6 December 2023 and during this time, the community and key stakeholders were invited to make a submission. ARTC subsequently prepared a PIR Response to Submissions (PIR-RtS) report in February 2024 that responds to the issues raised in these submissions.

Following submission of the PIR-RtS, DPHI completed their assessment of the proposal in accordance with Government legislation, policies and guidelines. The DPHI provided their assessment report and recommended conditions of approval in September 2024 to the NSW Planning Minister to consider when deciding on the project approval.

Approval from the NSW Minister for Planning was granted on 8th October 2024.

TABLE 3: CONDITIONS OF APPROVAL COMPLIANCE MATRIX

Note where a COA relates to the CSSI, the information will be crossing specific as allowed under COA E152.

| No. | Condition | Section Reference |
|--|---|---|
| E144 | Any new overbridges, new or modified roads, and new or modified level crossings must be designed and constructed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management, and relevant Transport for NSW Austroads Supplements. The roads authority, asset owner, and TfNSW must be consulted throughout the design process of all new or modified bridges, roads and/or levels crossings. Evidence of consultation with the asset owner and TfNSW, and endorsement of the roads authority, must be made available to the Planning Secretary on request in accordance with Condition A8. <i>Note: This condition does not affect any obligations to obtain approvals under the Roads Act 1993.</i> | Refer Appendix A and G. |
| E146 | In order to maintain safe and efficient operation of the road network, the Proponent must prepare a Public Level Crossing Treatment Report in consultation with TfNSW and relevant councils. The report must: | This LCTR has been developed in consultation with TfNSW and Lockhart Shire Council. Refer Appendix A and G. |
| | (a) illustrate the location of all public level crossings which traverse the CSSI; | Figure 2 |
| | (b) list, and identify on a figure, any public level crossings that will be closed or upgraded, including the type of treatment proposed where a level crossing is to be upgraded; | Appendix B and Table 2 |
| | (c) where no works are proposed at a public crossing, provide reason for the decision; | Appendix B <i>N/A Works are proposed at LX622</i> |
| | (d) include measures to avoid potential short-stacking at level crossings; and | Appendix C |
| (e) provide justification for any proposed closures. | Section 5 | |

| No. | Condition | Section Reference |
|------|--|--|
| E147 | The assessment of level crossings must utilise the Australian Level Crossing Assessment Model (ALCAM). The process for determining the type of level crossing treatment must be consistent with the process outlined in the documents listed in Condition A1 and the Traffic Impact Assessment Appendix M of the EIS. | Appendix B Table 7 |
| E148 | The Public Level Crossing Treatment Report must also include an assessment of the road risks, consistent with the guideline Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (NSW Roads and Traffic Authority, 2011). The report is also to include an assessment of the crossing's compliance with AS /RISSB 7658-2020. Railway Infrastructure – Railway Level. Crossing and AS1742.7 2016 Manual of uniform traffic control devices and Section 10 Rail Crossings of AGRD Part 4. | Appendix D |
| E149 | The design of any level crossing on a public road must be endorsed by TfNSW or the relevant roads authority (where not TfNSW), prior to commencing construction of that crossing. | Refer Appendix F for the Road Authority design approval |
| E152 | The Public Level Crossing Treatment Report and Private Level Crossing Treatment Report must be submitted to the Planning Secretary for approval at least one (1) month prior to the closure or upgrade of a public or private level crossing, as relevant. Individual reports may be submitted for each crossing or address a group of crossings or the entire CSSI. | This Report is an individual report for LX622. This report is being submitted to the Planning Secretary at least (1) month prior to commencement of the works. |

2 CONSULTATION

2.1 Overview

Inland Rail's values commit the organisation to active engagement with stakeholders and the community; therefore, a comprehensive consultation program has been undertaken throughout the planning and design phases of the A2I Inland Rail project.

Effective communication and stakeholder engagement are fundamental to reducing risk and minimising social and environmental impacts. Inland Rail believes that identifying, engaging, and effectively communicating with stakeholders is critical to the successful delivery of Inland Rail.

Inland Rail has conducted extensive consultation with key level crossing stakeholders including TfNSW and Lockhart Shire Council during the planning and detailed design of LX622.

All consultation, prior to the Contractors engagement, has been done in line with the Inland Rail A2I Communication Strategy Engagement Implementation Plan (EIP). Consultation by the Contractor has been in line with the Community Communication Strategy and Communication and Stakeholder Engagement Plan.

There are signed agreements in place between ARTC and all of the Councils across A2I. These are referred to as Master Inland Rail Development Agreements and were signed between 2021 and 2023. These are important in ensuring there is alignment on the key matters before any works are commenced. The council development agreement includes a list of council assets impacted by the project including level crossings, the scope of works at each location as well as the required design standards.

Information sharing agreements have been established to enable the prompt transfer of information between Council's and the project team. This information included inputs into the design process including road traffic counts, proposed changes in road usage and feedback on any future development plans.

Inland Rail and Martinus have adopted the following methods of engagement to discuss and seek feedback from key stakeholders on the level crossing designs:

- Monthly Council Monitoring Meetings
- Stage Gate Design Reviews where the stakeholder can provide feedback in a Comments Register on the following stages of design:
 - SDR (30%)
 - PDR (70% design)
 - DDR (100% design)
- Stage Gate Briefing Workshops where Martinus presents the design package to ARTC and the road manager and provides attendees with the opportunity to ask questions.
- 30% and 70% Safety in Design Workshops
- Technical Working Groups

Inland Rail and Martinus will continue to consult and work closely with these key stakeholders during the construction and handover phase of the project.

Evidence of the activities listed above, specific to LX622 can be found in Appendix A

3 PUBLIC LEVEL CROSSING ASSESSMENT

Level crossings have been assessed in accordance with the public level crossing treatment methodology detailed in Appendix A of the A2I EIS Technical Paper 1: Traffic and Transport “Public Level Crossing Treatment Methodology”.

The key principles that guided the decision-making process for determining treatments at public level crossings are noted below:

- Utilising a risk-based decision-making process focused on minimising risk so far as is reasonably practicable (SFAIRP);
- Consistency in determining public level crossing treatments across the projects of the Inland Rail Programme;
- Consistent methodology used to determine whether the cost of potential treatment is grossly disproportionate to the level of risk to safety and the projected benefits; and
- Ensuring the feasibility of the Inland Rail Programme by proposing cost-effective solutions.

An overview of the process in assessing public level crossings and developing treatments is outlined in the following sections.

In summary all public level crossings within the A2I scope either:

- Have active controls (Flashing lights and Boom Barriers) which is the highest form of level crossing control under the Australian Standard
- Will be closed as part of the project

3.1 Identification of all public level crossings within the project area

An important objective of public level crossing investigations was the clear and accurate identification of all level crossings within the project area and getting agreement on who the road manager is. The development of an initial level crossing list encompassed a review of existing level crossing datasets including the Australian Level Crossing Assessment Model (ALCAM) database, ARTC’s asset management database and any relevant property records.

The list of level crossings was then provided to the relevant road manager for review to ensure that all level crossings and associated Road Managers were correctly identified, and the data was updated to reflect any agreed changes. The road managers for all public crossings are documented in Table 2. This is also documented in the Council Development Agreements.

4 PUBLIC LEVEL CROSSING ASSESSMENT

4.1 Assessment of public level crossings for closure

In New South Wales, formal closure of a level crossing needs to be undertaken in accordance with the requirements of the Transport Administration Act 1998 and requires Ministerial approval. Closure of legal level crossings within A21 project will only be actioned following confirmation from the road manager (for public level crossings) of no objection to closure.

Initial consideration was given to the elimination of level crossing risks by assessing all level crossings for closure. This is in line with the Transport for New South Wales (TfNSW) Level Crossing Closures Policy, which notes that:

“in order to manage the risks to safety associated with road and rail interfaces, the closure of public and private level crossings in NSW is to be pursued, where it is practical and cost effective to do so”

Each was reviewed considering traffic volumes and alternative routes, along with land use, property ownership and any special user groups which may use the level crossing.

Crossings that could potentially be closed were identified where:

- Traffic volumes are (relatively) low;
- Alternative legal access is available or reasonably achievable; and
- The imposition on road users is not considered unreasonable, considering Rail Industry Safety and Standards Board (RISSB) level crossing consolidation guideline.

The assessment is summarised in Section 5.

4.2 Criteria for automatic grade separation

ARTC’s policy as per Appendix L of the Submission Report is that rail-road interfaces will be automatically grade separated in the following instances:

- Rail-road crossings with four rail tracks (current)
- Rail-road crossings of freeways and highways of four or more lanes (current and committed plans).
- Where grade separation is the logical option for engineering or topographical reasons.

LX622 did not meet the above criteria.

All public level crossings which do not meet the automatic grade separation criteria are to be assessed using the Level Crossing Risk Tool, in order to determine the appropriate crossing treatment, which may still be that the crossing be grade separated. Further detail on the risk tool is included below.

4.3 Level crossing risk tool

Where closure is not feasible, a methodology was developed to identify risk treatments to be implemented at each individual level crossing. This methodology was formalised in the level crossing risk tool which identified risk treatments and assisted Inland Rail to demonstrate that risks to safety would be managed So Far As Is Reasonably Practicable (SFAIRP) for both brownfield and greenfield interfaces.

In accordance with the Office of the National Rail Safety Regulator’s (ONRSR’s) recommendation on the use of quantitative risk assessment techniques, a decision was made to develop a tool which moved away from a “warrant” approach (e.g. decisions around control types based on basic metrics such as road type or traffic volumes) to a cost benefit analysis (CBA) approach for safety risk management. The approach utilises ALCAM as one of the main inputs into the decision process for the recommended level of control at Inland Rail level crossings.

The Australian Transport Council in May 2003 agreed to adopt ALCAM as the only comprehensive level crossing assessment model in Australia. ALCAM is an assessment tool used to identify key potential risks at level crossings and assess the overall effects of proposed treatments.

Consideration of factors other than ALCAM that may influence the recommended level of control were also considered, where relevant on a case-by-case basis, including:

- Collision and near-collision history;
- Engineering experience (both rail and road);
- Traffic and transport impacts; and
- Local knowledge of driver and pedestrian behaviour.

Level crossing treatment (control) options which may be considered as part of the process included:

- Upgrade of RX-2 passive (stop sign) level crossings to RX-5 active (flashing lights and boom barrier) control;
- Upgrade of existing RX-5 flashing light-controlled level crossings to include boom barriers;
- Retain existing RX-2 passive controls and renew the level crossing infrastructure, including signage and road markings, to ensure that the crossing complies with the Australian Standard;
- Grade separation; and
- Other treatments identified based on-site specific risks.

Transport for New South Wales (TfNSW) Level Crossing policies have been considered in the development of the proposed treatments, including:

- the Level Crossing Closures Policy; and
- the Construction of New Level Crossings Policy; and
- Speed Limit on Approach to Active Level crossings Policy.

In order to be consistent with the TfNSW Level Crossing Improvement Program (LCIP), Inland Rail have also adopted the position that all upgrades to active controls (RX-5) will include boom gate barriers in addition to the flashing lights and bells.

4.4 Cost benefit analysis (CBA)

Part of the test as to whether risks have been managed SFAIRP was to determine whether the cost of the additional control was grossly disproportionate to the benefit gained via a CBA. From a financial perspective, to do the CBA, three key inputs were required:

- The avoided cost if an additional risk control is implemented – ALCAM provided a quantitative measure of risk reduction generated by changing the controls at the level crossing. Risk reduction (benefits) could be calculated by comparing two risk scores for two scenarios – for example one proposal with stop signs and one with flashing lights and boom barriers. ALCAM is focused on safety risks and encompasses the costs of fatalities and injuries resulting from a road rail collision.
- The cost of implementing the additional risk control – This was a combination of the capital cost of the additional control and the annual maintenance and repair cost over the life of the additional control
- What would be considered grossly disproportionate – From a legal perspective the ONRSR Meaning of Duty to Ensure Safety So Far As Is Reasonably Practicable Guideline provided guidance on what would be considered grossly disproportionate through considering a Grossly Disproportionate Factor (GDF). The guideline suggested that the GDF may be dependent on the likelihood and consequence with low risks having a factor of 2 and high risk having a factor of 10.

All public level crossings within the A21 scope where closure is not being progressed will have active controls (with flashing lights and boom barriers). This is the highest form of level crossing control under the Australian Standard.

4.5 The use of ALCAM assessments in the determination of level crossing treatments

ALCAM assessments have been undertaken for public road level crossings in their existing configuration, thus providing a baseline risk score. The “proposal” functionality in the ALCAM system was used to model the ALCAM risk score assuming the project proceeds. This incorporates forecast changes to train speeds, volumes and train lengths. For the A2I project, this assessment assumed the maximum operational train speed and the forecasted road and train volumes. This aligns with the EIS timeframes.

Updated road traffic counts, including a breakdown between light and heavy vehicles, have also been collected for all public roads and included in this analysis. In parallel, Inland Rail reviewed the ONRSR incident data to determine road rail collisions at the respective level crossings.

The next level of control was applied at level crossings assessed as being non-compliant for the existing control. For example, where sufficient sighting distance for a stop sign crossing could not be achieved as a result of increased train speeds, as per Australian Standard 1742.7-2016 (Manual of uniform traffic control devices Part 7: Railway crossings) the minimum control would be flashing lights and boom barriers. Even for level crossings compliant for the current control, the next level of control was modelled in ALCAM and a cost-benefit/grossly disproportionate analysis undertaken. Additional levels of control were modelled and a cost-benefit/gross disproportionate analysis carried out for each until the risk factor was reduced and a cost-effective level of crossing protection established.

ALCAM assessments were undertaken on detailed designs. The assessment included an evaluation of compliance with AS1742.7 requirements for signage and sighting distance and risks highlighted in AS /RISSB 7658-2020. Railway Infrastructure – Railway Level ALCAM assessments include consideration of the specific risks considered in Section 10 Rail Crossings of AGRD Part 4.

4.6 Preliminary design

Preliminary design was first undertaken to confirm that a level crossing with the proposed control, compliant with the relevant standards, could be constructed onsite. This design incorporated the appropriate road design standards as directed by the relevant road infrastructure manager.

The design has been completed such that all level crossings remaining as part of the final works will be upgraded/constructed to comply with AS 7658:2020 “Level crossings – rail industry requirements”, AS1742.7 (2016) “Manual of Uniform Traffic Control Devices Railway Crossings” and other road authority standards, and to address SFAIRP any safety deficiencies identified through the design and risk assessment process.

Site specific level crossing treatments were then reviewed with the respective road infrastructure managers as the project progressed through detailed design.

4.7 Interface agreements

In accordance with National and State Rail Safety Law requirements, all current and proposed public road crossings will be subject to an Interface Agreement.

The Rail Road Interface Agreement within the Lockhart Shire Council Area has been signed by all parties. ARTC have advised that as project works are nearing completion, ARTC as the RIM will review the RSNL Interface Agreement and update the document where required in consultation with the relevant road manager(s).

5 LEVEL CROSSING CLOSURE SUMMARY

TABLE 4: LEVEL CROSSING CLOSURE SUMMARY TABLE FOR LX622

| LX | Crossing name and location | Road Manager | Proposed closure | Reasoning | Discussed with Road Manager | Conclusion |
|-------|-------------------------------|------------------------|------------------|---|-----------------------------|----------------------|
| LX622 | Plunkett Street, Yerong Creek | Lockhart Shire Council | No | This is a relatively busy local road with more than 300 vehicle movements per day. It's a key access point between eastern and western sides of Yerong Creek township and there is no reasonable alternative access. A closure is not feasible. | N/A | Closure not proposed |

6 ASSESSMENT OF THE ROAD RISKS

An assessment of the road risks, consistent with the guidelines Railway Crossing Safety Series 2011 (NSW Roads and Traffic Authority, 2011) was undertaken. Key documents evidencing the risk assessment process have been listed Appendix D.

Safety in Design (SiD) process for the level crossing design was undertaken in accordance with the following:

- A SiD workshop was convened with relevant stakeholders at 30% and 70% design, ensuring quorum requirements were met to achieve adequate representation from all relevant design disciplines, delivery teams, human factors, operations and maintenance representatives, and third parties. ARTC attended a 30% and 70% SiD while the Councils attended a 70% SiD. The workshop reviewed the level crossing design and confirmed the design objectives.
- Hazards for the level crossing were systematically identified SFAIRP.
- For each identified hazard, the causes and consequences were analysed.
- Existing controls were reviewed, and their effectiveness was evaluated by determining the associated likelihood, consequence, and resulting risk level in accordance with the approved ARTC risk matrix.
- Additional control measures were proposed to further reduce the likelihood, consequence, or overall risk level, applying the hierarchy of controls.

Construction-related risks and controls within the scope of works were transferred to the construction team via the ADC Transfer Form. This form was endorsed by the Construction Manager and Safety Manager, and the risks were recorded in the Construction Risk Register for management through the Construction Risk Assessment Workshop (CRAW) process.

O&M-related risks associated with the level crossing design required formal endorsement of residual risks by the designated risk owner prior to the Issued for Construction (IFC) stage. For risks applicable to ARTC, this endorsement is obtained through a Joint Operational Safety Review (JOSR), conducted following the Detailed Design review and prior to IFC. Minutes from the JOSR are distributed to the attendees. For risks applicable to Council, this endorsement is obtained within the 70% SiD or written acknowledge following the submission of the hazard log. The accepted controls are evidenced in the Project Hazard Log (PHL) appended to the Design Report at each stage of design (30%, 70%, 100% and IFC) which is provided to the Stakeholders.

A Road Safety Audit was undertaken on the 70% Detailed Design. The audit is carried out for the sole purpose of identifying any hazardous features of the design, that may lead to future incidents for road users. The identified risks to road safety are documented in the report and presented for consideration by the design team for appropriate remedial actions.

Refer to Appendix D for the list of documents that evidence the activities described above.



APPENDICES



APPENDIX A

Consultation with Key Stakeholders

TABLE 5: CONSULTATION WITH KEY STAKEHOLDERS

| Date | Forum | Stakeholder | Location | LX | Design Stage | Design Discussion | Design Response | Status |
|-----------|----------------------------|-----------------------|--------------|-------|--------------|---|---|--------|
| 3-Sep-24 | Council Monitoring Meeting | Lockhart City Council | Yerong Creek | LX622 | PDR | LSC requested the road lining extend further towards town to restrict turning movements. A mark-up was sent via email. | The road lining was extended as requested by LSC | Closed |
| 28-Mar-25 | Council Monitoring Meeting | Lockhart City Council | Yerong Creek | LX622 | PDR | Council accepted landscape plans showing removal of a palm impacted by the slew with proposed 2 x trees to replace the palm in the established planter bed. | Landscape concept design accepted by Council | Closed |
| 21-Jun-25 | Council Monitoring Meeting | Lockhart City Council | Yerong Creek | LX622 | PDR | MR advised RSA report to be submitted with DDR design submission. RSA identifies risks and concerns for considerations. Report does not include an ALCAM (LX Safety Risk) at this stage. Safe Systems Assessment is also included in Design Report. This report picks up overall risks at site. | RSA, ALCAM and SSA has been completed with recommendations issued to Council for review. No comments received from LSC. | Closed |
| 21-May-25 | PDR Briefing Working | Lockhart City Council | Yerong Creek | LX622 | PDR | PDR was presented during the meeting showing LX scope of works at Plunkett St. LSC advised there is some interface with TfNSW for LX 622 Plunkett St as it abuts a state road. MR/IR confirmed TfNSW interface to be mainly during construction (none in design) and TfNSW is also being consulted. | WAD is not required at this site. | Closed |
| 27-Jun-25 | LCTR | Lockhart City Council | Yerong Creek | LX622 | N/A | Lockhart Shire Council was issued the LCTR Rev B for review. | No comments received | Closed |
| 24-Jun-24 | DDR Design Review | Lockhart City Council | Yerong Creek | LX622 | DDR | Yerong PDR Design Package (Includes LX622) Issued for review | No comment sheet received | Closed |

| Date | Forum | Stakeholder | Location | LX | Design Stage | Design Discussion | Design Response | Status |
|------------|-------------------------|-----------------------|--------------|-------|--------------|--|--|--------|
| 23-Jun-24 | DDR Design Review | Lockhart City Council | Yerong Creek | LX622 | DDR | Yerong DDR Design Package (Includes LX622) Issued for review | No comment sheet received | Closed |
| 22-Aug-24 | DDR Design Review | Lockhart City Council | Yerong Creek | LX622 | DDR | LSC provided statement via Aconex 'no Council comments on LX622 DDR design'. | No comments | Closed |
| 19-Feb-24 | PDR Design Review | ARTC | Yerong Creek | LX622 | PDR | Check and validate Design Speed. | Lockhart Council confirmed design speed | Closed |
| 19-Feb-24 | PDR Design Review | ARTC | Yerong Creek | LX622 | PDR | This ALCAM assessment is 8 years old. What does the new traffic data suggest and is an updated ALCAM required here? | Martinus received the latest traffic count dated June 2023 which was included in the next design submission. | Closed |
| 19-Feb-24 | PDR Design Review | ARTC | Yerong Creek | LX622 | PDR | Clarify compliance status in a tabulated form for all movements of the check vehicle indicating their compliance status. A checking vehicle has to be able to make a turn legally staying within the pavement. AGRD 4 s 5.3. | A compliance table will be in the next submission. | Closed |
| 26-Jun-24` | DDR Design Review | ARTC | Yerong Creek | LX622 | DDR | Confirm that the design and check vehicles were verified with the road agency? LX Master Register shows a 26m design vehicle for LX 622. | DJV has adopted the design vehicles from the Reference Design Drawings which is the 19m semi-trailer. No change to existing condition. | Closed |
| 10-Oct-24 | Road Authority Approval | Lockhart City Council | Yerong Creek | LX622 | DDR | Road Authority Form issued to Council for acceptance for 100% design for Yerong and LX622. | The Road Authority Form was signed by Lockhart Council and received via email 6th Feb 2025 | Closed |
| 29-May-25 | RSA issued | Lockhart City Council | Yerong Creek | LX622 | DDR | Road Safety Audit was issued to LSC and typos were picked up such as | Incorrect references to GHSC have been replaced with LSC. | Closed |

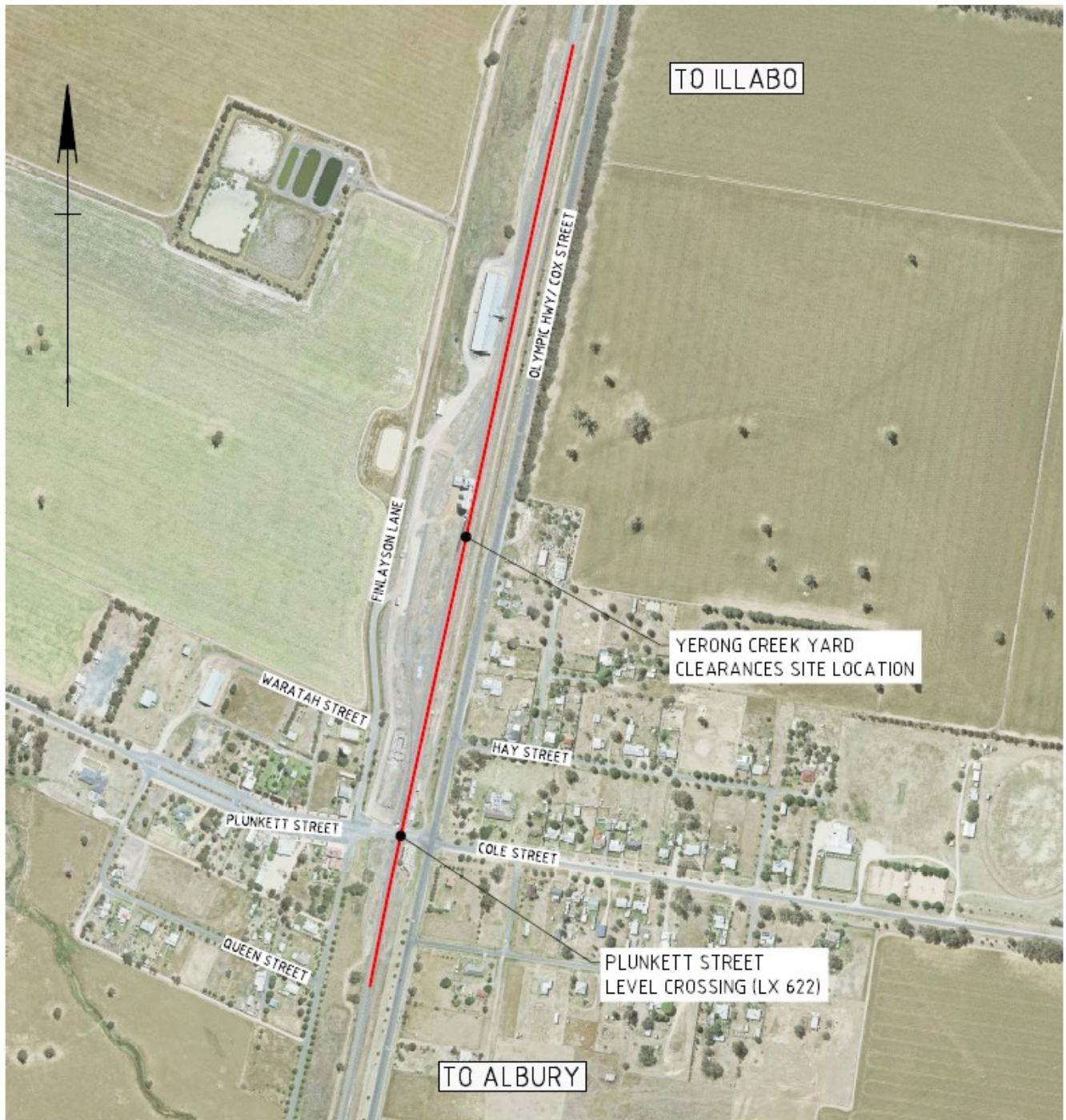
| Date | Forum | Stakeholder | Location | LX | Design Stage | Design Discussion | Design Response | Status |
|-----------|---------------------------|-----------------------|--------------|-------|--------------|---|---|--------|
| | | | | | | references to Greater Hume Shire Council | | |
| 12-Dec-23 | SiD – 30% Level crossings | ARTC | Yerong Creek | LX622 | SDR | ARTC raises there could be insufficient clearance to the signal due to the track slewing | Existing signal and trackside equipment to be relocated 2.5m from nearest rail as documented in the 100% design | Closed |
| 3-Sep-24 | SiD – 70% Level crossings | ARTC | Yerong Creek | LX622 | PDR | PDR reviewed and no specific hazards were discussed for this level crossing | PHL appended to Design Report | Closed |
| 10-Sep-25 | Post 70% SID | Lockhart City Council | Yerong Creek | LX622 | Post 70% | Safety in Design Workshop took place with the Road Manager | No new controls identified however LSC did request a copy of the hazard log be sent via email to enable more time to review. | Closed |
| 9-Jul-24 | PDR Design | TfNSW | Yerong Creek | LX622 | PDR | IFC Design was issued to TfNSW for confirmation of WAD or no WAD and general review of the design. | No WAD was confirmed | Closed |
| 19-Sep-25 | IFC Design | TfNSW | Yerong Creek | LX622 | IFC | IFC Design was issued to TfNSW for review. TfNSW letter received 20 October 2025 (5-0001-210-PTP-G3-LT-0006) stating they have been consulted on the design | TfNSW has reviewed the IFC design package. Other than the relocation of existing signage on the Olympic Highway associated with modifications to Plunkett Street Level Crossing (LX622), TfNSW refers to previous comments on the Level Crossing Treatment Report for LX622 dated 17 October 2025 (5-0001-210-PTP-G3-LT-0005) pursuant to CoA E146. TfNSW notes that Lockhart Shire Council is the roads authority and road manager for Plunkett Street at LX622. As TfNSW is not the relevant roads authority at the LX622, it has no role in endorsing the treatment proposed at this level crossing. | Closed |

| Date | Forum | Stakeholder | Location | LX | Design Stage | Design Discussion | Design Response | Status |
|-----------|-------|-----------------------|--------------|-------|--------------|--|--|--------|
| 17-Oct-25 | LCTR | TfNSW | Yerong Creek | LX622 | N/A | <p>TfNSW letter received evidencing the consultation that has occurred with TfNSW on the LCTR in accordance with E146.</p> <p>TfNSW previously reviewed and provided comments to IRPL on Rev B of the LCTR on 15 July 2025. TfNSW received Rev C of the Report from IRPL on 27 August 2025 for review via Aconex (IR2140-TRANSMIT-003632), however, subsequently the Yerong Creek Yard design package involving LX622 was issued to TfNSW for review on 19 September 2025, in accordance with Condition of Approval E144. Subsequently, Rev D was issued by IRPL, which documents CoA E144 consultation with TfNSW and the ongoing discussions with DPHI</p> | Revision E of the LCTR will be issued to TfNSW for review to close outstanding comments. | Closed |
| 24-Dec-25 | LCTR | TfNSW | Yerong Creek | LX622 | N/A | Comment sheet returned closed with letter acknowledging all comments have been addressed. | Refer Appendix G for TfNSW letter. | Closed |
| 07-Jan-26 | LCTR | Lockhart City Council | Yerong Creek | LX622 | N/A | Lockhart Shire Council was issued the LCTR Rev F for information | No comments received. | Closed |



APPENDIX B

Level Crossing Treatment Summary



LOCATION PLAN
N.T.S

TABLE 6: LEVEL CROSSING SCOPE AND LOCATION

| Crossing Number | Crossing Name | Existing Control | Proposed Control | Road Manager | Scope | Crossing Location | Existing Chainage | GIS Latitude | GIS Longitude |
|-----------------|-----------------|--|--|------------------------|--|-------------------|-------------------|--------------|---------------|
| LX622 | Plunkett Street | Active – Flashing lights and boom Barriers | Active – Flashing lights and boom Barriers | Lockhart Shire Council | <p>Minor main line track slew of circa 450mm through the level crossing to accommodate double stacked trains.</p> <p>Existing asphalt panel to be removed from the Main Line track and replaced with rubber level crossing panels.</p> <p>Signage and linemarking will be upgraded (addressing PHL_106, 107*).</p> <p>Remove and reinstate the existing Main Line RX-5 assembly 3.5 m from the proposed rail (addressing PHL_106, 108*).</p> <p>Install RX-9 level crossing width marker assemblies (addressing PHL_106, 108*).</p> <p>Existing fencing to be relocated (addressing PHL_127)</p> | Yerong Creek | 565.242 | 35.387198 | 147.059563 |

* PHL is the Project Hazard Log ID. Refer Appendix E for a description of the hazard and controls.

TABLE 7: LEVEL CROSSING TREATMENT SUMMARY

| Crossing Number | Road Name | Assessed for Closure | AADT (Baseline) | %HV | Assumed Growth Rate % | AADT (2040) | ALCAM Assessments Undertaken | Non ALCAM factors considered | Incident Data (ONRSR) 01/07/2014 to 11/09/2024 | LX is compliant - existing control | CBA undertaken | Proposed control complies with AS1742.7 | Required S3 greater than 750m |
|-----------------|-----------------|----------------------|-----------------|-----|-----------------------|-------------|------------------------------|------------------------------|---|------------------------------------|----------------|---|-------------------------------|
| LX 622 | Plunkett Street | Y | 343 | 12 | 1 | 430 | Y | Y | 0 reported near misses or collisions between and train and a road vehicle | Y - Active Controls | Y | Y | NA (Active controls) |



APPENDIX C

Short Stacking Review

TABLE 8: SHORT STACKING REVIEW

| LX | Crossing name and location | Road Manager | Design Vehicle | Short stacking issue | Measures |
|-------|----------------------------|-----------------------|------------------|---|--|
| LX622 | Plunkett St, Yerong Creek | Lockhart City Council | Semi-trailer 19m | There are no short stacking issues for the 19m Design Vehicle. The stacking distance from the outer rail to Olympic Highway is approximately 30m | 26m check vehicle used in accordance with AGRD Part 4 Section 5.3 Swept paths for a 26m check vehicle were performed. Refer Figure below. Level Crossing signalling design is for a 26m vehicle. |

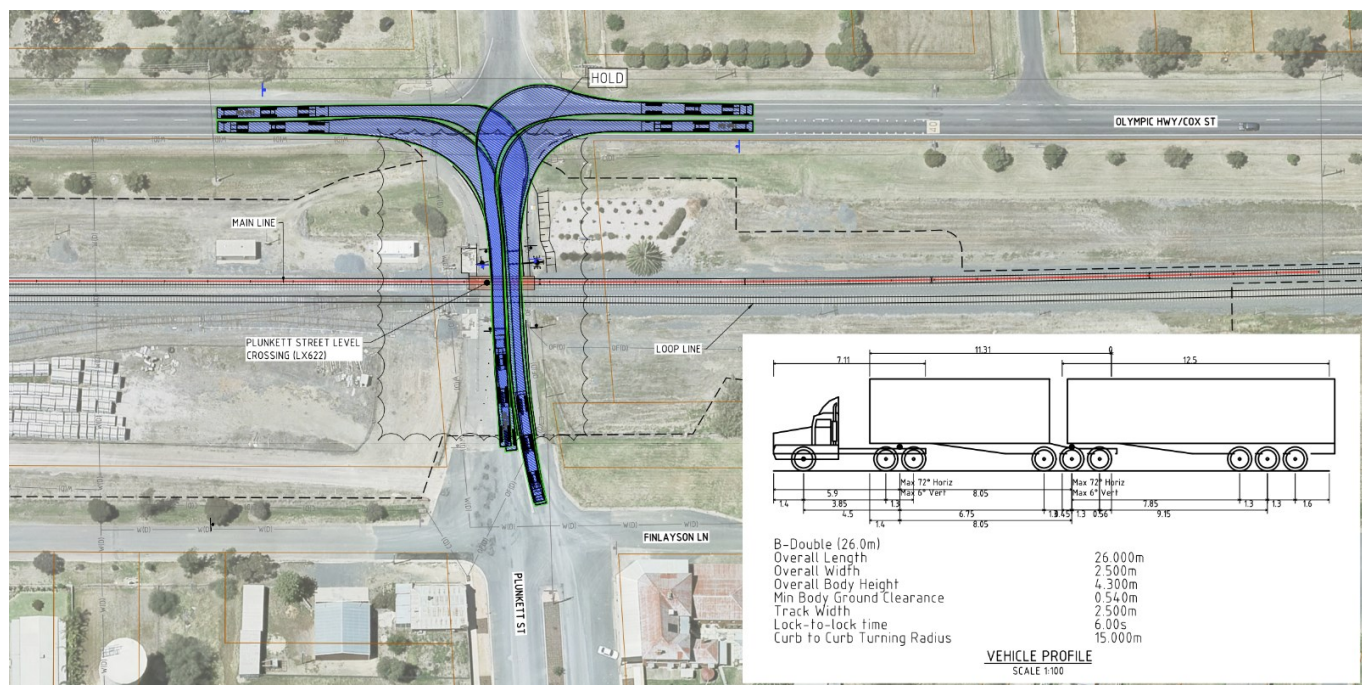


FIGURE 3: 26M CHECK VEHICLE SWEEP PATHS



APPENDIX D

Risk Assessment Evidence

Introduction

An assessment of the road risks, consistent with the guidelines Railway Crossing Safety Series 2011 (NSW Roads and Traffic Authority, 2011) was undertaken. Key documents evidencing the risk assessment process are listed below and have been provided to LSC and ARTC. These are the road and rail managers for the level crossings which are the subject of this report.

Design Packages

- 2100_G3 – Yerong Creek Yard (includes LX622)

Design Review - ARTC

- Yerong Creek Yard PDR, DDR designs issued. Refer 5-0052-210-PEN-G3-CS-0001 for comment sheet.
- The IFC Yerong Creek Yard Design Report (5-0052-210-PEN- G3-RP-0001) – Appendix H includes ARTC closed comment sheets.

Design Review - Council

- Yerong Creek Yard PDR, DDR designs issued. No comments were received.
- Design of the level crossing has been endorsed by LSC. Letter dated 31 October 2024 has been signed by LSC and will be provided to DPHI with submission of this report (5-0000-210-PEN-G3-LT-0001).

Design Review - TfNSW

- Yerong Creek Yard PDR and IFC designs issued. Refer Aconex IR2140-TRANSMIT-003837.
- TfNSW letter confirming no WAD refer 5-0001-210-PTP-G3-LT-0004

Safety in Design

- ARTC 30% SiD for level crossings (incl. LX622) completed 11/12/2023 – refer meeting minutes 5-0052-214-PAS-00-MM-0002
- ARTC Post 70% SiD for track works (incl. LX622) completed 03/09/24 - refer meeting minutes 5-0052-214-PAS-00-MM-0006 and the risk assessment summary in Appendix E.
- LSC Post 70% SiD completed 12th September 2025. Refer 5-0052-210-PAS-G3-MM-0001 and the risk assessment summary in Appendix E.
- Refer Yerong Creek Design Report (5-0052-210-PEN- G3-RP-0001) for:
 - Appendix B1 and B2 for Technical and Safety VCRM
 - Appendix C1, C2 and C3 for design hazard log, hazard mapping and master hazard log
 - Section 2.9 and Appendix Q for human factors considerations

Construction and O&M risk transfer

- ARTC JOSR for Yerong Creek completed 24/10/2024 – refer meeting minutes 5-0000-210-POS-G3-MM-0001
- Council endorsement for LX622 hazards will be sought in the SiD scheduled 10th September 2025
- Refer Appendix M of the Yerong Creek Yard IFC Design Report 5-0052-210-PEN-G3-RP-0001 for ADC Transfer Forms.

Road Safety Audit (RSA)

- Refer Road Safety Audit – Yerong Creek Yard 5-0052-210-PEN-G3-RP-0002



APPENDIX E

Risk Assessment Summary

| A2P Hazard ID | HAZARD | Causes | Consequence | EXISTING CONTROLS | Risk Assessment Identified CONTROLS | Post Risk Assessment LIKELIHOOD | Post Risk Assessment CONSEQUENCE | Post Risk Assessment RISK |
|---------------|--|--|---|---|--|---------------------------------|----------------------------------|---------------------------|
| PHL_106 | Road vehicle failing to stop in time and colliding with a passing train at a level crossing | CA1. Sun glare may reduce LX visibility for drivers at LX622 CA2. Insufficient lighting during night time at LX622 CA3. Existing non-compliant/insufficient storage length for road traffic at LX CA4. Existing non-compliant/insufficient separation between warning signages and the train tracks at LX622 CA5. Faulty boom gates or signal lights | CO1. Multiple fatalities - Extreme | EC1/D. Existing signage and signal lights on both approaches of level crossing EC2/D. Existing boom gates on both approaches of level crossing EC3/M. Regular inspection and maintenance of LX infrastructure including line marking, signage, signal and boom gate EC4/D. Design and Pre-commissioning ALCAM Assessment EC5/D. Signal Sighting assessment at LX622 | D1. Design to provide backing boards in accordance with AS 1742 to reduce glare D2. Design to provide flashing lights in accordance with AS 1742 to warn road users of the upcoming level crossing D3. Design to replace existing signage in accordance with AS 1742 D4. Design to relocate level crossing infrastructure in accordance with AS 1742 to provide compliant offsets from track D5. Design to complete level crossing sightline check in accordance with AGRD and AS 1742.7 for the designed vehicle D6. Road design in accordance with AGRD and AS 1742.7 to allow safe turning and stopping of the design vehicle at level crossing D7. Road Safety Audit to be carried out for the detailed design | Rare | Extreme | MEDIUM: 16 (5E) |
| PHL_107 | Errant vehicle drives off level crossing carriageway and crash into nearby signalling assets | CA2. Existing signalling assets located near level crossing on Plunkett Street | CO1. Serious injuries - Moderate | None identified. Refer to proposed future controls. | D1. Design to provide guideposts in accordance with AS 1742 to delineate vehicles from LX carriageway edge | Unlikely | Moderate | MEDIUM: 11 (3D) |
| PHL_108 | Road vehicle collides with the boom gate at level crossing | CA1. Existing non-compliant/insufficient separation between boom gate and stop line at LX622 CA2. Driver rushes to cross the level crossing | CO1. Lost Time Injury (LTI) Results OR Medical Treatment Required - Minor | EC1/D. Existing signage and signal lights on both level crossing approaches EC1/M. Regular inspection and maintenance of LX infrastructure including line marking, signage, signal and boom gate EC/D. Design and Pre-commissioning ALCAM Assessment | D1. Design to provide separation between the stop line and boom gate in accordance with AS 1742 | Unlikely | Minor | LOW: 4 (2D) |
| PHL_109 | Collision between the road vehicles and pedestrians using pedestrian crossing | CA1. Existing non-compliant/insufficient separation between the pedestrian crossing and road vehicle travel lane at LX622 | CO1. Serious injuries - Moderate | EC2/O. Existing fencing along the pedestrian footpath at Yerong LX622 acts as visual delineation | D1. Design to relocate the pedestrian crossing in accordance with AS 1742 to provide separation from road traffic | Unlikely | Moderate | MEDIUM: 11 (3D) |
| PHL_127 | Trespasser accesses the rail corridor through level crossing and subsequently hit by the train | CA1. Insufficient rail corridor fencing at level crossing LX622 | CO1. Single fatality - Extreme | None identified. Refer to proposed future controls. | D1. Design to provide fencing around LX in accordance with AS 1742 | Unlikely | Extreme | HIGH: 20 (5D) |



APPENDIX F

Road Authority Endorsement of LX Design

5-0000-210-PEN-G3-LT-0001

31 October 2024

Gavin Rhodes
General Manager
Lockhart Shire Council
65 Green Street
Lockhart NSW 2656
Email: GRhodes@lockhart.nsw.gov.au

Inland Rail Albury to Illabo (A2I) – Level Crossing IFC Design Acceptance

It is acknowledged by IRPL that, Council have provided feedback regarding the DDR design as part of the consultation and approval process and at the most recent Council meeting, Austin Morris acknowledged there were no comments for the **Yerong** Design. IRPL seeks acceptance to the below referenced designs, previously provided to Council via Aconex IR2140-TRANSMIT-001695

| Level Crossing | Crossing Name | Drawing References |
|----------------|-----------------|---|
| LX 622 | Plunkett Street | 5-0052-210-CXR-G3-DR-0401 (Typical Details) 5-0052-210-CXR-G3-DR-0402 (Foundation Block Details) 5-0052-210-CXR-G3-DR-0115 (Detail Road plan) 5-0052-210-CXR-G3-DR-0405 (Pedestrian LX, Typical details) 5-0052-210-DPV-G3-DR-0121 (Pavement Plan) 5-0052-210-DPV-G3-DR-0401 (Pavement profile) 5-0052-210-PEN-G3-RP-0002 (Design Report) |


IRPL invites Lockhart Shire Council to provide any feedback on the design submission(s) by 7th November 2024. Alternatively, should the Council be satisfied with the above drawings, please sign this letter and return to us or on the above-mentioned date, such that the designer can proceed to submission of IFC (Issued for Construction) documentation.

We look forward to working further with Lockhart Shire Council and should you have any queries please do not hesitate to contact the undersigned.

Yours sincerely,



Gary Newbold
Engineering Manager - Inland Rail P/L


ACTING GENERAL MANAGER

Inland Rail

Inland Rail Pty Ltd
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ABN 73 094 819 520

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APPENDIX G

TfNSW Consultation

Transport for NSW



24 December 2025

WST24/00003/148 | SF2024/002449

Ms Cassandra Hodges
Senior Project Manager – Interfaces
Inland Rail Pty Ltd
290 Clarinda Street
PARKES NSW 2870

Dear Ms Hodges,

SSI-10055; Albury to Illabo Inland Rail Project; Level Crossing Treatment Report for Plunkett Street LX622 Rev F

Transport for NSW (TfNSW) provided comment on Rev E of the Level Crossing Treatment Report for Plunkett Street LX 622, on 28 November 2025. TfNSW received Rev F from Inland Rail Pty Ltd (IRPL) on 19 December 2025 for review via Aconex (IR2140-TRANSMIT-004527).

TfNSW notes that Lockhart Shire Council is the roads authority and road manager for Plunkett St at LX622. As TfNSW is not the relevant roads authority for Plunkett St, it has no role in endorsing the road designs and treatment proposed at these level crossings, however TfNSW has provided comment in accordance with the consultation requirements of CoA E146.

TfNSW also notes the Rail Infrastructure Manager (RIM) for this rail line is Australian Rail Track Corporation (ARTC) which is responsible for the safe, efficient and effective operation of the national rail network. IRPL must comply with Rail National Safety Law and any modifications to the ARTC managed rail line and level crossing treatment must be authorised by the RIM, ARTC.

TfNSW confirms that the outstanding items in the Report are closed. The comments register is provided in **Attachment 1**.

Should you require further information in relation to this matter, please contact the undersigned via: development.inlandrail@transport.nsw.gov.au or on 0417 125 741.

Yours sincerely,

A handwritten signature in black ink, appearing to read "H. Orr".

Howard Orr
Manager Development Services – Inland Rail
Planning, Integration and Passenger
Transport for NSW

OFFICIAL



MARTINUS 