

Summary of findings

Albury to Illabo

Preferred Infrastructure Report

Acknowledgement of Country

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

Journey artwork created by Elenore Binge, proud Goomeroi/Kamilaroi woman.

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Introduction

Preferred Infrastructure Report

The Albury to Illabo Proposal of the Inland Rail Program is a Critical State Significant Infrastructure project being assessed under the *Environmental Planning and Assessment Act 1979* (NSW).

Following the exhibition of the project's Environmental Impact Statement (EIS) in August 2022, Inland Rail was required to formally respond to public submissions. The EIS Response to Submissions report (RtS) considers concerns raised and, where applicable, highlights any additional work completed to address them.

In April 2023, the Department of Planning and Environment (DPE) directed Inland Rail to provide a Preferred Infrastructure Report (PIR) to support the Proposal's with EIS and the formal submissions received during public exhibition of the EIS.

The PIR provides further assessments of traffic and transport, noise and vibration, and air quality and is supported by technical papers.

All responses by Inland Rail to the RtS and PIR reports are considered by DPE during its assessment of the Albury to Illabo proposal.

Purpose of the Summary of Findings

This Summary of Findings gives communities an outline of the key issues raised during the Albury to Illabo EIS exhibition, Inland Rail's response to these matters, along with a simplified overview of the additional assessments prepared since the EIS exhibition. It features easy to understand descriptions of the investigations Inland Rail has completed for traffic and transport, noise and vibration and air quality impacts. It sets out a summary of possible project effects and clearly describes mitigation solutions.

If you would like further detail on any topic covered by this Summary of Findings, please refer to the DPE website www.planningportal.nsw.gov.au/major-projects/projects/inland-rail-albury-illabo

About the Albury to Illabo Proposal

The Albury to Illabo Proposal of Inland Rail comprises 185km of existing operational standard gauge railway. Enhancement works are required at 24 locations to enable the use of double-stacked freight trains.

Proposed works include track realignment, lowering and/or modification within the existing rail corridor; modification, removal or replacement of bridge structures (rail, road and/or pedestrian bridges); raising or replacing signal gantries; level crossing modifications; and other associated works.

The Proposal boundary extends from the city of Albury on the Victoria/NSW Border to around 3km north-east of Illabo. It passes through two major regional towns - Albury and Wagga Wagga – and smaller regional towns including Gerogery, Culcairn, Henty, Yerong Creek, The Rock, Uranquinty and Junee.

The Proposal also crosses five Local Government Areas (LGA): Albury, Greater Hume, Lockhart, Wagga Wagga and Junee.

Albury to Illabo key elements



14 track realignments
(also known as track slews)



works at 24
enhancement sites along
185km of existing
rail corridor



track lowering under
3 road bridges



replacing 3
pedestrian bridges



removing 2 redundant
pedestrian bridges



replacing 2
road bridges



9 level crossing
modifications and other
clearance works









modifying 4
rail bridges





Project timeline

PROJECT DEVELOPMENT STAGES		STATUS
Concept Assessment	Prepare State Significant Infrastructure Application Report	
	Lodge State Significant Infrastructure Application Report	
Reference Design and EIS	Receive Secretary's Environmental Assessment Requirements (SEARS)	
	Corridor refinements (Study Area, Focus Area and Rail Corridor)	
	Prepare EIS	
Project Assessment	Exhibit EIS	
	Lodge Response to Submissions Report	We are here
	Lodge Preferred Infrastructure Report	We are here
	DPE assessments and determination	Ongoing
Project Approval	Receive planning approval	Mid 2024
Detailed Design	Commence detailed design	Mid 2024
Construction	Start early work, followed by major civil construction and rail signalling work	Late 2022-2026
Operation	Inland Rail Beveridge to Parkes freight network to become operational	From 2027

The Inland Rail Program

Inland Rail is an approximately 1,600km fast freight line that will connect Melbourne to Brisbane via regional Victoria, New South Wales and Queensland.

The Inland Rail route comprises:

- ♦ upgrading or enhancing more than 1,000km of existing interstate rail line through regional New South Wales and Victoria
- ♦ constructing about 600km of new track in regional New South Wales and south-east Queensland.

Independent Review of Inland Rail

The Australian Government has confirmed that Inland Rail is an important project to meet Australia's growing freight task, improve road safety and help decarbonise our economy.

Inland Rail are now taking a staged approach to deliver the Program. The Proposals between Beveridge in Victoria and Parkes in New South Wales have been prioritised for completion by 2027. The findings of the Independent Review of Inland Rail in April 2023 and the Government's response confirmed the current route for the Program and the Albury to Illabo Proposal.

Following the Independent Review, the Australian Rail Track Corporation (ARTC) established a wholly owned subsidiary, Inland Rail Pty Ltd (Inland Rail), in July 2023 to deliver the Inland Rail Program. ARTC remains the proponent of Inland Rail and the Albury to Illabo project. ARTC is a Commonwealth Government owned corporation.



Further information on the Inland Rail Program can be found at

inlandrail.com.au

inlandrail.com.au/a2i

Inland Rail Alignment

ARTC

INLAND RAIL
An Australian Government Initiative



LEGEND

- New track
- - - New track (dual gauge)
- Existing track (upgrades)
- Existing track (enhancements for double-stack operation clearances)
- - - New track (single-stack operation only)
- ARTC rail network
- Existing rail network
- Project boundary
- City
- Town
- Port

- 1 CALVERT TO KAGARU**
Comprises 53km of new dual gauge track within existing rail corridor. This section includes 39km of dual gauge track allowing single-stacked operations between a proposed terminal at Ebenezer and Kagaru. Using 1.1km of tunnelling this section will connect Inland Rail with the existing Sydney to Brisbane coastal lines and the Port of Brisbane.
- 2 HELIDON TO CALVERT**
Comprises 47km of new dual gauge track, approximately half within existing rail corridor. This section will cross the Lockyer Valley floodplain and the Little Liverpool Range with a 850m tunnel.
- 3 GOWRIE TO HELIDON**
Comprises 28km of new dual gauge track. This section will traverse the steep terrain of the Toowoomba Range and will include a 6.2km tunnel.
- 4 NSW/QLD BORDER TO GOWRIE**
Comprises 207km of new dual gauge track – 138km in new greenfield corridors and 69km within existing corridors from the NSW/QLD border near Yelarbon, to Gowrie Junction, north-west of Toowoomba.
- 5 NORTH STAR TO NSW/QLD BORDER**
Comprises 14km of new track and 25km of existing track. This section will complete one of the key missing rail links between NSW and QLD, using the non-operational rail corridor or new track to connect to the operating line running to Yelarbon.
- 6 NARRABRI TO NORTH STAR**
Comprises 184km of upgraded track and 2km of new track and is the second section of Inland Rail to enter construction.
- 7 NARROMINE TO NARRABRI**
Comprises 306km of new rail corridor and track. This new section will reduce the overall journey time and complete one of the missing rail links between Melbourne, Adelaide, Perth and Brisbane.
- 8 PARKES TO NARROMINE**
Comprises 98km of existing track and 5km of new track. It is the first section of Inland Rail to be completed and accommodates double-stacked trains.
- 9 STOCKINBINGAL TO PARKES**
Comprises 170km of existing track. Inland Rail will benefit from the track upgrades ARTC has already completed to this section. Enhancement works will be undertaken to allow for double-stacked trains and a new crossing loop built to increase capacity on the line.
- 10 ILLABO TO STOCKINBINGAL**
Comprises 37km of new track and 2km of upgraded track. The route bypasses the winding section of track called the Bethungra Spiral.
- 11 ALBURY (VIC/NSW BORDER) TO ILLABO**
Comprises 185km of existing track. Inland Rail will benefit from the track upgrades ARTC has already completed to this section. Enhancements or modification works will be undertaken at locations to allow for safe clearance of double-stacked freight trains.
- 12 BEVERIDGE TO ALBURY (VIC/NSW BORDER)**
Comprises 262km of existing track. This section will be enhanced to increase height and width clearances to allow for double-stacked trains.



What did we hear?

Working with the community and stakeholders

The Albury to Illabo EIS was released for public exhibition and comment by DPE on Wednesday 17 August 2022 and closed on Wednesday 28 September 2022. The EIS described the potential impacts of the project and proposed mitigation measures.

During this time, the community and key stakeholders were invited to view and make a submission to DPE on the EIS. Inland Rail ran a number of drop-in sessions to assist community members with the EIS, the scope of the project and how to make a submission.

Submissions

In all, 155 submissions were received from the public, community organisations, business groups, along with government departments, agencies and local councils.

The submissions covered issues including:

- ♦ **operation of the proposal** - including bridges, train numbers and operations
- ♦ **options and alternatives** - including a bypass of Wagga Wagga
- ♦ **traffic and transport** - including assessment methodology, level crossings, impacts to emergency services and mitigation and management impacts to transport and traffic
- ♦ **noise and vibration** - including impact assessment approach, operational rail noise and vibration impacts, mitigation and management of noise and vibration
- ♦ **social** - including general amenity, health and wellbeing impacts during construction and operation
- ♦ **land use and property** – in relation to impact to property prices



Key issues raised - by community

The diagram below indicates which issues were most frequently raised by local communities during the draft EIS public exhibition.

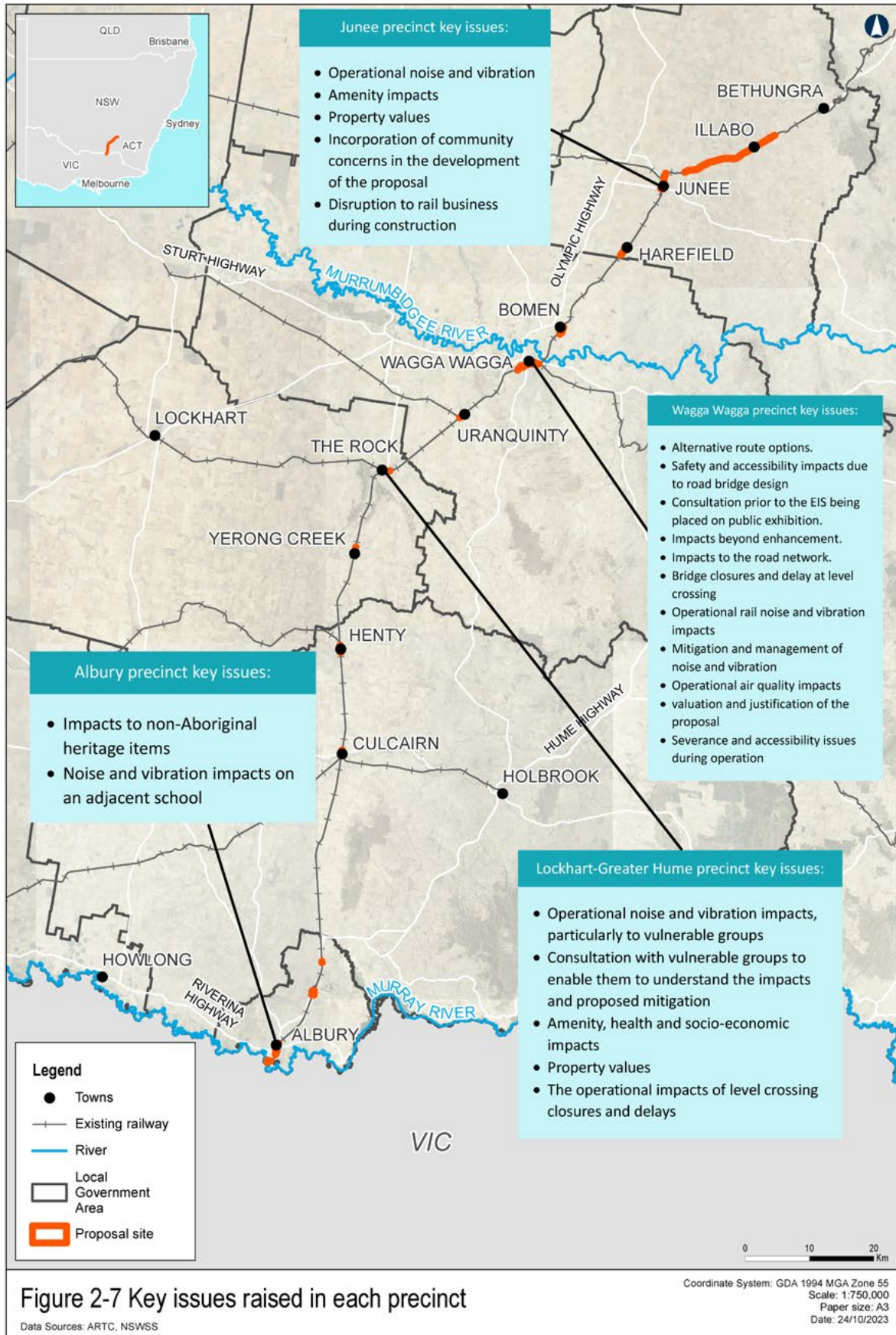


Figure 2-7 Key issues raised in each precinct

Data Sources: ARTC, NSWSS

210_EAP_F0207_Keyissuesraisedineachprecinct_r1v1.mxd

Summary of key issues

The following provides a summary of feedback received on key EIS topics. Full details can be found in the Response to Submissions report available on DPE's website.



Traffic and transport

Community submissions related to the construction and operation of Inland Rail:

- **Construction** - traffic created by detours during construction on road bridges and level crossings.
- **Operation** - potential traffic impacts of more frequent and longer trains.

Government and agency submissions included the need for accessible pedestrian access on road bridges, especially Edmondson Street bridge in Wagga Wagga and Kemp Street bridge in Junee.

These points have been considered in detail in the PIR, which explores possible effects and mitigation options in detail.



Noise and vibration

Community submissions related to how noise and vibration impacts are assessed.

Government and agency submissions raised concerns that the noise and vibration impact from the operation of the Proposal did not consider the full length of the rail corridor between Albury and Illabo.

Other submissions covered how noise and vibration mitigation measures would be implemented at residential properties and sensitive receiver locations during Inland Rail construction and operations.

The PIR examined noise and vibration changes arising from the project.



Operation

Community submissions raised questions and concerns regarding the design of pedestrian and road bridges for the proposal. The design of Edmondson Street bridge replacement was commonly raised.

Updated bridge designs are included in the PIR and will be further refined through detailed design.



Air quality

Community submissions related to the scope and adequacy of the air quality impact assessment and whether air quality impacts were assessed for the full track length between Albury and Illabo.

Government and agency feedback submissions related to emissions from diesel operated freight trains and the resulting impacts to amenity and/or health risks to the surrounding community.



Options and alternatives

A large number of community submissions questioned the route of the Inland Rail program and use of the corridor through Wagga Wagga and other urban centres. Alternative route options and concepts for project elements were also put forward.

Strategic alternatives of the route were considered by the Australian Government in the 2015 Inland Rail Program Business Case which led to adoption of the A2I route as the preferred outcome. There are no plans to consider changes to the A2I alignment from that endorsed by the Australian Government. The route was agreed between the Australian and New South Wales governments in 2018.



Land use and property

Some community submissions raised concern about the effect the proposal may have on property value.

Property values are driven by a range of multiple factors and impacts to property values are not a relevant consideration under the EP&A Act. However, the EP&A Act requires consideration of social and economic impacts, which was considered in the EIS. .



Social

Community submissions largely related to general amenity, health and wellbeing impacts once Inland Rail is operational.

Follow-up investigations and community engagement

Since the Albury to Illabo EIS public exhibition, Inland Rail has listened and acted on feedback from communities, government agencies and stakeholders to, wherever possible, identify opportunities to improve the design of Inland Rail in this proposal and reduce impacts associated with construction and train operations.

Community engagement activities undertaken following the Albury to Illabo EIS public exhibition period have included meeting directly with more than 360 affected landowners and interested community members, holding in-person and online information sessions, engaging with state and local government agencies, and continuing the Community Consultative Committees.



03



What further assessments did we do?

Directed assessments

For the PIR, Inland Rail was directed by DPE to carry out the further assessments summarised in the table below.



Traffic and transport

- Further assessment of construction and operational traffic impacts and mitigation measures informed by revised traffic modelling.
- Further justification for proposed rail crossing treatments, considering the impacts on traffic, road safety, emergency services, and surrounding residents and business operators.
- Further design details of the Edmondson Street bridge, Kemp Street bridge, and pedestrian bridges.
- Evidence of consultation with road managers regarding the further traffic impact assessment and rail crossing and bridge design details.



Operational noise and vibration

A supplementary operational noise and vibration assessment of the full length of the Albury to Illabo rail corridor to determine the extent of the impacts and identify sensitive receivers at risk of impact and assess potential mitigation measures.



Operational air quality

A quantitative assessment of anticipated air quality impacts of the proposal, considering receptors representative of the proposal's rural and urban environments, and including any necessary mitigation measures.

The following table briefly describes the directed assessments. If you would like further details on specific technical assessments, please refer to the relevant Proposal in the PIR.



Traffic and transport

See **section 6.1** of the PIR

- Our traffic modelling has used road and train traffic data from June 2023 and considered traffic growth rates and patterns across the project area.
- The modelling considered the potential impacts on local traffic as a result of refining the design and construction methodologies.
- Operating scenarios using planned train numbers and typical train speeds helped determine how level crossings need to be active and what this means for local traffic patterns.
- Proposed rail crossing treatment options were evaluated, in consultation with road managers, against criteria including impacts on traffic, road safety, emergency services, and surrounding residents and businesses.

These studies align closely with topics that community members said were important to them.

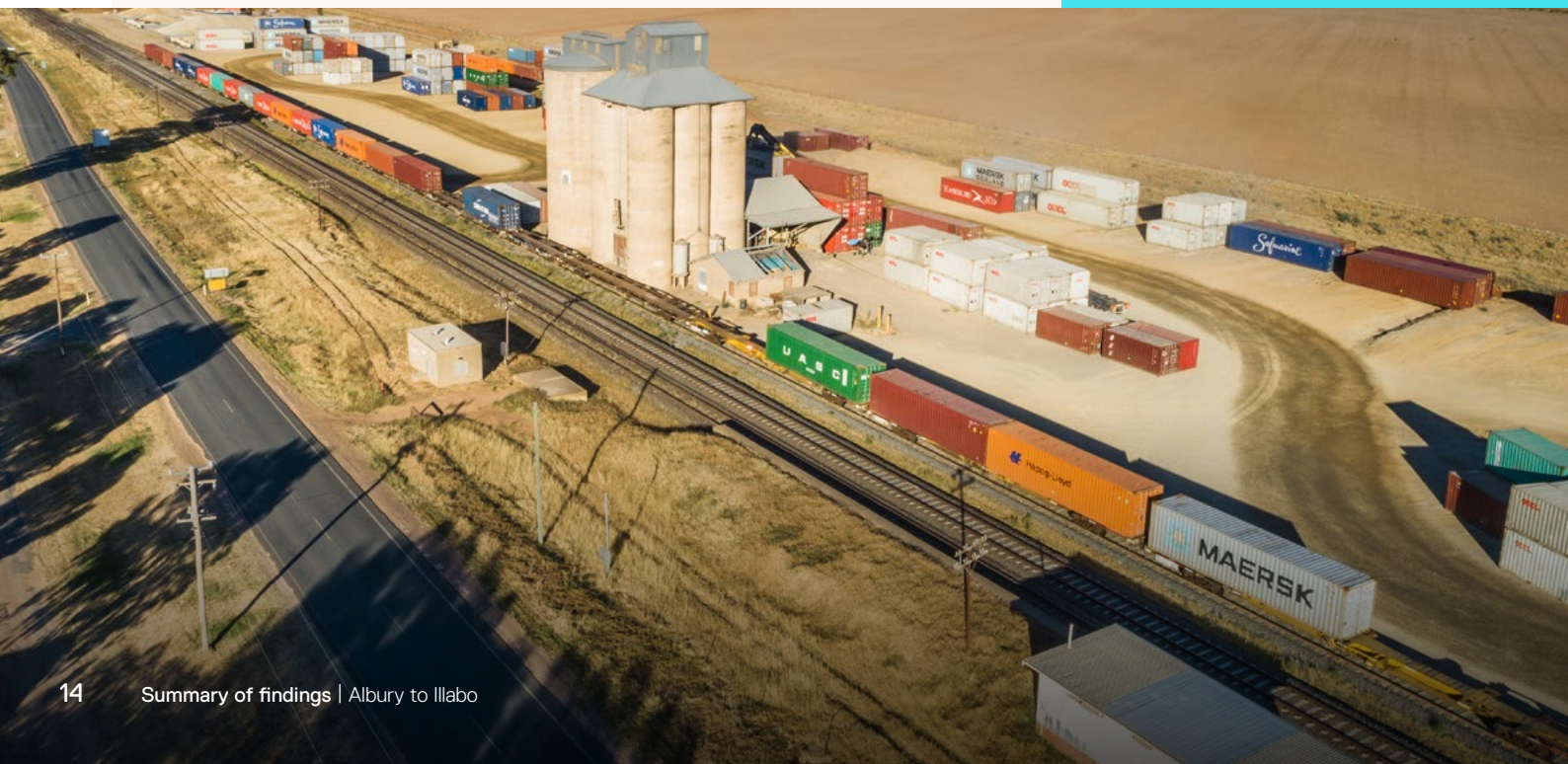
How we modelled traffic

Microsimulation traffic models were used for Wagga Wagga and Junee to better understand traffic impacts during construction and operations.

Inland Rail consulted with emergency services stakeholders and agencies on project impacts including traffic. Specific topics included: train numbers and level crossing closure times in future operations, and the construction phase closure of Edmondson Street bridge in Wagga Wagga and Kemp Street bridge in Junee. Inland Rail will continue engaging with emergency services stakeholders as the proposal progresses through detailed design.

What is microsimulation modelling?

Traffic microsimulation models simulate the behaviour of individual vehicles within a road network. They help predict the likely impact of changes in traffic patterns resulting from changes to traffic flow or from changes to the road environment.





Operational noise and vibration

See **section 6.2** of the PIR

When Inland Rail is operational it will generate some noise and vibration for people living and working along the railway. Inland Rail recognises that some residents may be concerned about potential impacts. Inland Rail is committed to minimising these impacts.

Following the EIS public exhibition, the study area for noise and vibration assessment was expanded to:

- ♦ the entire **185km between Albury to Illabo**
- ♦ **2km either side of the tracks**

In total, **28,969 properties have been assessed** to determine which dwellings, businesses or other properties (collectively known as sensitive receivers) might be considered for rail noise mitigation measures, as outlined in NSW government policy.

To provide a rigorous basis for the additional assessment, freight train noise monitoring was conducted between Albury and Illabo in January and February 2023.

The noise modelling uses both current and planned train operating arrangements, and takes into account:

- ▶ train movements during the day-time and night-time
- ▶ noise from locomotives as well as rollingstock and wheel-rail noise
- ▶ the influence of specific features, such as bridges, curves, turnouts and crossings
- ▶ level crossing bells or alarms and the use of train horns as safety warning devices.

The noise modelling has used 2025 and 2040 as example years for assessment purposes, representing initial operations and a later phase once more Inland Rail trains are running, known as the 'design freight capacity' scenario.

Most affected sensitive receivers identified in the study area



residential dwellings



schools



places of worship



hospital ward/
health services



daycare centres



Operational air quality

See **section 6.3** of the PIR

During freight train operations, local air quality may be impacted by diesel locomotive emissions.

Air quality modelling was completed at specific rural and urban environments, which are typical of towns along the rail corridor between Albury and Illabo.

Train movement	Urban	Rural
Typical operations	The City of Wagga Wagga	Junee (Junee to Illabo clearance enhancement sites)
Idling	The City of Wagga Wagga	Culcairn

Given the length of the Albury to Illabo proposal, three scenarios representing typical train operations and idling patterns with and without Inland Rail were developed for these locations. The modelling assessed potential future air quality conditions to identify possible future air quality impacts.

Assessing operational air quality

Impacts associated with the operation of Inland Rail (including air quality) are assessed in line with state-specific and Australian Government legislation.

The National Environment Protection Council (Ambient Air Quality) Measure, or Ambient Air Quality NEPM, establishes national ambient air quality standards and a framework for monitoring and reporting.

Air quality impact assessments determine potential impacts to nearby sensitive receivers, and if any measures are needed to reduce and/or mitigate these impacts.

04



What did we find?

Key assessment findings



Traffic and transport

See **section 6.1** of the PIR

Traffic performance during construction and operation of the Proposal was assessed to be predominantly consistent with modelling results presented in the EIS.

During construction, we have identified:

- while Edmonson Street bridge is being reconstructed, diverted traffic will add to traffic congestion and may put high strain on the intersections of Docker Street and Lake Albert Road with the Sturt Highway and Railway Street with Lake Albert Road
- in Junee, during reconstruction of the Kemp Street bridge, average travel time increases by 16 seconds in the AM and midday peak hours, and by 37 seconds in the PM peak hours
- some streets (mainly in Wagga Wagga and Junee) may exceed the maximum environmental threshold capacities because of temporary traffic diversions or construction vehicles
- Cassidy Parade pedestrian bridge, Edmonson Street bridge, Wagga Wagga Station pedestrian bridge and Kemp Street bridge have the most pedestrian activity around school start and finish times, with Wagga Wagga station pedestrian bridge seeing the most foot-traffic (408 pedestrians between 7am – 6pm)

Once Inland Rail is operational:

- level crossing closure periods would increase when an Inland Rail train passes through, as Inland Rail trains may be up to 1,800m long whilst current trains average 1,200m long.

The environmental threshold capacity of a street is a measure of how much traffic should use different types of streets.



Operational noise and vibration

See **section 6.2** of the PIR

Operational rail noise will increase when Inland Rail trains commence operation. Additional trains associated with Inland Rail will increase the day and night average rail noise levels (LAeq) but the maximum noise levels from locomotives and train horns (LAmax) will generally remain the same.

The findings are intentionally conservative, and will be further refined and likely reduced through detailed design.

Year 2025 (Inland Rail commencement)



138

residential receivers exceed the **daytime** average rail noise criteria (LAeq)



60

residential receivers exceed the **night-time** average rail noise criteria (LAeq)



27

non-residential receivers exceed the average rail noise criteria (LAeq)



1,219

residential receivers exceed the maximum rail noise criteria (LAmax)

Year 2040 (Design year)



Two

receivers are within the estimated vibration offset distance



190

residential receivers exceed the **daytime** average rail noise criteria (LAeq)



92

residential receivers exceed the **night-time** average rail noise criteria (LAeq)



27

non-residential receivers exceed the average rail noise criteria (LAeq)



1,285

residential receivers exceed the maximum rail noise criteria (LAmax)

The supplementary operational noise and vibration assessment includes conceptual reasonable and feasible mitigation measures for receivers that are predicted to exceed the design year noise criteria. Vibration monitoring will be undertaken for the two receivers within the vibration offset distance to determine the need for mitigation.



Operational air quality

See **section 6.3** of the PIR

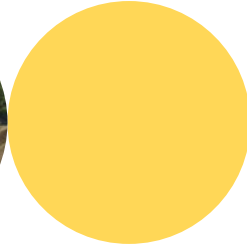
Emissions of sulphur dioxide, benzene and carbon monoxide from the proposal are predicted to result in concentrations well within the assessment criteria during operation.

Emissions of particulate matter are predicted to exceed the air quality criteria at the Wagga Wagga urban case study area and the Culcairn rural case study area. These exceedances are mainly driven by elevated background concentrations which already exceed or approach the assessment criteria.

Emissions of nitrogen dioxide are also predicted to exceed the air quality criteria in some modelled scenarios, such as idling events. No exceedances of air quality criteria are predicted in the Junee to Illabo rural case study area.

The operation of Inland Rail will necessitate changes to operational patterns on the rail network. This presents opportunities to further consider sequencing of train movements and use crossing loops in close proximity to sensitive receivers to reduce air quality impacts where these are predicted to occur.

05



What are we doing?

Proposal changes

Proposed mitigation strategies

Since the EIS public exhibition, changes have been made to the Proposal design in response to concerns raised by the community and in response to further detailed design. The following information outlines proposed mitigation measures across key topics of community interest.



Traffic and transport

See **section 6.1** of the PIR

In addition to mitigation measures outlined in the EIS, the following further measures will be considered during construction:

- the optimisation of signal timings at key intersections, and changes in road line marking and demarcation. The implementation of mitigations would be confirmed with the relevant road authorities during detailed design and pre-construction planning.
- Construction scheduling has been revised to maximise continued active transport connectivity during construction, including exploring opportunities to reduce the duration of concurrent bridge closures and pedestrian diversion distances. The order of construction will be confirmed during detailed design.

A detailed construction phase traffic management plan will be prepared by ARTC's construction contractor. Consultation on the draft plan will be undertaken with local Councils and Transport for NSW, before being approved by DPE.

No operational phase traffic and transport mitigations are required.





Operational noise and vibration

See **section 6.2** of the PIR

Inland Rail will further refine the reference design into a detailed design, and where possible, reduce noise impacts through smarter railway design and operational improvements.

Subject to the project being approved and finalisation of the detailed design, Inland Rail will prepare an Operational Noise and Vibration Review (ONVR).

The ONVR will be informed by further assessments which will confirm mitigation measures for each identified property.

In preparing the ONVR, Inland Rail will consult with impacted sensitive receivers on mitigation options and consider the results of this consultation in the final mitigation design.

The ONVR will be approved by DPE prior to proceeding with mitigation, and all mitigation will be installed prior to the commencement of Inland Rail trains.

To determine the type of mitigation required, Inland Rail will assess what is reasonable and feasible for each property. This assessment will consider:

- acoustic effectiveness
- mitigation benefits (e.g. number of people benefitting, expected noise reduction)
- cost effectiveness of mitigation
- site constraints (e.g. flooding, soil type and slope); and
- the preferences of impacted property owners and/or broader community views.



Operational air quality

See **section 6.3** of the PIR

Air quality impact assessments determine potential impacts to nearby sensitive receivers, and if any measures are needed to reduce and/or mitigate these impacts. The operation of Inland Rail will require changes to operational patterns on the rail network, which provides an opportunity to revise patterns of train movements to reduce air quality impacts. ARTC and Inland Rail do not operate trains. Maintenance and operation of trains is the responsibility of the train operators.

In addition to mitigation measures outlined in the EIS, three further air quality mitigation measures are proposed:

- ARTC will manage operational air quality impacts in accordance with ARTC's existing Environment Protection Licence and Environmental Management System
- Prior to the operation of Inland Rail, ARTC will undertake additional air quality monitoring and modelling against air quality criteria. This will inform, where needed, revisions to relevant operating procedures

Air quality impacts associated with the operation of Inland Rail are assessed in line with state-specific and Australian Government legislation.



Pedestrian bridges and pedestrian access on road bridges

Each replacement pedestrian bridge design will be compliant with disability access requirements and will provide improved connectivity to the surrounding pedestrian and cycle networks.

Two new DDA compliant pedestrian bridges are proposed to be constructed adjacent to Edmondson Street bridge and Kemp Street bridge (see images below and right).

The final appearance of the replacement bridges will be resolved during detailed design. Where appropriate, bridges will respect their heritage surrounds.

See **section 6.1** of the PIR







Other changes

Level crossing 605

In response to concerns raised in submissions and agency advice, modifications would be undertaken to realign the track, including the level crossing, by up to 16 m south from the current level crossing location. This design solution maintains the ability for vehicles to perform both left- and right-hand turns into and out of the level crossing.

Proposal site

Following stakeholder consultation, the proposal site has been changed since the EIS public exhibition to include additional construction areas and accommodate proposed design changes.

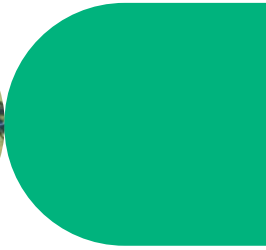
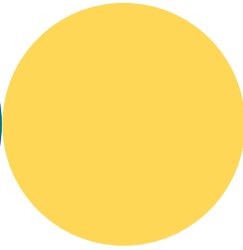
Constructions schedule

The construction schedule has been refined to reflect further detailed construction planning that has occurred since the EIS public exhibition and changes to the Proposal discussed in the Preferred Infrastructure Report.

Subject to approval, detailed design and construction planning for the Proposal would now commence shortly after, in mid-2024. Construction is expected to take about 30 months to complete, with enhancement sites progressively commissioned on completion of construction.

The duration and staging of bridge closures, particularly in Wagga Wagga, during construction has also been amended in response to community feedback and further construction planning.

06



Other impacts

Following the EIS public exhibition, additional impact assessments for biodiversity, construction noise and vibration, social, Aboriginal cultural heritage, non-Aboriginal heritage, and landscape and visual impact were completed to consider whether further refinement to the Proposal was required.

The assessment findings generally confirm proposed amendments would not result in a significant increase in the potential impacts of the Proposal overall.

The Proposal (as amended) would continue to incorporate environmental management and design features to ensure potential impacts are managed and mitigated as far as practicable. Most of the potential construction-related impacts would be effectively mitigated by the implementation of best-practice construction management, including implementation of the environmental management approaches and the updated mitigation measures provided in the full PIR documents.

Full assessment details and mitigation measures are provided in **section 7.2** and **Appendix B** of the full PIR documents.





Conclusion



A proposal of this scope and scale is complex and we acknowledge the impacts on the local environment and community.

Residual impacts due to construction of the Albury to Illabo Proposal are outweighed by the long-term benefits of Inland Rail to southern New South Wales communities. These include:

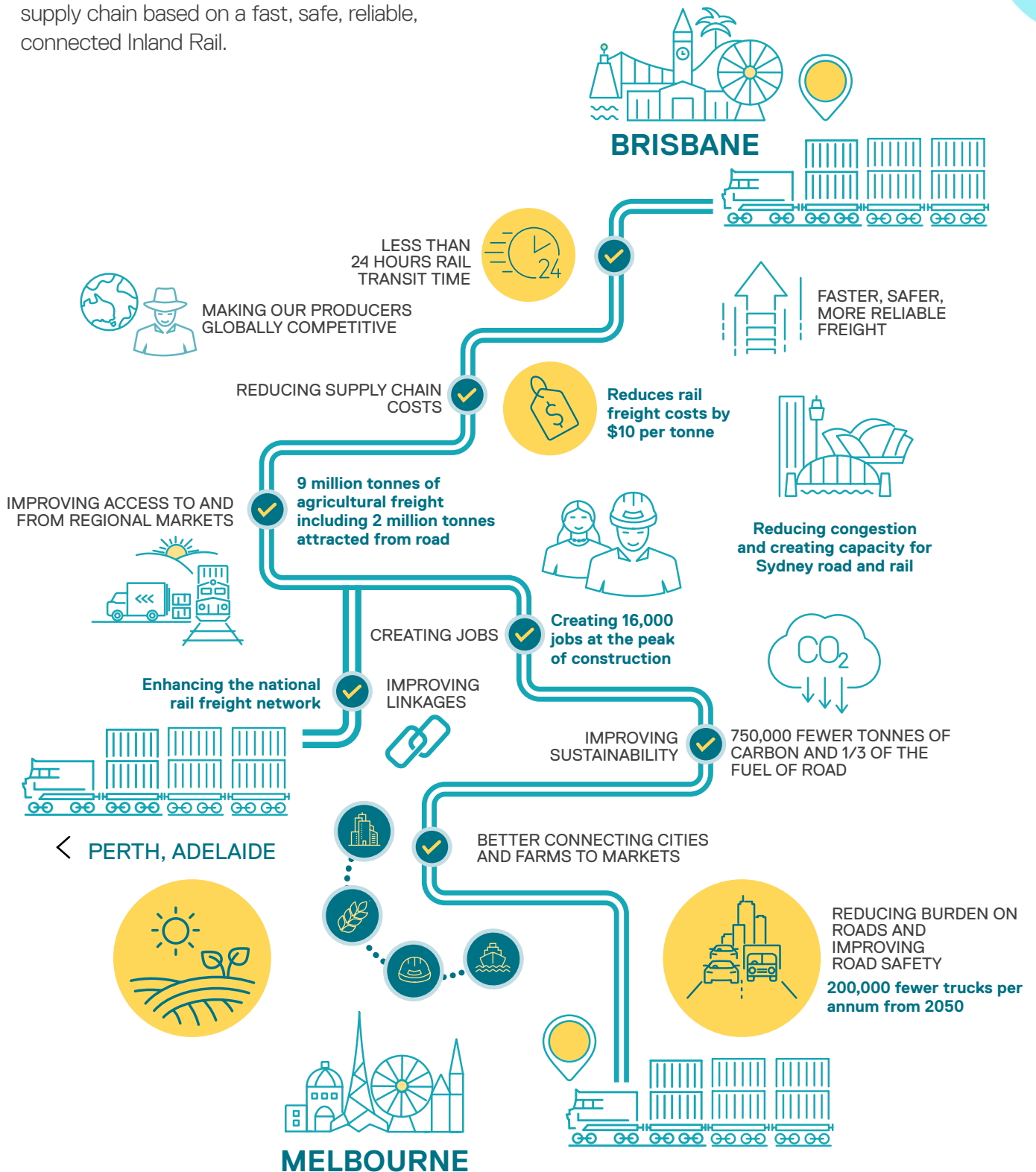
- ♦ **Enabling double-stacked freight trains** to operate between Albury and Illabo
- ♦ **Providing improved accessibility across the rail corridor in Albury, Wagga Wagga and Junee** through the provision of new DDA-compliant pedestrian bridges and the inclusion of shared paths on the replacement road bridge in Wagga Wagga
- ♦ **Job creation during construction and investment in local economies** through local supply opportunities associated with construction at the enhancement sites.

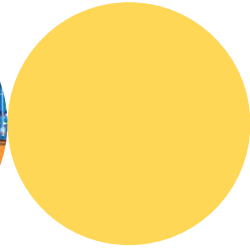
The implementation of environmental management and design features outlined in the PIR will ensure that potential impacts are managed and mitigated as far as practicable.

The potential residual construction and operational impacts of the Proposal are considered manageable with the implementation of the mitigation and management measures outlined in the full PIR documents.

The benefits of Inland Rail

A more prosperous Australia with a world-class supply chain based on a fast, safe, reliable, connected Inland Rail.





How to have your say

Public review period

The PIR is currently on public exhibition.

You can view the PIR and associated approval documents on the NSW Department of Planning and Environment's (DPE) project website

planningportal.nsw.gov.au/major-projects

Online submissions are encouraged to ensure the timely consideration of all issues raised. Submissions cannot be sent to ARTC or Inland Rail.

Online

To have your say online, during the exhibition period go to planningportal.nsw.gov.au/major-projects and click on 'Make a submission'. You will need to log in or create a user account.

By post

If you cannot lodge online, post or drop your submission to the address below, to arrive before the close of exhibition:

Director – Transport Assessments Planning and Assessment

Department of Planning and Environment

Locked Bag 5022

Parramatta NSW 2124

If you choose to send a paper-based submission, it is important that both the submission and mailing envelope are addressed to the nominated contact team. If you choose to send a paper-based submission and it is not addressed to the correct contact team, the submission may not be received and may be returned.

Your submission must include:

- ♦ your name and address, at the top of the letter only (if you want your personal details to be withheld from publication, please request this in a separate cover letter and do not include personal details in your submission)
- ♦ the name of the application and the application number: **Inland Rail – Albury to Illabo SSI 10055** a statement on whether you 'support' or 'object' to the Proposal or if you are simply providing comment
- ♦ the reasons why you support or object to the Proposal; and
- ♦ a declaration of any reportable political donations you have made in the last two years (visit <https://www.planning.nsw.gov.au/assess-and-regulate/development-assessment/planning-approval-pathways/donations-and-gift-disclosure> or phone 1300 305 695 to find out more).

For further enquiries, please call Inland Rail on **1800 732 761**.



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