

**INLAND RAIL**

**INLAND  
RAIL** 

**ARTC**



**ILLABO TO STOCKINBINGAL (I2S)  
COMMUNITY CONSULTATIVE COMMITTEE (CCC)**

**August 2020**

# PRESENTATION OVERVIEW

- **Project update – Melvyn Maylin (Project Director)**
- **Stakeholder and engagement update – Heath Martin (Stakeholder Manager)**
- **Environment update – James Pederick (Project Senior Environment Advisor)**



# I2S PROJECT UPDATE

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**MELVYN MAYLIN**

**August 2020**

## “Current status” from May CCC:

1. Reference design and alignment selection substantially advanced
2. Ongoing refinement led to:
  - ▶ Value engineering/optimisation exercise
  - ▶ Improved value for money, without compromising service levels, environmental impacts, stakeholder or other impacts
3. Optimisation focused on:
  - ▶ Review of grade of the alignment
  - ▶ Road/rail interfaces (bridges and level crossings)
  - ▶ Connections at each end of I2S
  - ▶ Primarily inside the FAI but outside not precluded

# CURRENT STATUS

Optimisation is now complete and IRDJV are being briefed to recommence updating the preferred refined design to a reference design standard

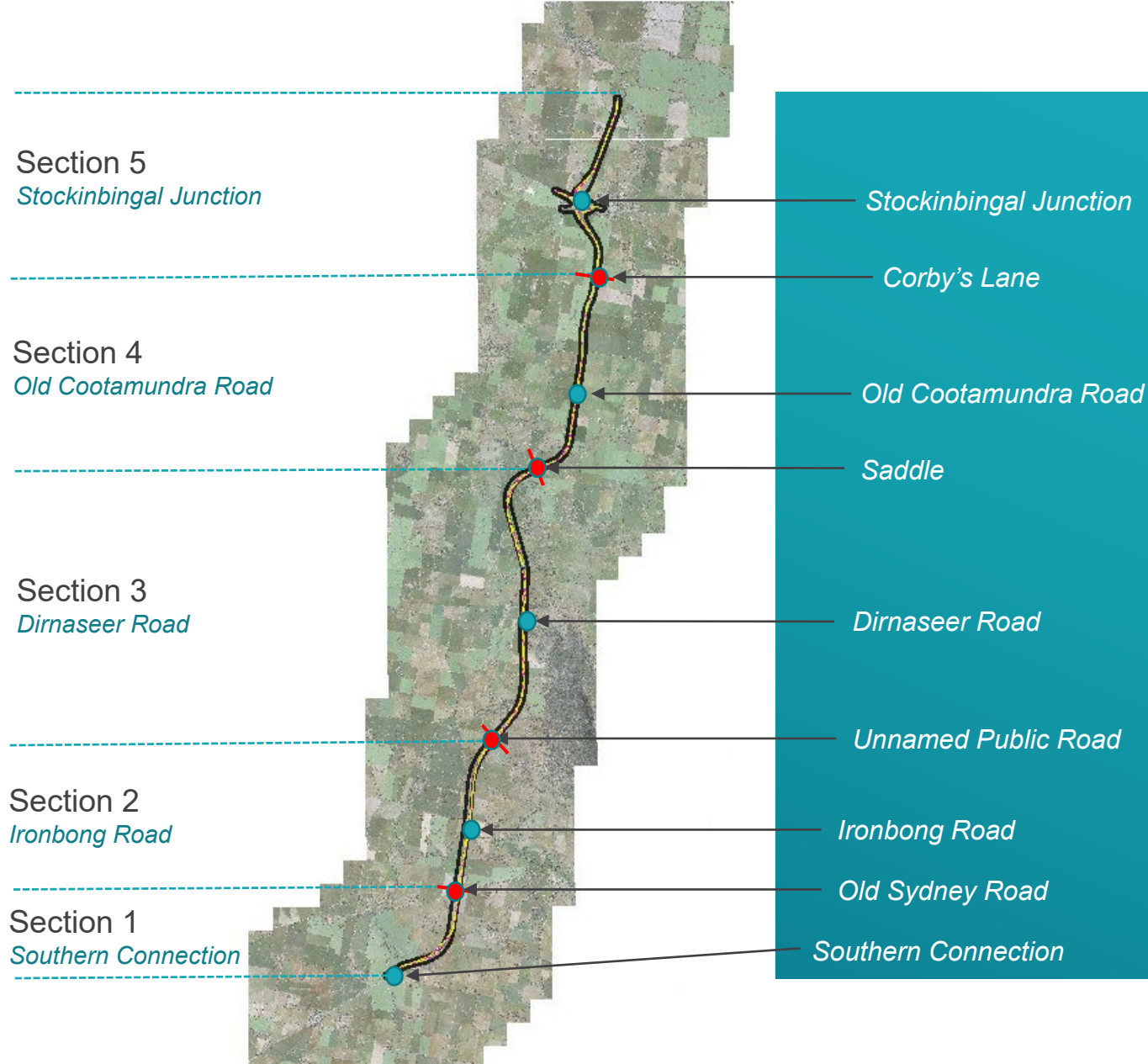
- ▶ Initial consultation with five of the most affected landowners
- ▶ Currently working to agree on revised contract including scope of works and milestone schedule

## WHAT NEXT

ACTIVITY	DATE
Completion of optimisation	Mid 2020
Community consultation – gain feedback from the community on the updated reference design	Mid-late 2020
Stakeholder feedback provided to the design team to feed into the updated reference design	Late 2020
Environmental Impact Statement (EIS) lodgment	Mid 2021

# OPTIMISATION FINDINGS SUMMARY

To understand the opportunities across the project it was agreed that it be divided into 5 ‘sections’. This allowed for a modular approach when assessing different options within each section.



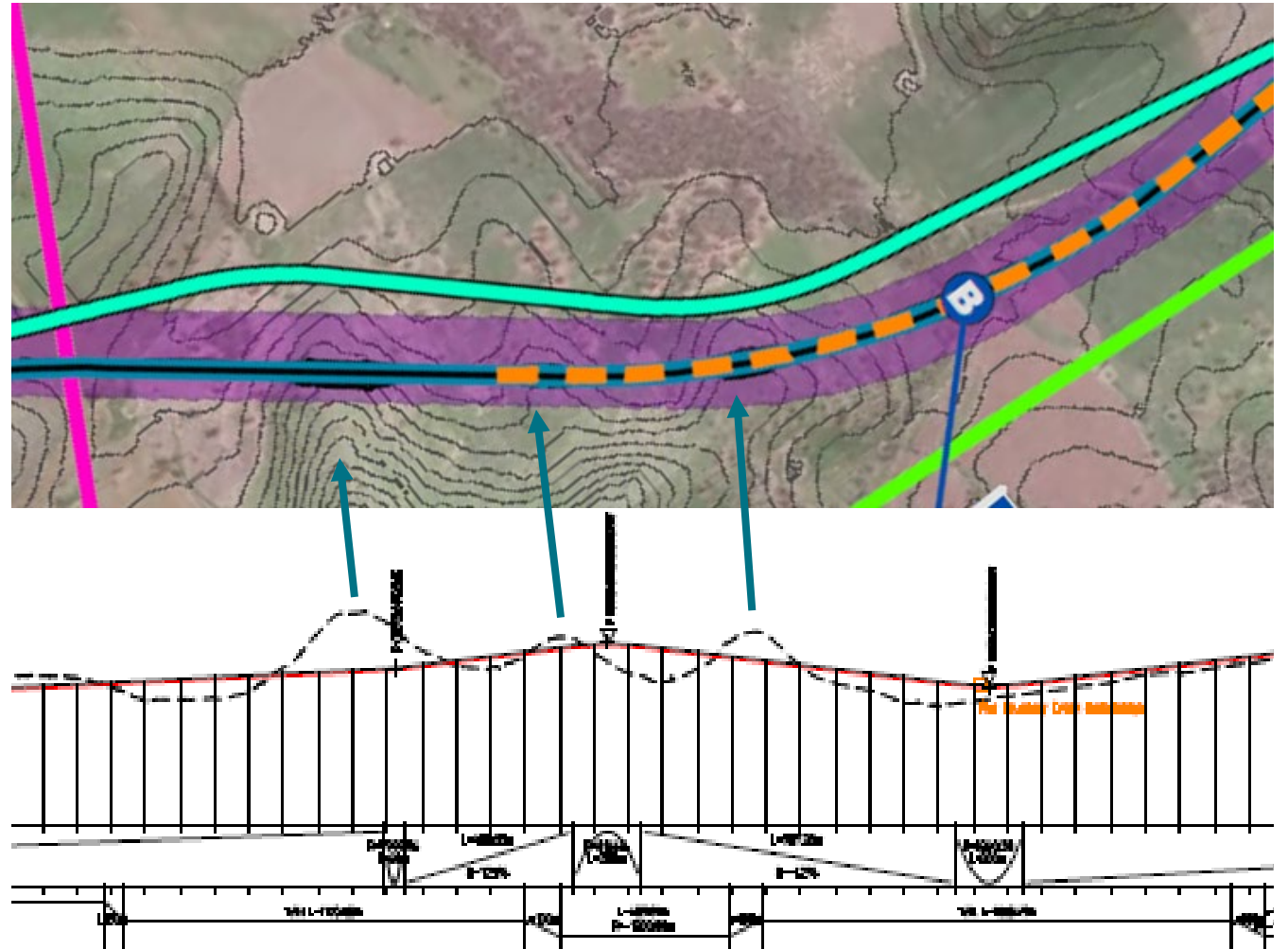


## WHY MOVE HORIZONTALLY?

Significant earthworks savings were found through investigating areas within and outside the FAI

Cross-sectional example to the right demonstrates this with avoidance of three ridge lines

Optimisation shifts the alignment west up to 200m but only up to 100m outside the FAI



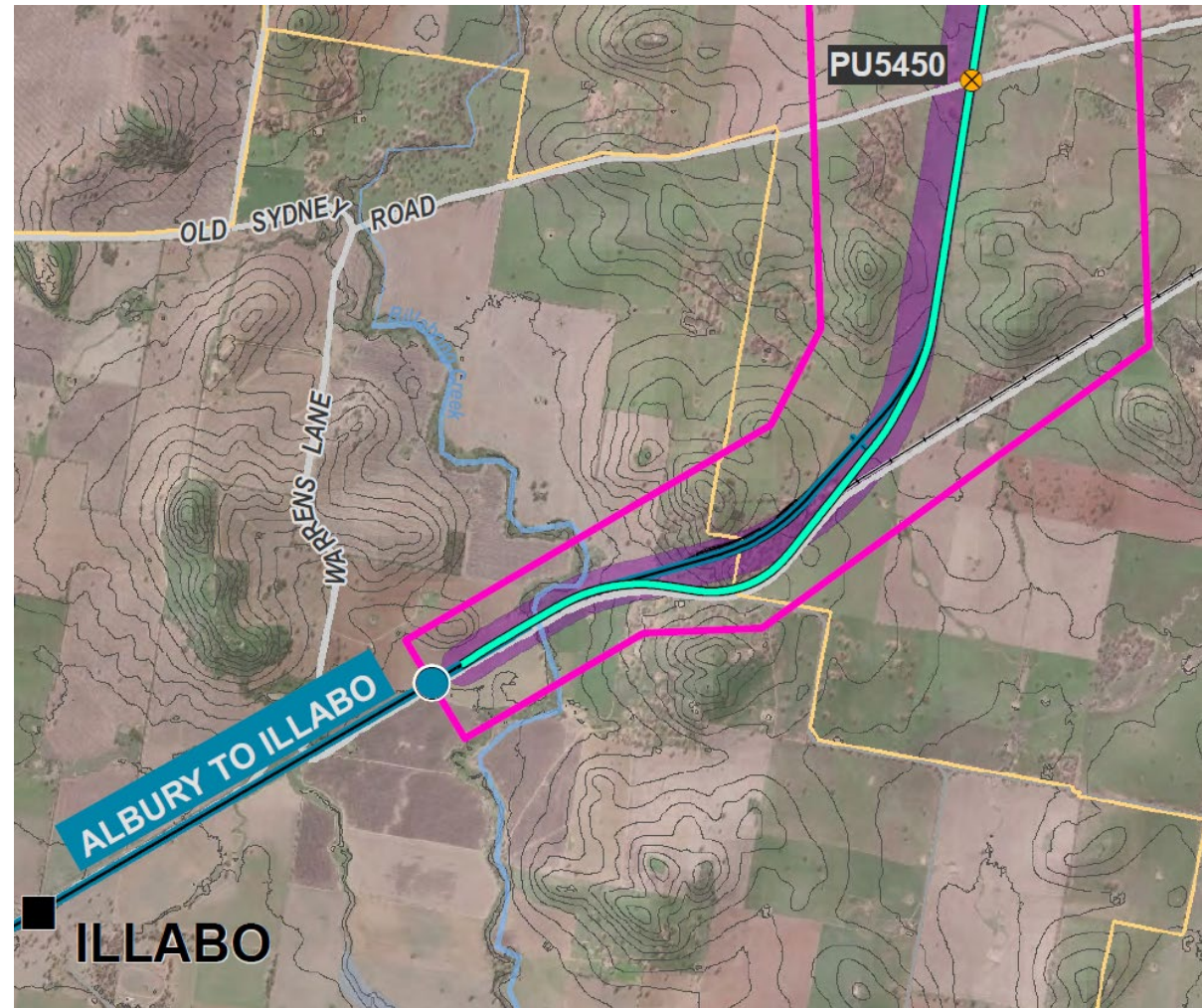
# SECTION 1: SOUTHERN CONNECTION (A21 TO OLD SYDNEY ROAD)

Shifts take-off location further along the existing Main South line

Reduces property impacts

Reduces impacts on native vegetation

Reduces earthworks volumes

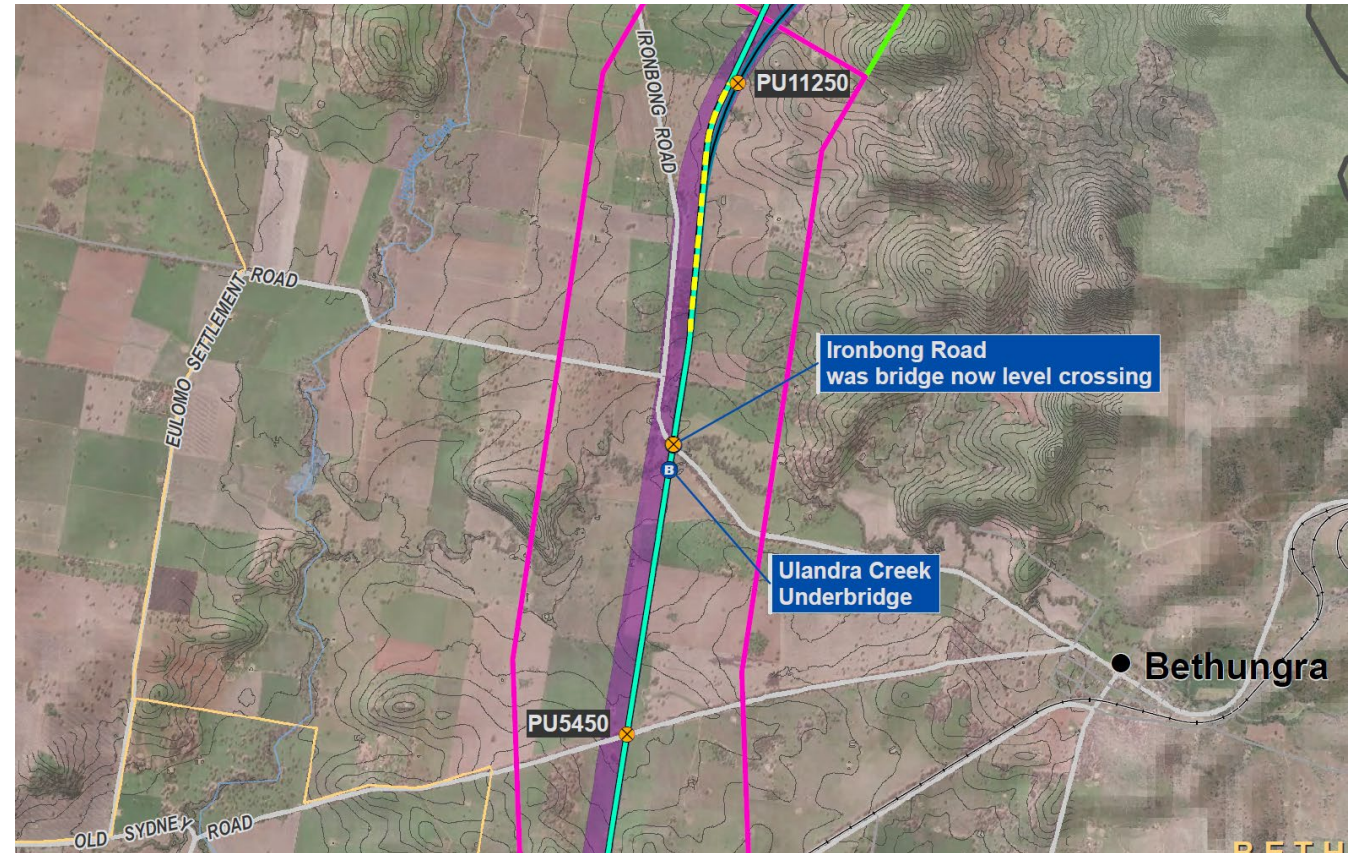




## SECTION 2: IRONBONG ROAD (OLD SYDNEY ROAD TO UNNAMED PAPER ROAD)

Significant reduction in earthworks volume by introducing level crossing at Ironbong Road

Relocation of the crossing loop to this section allows for greater optimisation in section 3



## SECTION 3: DIRNASEER ROAD (UNNAMED PAPER ROAD TO SADDLE)

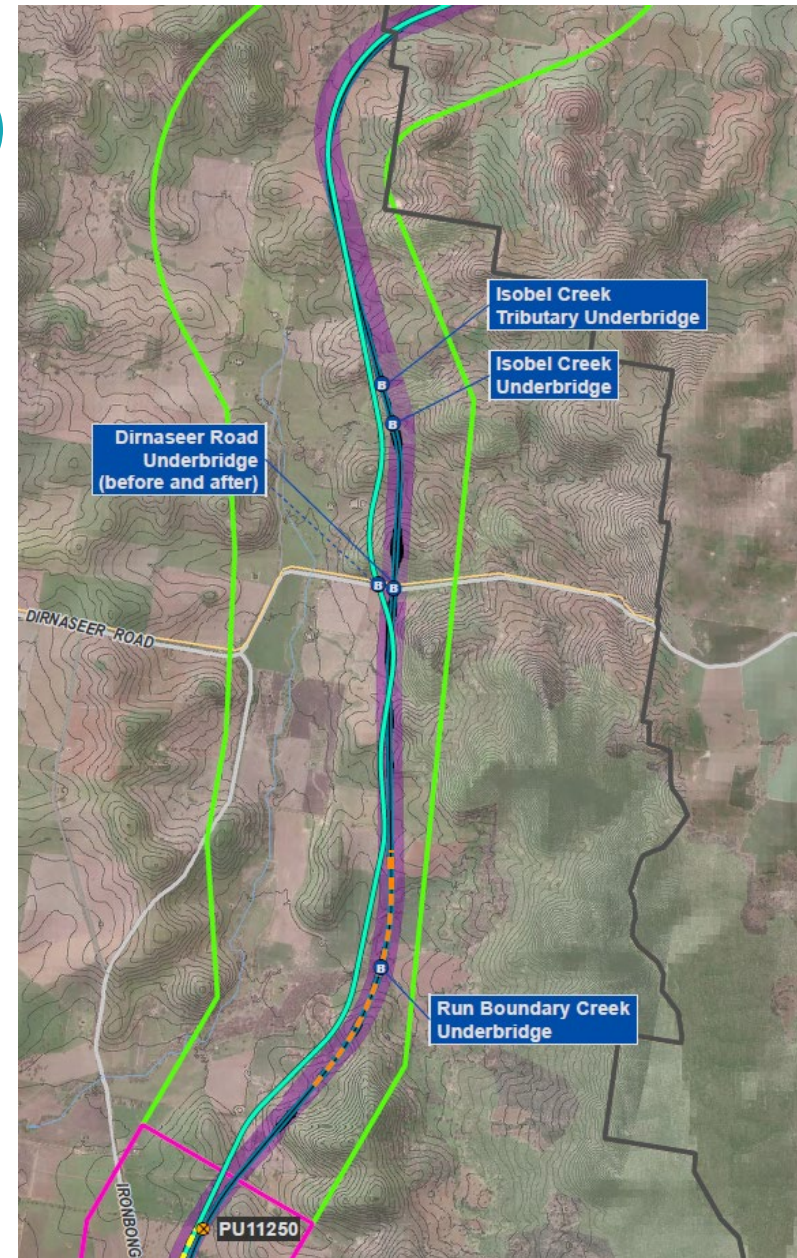
Optimised alignment deviates from FAI in 2 sections:

- ▶ Avoids hilly terrain north of unnamed paper road
- ▶ Earthwork reduction at Dirnaseer Road
- ▶ Shifting alignment west at Isobel Creek reduces bridge structure extents together with earthwork volumes

Removal of crossing loop over Run Boundary Creek allows greatly flexibility in optimising vertical geometry to significantly reduce earthwork volumes and bridge structure extents

Alignment shift further west reduces environmental impacts

Five of the most affected landowners were consulted during July 2020

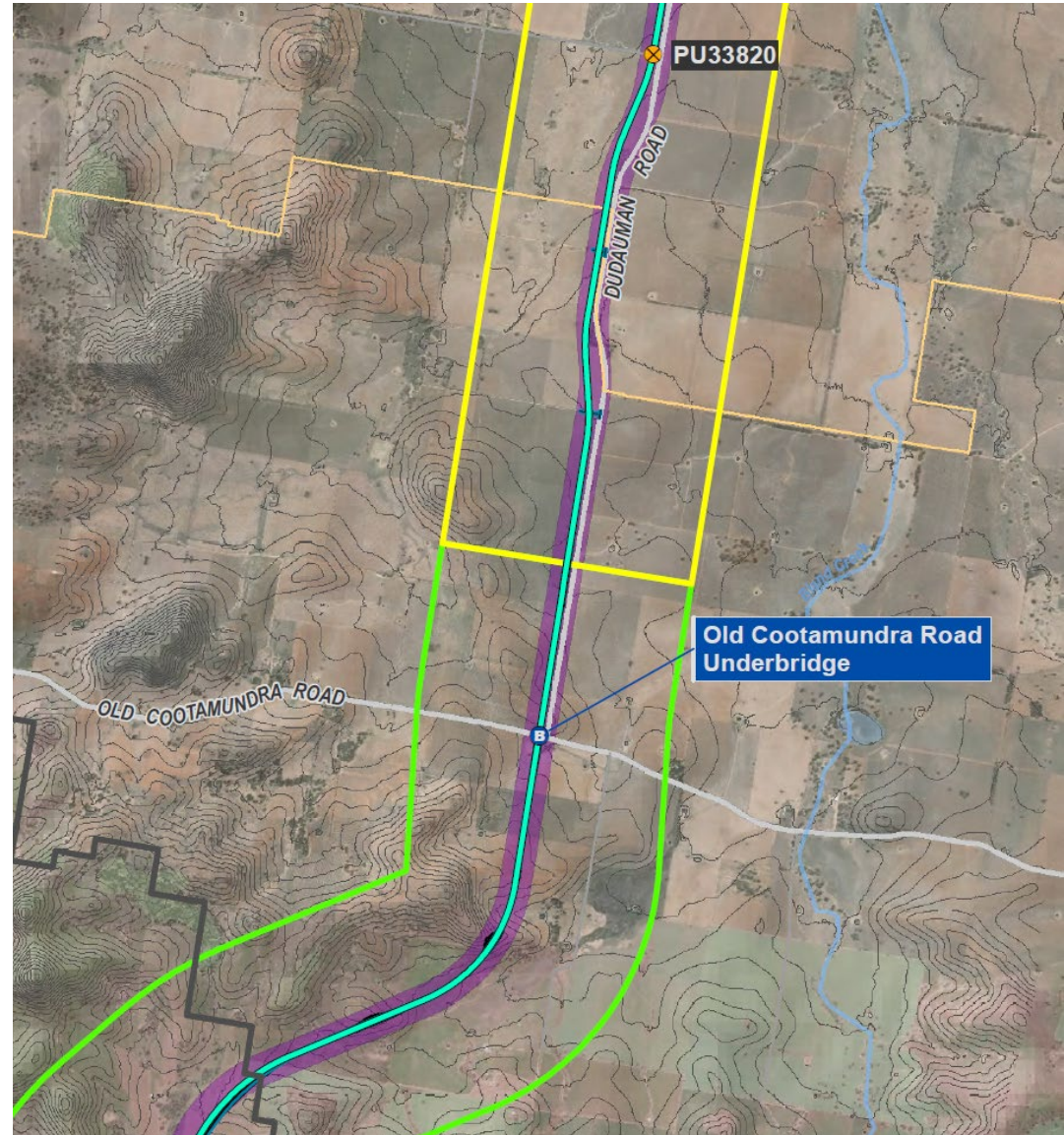




## SECTION 4: DUDAUMAN ROAD (SADDLE TO CORBY'S LANE)

Little change from previous design in this section

Level crossing at Old Cootamundra Road considered, but natural topography indicates grade separation (road under rail) is more suitable





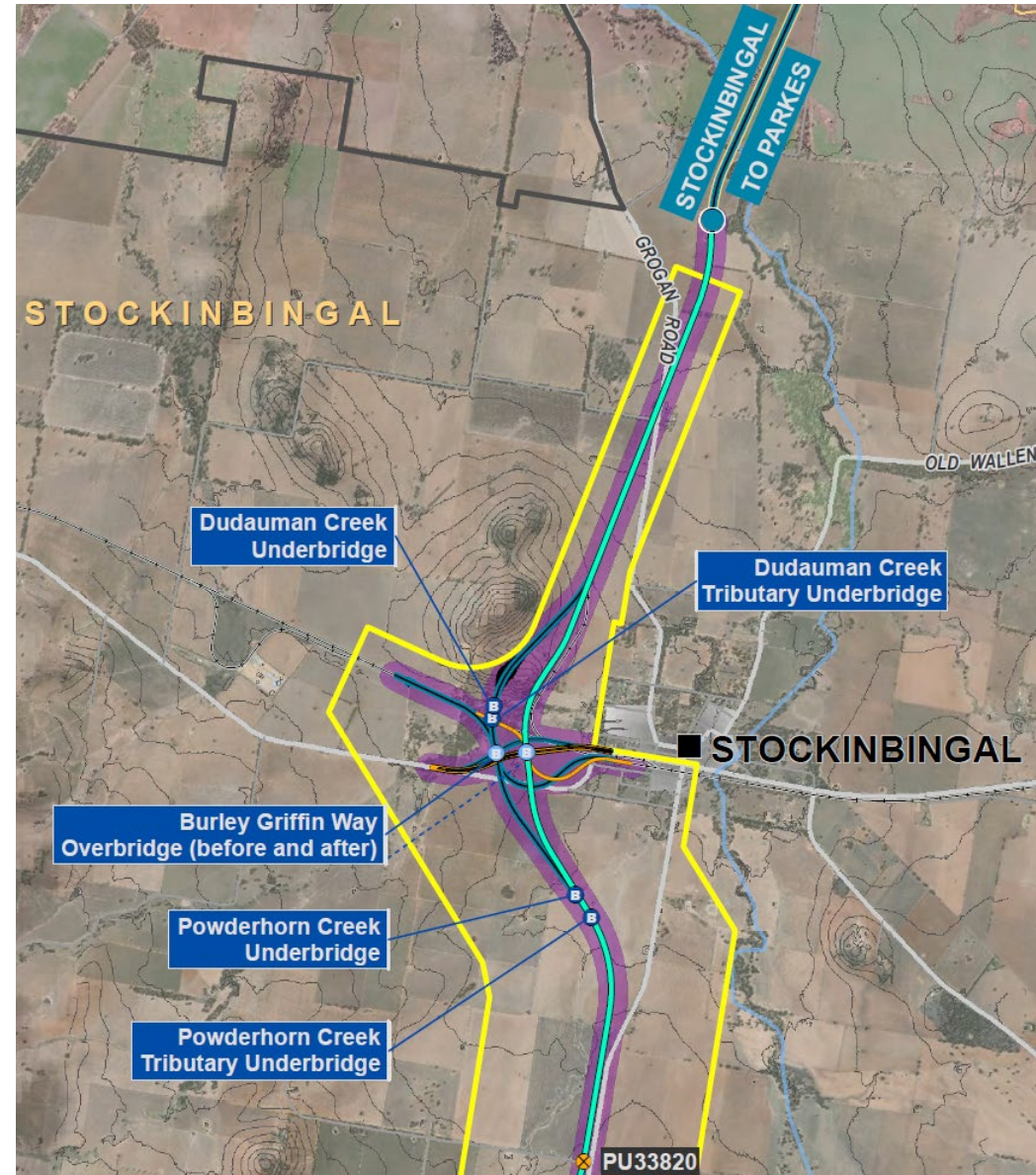
## SECTION 5: STOCKINBINGAL (CORBY'S LANE TO S2P)

Significant reduction in earthwork volumes by shifting the alignment east in front of the hill

Grade separation at Burley Griffin Way maintained

Provides connectivity with CRN's Lake Cargelligo line

Removes an underbridge at Dudauman Creek by shifting the alignment east



# STOCKINBINGAL CONNECTION

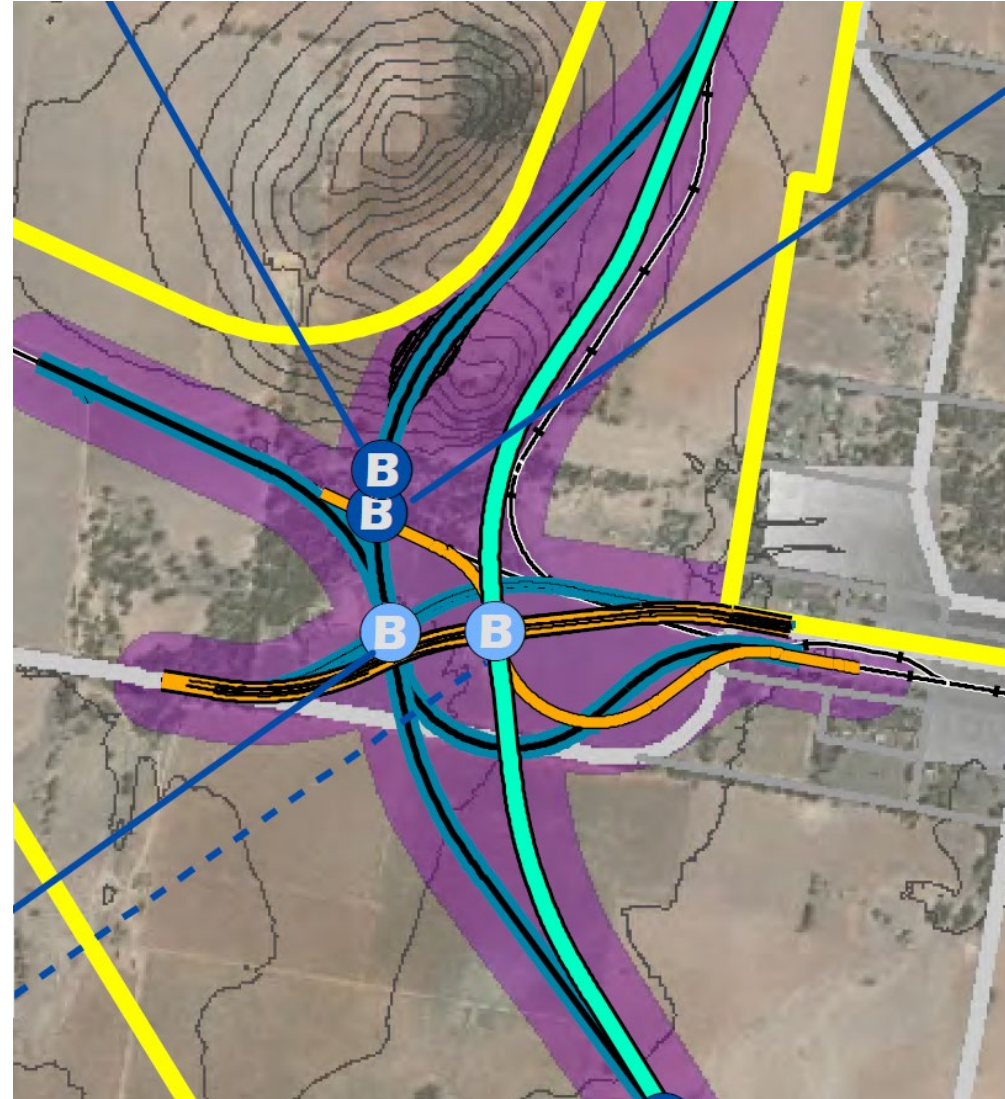
Line closer to Stockinbingal township – increased potential for noise and vibration impacts during construction and operation:

- ▶ This will be addressed in the EIS

Reduces property impacts by hugging existing rail corridor

Reduces visual amenity impacts of deep hill cutting

Community will be provided with opportunity to comment on this design during September consultation





# I2S STAKEHOLDER ENGAGEMENT UPDATE



**HEATH MARTIN**

**August 2020**



# STAKEHOLDER ENGAGEMENT UPDATE

## Consulting on changes outside the FAI

- ▶ Five of the most affected landowners consulted during July 2020
- ▶ Majority acceptance of proposed changes outside FAI as accommodates prior feedback (i.e. environmental impacts)
- ▶ Main feedback has been that access and compensation are the primary concerns when selecting between alternative alignment options

## Upcoming consultation

- ▶ September: will provide all impacted landowners with updated alignment map
- ▶ Option of face-to-face or teleconference meeting will be offered



Existing rail infrastructure in Stockinbingal

# ENGAGEMENT AND CONSULTATION NEXT STEPS

## Indicative timing:

- ▶ Sept 2020: optimisation update
- ▶ Late 2020: level crossing and hydrology (stage 1) consultation to feed into next stage of reference design
- ▶ Early 2021: reference design update and EIS consultation, including hydrology (stage 2)
- ▶ Ongoing consultation with wider community throughout, including community information drop-in sessions
- ▶ Ongoing scheduled Community Consultative Committee (CCC) meetings



Inland Rail at the Cootamundra Show, 2019



# ENVIRONMENT UPDATE

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JAMES PEDERICK

August 2020



# ENVIRONMENTAL IMPACT STATEMENT (EIS) UPDATE

- ▶ Draft EIS submission by service provider to ARTC is planned for early 2021
- ▶ Draft EIS lodgment to Department of Planning, Infrastructure and Environment (DPIE) for review is expected mid 2021
- ▶ Public exhibition is planned for late 2021 – minimum 28 days public exhibition period where the public will be invited to view the plans and make formal submissions online to DPIE

# REGULATOR CONSULTATION

- ▶ ARTC regularly consults with DPIE and other government regulators. Workshops aim to provide an overview of the field studies to date, detail the broader findings, risks, opportunities and allows a mechanism for feedback from the relevant regulators.
- ▶ Once the early draft EIS is submitted by the service provider, ARTC will facilitate workshops focussed on assessments within the EIS. Workshops are planned for late 2020 and early 2021.

# HYDROLOGY MODELLING CONSULTATION

- ▶ Hydrological model developed to understand different flood scenarios including 1 in 10 and 1 in 100 year events.
- ▶ Two-stage consultation process with council and impacted landowners will be undertaken. Stage one consultation feedback will ground truth the base model.
- ▶ The draft reference design will be incorporated to understand the hydrological impacts of the new rail alignment. Stage two consultation will discuss impacts with council and landowners.
- ▶ Two-stage process provides understanding of before and after Inland Rail scenarios and is done at a sufficiently early stage of design so that flooding risks identified can be addressed in the final design.



# THANK YOU

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The Australian Government is delivering  
Inland Rail through the Australian Rail Track  
Corporation (ARTC), in partnership with the  
private sector.