



INLAND RAIL

COMMUNITY CONSULTATIVE COMMITTEE

Albury to Illabo

8 December 2021

Acknowledgment of Country

Inland Rail acknowledges the
Traditional Custodians of the
land on which we work, and
pay our respects to Elders
past, present and emerging.

PRESENTATION OVERVIEW

- + Previous action items
- + Project update
- + Environmental impacts
 - + Environmental Impact Statement
 - + Heritage impacts
 - + Hydrology
 - + Noise and vibration
- + Community consultation
- + Questions

PREVIOUS ACTIONS

ACTION	COMMENTS
Provide more detailed discussion on environmental impacts that are being fed into the EIS.	To be discussed in today's presentation.
Provide a response to the potential impacts on the Bomen heritage station.	<p>The proposal would avoid direct impacts to the Bomen Railway Station building. The proposal would include the following key activities:</p> <ul style="list-style-type: none">• track realignment• removal of a level crossing, and associated signalling and drainage works <p>There are no proposed works to the structures associated with the Bomen Railway Station listing.</p>

An aerial photograph of a suburban neighborhood. A railway line with multiple tracks runs diagonally from the top left towards the bottom right. A road crosses the railway line via a bridge in the lower center. The area is filled with green grass, trees, and residential houses. The text 'PROJECT UPDATE' is overlaid in large white letters, followed by 'Melvyn Maylin' and 'Project Director' in smaller white letters.

PROJECT UPDATE

Melvyn Maylin

Project Director

PROJECT UPDATE

ALBURY TO ILLABO

- + Spans 185kms of existing rail corridor from the Victoria-New South Wales border at Albury, travelling north-northeast through Wagga Wagga and Junee to Illabo.
- + An 'Enhancement' project requiring horizontal and vertical clearance works at specific sites, to accommodate the operation of double stacked trains.
- + Declared Critical State Significant Infrastructure in March 2021
- + Final Reference Design completed in October 2021
- + Environmental Impact Statement (EIS) public exhibition early 2022
- + Construction commencement 2023



ALBURY TO ILLABO PROJECT OVERVIEW

We are here



Feasibility includes:

- + Community consultation
- + Site Investigations
- + Feasibility design
- + Preparing Environmental Impact Statement

Approval includes:

- + EIS exhibition early 2022 for 28 days
- + Response to formal submissions
- + Approval by Minister for Planning and Public Spaces

SCHEDULE

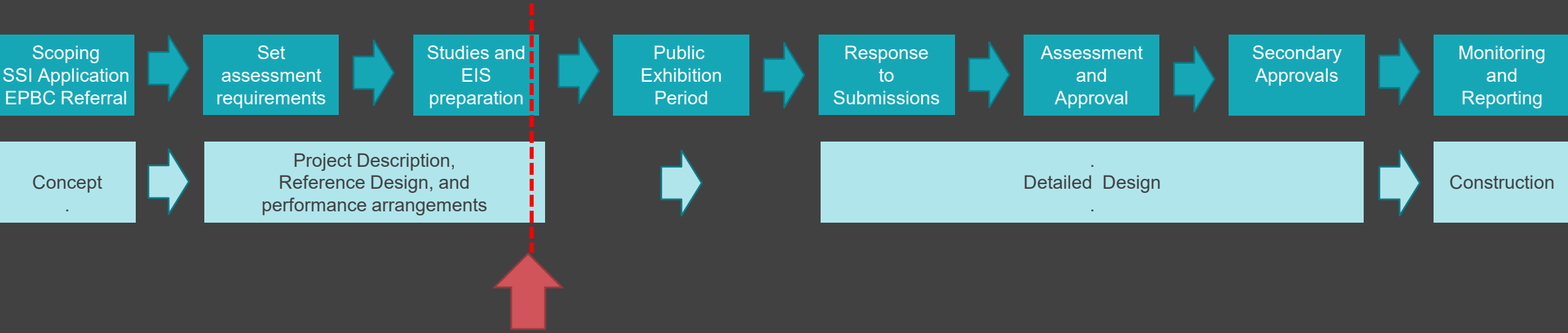
Activity	Date
EIS public exhibition	Q1 2022
Appoint D&C Contractor	Q3 2022
Detailed Design commencement	Q4 2022
Construction	2023/24

An aerial photograph of a suburban neighborhood. A railway line with multiple tracks runs diagonally from the top left towards the bottom right. A road crosses the railway line via a bridge in the lower center. The area is filled with green grass, trees, and numerous houses of various sizes. The text 'ENVIRONMENTAL IMPACTS' and 'Zoe Cox' is overlaid in the bottom left corner.

ENVIRONMENTAL IMPACTS

Zoe Cox

PLANNING APPROVAL PROCESS



EIS APPROVALS PATHWAY

- + EIS placed on public exhibition for 28 days for community feedback and formal submissions.
- + Minister for Planning and Public Spaces will make a decision on the project's approval.
- + Department of Agriculture, Water and the Environment determined A2I does not require assessment and approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) – non controlled action.



NON-ABORIGINAL HERITAGE

- + Major impacts due to full demolition and replacement of:
 - + Cassidy Parade footbridge (ARTC s170)
 - + Edmondson Street bridge (unregistered)
 - + Kemp Street bridge (unregistered)
- + Major impacts to Yerong Creek Railway Station archaeological potential site (unregistered)
- + Minor to moderate impacts at:
 - + Murray River Bridge
 - + Railway Station and Yard Group's at:
 - + Albury
 - + Culcairn
 - + Wagga Wagga
 - + Bomen
 - + Junee

ABORIGINAL HERITAGE

- + Proposal is on the lands of the Wiradjuri language group
- + Aboriginal stakeholders invited to participate in the assessment
- + Site survey identified two isolated stone artefacts:
 - + Yerong Creek
 - + Junee – mitigation proposed
- + Archaeological potential identified near Murray River bridge site
- + Aboriginal places and cultural values identified

LAND USE AND PROPERTY

- + Construction:

- + Proposal site generally an existing, active rail corridor
- + Most of the occupation of land is within the rail corridor
- + Some instances of temporary occupation of private land

- + Operation:

- + Permanent acquisition of land is not required, however they may be easements established
- + Reconfiguration of open space at Endeavour Park at Junee – further work with Council during detailed design



SOCIAL AND ECONOMIC

- + Construction:
 - + Estimated peak workforce of 770 personnel = employment and training opportunities
 - + Impacts on landholders/occupants due to temporary land requirements
 - + Demand for supply of materials and services
- + Operation:
 - + Safety and accessibility improvements for pedestrian bridges in Albury and Wagga Wagga
 - + Inclusion of shared user paths on the replacement road bridges
 - + Changes in local amenity – noise and visual



BIODIVERSITY

- + Enhancement sites mostly within operational rail corridor = predominantly cleared of vegetation
- + Proposal would require the removal of about 4.4 hectares of native vegetation, of which:
 - + 2.81 hectares of State listed threatened ecological community
 - + 0.47 hectares of Commonwealth listed threatened ecological community
- + Some riparian vegetation impact expected due to work at:
 - + Sandy Creek (Uranquinty Yard clearances)
 - + Jeralgambeth Creek in Illabo (Junee to Illabo clearances – culvert work)
 - + Trimming along the Murray River (Murray River bridge)
- + No significant impacts predicted on State or Commonwealth listed species, vegetation communities and populations

VISUAL AND LANDSCAPE

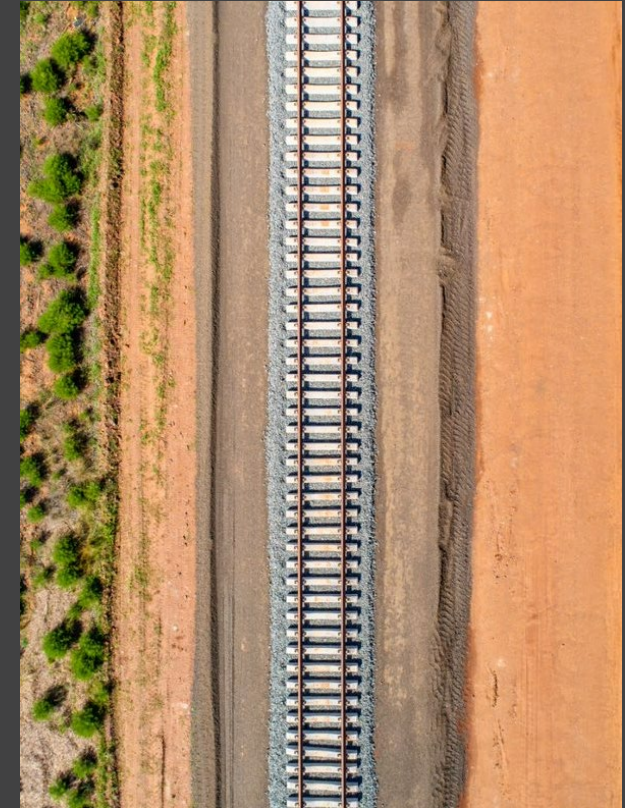
- + Main features of the proposal with potential for operational visual impacts:
 - + New replacement road bridges
 - + New replacement pedestrian bridges
 - + Removal of pedestrian bridges
 - + Modification to the structure of existing rail bridges
 - + Track lowering and protection walls
 - + More frequent trains passing by with increased height (6.5m high and up to 1.8km long)



VISUAL AND LANDSCAPE

Mitigation (subject to refine in detailed design):

- + Replacement tree plantings
- + Further consultation with councils and community feedback
- + Measures to minimise:
 - + Temporary construction lighting impacts
 - + Light spill from permanent lighting and train headlights
- + Urban design and landscape plan:
 - + Consideration of vegetation screening
 - + Integration of batter slopes
 - + Identification of appropriate species for use in landscaping



TRAFFIC AND MOVEMENT DURING CONSTRUCTION

Works	Closure	Access & Parking	Road Traffic Detour	Active Travel Detour	Bus route and stop changes
Albury station pedestrian bridge	6 months	Yes	No	Yes	No
Henty Yard clearances	Sladen Street LX 5 days	No	Yes	No On-site management	No On-demand bus service
Cassidy Parade footbridge	6 months	Minor	No	Yes	No
Edmondson St Bridge	Edmondson St Part of Erin St Parking impacts only Little Best St 11 months	Yes	Yes	Yes	Yes
Wagga station pedestrian bridge	6 months	Minor	No	Yes	No

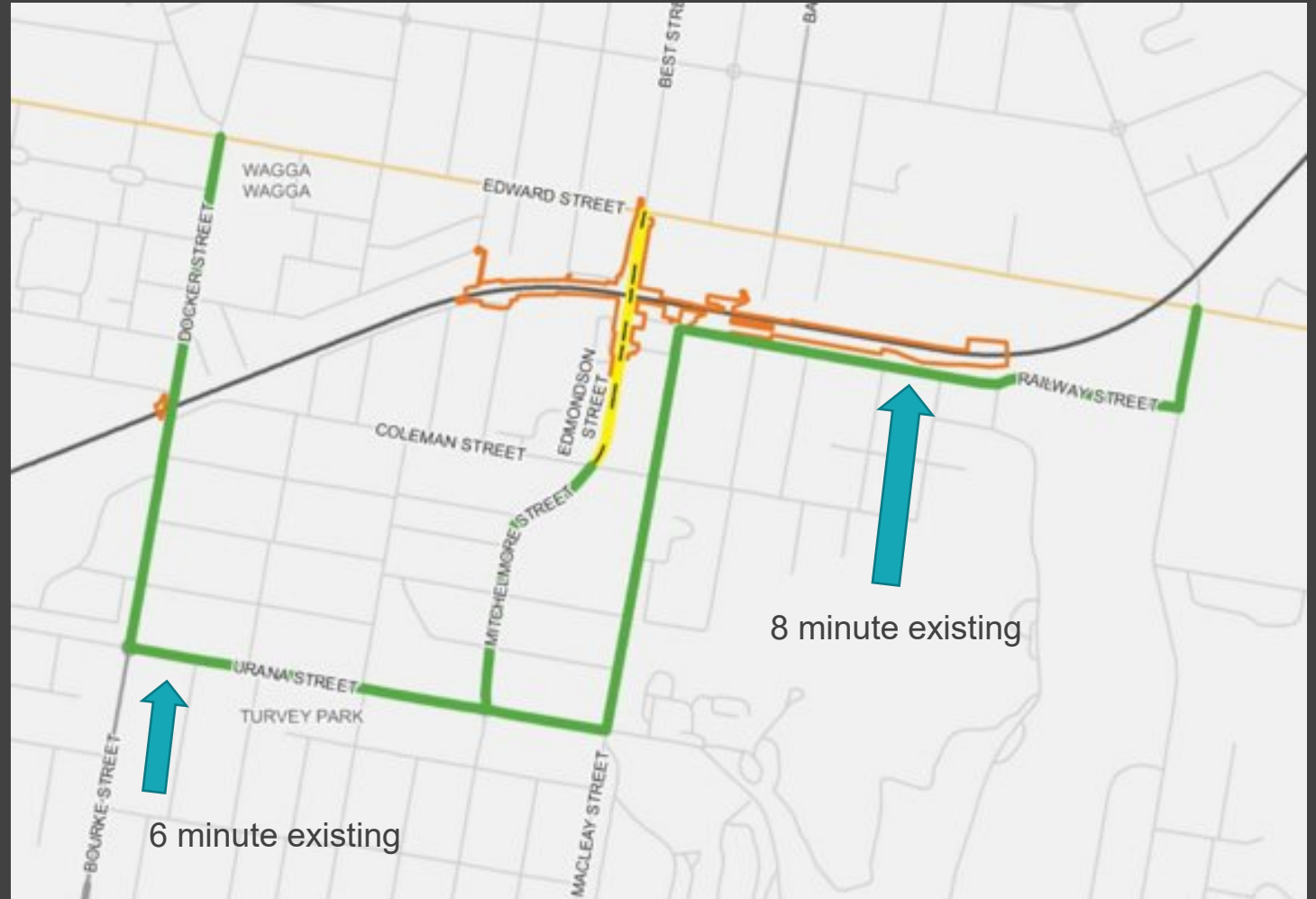
TRAFFIC AND MOVEMENT DURING CONSTRUCTION

Works	Closure	Access & Parking	Road Traffic Detour	Active Travel Detour	Bus route and stop changes
Kemp Street bridge	10 months	Yes	Yes	Yes	No
Olympic Highway underbridge Junee	Footpath 5 days	No	Yes	No On-site management	No
Junee to Illabo clearances					
• Waterworks Road LX604	3 days	Minor	Yes	No	No
• Private LX1472	5 days	Minor	Yes	No	No
• Private LX605	3 days	Minor	Yes	No	No
• Olympic Highway LX603	3 days	Minor	Yes	No	No

TRAFFIC AND MOVEMENT DURING CONSTRUCTION

Edmondson Street bridge diversion route

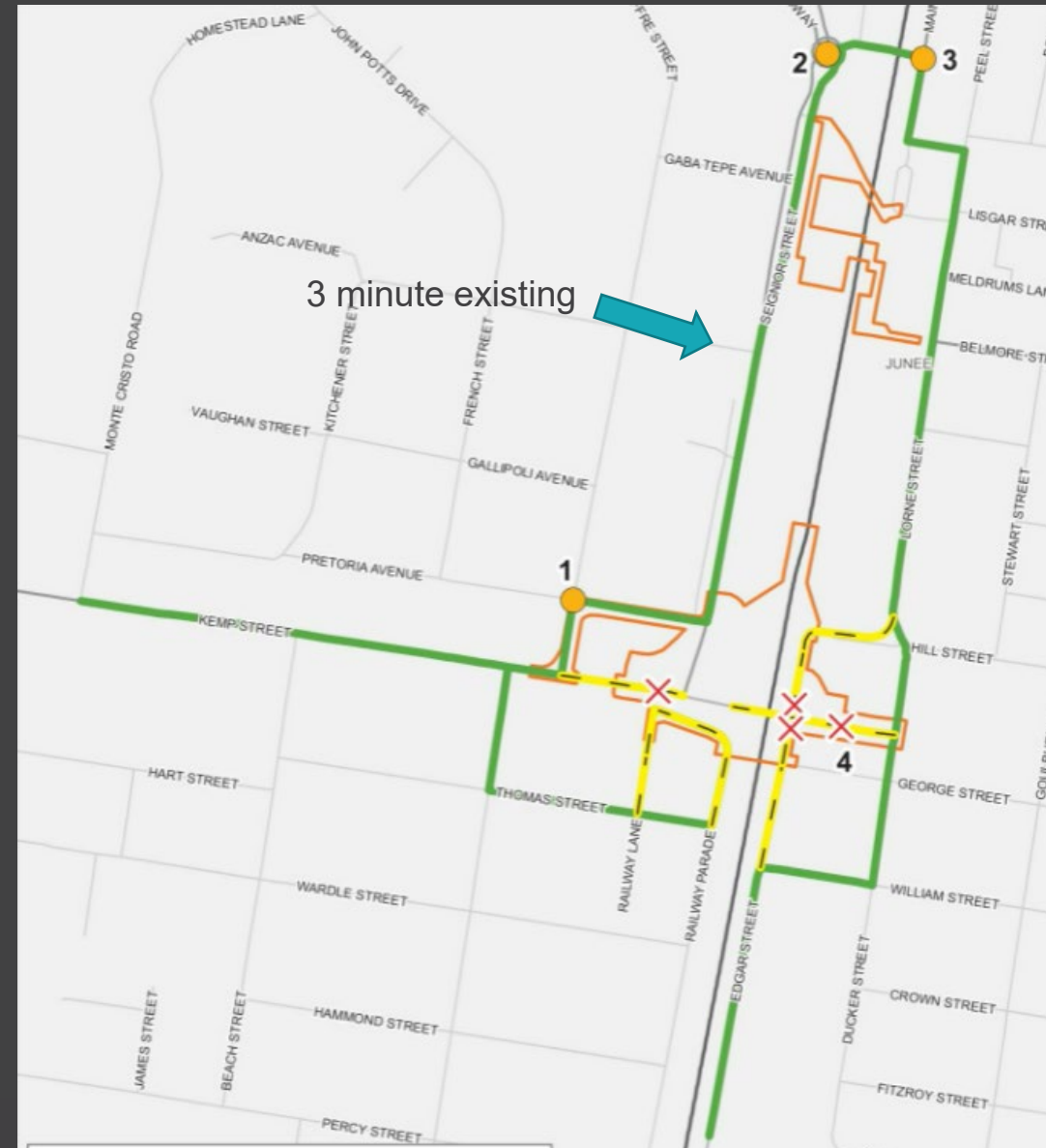
- 11 months duration
- Intersection analysis carried out
- Most impact at Docker Street and Sturt Highway
- 9 minute average journey time
 - Extra 1-3 minute delay



TRAFFIC AND MOVEMENT DURING CONSTRUCTION

Kemp Street bridge diversion route

- 10 months duration
- Intersection analysis carried out
- No significant impacts expected
- 4 minute average journey time
 - Extra 1 minute delay
- Olympic Highway level crossing



TRAFFIC AND MOVEMENT DURING CONSTRUCTION

- + **Mitigation and Management could include**
 - + Creation of diversion routes and early communications, signage etc
 - + Staged approach to works to minimise active travel effects
 - + Parking controls and traffic management
 - + Construction traffic controls over routes



NOISE MANAGEMENT AND CONSTRUCTION HOURS

ICNG noise assessment procedures

- determine noise management levels (NML)
- day, evening, night periods
- managing construction noise that exceeds NML
- Standard work hours

CSSI CoA and EPL conditions

Construction noise and vibration management plan

Enhancement projects are to active railways

- Rail possessions – long duration, eg 60 hours
- Track occupancy – short duration, eg 6-12 hours

Construction relies on safety arrangements

Rail possession hours

- Work up to 24 hours per day across the possession

Noise protocol to work beyond standard hours

- Where no or limited noise is received
- Set “respite” periods
- Agreements with affected parties

Generally proposed hours

- 06:00am – 6:00pm daily
- Respite periods, eg 3 months blocks or only fortnightly Sundays

Fall back to ICNG standard work hours

- 07:00am – 6:00pm Monday to Friday
- 08:00am – 1:00pm Saturdays
- More restrictive times for very noisy works
- Allowances for oversized deliveries, emergencies etc

OPERATIONAL NOISE AND MITIGATION ELIGIBILITY

The RING advises levels at which noise and vibration are deemed reasonable or unreasonable

For houses near an **upgraded** railway

- Increase of
 - Average noise over day or night by 2dB or more
 - Max noise by 3dB or more

AND

- Predicted noise levels exceed
 - Day: 65 dB(A) average over 15 hours (07:00-22:00)
 - Night: 60db(A) average over 9 hours (22:00 – 07:00)
 - Maximum of 80dB(A)

Train movements will be noticeable for people near to the line

Modelling, assessment and mitigation eligibility steps:

- Modelling uses reference design
- Preliminary identification of affected buildings in EIS
- Detailed design revision
- Mitigation consultation and selection

Mitigations are to be “reasonable and feasible”

Assessment and mitigation of areas adjacent to enhancement works

HYDROLOGY

- + Engagement with local councils and Transport for NSW
 - + Design presentations at 30%, 70% and 100%
 - + Opportunity to review and provide comment on 30%, 70% and 100% design
 - + Monthly workshops
 - + Ad hoc meetings as requested
 - + Wagga Wagga – dedicated discussions around Pearson Street drainage culvert
- + Track lowering sites designed to provide 1%AEP flood immunity
- + Drainage works designed to mimic or improve existing drainage and flooding conditions
- + Minor changes to flood conditions, overland flows and afflux conditions where vertical alignment of the existing track has been altered
- + Overall, flooding impacts expected to minor or negligible

An aerial photograph of a suburban neighborhood. A railway line with multiple tracks runs diagonally from the top left towards the bottom right. A road crosses the railway via a bridge in the lower center. The surrounding area is filled with residential houses, green lawns, and trees. The lighting suggests a bright, sunny day with distinct shadows.

COMMUNITY CONSULTATION

Heath Martin

Stakeholder Engagement Manager

COMMUNITY CONSULTATION



Current engagement

- + Noise and vibration consultation with 6 identified schools
- + Meetings with residents around Edmondson Street Bridge
- + Community newsletter with a feature on noise and vibration

Upcoming engagement

- + Targeted mailout to residential sensitive noise and vibration receivers
- + Community information session on noise and vibration
- + Property acquisition engagement including initial phone calls/door knocks, letters and meetings
- + Environmental Impact Statement exhibition

SPONSORSHIPS & DONATIONS

Funding between \$1000 – \$4000 for individuals and organisations in regional areas along the Inland Rail route that contribute to local and regional prosperity, well-being and sustainability.

- + For activities, events or projects that will benefit the local community.
- + 4 rounds per year.

Recent Local Recipients

- + Wagga Rail Heritage Association – new display cabinets
- + Junee Business and Trades – community Christmas Tree



QUESTIONS?

FOR FURTHER INFORMATION

Website: InlandRail.ARTC.com.au/a2i

Phone: 1800 732 781

Email: InlandRailNSW@artc.com.au

Interactive Map: Maps.InlandRail.com.au/a2i

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

THANK YOU