



INLAND RAIL

COMMUNITY CONSULTATIVE COMMITTEE

Albury to Illabo

27 July 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

- + Program update
- + A2I Project update
- + Environmental Impact Statement update
- + Community consultation
- + Questions

A large, bold, black number '01' is centered within a bright yellow square.The words 'PROGRAM UPDATE' are written in a bold, yellow, sans-serif font, positioned to the right of the yellow square.The name 'Rebecca Pickering' and her title 'Interim Chief Executive' are written in a white, sans-serif font, positioned below the 'PROGRAM UPDATE' text.

NSW NARRABRI TO NORTH STAR



Construction work, Narrabri to North Star section



1 November 2021
First grain train running on 29km of upgraded track on the Narrabri to North Star section of Inland Rail

ARTC

INLAND
RAIL
An Australian Government Initiative

Community Benefits

Narrabri to North Star Phase 1

September 2020
to May 2022

1585

PEOPLE

have worked on the project
since September 2020



251

of whom are
Indigenous

520 LOCAL
RESIDENTS

have worked on the project

123 of whom are local
and Indigenous

1005

people employed
for 26 weeks
or over for a
minimum of
15 hours a week

SUSTAINABLE JOBS

108

TRADESPEOPLE
EMPLOYED



169

WOMEN EMPLOYED



127

local businesses
have supplied to
the project

9

Indigenous
businesses
Australia-wide

\$130.9M

total spend
with local
businesses

\$8.9M

total spend with
Indigenous businesses
Australia-wide

02

ALBURY TO ILLABO
PROJECT UPDATE

Melvyn Maylin
Project Director

PROJECT UPDATE

Environmental Impact Statement

- + Finalising the EIS for public exhibition

Procurement update

- + Request for proposal (RFP) released 30 June 2022
- + Three shortlisted contractors
- + Meet the Shortlisted Contractor events held on 18 – 20 July 2022

Property acquisition update

- + Property Acquisition Strategy awaiting Ministerial approval
- + Consultation and negotiation with landowners ongoing



SCHEDULE

Activity	Date
EIS public exhibition	Q3 CY2022
Appoint D&C Contractor	Q2 CY2023
Detailed Design commencement	Q2 CY2023
Construction	CY2023-26

03

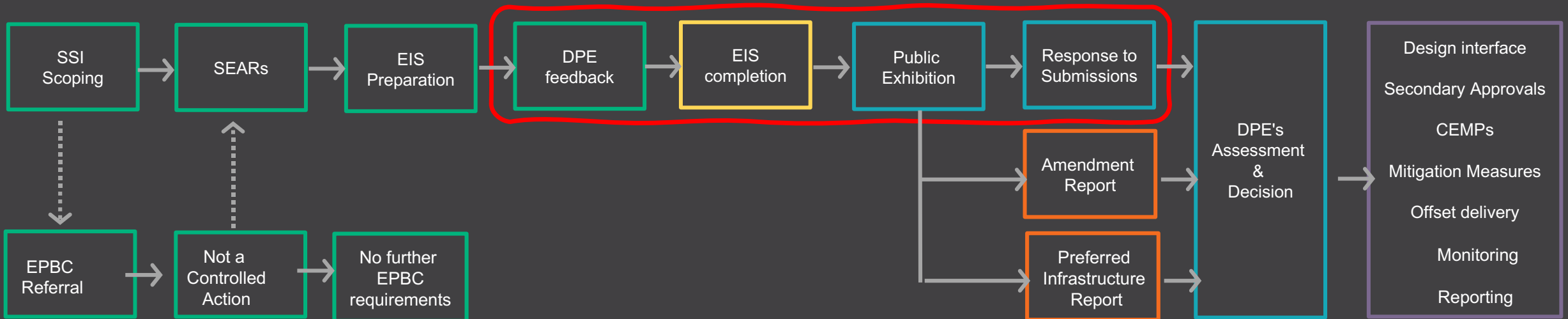
ENVIRONMENTAL IMPACT
STATEMENT

Wayne Window

Environment Manager – NSW & Victoria

APPROVAL PATHWAY

- + A2I is Critical State Significant Infrastructure
- + Minister for Planning uses the EIS to assess and determine the Project
- + Focus in 2022 on finalising the EIS
- + Post approval tasks critical to successful delivery of the project



DPE AND AGENCY FEEDBACK

Changes to assessment practices and guidelines

- + EIS structure, consultation, social impact
- + Rapid Assessment Framework and Summary of Findings

Key themes

- + Traffic and transport
- + Noise
- + Social and localised economic matters
- + Biodiversity
- + Hydrology and flooding



Figure 40 'Mother's Bridge' footbridge within the Wagga Wagga Railway Station yard.

TRAFFIC AND TRANSPORT

Agency and community feedback

- + Construction phase impacts: detours, duration of work, reduction in accessibility
- + Operational phase change: improving the road and pedestrian networks

Revisions and responses

- + Clarifications made – but much of this is contractor dependant!
- + On-going consultation about TfNSW programs and Council projects

Mitigation and Management Measures

- + Construction phase traffic and transport management plans
- + Detailed design with integrated reviews from TfNSW and Councils
- + Commitments – keep working together for Edmondson St bridge and Kemp Street bridge



Cassidy parade pedestrian bridge

Wagga Wagga station pedestrian bridge

Edmondson Street bridge

Stage 1 - Cassidy Parade pedestrian bridge closed



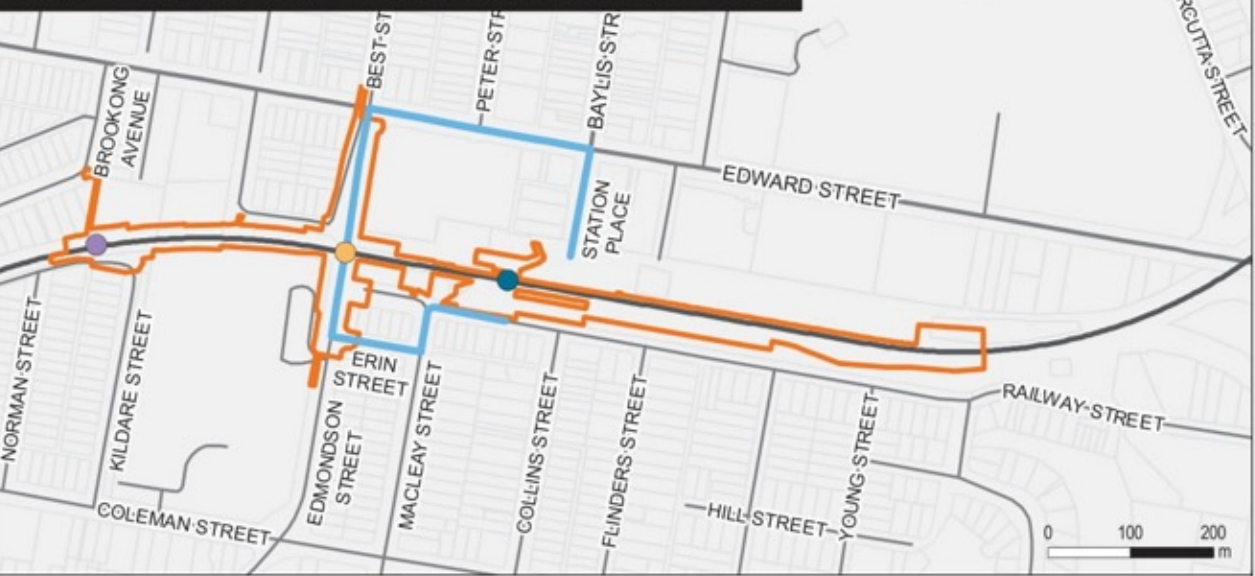
Stage 2 - Cassidy Parade pedestrian bridge and Edmondson Street bridge closed



Stage 3 - Edmondson Street bridge closed



Stage 4 - Wagga Wagga Station pedestrian bridge closed



NOISE

Agency and community feedback

- + Construction phase: construction vibration impacts on road and heritage structures
- + Operational phase: vibration from double-stacked freight trains and road noise from taller bridge decks (Edmondson Street and Kemp Street bridges)

Revisions and responses

- + Clarification: potential construction vibration impacts at track lowering sites. Subject to site and activity specific vibration review prior to start of works
- + Clarification: no adverse impacts from road noise from taller bridge decks
- + Clarification: no discernible difference in vibration levels in single and double-stacked freight trains

Mitigation and Management Measures

- + Commitment to consult with asset owner if vibration-intensive work may occur within safe working distances

SOCIAL AND ECONOMIC MATTERS

Social Impact Assessment

Agency and community feedback

- + Every impact must have a implementable and measurable mitigation measure
- + Limited engagement with vulnerable and marginalised people due to COVID-19

Revisions

- + Mitigation measures clarified and strengthened
- + Clarified extra engagement carried out in late 2021

Economics

Agency and community feedback

- + Microeconomic assessment
- + Impacts to land, property and businesses

Revisions

- + Additional information on:
 - + Land, property and business impacts
 - + Link with the social technical paper
 - + Relevant engagement carried out

BIODIVERSITY

Biodiversity Assessment Methodology

- + NSW wide consistent approach for all development
- + Links to offset delivery system

Revisions

- + Minor technical matters
- + Augmented mapping and commentary
- + Alignment with revised Departmental guidance

Mitigation and Management Measures

- + Flora and fauna management plans
- + Squirrel glider poles
- + Design review of construction zone to avoid impacts
- + Offsets for residual impacts



HYDROLOGY

Agency and community feedback

- + Further justify outcomes of negligible to minor change
- + Do quantitative modelling at four select enhancement sites

Revisions

- + Further modelling completed at four enhancement sites:
 - + Riverina Highway
 - + Wagga Wagga sites:
 - + Uranquinty
 - + Pearson St
 - + Wagga Wagga Yard
- + Results indicate QDLs would be met *
- + * Further work in detailed design for Wagga Wagga Yard minor afflux result

Mitigation and Management Measures

- + Remodel in detailed design with additional drainage information

Quantitative design limits (QDLs):

- + Criteria for flood impacts
- + Criteria established with DPE

FLOODING AND DRAINAGE IMPACT ASSESSMENT - URANQUINTY

Uranquinty Yard Clearances

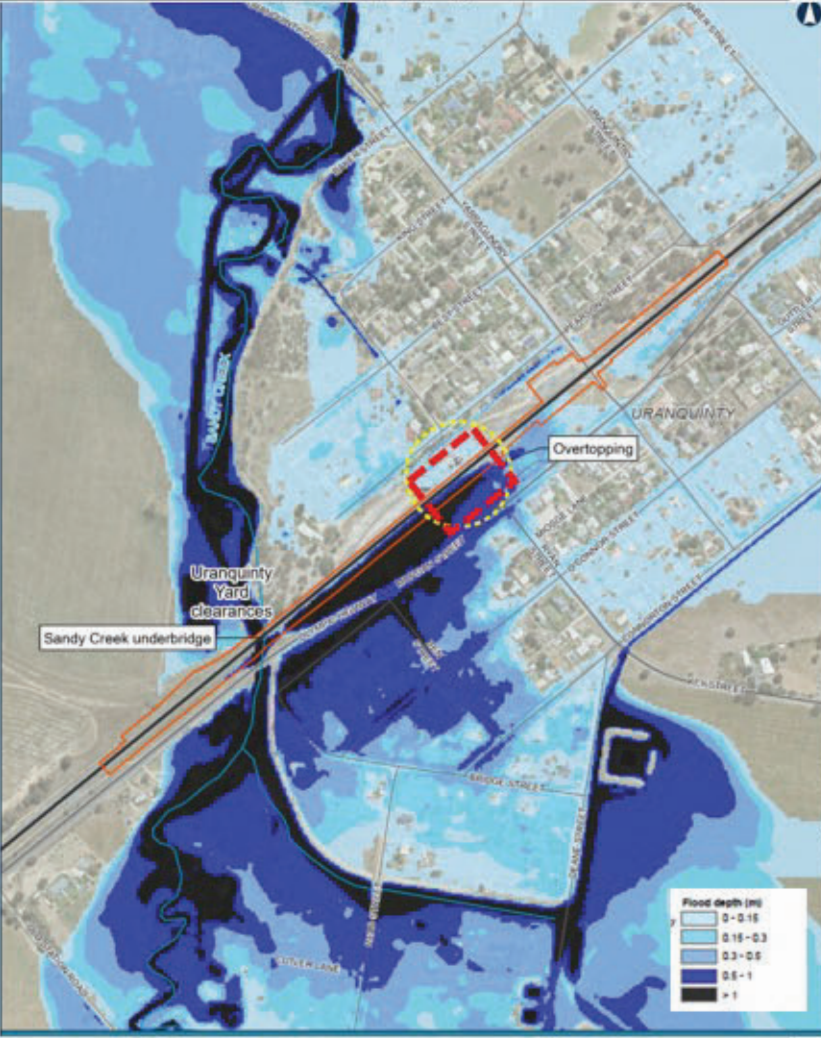
- + Proposed enhancement work:
 - + Track realignment, rail bridge alteration and level crossing modification
 - + Increase in vertical alignment 0 – 50mm
 - + Drainage mimics the existing flow paths
- + Latest flood model data obtained from Council

Flood Model Methodology

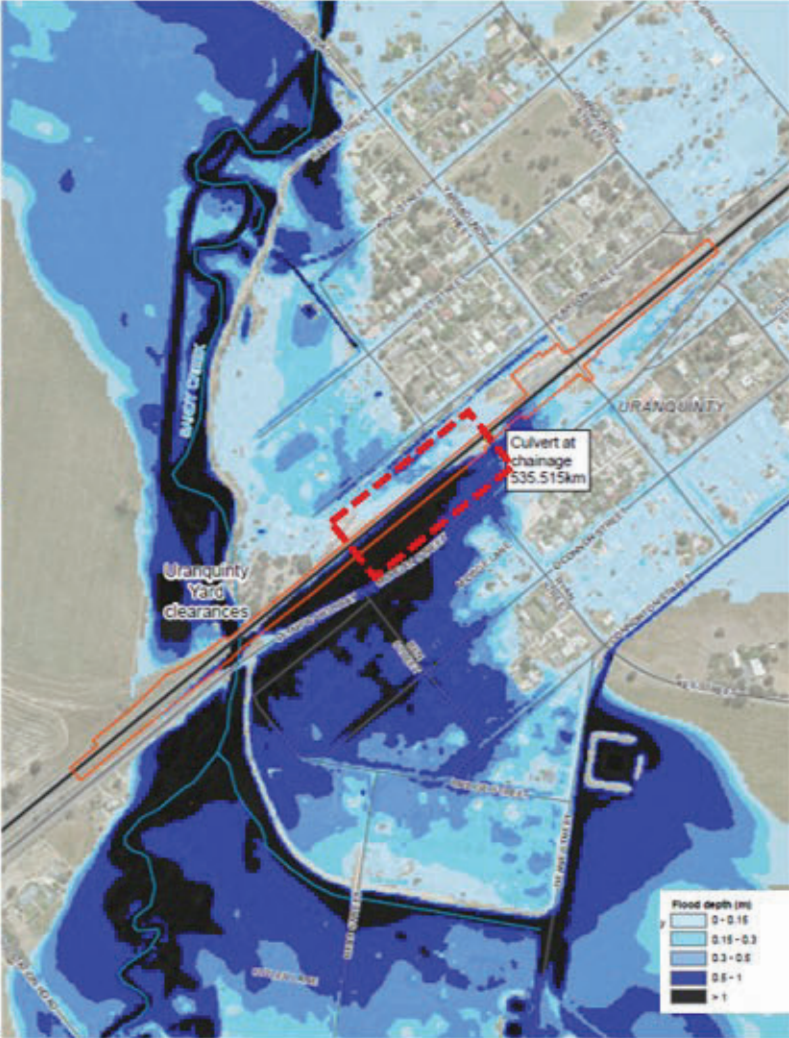
- + Existing conditions flood model run (1%, 2% AEP and PMF flood events). No change to the council flood data.
- + Design conditions flood mode run (1%, 2% AEP and PMF flood events).
- + Quantify the relative changes in the vertical alignment where the rail is overtopped.

Uranquinty Yard clearances - existing conditions

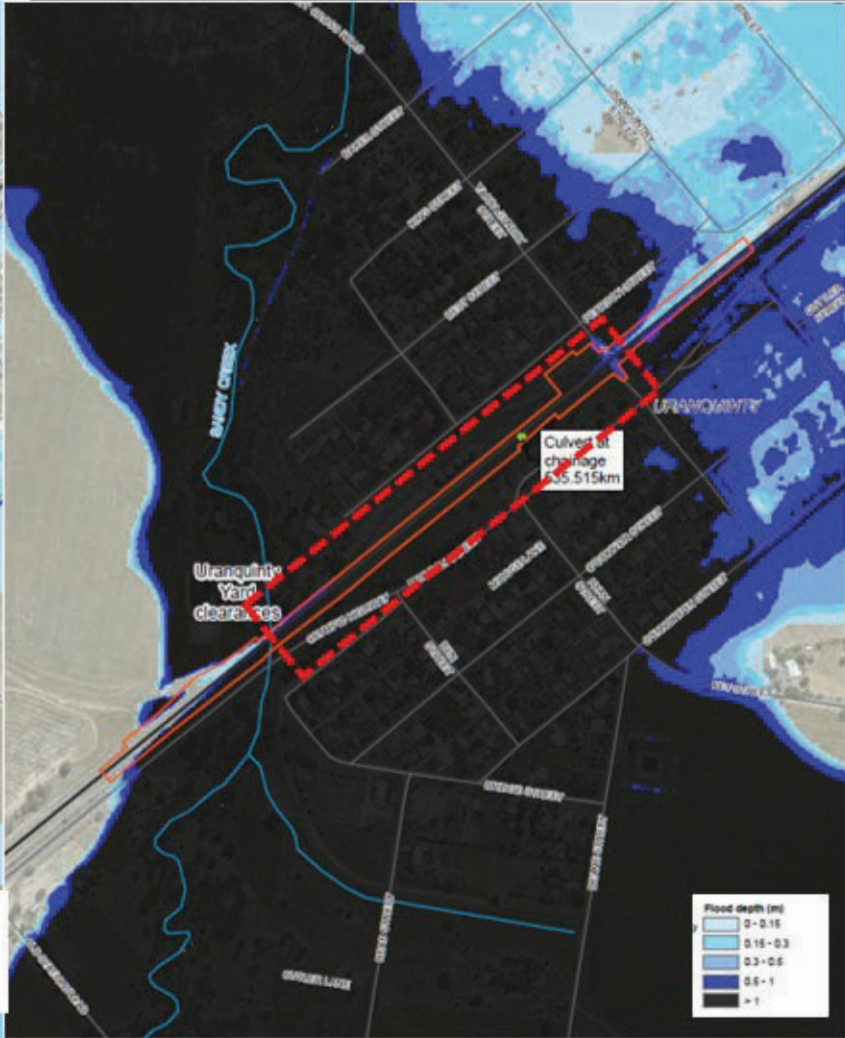
2% AEP



1% AEP

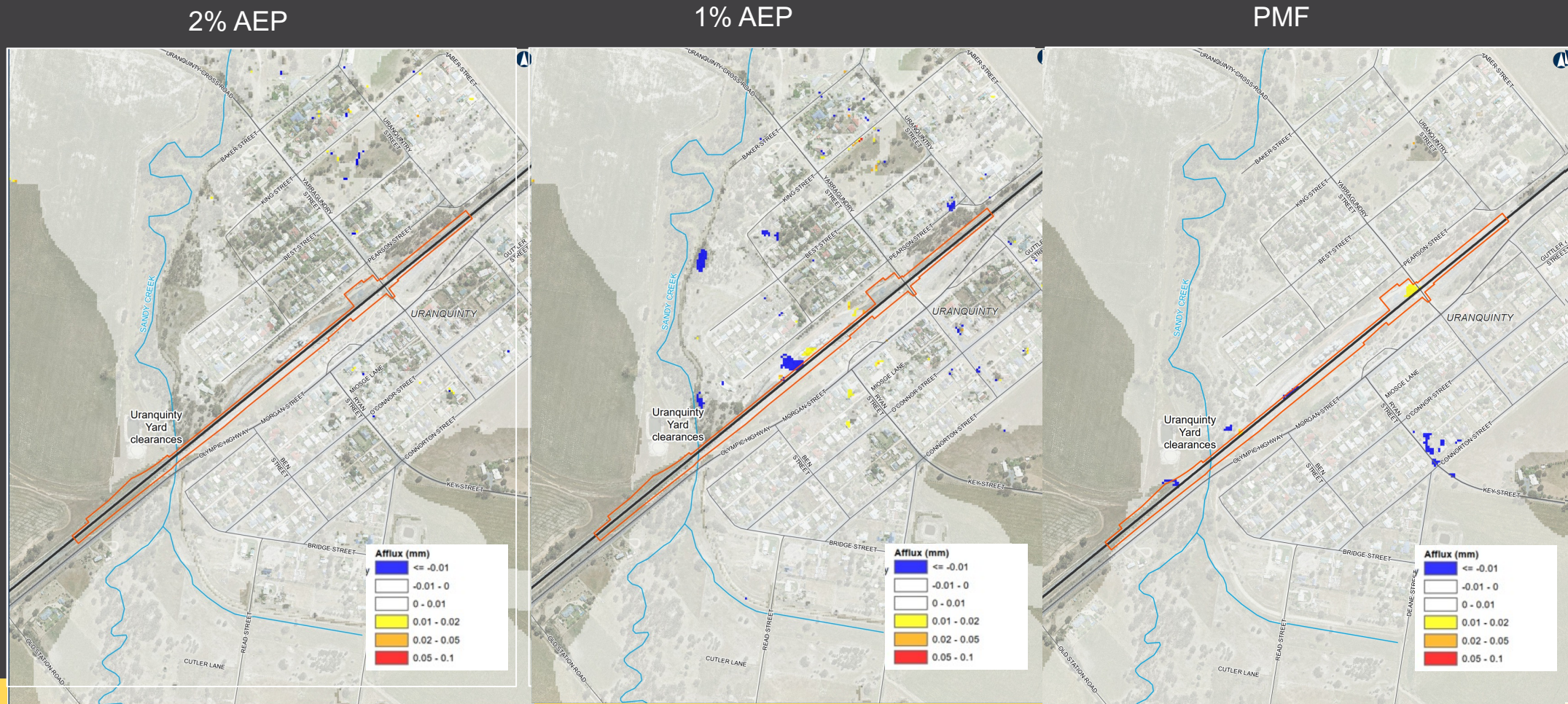


PMF



Uranquinty Yard clearances - design conditions / impacts

- + Changes in the vertical alignment are minor
- + No adverse afflux (change in flood level)
- + No change in other flood impact criteria or on emergency management



INDICATIVE PHOTOMONTAGES

Albury station



FIGURE 17-6 VIEWPOINT 4: EXISTING VIEW NORTH EAST FROM RAILWAY PLACE AT ALBURY STATION (LEFT) AND INDICATIVE PHOTOMONTAGE OF PROPOSAL (RIGHT). NOTE: INDICATIVE LANDSCAPE TREATMENTS, SUBJECT TO DETAIL DESIGN

Cassidy Parade
pedestrian
bridge, Wagga
Wagga



FIGURE 17-9 VIEWPOINT 14: EXISTING VIEW NORTH WEST FROM CASSIDY PARADE (LEFT) AND INDICATIVE PHOTOMONTAGE OF PROPOSAL (RIGHT). NOTE: INDICATIVE LANDSCAPE TREATMENTS, SUBJECT TO DETAIL DESIGN

Edmondson
Street bridge,
Wagga Wagga



FIGURE 17-10 VIEWPOINT 17A: EXISTING VIEW SOUTH TO EDMONDSON STREET BRIDGE FROM BEST STREET (WITH LITTLE BEST STREET IN VIEW) (LEFT) AND INDICATIVE PHOTOMONTAGE OF PROPOSAL (RIGHT). NOTE: INDICATIVE LANDSCAPE TREATMENTS, SUBJECT TO DETAILED DESIGN

Kemp Street bridge, Junee



FIGURE 17-14 VIEWPOINT 23: VIEW NORTHWEST FROM EDGAR STREET (LEFT) AND INDICATIVE PHOTOMONTAGE OF PROPOSAL (RIGHT). NOTE: INDICATIVE LANDSCAPE TREATMENTS, SUBJECT TO DETAIL DESIGN

04

COMMUNITY CONSULTATION

Casey Bootsma
Stakeholder Engagement Manager (Acting)

ENGAGEMENT UPDATE

- + Noise engagement and investigations with identified schools
- + Mailout to surrounding residents
- + Advertorial in local newspapers
- + NAIDOC week events including Wagga Wagga basketball gala day and Albury Community Markets
- + Utility relocation engagement and notifications
- + Meet the Shortlisted Contractors industry briefings
- + Ongoing MP briefings
- + Ongoing Council consultation with Wagga Wagga and Junee Shire



EIS PLANNED ENGAGEMENT

- + **USB collection and registration**
 - + Digital and hard copies of SOF will be available for collection at each LGA Library
 - + Individuals who have registered will receive a USB in the mail
 - + Full EIS document can be found on DPE Major Projects website
- + **Advertising campaigns for the following:**
 - + Information sessions
 - + DPE notification
- + **Notification letters to Councils and MPs**
- + **Notification letters to affected residents**
- + **An informative podcast will be produced and made available during EIS Public Exhibition**
- + **Community information sessions**



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'

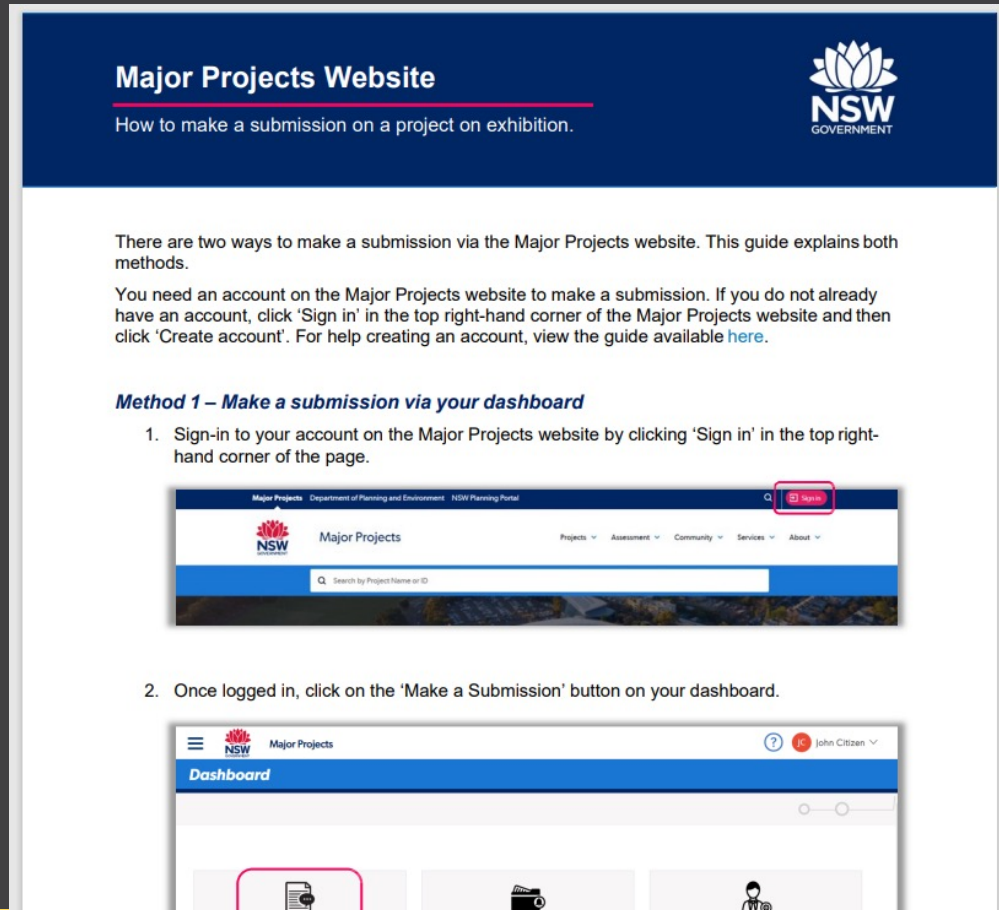
By post:

- + 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:
- + Director, Freight Team
Planning and Assessment, Department of Planning and Environment
Locked Bag 5022, Parramatta NSW 2124

Submissions can be made during the public exhibition period only

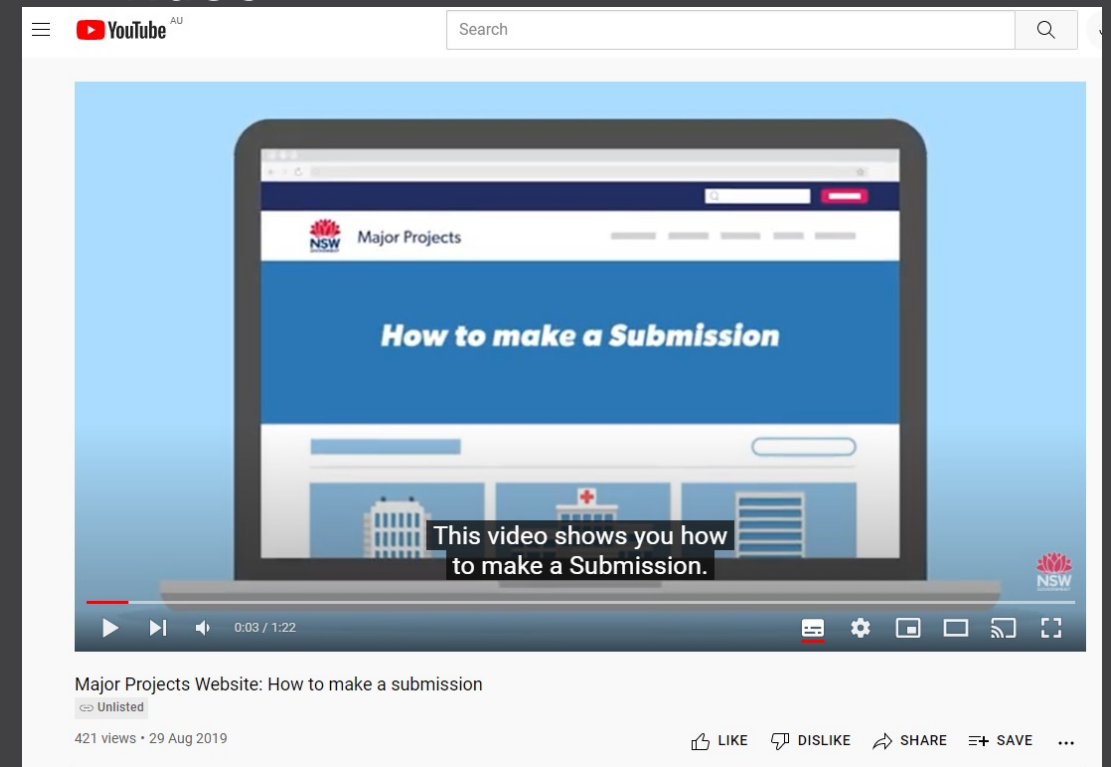
HOW TO MAKE SUBMISSIONS – MAJOR PROJECTS WEBSITE

+ How to make submissions document



The screenshot shows the 'Major Projects Website' page with the NSW Government logo. The main heading is 'Major Projects Website' with a subtitle 'How to make a submission on a project on exhibition.' Below this, there is introductory text and a section titled '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.' A screenshot of the website's top navigation bar shows the 'Sign in' button highlighted with a red box. Step 2 is 'Once logged in, click on the 'Make a Submission' button on your dashboard.' A screenshot of the user's dashboard shows the 'Make a Submission' button highlighted with a red box.

+ How to make submissions YouTube video



The screenshot shows a YouTube video player for the video 'Major Projects Website: How to make a submission'. The video player shows a laptop displaying the Major Projects website with the heading 'How to make a Submission'. A text overlay on the video says 'This video shows you how to make a Submission.' The video player interface includes a search bar, play/pause buttons, a progress bar at 0:03 / 1:22, and interaction buttons for Like, Dislike, Share, and Save. The video has 421 views and was uploaded on 29 Aug 2019.

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

CONSULTATION NEXT STEPS

- + EIS engagement
 - + Notification letters
 - + Information sessions
- + Response to EIS submissions
- + Property acquisition
 - + Ongoing discussions and negotiations
- + Utility relocation engagement



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 31 July 2022.

Recent Local Recipients

- + Culcarin Sportsground Management Committee - new seating
- + Yerong Creek ANZAC Committee - WW2 Anniversary
- + Ngummbaay Indigenous Corporation - Basketball Gala
- + Wagga Aboriginal Women's Group - Walangbang Mayiny Program



05

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

Project Director A2P

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Phone: 0400 266 101

CASEY BOOTSMA

Engagement Manager (Acting)

Email: cbootsma@artc.com.au

Phone: 0457 315 935

THANK YOU



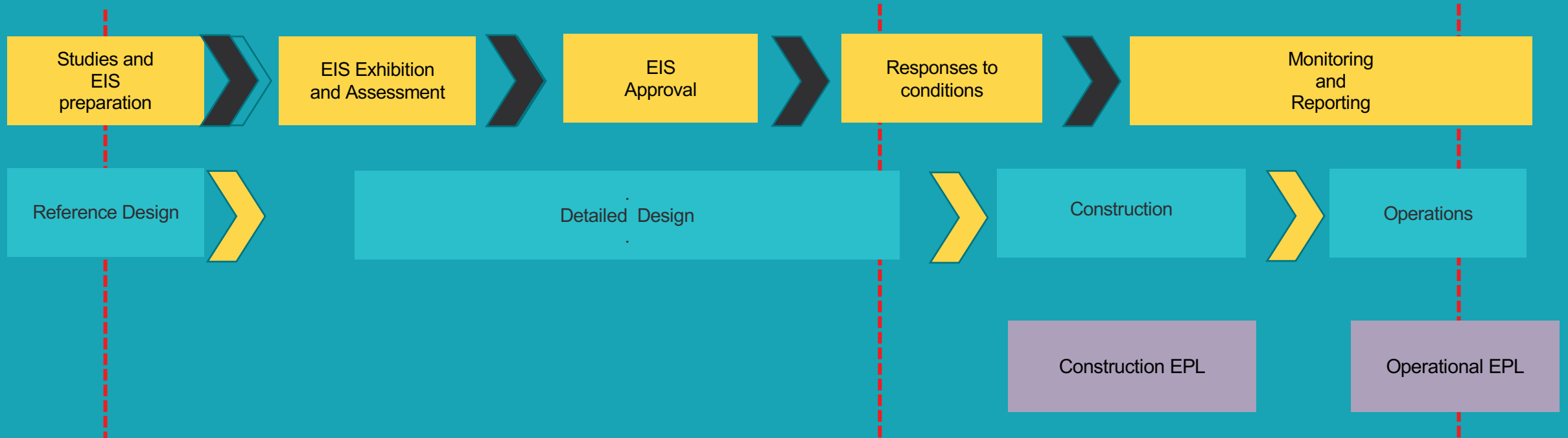
OPERATIONAL NOISE AND VIBRATION

ENVIRONMENTAL NOISE MANAGEMENT

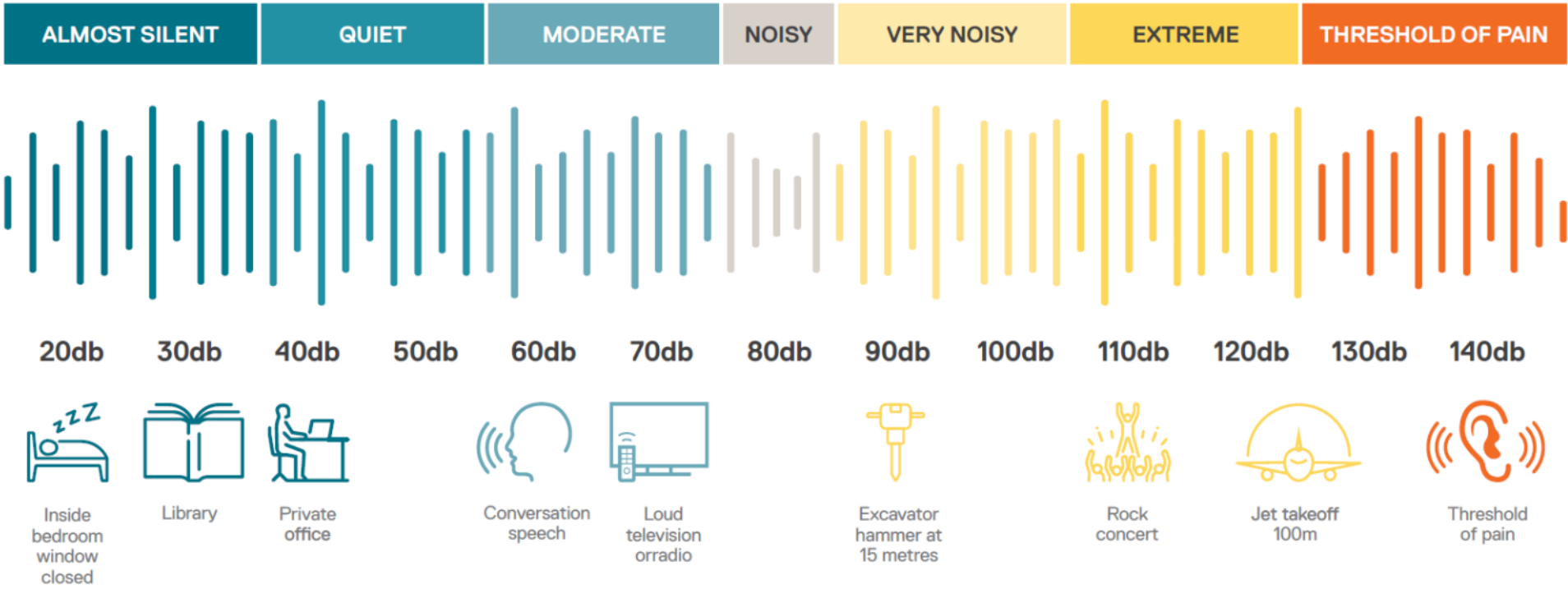
Rail Infrastructure Noise Guideline (EPA)

Road Noise Criteria Guideline (TfNSW)

Interim Construction Noise Guidelines (DPIE)



EXAMPLE NOISE LEVELS



WHAT CAUSES RAIL NOISE?

Noise from rail activities come from:

- Locomotives passing by or idling at a signal
- Rail wagons when braking or accelerating
- Wheel squeal on bends
- Horns sounding on approaches to level crossings
- irregularities in track alignment or wear can generate noise

Number of train movements are significant



Noise modelling and assessment process:

- Map the existing receivers and monitor to determine existing noise levels
 - 2km study area to identify ~ 4100 premises
 - Most 70m-1000m away
- Model existing and potential construction and operational noise
- Compare if noise levels are above triggers level set in guidelines

Types of noise levels modelled:

- LAeq- the predicted average noise level (day, night)
- LAmax- the predicted maximum noise (a train pass)

Results:

- Daytime
 - Compliant at all locations except Henty Yard
 - At Henty, 7 residences by ~ 3dB
 - Effects on schools under further consideration
- Night-time
 - Compliant at all locations

RAIL NOISE TRIGGER LEVELS

Rail Infrastructure Noise Guidelines (RING):

- Advises levels at which noise and vibration are deemed reasonable or unreasonable
- Sets noise 'trigger levels' above which noise mitigation is to be considered
- These levels are external to residential buildings but internal for other sensitive receivers

New railway lines – residential triggers:

- Average daytime noise: 60dB
- Average night-time noise: 55dB
- Maximum noise: 80dB

Rail redevelopment – residential triggers:

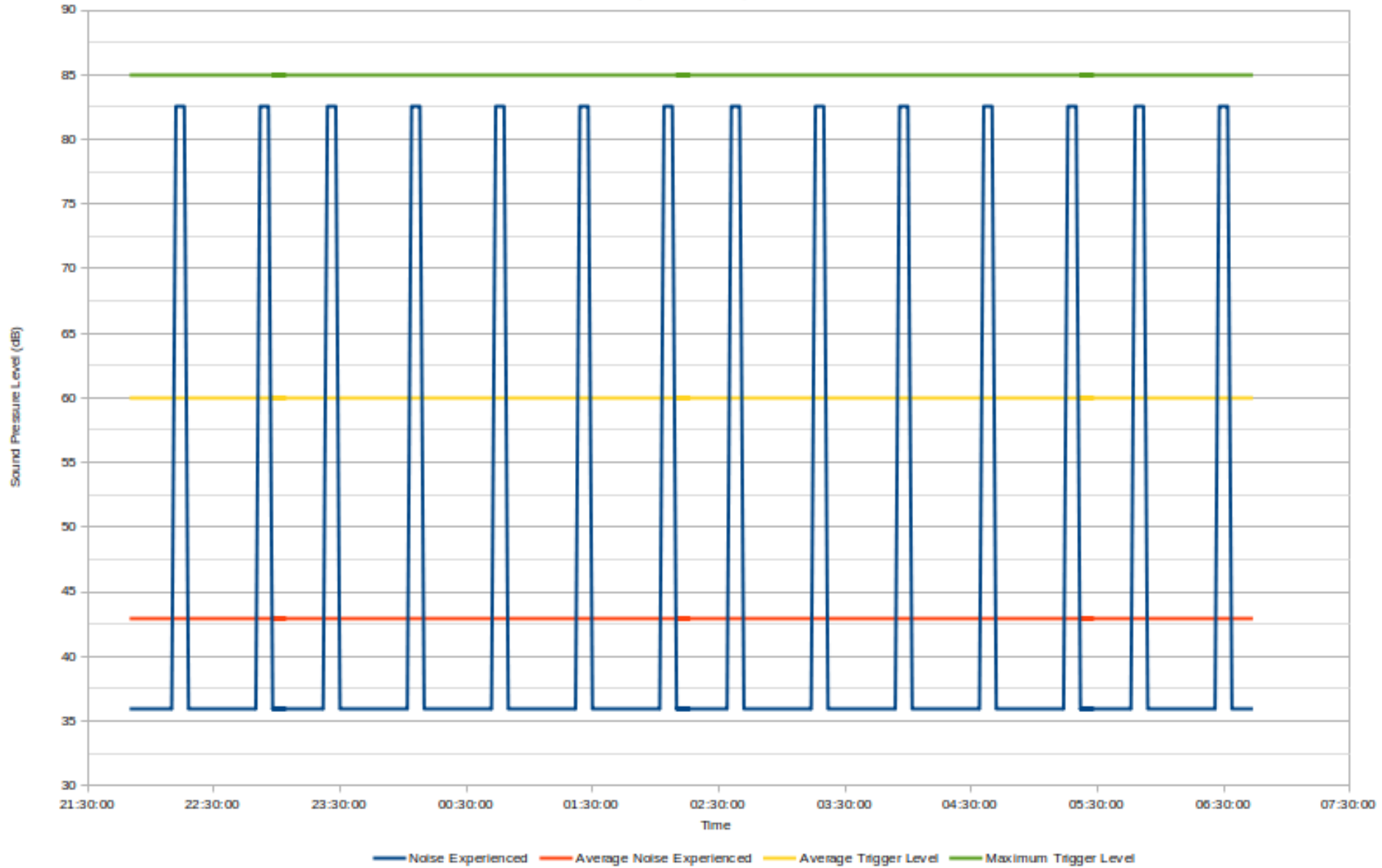
- Increases of
 - 2dB – average over the day and night periods
 - or
 - 3dB – maximum increase

AND

- Predicted rail noise levels exceed
 - 60dB night average and 65dB day average
 - or
 - 85dB maximum

Different criteria for schools, churches etc

Example Noise Exposure and Guidance



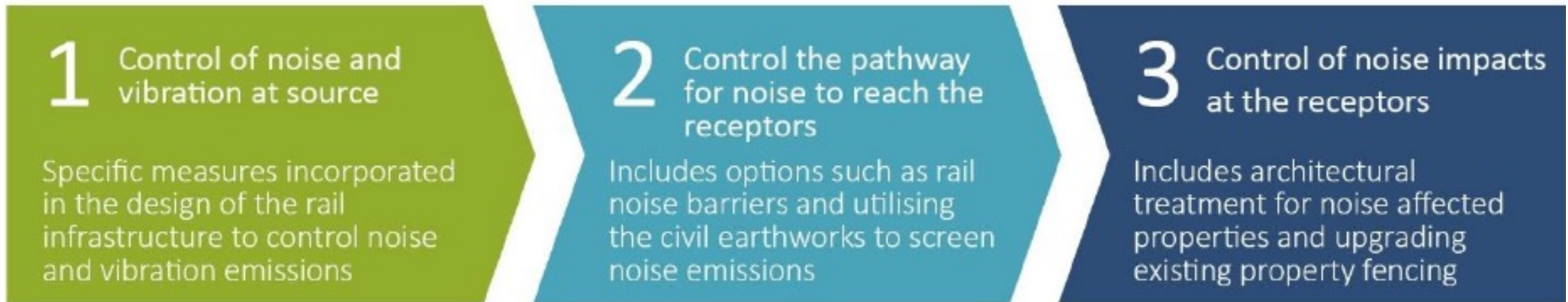
NEXT STEPS FOR OPERATIONAL NOISE



Noise mitigation and monitoring:

- The noise model is based on reference design and will be refined during detailed design
- ARTC will consult further with landowners where refined noise modelling still shows noise exceedances
- Reasonable and feasible noise management measures will be implemented where noise triggers are exceeded
- Within the first years of rail becoming operational, ARTC will measure actual noise levels to verify the effectiveness of implemented noise management measures.
- This may identify, if required, further reasonable and feasible mitigation measure to be implemented to meet the noise trigger levels.

HIERARCHY OF OPERATIONAL NOISE MITIGATION



ARTC

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Questions