



New South Wales

# **State Environmental Planning Policy (State and Regional Development) Amendment (Inland Rail) 2017**

under the

Environmental Planning and Assessment Act 1979

His Excellency the Lieutenant-Governor, with the advice of the Executive Council, has made the following State environmental planning policy under the *Environmental Planning and Assessment Act 1979*.

ANTHONY ROBERTS, MP  
Minister for Planning

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### **1 Name of Policy**

This Policy is *State Environmental Planning Policy (State and Regional Development) Amendment (Inland Rail) 2017*.

### **2 Commencement**

This Policy commences on the day on which it is published on the NSW legislation website.

### **3 Repeal of Policy**

- (1) This Policy is repealed on the day following the day on which this Policy commences.
- (2) The repeal of this Policy does not, because of the operation of sections 5 (6) and 30 of the *Interpretation Act 1987*, affect any amendment made by this Policy.

## **Schedule 1      Amendment of State Environmental Planning Policy (State and Regional Development) 2011**

### **Schedule 5 Critical State significant infrastructure**

Insert at the end of the Schedule:

#### **7    Inland Rail**

- (1) Inland Rail is a proposed program of works comprising the upgrade and construction of railway track over approximately 1,700 kilometres between Melbourne and Brisbane, including works to existing track and the construction of new track between Albury and the Queensland border. The object of this clause is to declare the development set out in this clause (being development that forms part of Inland Rail) to be critical State significant infrastructure.
- (2) **Parkes to Narromine project**  
Development for the purposes of the Parkes to Narromine project being:
  - (a) the upgrade of approximately 106 kilometres of existing track, track formation and culverts and realignment of sections of track in the existing rail corridor between Parkes and Narromine, via Peak Hill, and
  - (b) the construction of 3 new crossing loops approximately 13 kilometres, 65 kilometres and 90 kilometres north of Parkes Station, and
  - (c) the construction of approximately 5 kilometres of new rail line to join the Broken Hill rail line to the west of Parkes (including a new road bridge over the existing rail corridor at Brolgan Road).
- (3) **Narrabri to North Star project**  
Development for the purposes of the Narrabri to North Star project being:
  - (a) upgrading approximately 188 kilometres of existing track, track formation, culverts and underbridges in the existing rail corridor between Narrabri and North Star (including the realignment of track at Bellata, Gurley and Moree Stations), and
  - (b) the removal of existing bridges and the construction of 3 new rail bridges over the Mehi and Gwydir Rivers and Croppa Creek and the construction of a new road bridge over the existing rail corridor at Jones Avenue, Moree, and
  - (c) the realignment of approximately 1.5 kilometres of the Newell Highway near Bellata (including the construction of a new road bridge over the existing rail corridor), and
  - (d) the construction of approximately 1.6 kilometres of new rail line at Camurra to eliminate the existing hairpin curve, and
  - (e) the construction of 5 new crossing loops approximately 11 kilometres, 35 kilometres and 76 kilometres south of Moree Station and 31 kilometres and 75 kilometres north of Moree Station.
- (4) **Ancillary development**  
Development that is ancillary to any other development in this clause, including construction compounds, utilities infrastructure (including adjustments to, or relocation of, existing utilities infrastructure), works to level crossings, signalling and communications, signage, fencing and services for the control and management of roads and railways.