



INLAND RAIL

COMMUNITY CONSULTATIVE COMMITTEE

Albury to Illabo

23 February 2022

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.

AGENDA

- + Previous action items
- + Project update and benefits
 - + Schedule
 - + Predicted train numbers
 - + Benefits
- + Environmental Impact Statement
 - + Summary of Findings
 - + Biodiversity
 - + Early works
- + Community consultation
 - + How we have listened
 - + EIS planned engagement
 - + How to make a submission
 - + Next steps
- + Questions

PREVIOUS ACTIONS

	ACTION	COMMENTS
Albury/Wagga sub-committee	Provide information on workforce and skill requirements for the project and co-ordination possibilities.	Industry briefings and related information is detailed in this presentation.
Wagga sub-committee	Investigate safe access for Junee residents across Kemp Street when works are ongoing.	Investigations are ongoing. The project team are working to determine viable solutions which will be finalised when a contractor is appointed.

01

ALBURY TO ILLABO PROJECT UPDATE AND BENEFITS

Melvyn Maylin
Project Director

PROJECT UPDATE

Environmental Impact Statement

- + Received feedback from the Department of Planning and Environment (DPE) and currently addressing review comments
- + Working towards the final EIS document for public exhibition

Procurement update

- + Request for proposal (RFP) release date is anticipated to be in May 2022

Property acquisition update

- + Property Acquisition Strategy approved by TfNSW
- + Ministerial approval now being sort



SCHEDULE

Activity	Date
EIS public exhibition	Q2 2022
Appoint D&C Contractor	Q1 2023
Detailed Design commencement	Q1 2023
Construction	2023/24

PREDICTED NUMBER OF TRAINS

TRAIN PLAN SECTIONS	Daily Typical Avg 2020	Daily Typical Avg 2025	Daily Typical Avg 2039
Illabo – Junee	15.96	18.22	24.13
Junee – Bomen	11.25	13.24	18.32
Bomen – The Rock	11.82	13.85	19.03
The Rock – Albury	11.82	13.85	19.03



- + The track will enable the use of double-stacked, 1,800m-long trains with a maximum speed of 115km/h, with future expansion to 3.6km not precluded.

MAKING THE BUSINESS CASE WORK



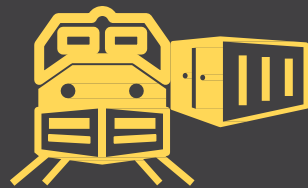
MEETS AUSTRALIA'S FREIGHT CHALLENGE



CREATES A MODAL SHIFT



STIMULATES THE ECONOMY



- + Current network is disconnected
- + A freight demand increase of 60% is expected over the next 40 years, driven largely by population growth in South-East Queensland and Victoria



SAFER ROADS



LESS ROAD CONGESTION



LOWER COSTS



FEWER CARBON EMISSIONS



CREATES 21,500+ JOBS



GENERATES NEW ECONOMIC OPPORTUNITIES PLUS \$18 BILLION GDP BOOST

A MAJOR BOOST FOR NEW SOUTH WALES



INDUSTRY BRIEFINGS

Sessions

- + Briefings will take place approx. 3-4 weeks post Request for Proposal (RFP) release.
- + Each session will run for a period of two to three hours.
- + The sessions will commence at the start/end of the business day (8am – 11am or 5pm – 8pm).



The objective is to communicate:

- + The current status of the relevant Inland Rail project/s
- + The project's procurement and delivery strategy
- + The requirements which lower-tier suppliers need to meet
- + Where local and Indigenous businesses may potentially fit in the supply chain and work packages available
- + Where and when lower-tier suppliers can register their interest to participate
- + Supplier capability development programs (new or existing) available to local businesses

02

ENVIRONMENTAL IMPACT
STATEMENT

Zoe Cox
Environment Advisor

SUMMARY OF FINDINGS (SOF)

- + An overview of potential impacts of the proposal and the proposed mitigation measures
- + Key issues discussed for each precinct: Albury, Greater Hume/ Lockhart, Wagga Wagga and Junee
 - + Traffic
 - + Non-Aboriginal heritage
 - + Noise and vibration
 - + Landscape and visual impacts
- + Other assessments

QUICK FACTS

- + Construction expected to take about 16 months
- + Schedule linked to possession requirements
- + Estimated peak workforce of 770

ALBURY

TRAFFIC

- No planned construction road closures/ detours
- Temporary and permanent parking impacts at Albury Station
- Pedestrian diversion during replacement of Albury Station footbridge
- Temporary access changes under Murray River bridge for water users

WHAT WE WILL DO

- Construction vehicles park in construction compounds where practicable
- Traffic management around railway stations
- Traffic, transport and access plan
- Maintain pedestrian connectivity during construction
- Consult with Transport for NSW and water users

NON-ABORIGINAL HERITAGE

- Visual change in heritage items – Murray River bridge, Albury Station pedestrian bridge and yard
- Potential vibration impacts during construction
- Construction compounds within boundaries

WHAT WE WILL DO

- Design modifications to the Murray River bridge sympathetic to its heritage status
- Detailed recording of heritage items and archaeological sites prior to construction
- Implement a heritage management plan during construction
- Prepare a heritage interpretation strategy

ALBURY

NOISE AND VIBRATION

- Noise management level exceedances at each enhancement site during construction
- Sleep disturbance impacts predicted during construction
- Cumulative noise impacts from Albury Yard track realignment, pedestrian bridge and Riverina Highway work during construction
- One educational receiver predicted to experience operational noise exceedances

WHAT WE WILL DO

- Construction noise and vibration plan
- Review construction noise mitigation during detailed design
- Review operational noise and vibration during detailed design
- Consult with receiver predicted to experience noise exceedances to guide mitigation
- Post-operational noise monitoring

LANDSCAPE AND VISUAL

- Night time construction lighting
- View of construction work and compounds
- Altered visual appearance of Albury Station pedestrian bridge and Murray River bridge
- More frequent (and some larger) trains passing

WHAT WE WILL DO

- Design bridges to be sympathetic to the surrounding environment
- Urban design and landscape plan prepared during detailed design
- Locate stockpiles and equipment laydown areas with reduced visual impact
- Minimise nuisance lighting during construction where practicable

GREATER HUME / LOCKHART

TRAFFIC

- 5 day road closure and diversion of Sladen Street level crossing in Henty
- Diversion to Rosler Parade level crossing 500m south
- Minor disruptions to bus routes and access to train stations for passengers
- Increased level crossing closures due to increased frequency of trains during operation
- Increased safety benefits for pedestrians at the Sladen Street level crossing during operation

WHAT WE WILL DO

- Construction vehicles park in construction compounds where practicable
- Traffic management around railway stations
- Traffic, transport and access plan
- Adequate signage for road and pedestrian diversions
- Consult stakeholders prior to and during traffic diversions

NON-ABORIGINAL HERITAGE

- Removal of Culcairn pedestrian bridge
- Potential vibration impacts during construction
- Construction compounds within boundaries
- Visual changes to the heritage landscape after removal of Culcairn pedestrian bridge

WHAT WE WILL DO

- Gift the Culcairn pedestrian bridge to Council
- Design modifications to infrastructure within the yards sympathetic to its heritage status
- Detailed recording of heritage items and archaeological sites prior to construction
- Implement a heritage management plan during construction
- Prepare a heritage interpretation strategy

GREATER HUME / LOCKHART

NOISE AND VIBRATION

- Noise management level exceedances
- Sleep disturbance impacts predicted during construction
- Track realignment in the yards to occur under one 60-hour rail possession
- 6 residential receivers in Henty predicted to experience operational noise exceedances
- 1 educational receiver in Yerong Creek predicted to experience operational noise exceedances

WHAT WE WILL DO

- Construction noise and vibration plan
- Review construction noise mitigation during detailed design
- Review operational noise and vibration during detailed design
- Consult with receivers predicted to experience noise exceedances to guide mitigation
- Post-operational noise monitoring

LANDSCAPE AND VISUAL

- Night time construction lighting
- View of construction work and compounds
- Altered visual appearance at Culcairn yard from pedestrian bridge removal
- More frequent (and some larger) trains passing

WHAT WE WILL DO

- Urban design and landscape plan prepared during detailed design
- Locate stockpiles and equipment laydown areas with reduced visual impact
- Minimise nuisance lighting during construction where practicable

WAGGA WAGGA

TRAFFIC

- Traffic diversion for around 9 months during Edmondson St bridge replacement
- Pedestrian diversion during replacement of two footbridges (around 6 months) and one road bridge
- Temporary to disruptions to parking and bus routes
- Temporary changes to access and road conditions

NON-ABORIGINAL HERITAGE

- Visual change in heritage items – Cassidy Parade and Wagga Wagga Station pedestrian bridges
- Potential vibration impacts during construction
- Construction compounds within boundaries

WHAT WE WILL DO

- Construction vehicles park in construction compounds where practicable
- Traffic management around railway stations
- Traffic, transport and access plan
- Adequate signage for road and pedestrian diversions
- Consult stakeholders prior to and during traffic diversions

WHAT WE WILL DO

- Detailed recording of heritage items and archaeological sites prior to construction
- Implement a heritage management plan during construction
- Prepare a heritage interpretation strategy

WAGGA WAGGA

NOISE AND VIBRATION

- Noise management level exceedances at each enhancement site during construction
- Sleep disturbance impacts predicted during construction
- Cumulative noise impacts from Wagga Wagga Yard track realignment, Cassidy Parade pedestrian bridge and Edmondson Street bridge work during construction
- Two educational receivers predicted to experience operational noise exceedances

WHAT WE WILL DO

- Construction noise and vibration plan
- Review construction noise mitigation during detailed design
- Review operational noise and vibration during detailed design
- Consult with receivers predicted to experience noise exceedances to guide mitigation
- Post-operational noise monitoring

LANDSCAPE AND VISUAL

- Night time construction lighting
- View of construction work and compounds
- Removal of vegetation around bridge locations
- More prominent pedestrian bridge and road bridge structures
- More frequent (and some larger) trains passing
- Street and vehicle lighting will be higher on Edmondson Street bridge

WHAT WE WILL DO

- Reduce lighting impacts where practicable in design of bridges and nuisance lighting during construction
- Design bridges to be sympathetic to the surrounding environment
- Replace cleared vegetation and progressively rehabilitate disturbed areas
- Urban design and landscape plan prepared during detailed design
- Locate stockpiles and equipment laydown areas with reduced visual impact

JUNEE

TRAFFIC

- Traffic diversions for around 8 months during Kemp Street bridge replacement
- Traffic diversions for around 3 – 5 days at 3 level crossings between Junee and Illabo
- Parking impacts at stations and on diversion routes
- Upgrade of 2 passive level crossings to active
- Intersection of Railway Parade, Kemp Street and the Olympic Highway reconfigured

WHAT WE WILL DO

- Construction vehicles park in construction compounds where practicable
- Traffic management around railway stations
- Traffic, transport and access plan
- Adequate signage for road and pedestrian diversions
- Consult stakeholders prior to and during traffic diversions

NON-ABORIGINAL HERITAGE

- Junee pedestrian bridge removed
- Potential vibration impacts during construction
- Construction compounds within boundaries

WHAT WE WILL DO

- Design modifications to infrastructure within the yards sympathetic to its heritage status
- Detailed recording of heritage items and archaeological sites prior to construction
- Implement a heritage management plan during construction
- Prepare a heritage interpretation strategy

JUNEE

NOISE AND VIBRATION

- Noise management level exceedances at each enhancement site during construction
- Sleep disturbance impacts predicted during construction
- Cumulative noise impacts from Kemp Street bridge, Junee Yard track realignment and Junee pedestrian bridge work during construction
- Two educational receivers predicted to experience operational noise exceedances

WHAT WE WILL DO

- Construction noise and vibration plan
- Review construction noise mitigation during detailed design
- Review operational noise and vibration during detailed design
- Consult with receiver predicted to experience noise exceedances to guide mitigation
- Post-operational noise monitoring

LANDSCAPE AND VISUAL

- Night-time construction lighting
- View of construction work and compounds
- More prominent road bridge structure
- More frequent (and some larger) trains passing
- Street and vehicle lighting will be higher on Kemp Street bridge
- Changes to recreation space to accommodate modified roads

WHAT WE WILL DO

- Reduce lighting impacts where practicable in design of bridges and nuisance lighting during construction
- Design bridges to be sympathetic to the surrounding environment
- Replacement landscaping and reconfigured open space subject to detailed design
- Urban design and landscape plan prepared during detailed design
- Locate stockpiles and equipment laydown areas with reduced visual impact

OTHER ASSESSMENTS

- + Aboriginal heritage: known Aboriginal items will be avoided during construction and no impacts are predicted. Mitigation measures in place to avoid impacts to the area of archaeological potential
- + Air quality: standard mitigation measures will reduce the potential for emissions to air during construction. Air quality impacts during operation are expected to be below the relevant impact assessment criteria
- + Groundwater: some groundwater expected to be intercepted during excavation at track lowering sites
- + Hydrology and flooding: drainage works designed to mimic or improve existing drainage and flooding conditions, where possible, to minimise operational impacts

OTHER ASSESSMENTS (CONTINUED)

- + Land use and property: Temporary occupation of about 27 hectares (ha) of land and one easement acquisition
- + Social: A Social Impact Management Plan will track and report on measures to mitigate social impacts and enhance community benefits during construction such as local employment and supply of materials
- + Soils and contamination: further contamination testing to be done at sites of higher risk
- + Waste: excess spoil expected, volume to be minimised as far as practicable through detailed design

BIODIVERSITY

- + Proposal mostly located in rail corridor which is predominantly cleared
- + Existing native vegetation generally of low or moderate condition
- + Removal of 4.4 ha of native vegetation and 0.03 ha of riparian vegetation
 - + 2.81 ha of state listed threatened ecological community (TEC)
 - + 0.47 ha of Commonwealth listed TEC
 - + Not a significant impact under state or Commonwealth legislation
- + Most of the TEC vegetation is located with the Junee to Illabo clearances section
- + Offsetting required – retirement likely through retirement of credits and monetary payment
- + Regional connectivity strategy to be developed, proposed Squirrel Glider poles near Billy Hughes bridge

EARLY WORKS

- + A2I was declared Critical Stage Significant Infrastructure (CSSI) in 2021
- + This excludes certain activities as forming part of the proposal
- + These activities, where carried out before the start of construction are:
 - + Minor utilities work
 - + Surveys and investigations
 - + Storage of materials in existing rail facilities along the alignment
- + These are subject to separate approvals, in accordance with relevant legislation
- + Planning for early work is underway and relevant stakeholders will be consulted where required

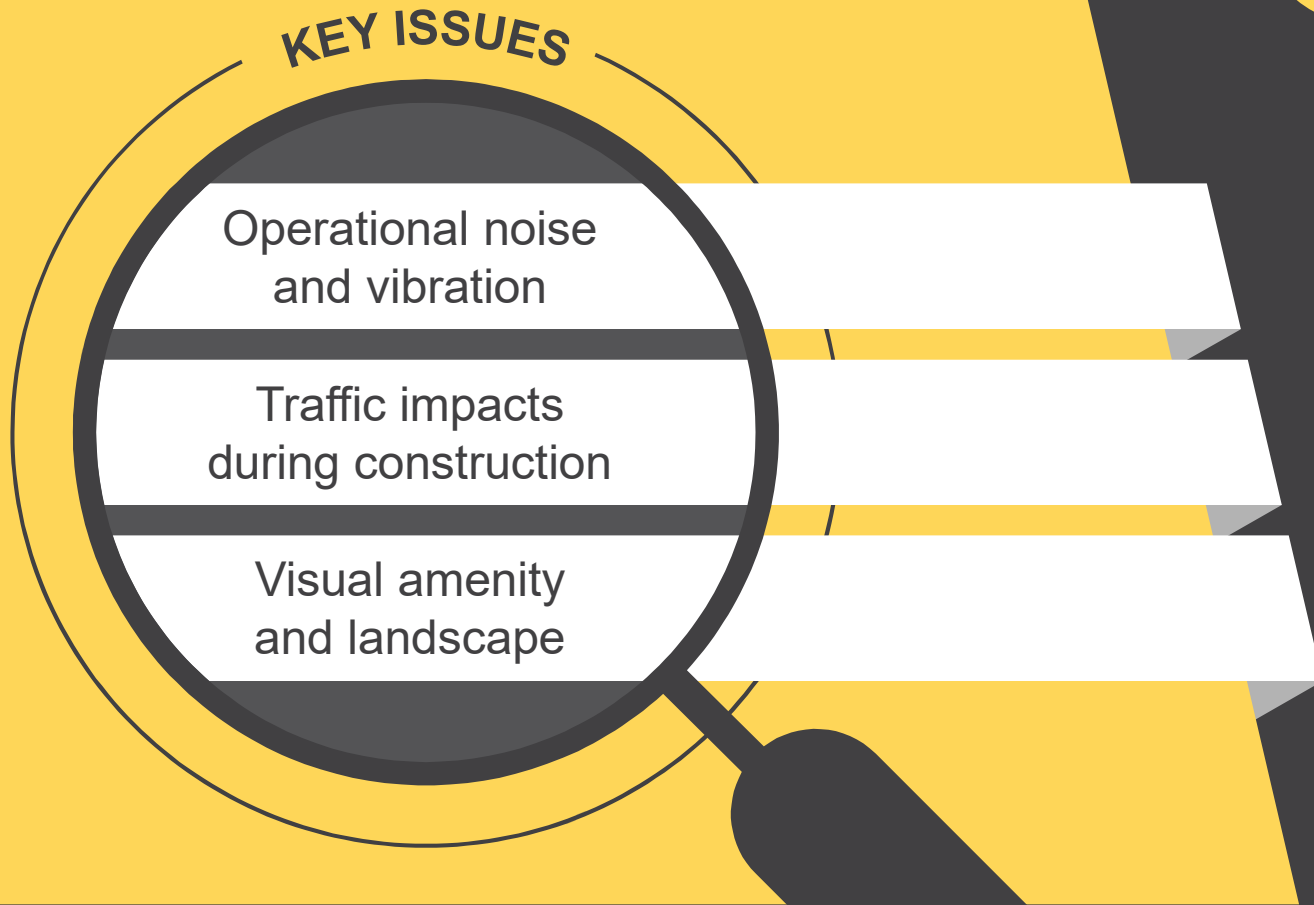
03

COMMUNITY CONSULTATION

Casey Bootsma
Stakeholder Engagement Lead

Albury to Illabo

ENGAGEMENT ACTIVITIES



120+ Individual meetings



14 Community information sessions attended by 250+ people



13 MP briefings



10+ Design changes through feedback



791 Stakeholder emails

HOW WE HAVE LISTENED

Albury package

- + DDA compliance on the Albury Station Footbridge.

Greater Hume/Lockhart package

- + Agreement to gift Culcairn pedestrian bridge to Council for repurposing.

Wagga Wagga package

- + Incorporate the requirements of the Active Travel Route plan and DDA compliance at Cassidy bridge.
- + Included shared paths both sides of Edmondson Street bridge including safety fences.
- + Replacement of Mothers Bridge.

Junee package

- + Heavy Mass Loading (HML) and extra-wide footpath for viewing into the Kemp Street Bridge design.
- + Refinement of traffic detours.
- + Agreement to gift Junee footbridge to Council for repurposing.



EIS PLANNED ENGAGEMENT

- + **USB collection and registration**
 - + Digital and hard copies of SOF will be available for collection at each LGA Council Office
 - + Individuals can also register to receive a USB in the mail
 - + Full EIS document can be found on DPE Major Projects website
- + **Advertising campaigns for the following:**
 - + USB registration
 - + Information session dates and general education and awareness
 - + DPE notification
- + **Letters to Councils and MPs offering briefings**
- + **An informative podcast will be produced and made available during EIS Public Exhibition**
- + **Online information sessions outlining how to make a submission**



HOW TO MAKE SUBMISSIONS

Online:

- + At DPE's Major Project website: www.planningportal.nsw.gov.au/major-projects/have-your-say
- + Set up an account on DPE's Major Project page
- + Go to the Albury to Illabo Project on DPE's Major Project page and click 'Make Submission'

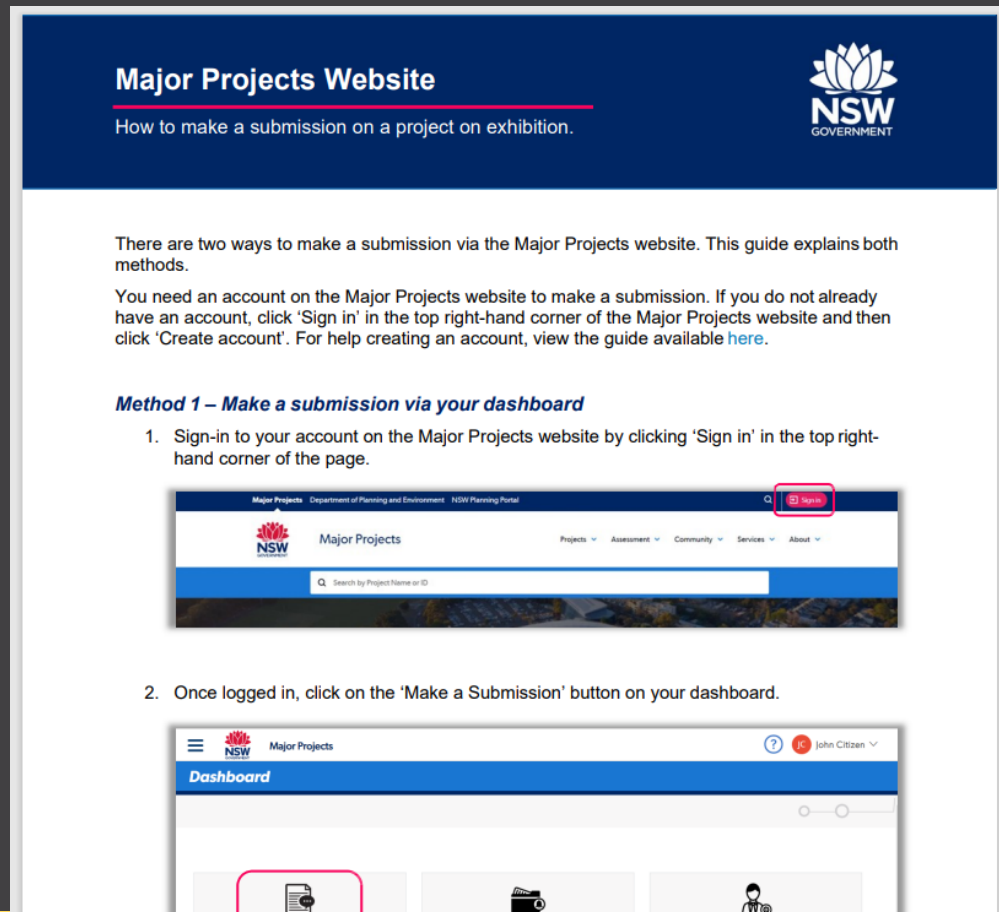
By post:

- + Post a physical copy of your submission to DPE
- + Address the submission to the nominated contact person or team listed on the Project's page:
- + Lauren Rose
Planning and Assessment, Department of Planning and Environment
Locked Bag 5022, Parramatta NSW 2124

Submissions can be made during the public exhibition period only

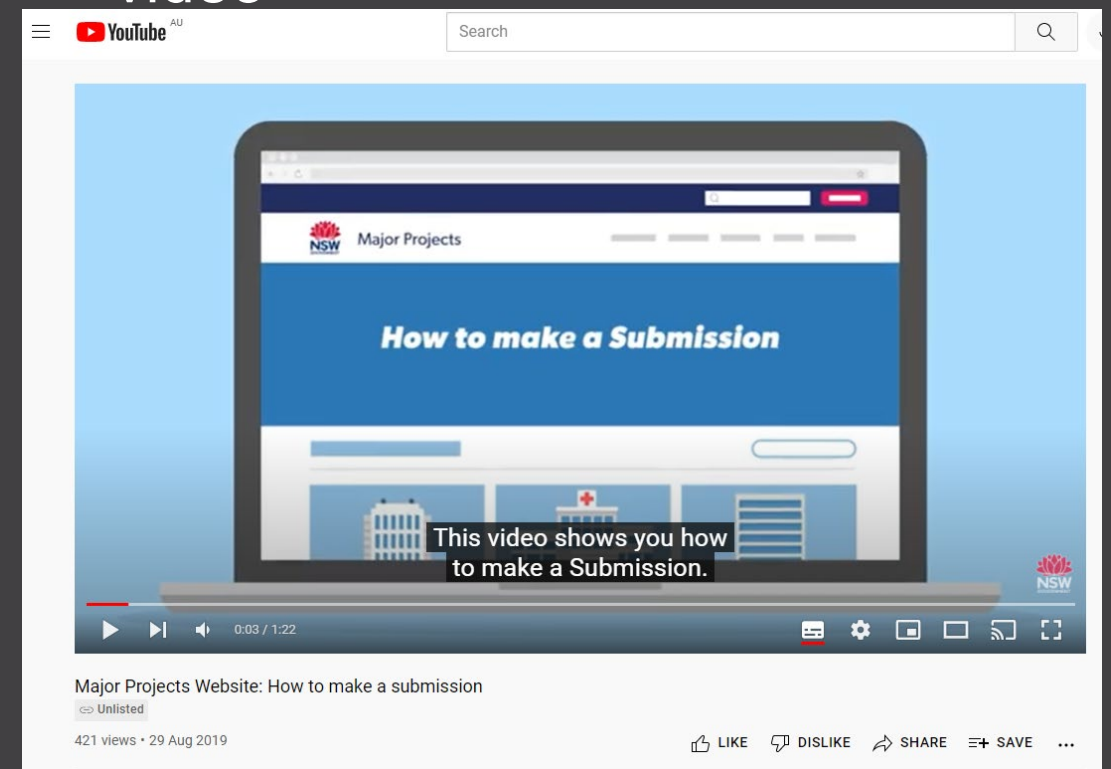
HOW TO MAKE SUBMISSIONS – MAJOR PROJECTS WEBSITE

+ How to make submissions document



The screenshot shows the 'Major Projects Website' page with the NSW Government logo. The page title is 'Major Projects Website' and the subtitle is 'How to make a submission on a project on exhibition.' The main content area contains text explaining two methods for making a submission. The first method is 'Method 1 – Make a submission via your dashboard'. Step 1 is 'Sign-in to your account on the Major Projects website by clicking 'Sign in' in the top right-hand corner of the page.' Below this step is a screenshot of the website's top navigation bar with a red box around the 'Sign in' button. Step 2 is 'Once logged in, click on the 'Make a Submission' button on your dashboard.' Below this step is a screenshot of the user's dashboard with a red box around the 'Make a Submission' button.

+ How to make submissions YouTube video



The screenshot shows a YouTube video player. The video title is 'Major Projects Website: How to make a submission'. The video content shows a laptop displaying the Major Projects website with the text 'How to make a Submission' overlaid. A subtitle at the bottom of the video reads 'This video shows you how to make a Submission.' The video player interface includes a search bar, a play button, a progress bar showing 0:03 / 1:22, and a bottom bar with 'LIKE', 'DISLIKE', 'SHARE', and 'SAVE' buttons. The video has 421 views and was uploaded on 29 Aug 2019.

+ <https://www.youtube.com/watch?v=bU2tAO2eQAI>

CONSULTATION NEXT STEPS

- + Response to EIS submissions
- + Noise and vibration monitoring with affected schools
- + Property acquisition
 - + Initial meetings and opening formal letters
 - + Ongoing discussions and negotiations
- + Utility relocation engagement
- + Community Newsletter to be issued in March



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.
- + Current round is open until 30 April 2022.

Recent Local Recipients

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



04

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

MELVYN MAYLIN

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THANK YOU