# INLAND RAIL

# Illabo to Stockinbingal

**NSW**

39km – New track

## What we are doing

The Illabo to Stockinbingal project is about 39km of new rail corridor located within the local government areas of Junee and Cootamundra-Gundagai.

This new section of rail corridor will provide a direct route from east of Illabo, tracking north to Stockinbingal and connecting into the existing Forbes rail line. The route bypasses the steep and windy section of track called the Bethungra Spiral.

## What's happened

The Illabo to Stockinbingal Environmental Impact Statement (EIS) was released for public exhibition and comment by the NSW Department of Planning and Environment (DPE) on Wednesday 14 September 2022 and closed on Wednesday 26 October 2022.

The community and key stakeholders were invited to view and make a submission to DPE on the EIS.

All landowners have engaged in the property acquisition process and all valuation inspections have been completed. Property acquisition negotiations have continued, and some acquisitions have been completed.
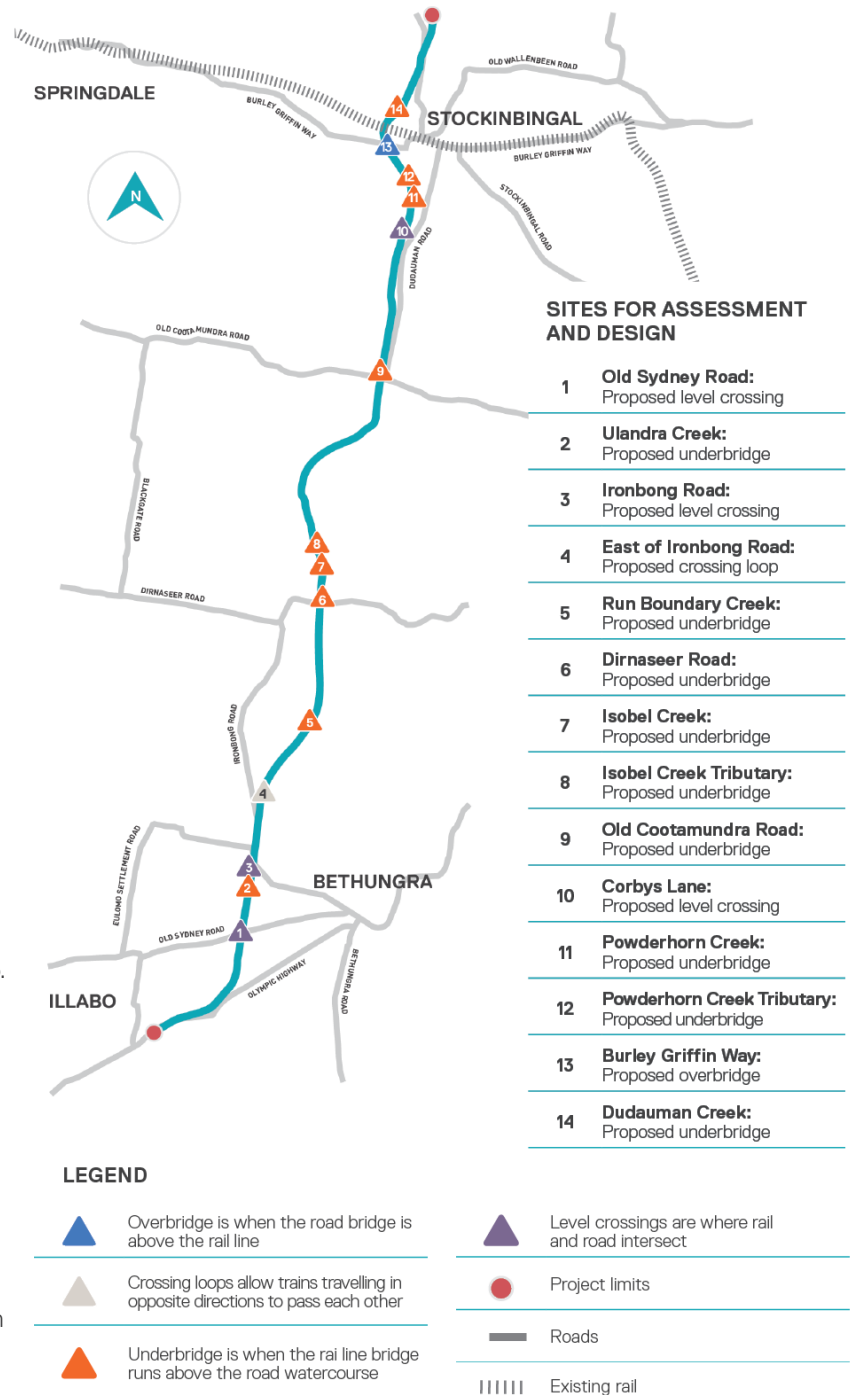
## What's next?

An EIS Response to Submissions report, which includes an analysis of the issues raised during the EIS public exhibition and how they have been addressed, is being prepared by Inland Rail for submission to DPE in late 2023. This report will be published on the NSW planning portal.

DPE will consider the Response to Submissions report in its review of the Illabo to Stockinbingal project.

DPE will then make a final recommendation for the Minister to approve or refuse the proposed project.

For more information about the project's EIS and next steps, visit the DPE website.

A Request for Proposal from shortlisted construction contractors was released in early 2023 and a construction contract is expected to be awarded in 2024.

### SITES FOR ASSESSMENT AND DESIGN

| | |
|---|---|
| 1 | **Old Sydney Road:** Proposed level crossing |
| 2 | **Ulandra Creek:** Proposed underbridge |
| 3 | **Ironbong Road:** Proposed level crossing |
| 4 | **East of Ironbong Road:** Proposed crossing loop |
| 5 | **Run Boundary Creek:** Proposed underbridge |
| 6 | **Dirnaseer Road:** Proposed underbridge |
| 7 | **Isobel Creek:** Proposed underbridge |
| 8 | **Isobel Creek Tributary:** Proposed underbridge |
| 9 | **Old Cootamundra Road:** Proposed underbridge |
| 10 | **Corbys Lane:** Proposed level crossing |
| 11 | **Powderhorn Creek:** Proposed underbridge |
| 12 | **Powderhorn Creek Tributary:** Proposed underbridge |
| 13 | **Burley Griffin Way:** Proposed overbridge |
| 14 | **Dudauman Creek:** Proposed underbridge |

### LEGEND

- Overbridge is when the road bridge is above the rail line
- Level crossings are where rail and road intersect
- Crossing loops allow trains travelling in opposite directions to pass each other
- Project limits
- Underbridge is when the rail line bridge runs above the road watercourse
- Roads
- Existing rail

| | | |
|---|---|---|
| 39 | Kilometres of new single track standard gauge railway |
| 02 | Rail over bridges |
| 08 | Private level crossings |
| 27 | Longitudinal drainage culverts below level crossings |
| 08 | Bridges across waterways |
| 01 | Road over rail bridge at Burley Griffin Way |
| 10 | Stock underpass |
| 03 | Kilometres approximately of upgraded track |
| 01 | Crossing loop and associated maintenance siding |
| 05 | Public level crossings |
| 88 | New and existing cross drainage culverts |

**Noise**: Construction work is likely to generate substantial noise due to the works required and the machinery involved. A Construction Noise and Vibration Management Plan will be prepared by the construction contractor to guide the delivery of construction works and mitigate, where possible, impacts on communities.

Operational rail noise and vibration is assessed in accordance with relevant state guidelines and the Secretary's Environmental Assessment Requirements. These guidelines provide the levels at which noise and vibration are deemed reasonable and feasible with mitigation.

**Train numbers and speed:** In the first year of Inland Rail's operation on the Illabo to Stockinbingal section six trains a day are expected. A daily peak of 11 Inland Rail trains are forecast in the longer term once Inland Rail is operational

**Train lengths:** The length of trains that will use Inland Rail will depend on market requirements. Since 2010, the Inland Rail project scope has been to determine the best possible route enabling 1,800m-long, double-stacked freight trains to travel between Melbourne and Brisbane. Operators are expected to also run trains that are shorter, some with only single-stacked containers.

Any future requirement for 3,600m long trains does not form part of the current Inland Rail project scope and would be subject to a new environmental assessment and planning approval process.

**Level crossings:** Burley Griffin Way will undergo a major realignment and a new road over rail bridge will be built. This will enable the closure of one of the existing rail level crossings in Stockinbingal, improving safety. In addition, Ironbong Road will undergo a minor realignment around the proposed level crossing to improve safety.

Level crossings will be designed to ensure they comply with the relevant Australian and ARTC standards and ARTC will continue to liaise with the relevant road authorities and private landowners as design progresses.

The track will enable the use of double-stacked, 1,800m-long trains with a 21-tonne axle load at a maximum speed of 115km/h.

**Want to know more?**

Inland Rail is committed to working with property owners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

✉ **Inland Rail, GPO Box 14, Sydney NSW 2001**

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