



Albury to Illabo Community Consultative Committee

Albury and Wagga Wagga sub-
committees

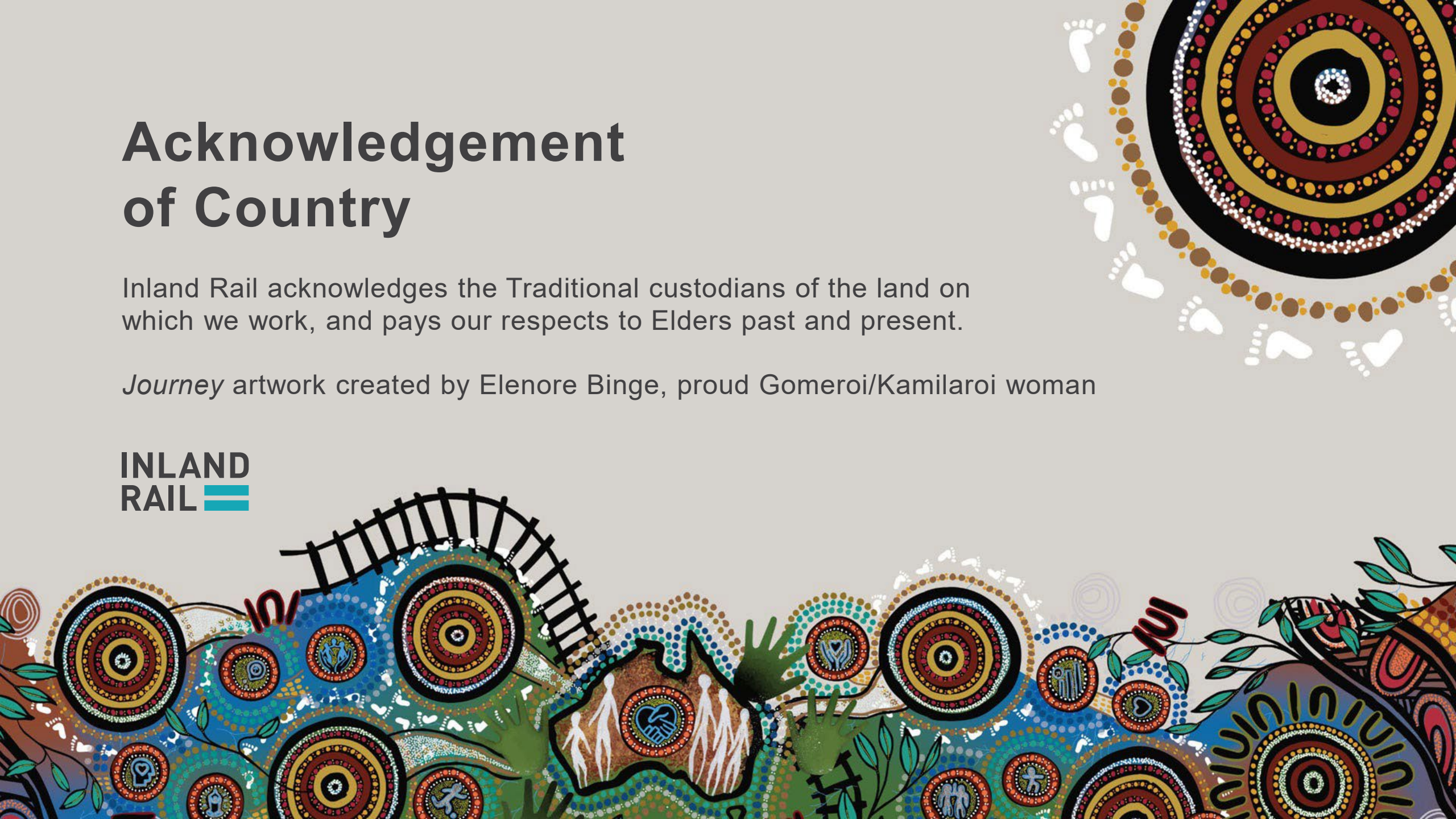
Wednesday 6 November 2024

Acknowledgement of Country

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

Journey artwork created by Elenore Binge, proud Gomeroi/Kamilaroi woman

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Conflicts of interest

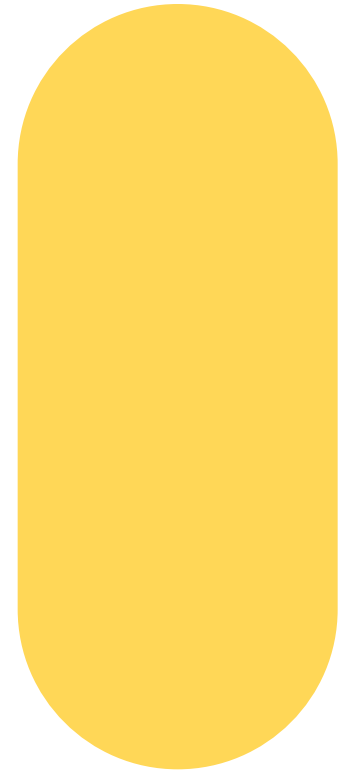
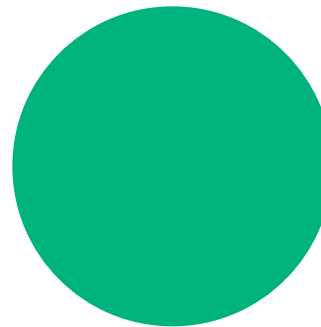
Garry West – Chair CCC

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Introduction/Presenters

- James Kennedy – Delivery Director - A2P
- Malcolm Clark - Project Director - A2I/S2P
- Wayne Window – Environment Manager – NSW and Victoria
- Rachael Labruyere – Environmental Manager – A2P
- Casey Bootsma – Stakeholder Engagement and Communications Manager - A2P





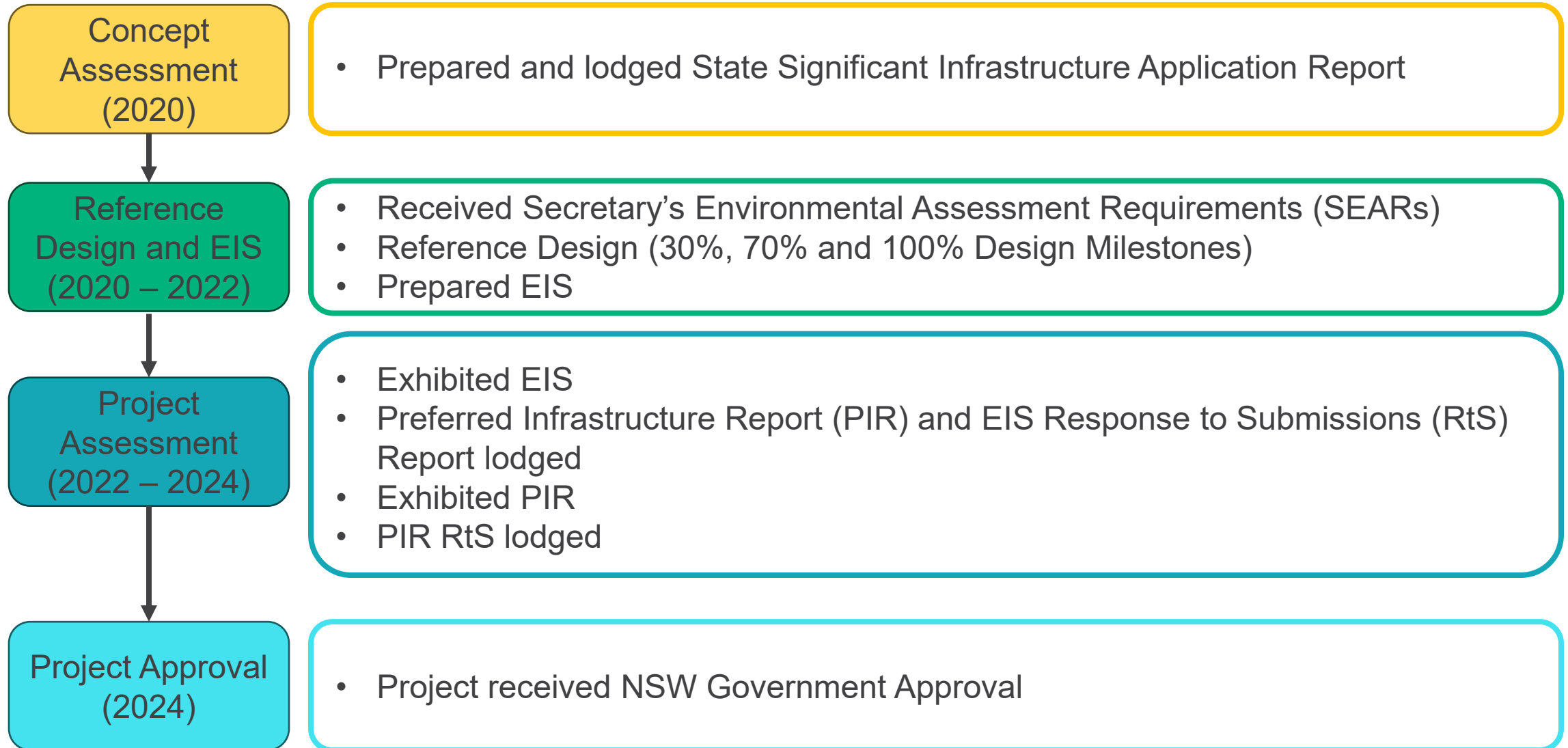
Program Update

James Kennedy – Delivery Director A2P

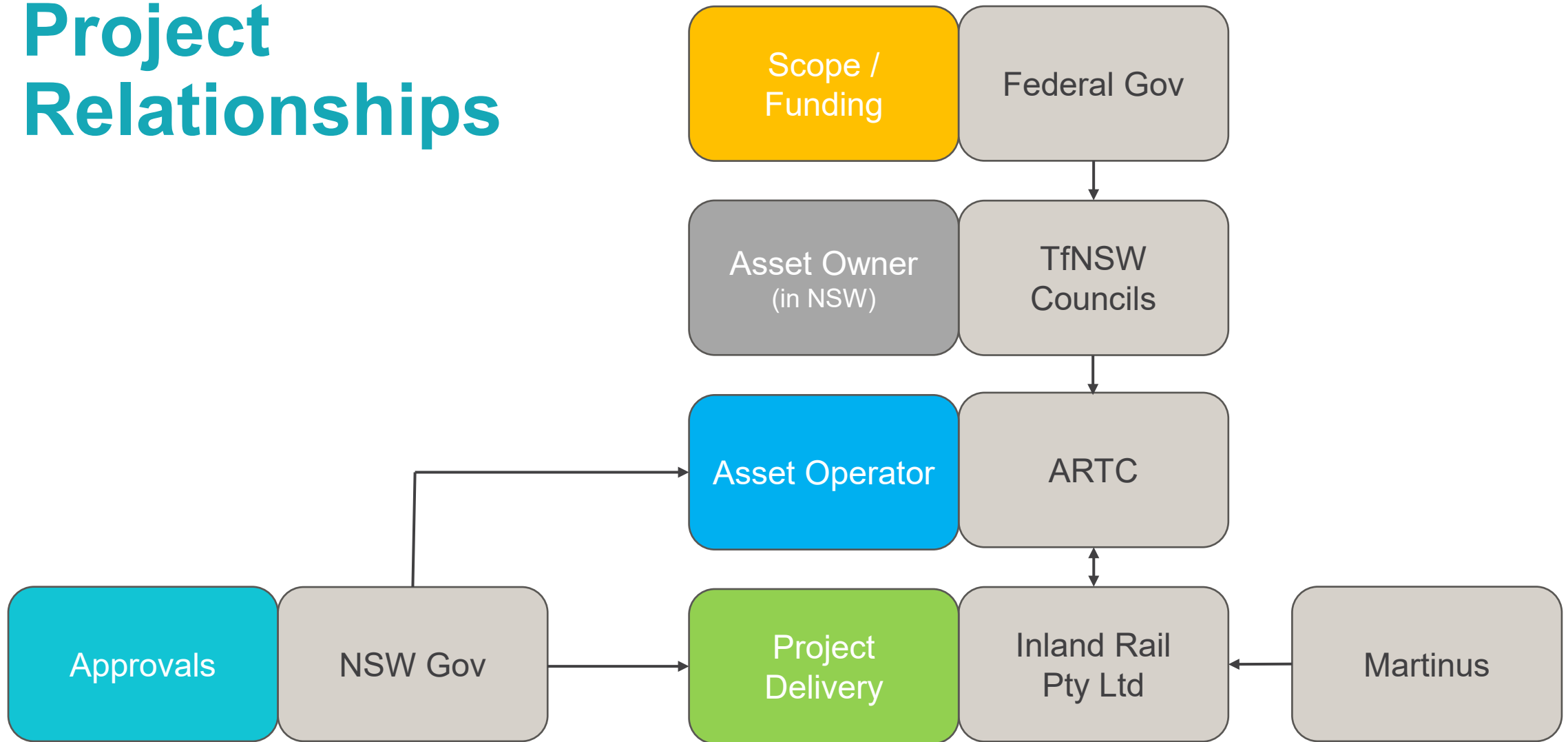
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How we got here – Summary of Milestones



Inland Rail Project Relationships



Albury to Illabo

Enhancing the rail corridor in southern NSW



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RAIL CORRIDOR

Enhancements or modifications to 12 major project sites along the existing 185km rail corridor



CAPACITY

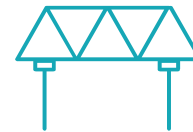
Accommodating 1.8km-long double-stacked freight trains



TRACK WORK

Existing tracks may be:

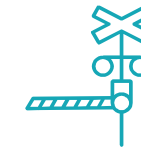
- lowered to provide clearance under some road bridges
- moved sideways to provide clearances between tracks



BRIDGES

Anticipated modifications to:

- footbridges
- road bridges



LEVEL CROSSINGS

Anticipated modifications to level crossings (horizontal and vertical clearances)



INFRASTRUCTURE

Anticipated modifications to:

- signal structures
- aerial cables
- Removing rundown and out-of-use structures in the clearance zone

Frequently Asked Questions

- Will there be an increase of trains on the A2I alignment?
 - There are currently up to 12 freight trains passing through Wagga Wagga daily.
 - Forecast of up to 18 freight trains through Wagga Wagga by 2040 once fully operational.
- Will level crossing wait times at Docker Street be increased?
 - Upon completion of A2I in 2027, train numbers are not forecast to increase.
 - In 2040 with Inland Rail fully operational, average travel times through the Docker Street level crossing may increase by up to 15 seconds.

Frequently Asked Questions Continued

- Are you building noise walls?
 - Noise walls are only one of several noise mitigation strategies.
 - Mitigations include: locomotive treatments, noise walls and at-property treatments. If noise walls are required, the development will include community consultation.
- Is the North Wagga Viaduct suitable to carry Inland Rail freight?
 - Yes, the existing viaduct is rated for the design axle load for double stacked trains. This is 25 Tonne axle load.
- Will trains be longer and heavier?
 - No, the current rail network between Albury and Illabo is rated for 1,800m long trains with 25 Tonne axle loads. Inland Rail is following the same specification.
 - With the increase in freight trains by 2040, more of the longer trains (1,800m) are forecast to run than are being run now.

Updates from S2P Possession



Track Talk: Inland Rail completes major works blitz on Stockinbingal to Parkes section



Our work: Wyndham Avenue bridge track lower at Forbes, NSW – September 2024



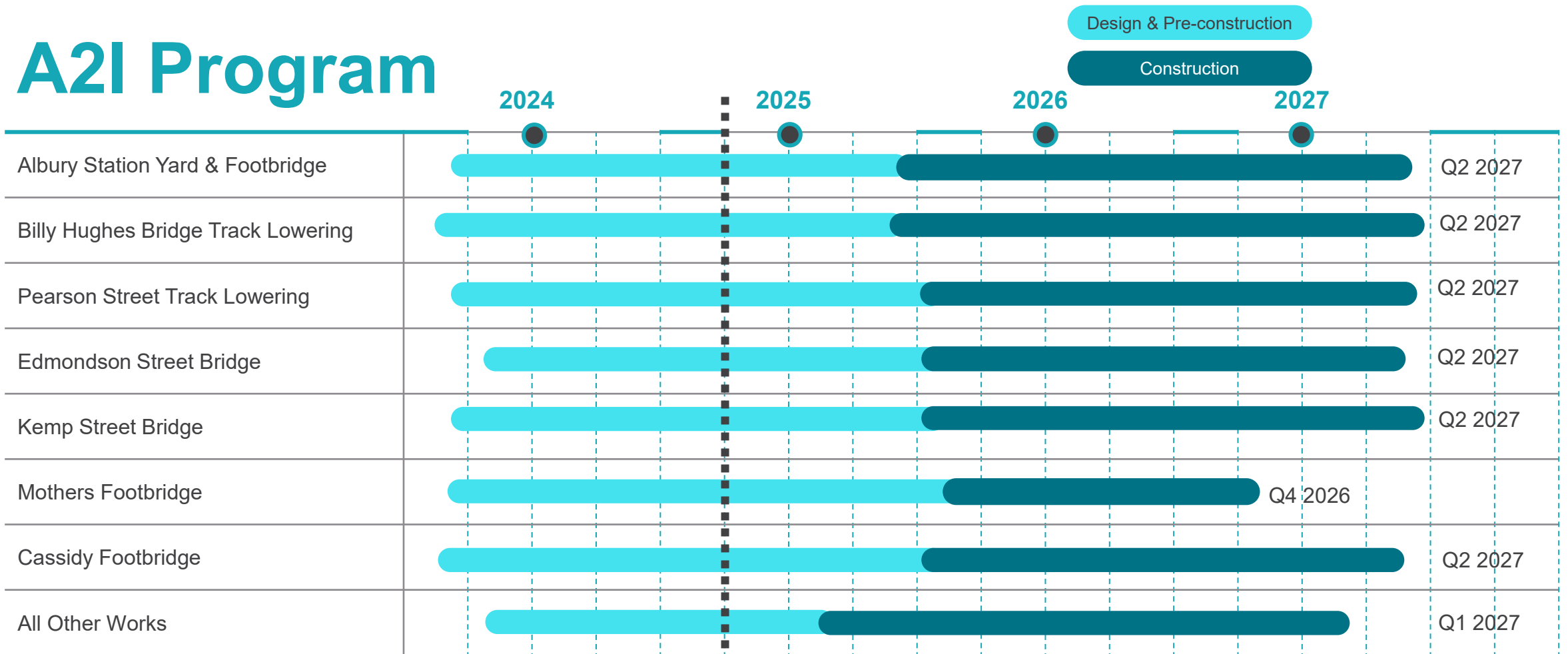
Project Update

Malcolm Clark - Project Director A2I/S2P

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A2I Program



A2I Project Update



- A2I was granted CSSI Approval – October 2024
- The A2I/S2P Construction Contractor, Martinus, will now work through Secondary Environmental Approvals and Detailed Design
- The NSW State Design Review Panel (SDRP) has been established for the project and is ongoing.
- The SDRP has been provided with Stage 1 (all sites except bridges) of the Urban Design Landscape Plan (UDLP) for review and comment.
- The detailed design phase is progressing with 20 design and 13 signalling packages across the A2I alignment.

Connecting with Country in Design

- Advice from the SDRP was to further explore Connecting with Country in Design.
- As part of this process, we have recently engaged with First Nations community members along the A2I alignment including Elders, LALCs and Community.

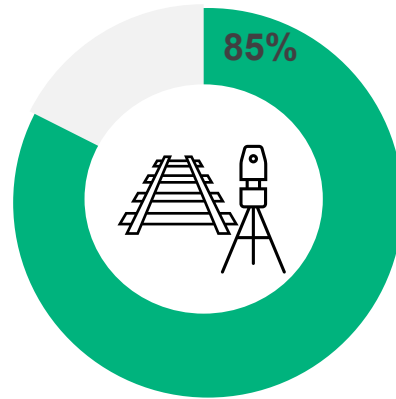
Image: Attendance at the Waluwin AWAHS Festival to support First Nations Mental Health and discuss ideas on Connecting Country in Design



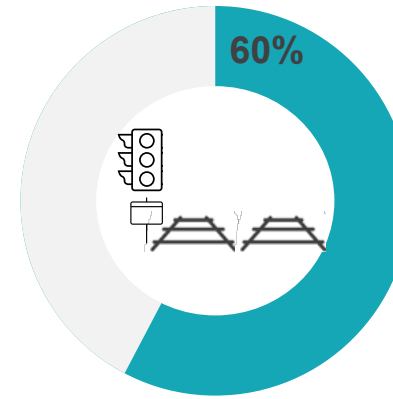
A2I Design Progress

Construction Contractor - Martinus Rail is progressing Design reviews with Councils and other key stakeholders

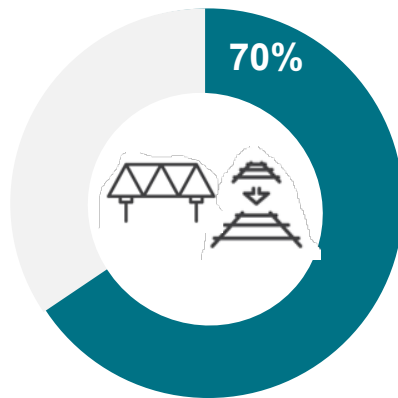
Clearance Sites



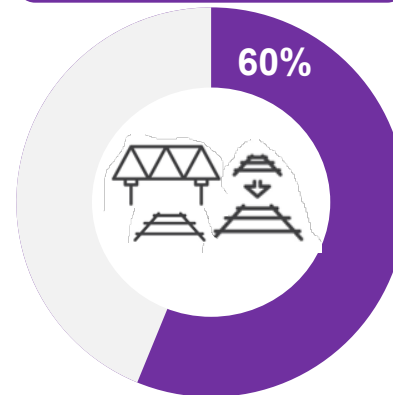
Junee to Illabo



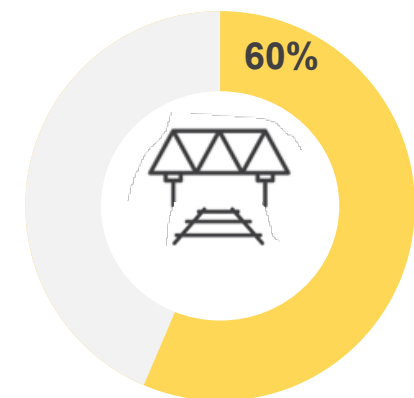
Albury Sites



Wagga Sites



Junee Sites



Lookahead – Now to March 2025

Timing	Activity
Now – December	Secondary Management Plans Engagement with Councils
Q1 2025	Site Establishment
January 2025	Utility works: <ul style="list-style-type: none">- Pearson Street Bridge precinct- Cassidy Parade Pedestrian Bridge precinct- Edmondson Street Bridge precinct
March 2025	March Possession, sites may include (TBC): <ul style="list-style-type: none">- Table Top Yard Clearances- Henty Yard Clearances- Yerong Creek Yard Clearances- The Rock Yard Clearances- Harefield Yard Clearances- Junee Yard Clearances- Olympic Highway underbridge- Junee to Illabo Clearances



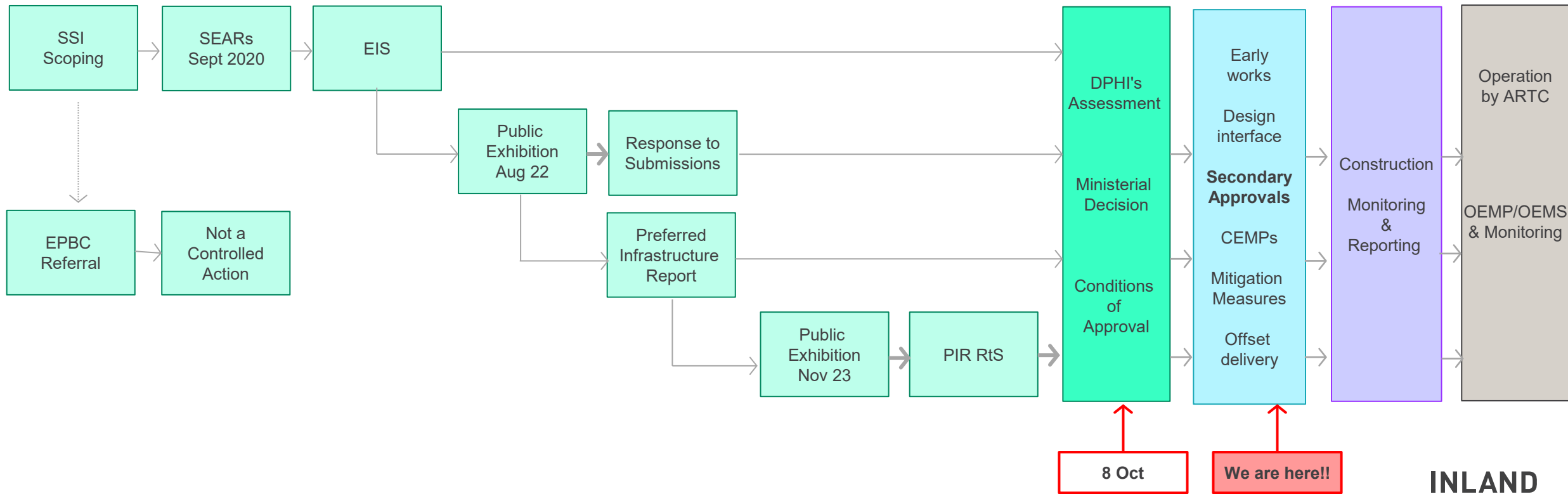
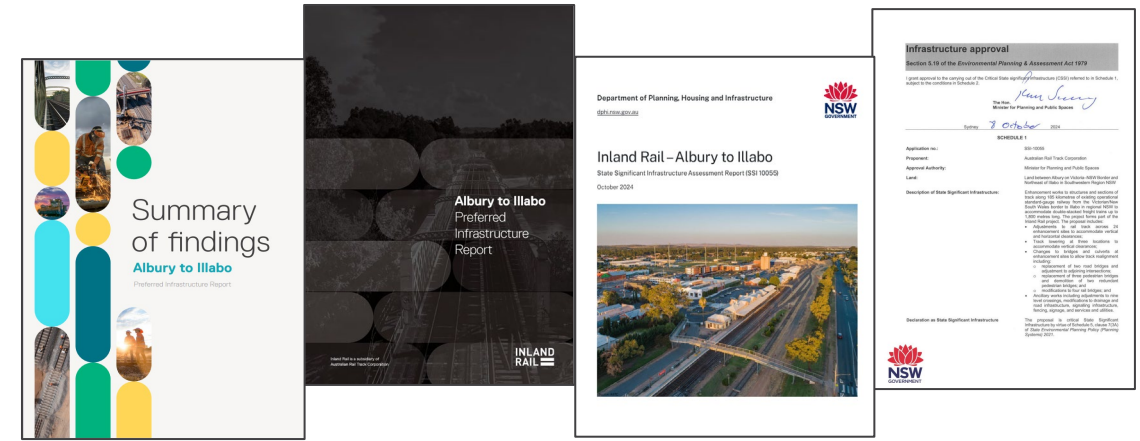
Environmental Approvals

Wayne Window - Environment Manager – NSW and Victoria

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Approval Pathway



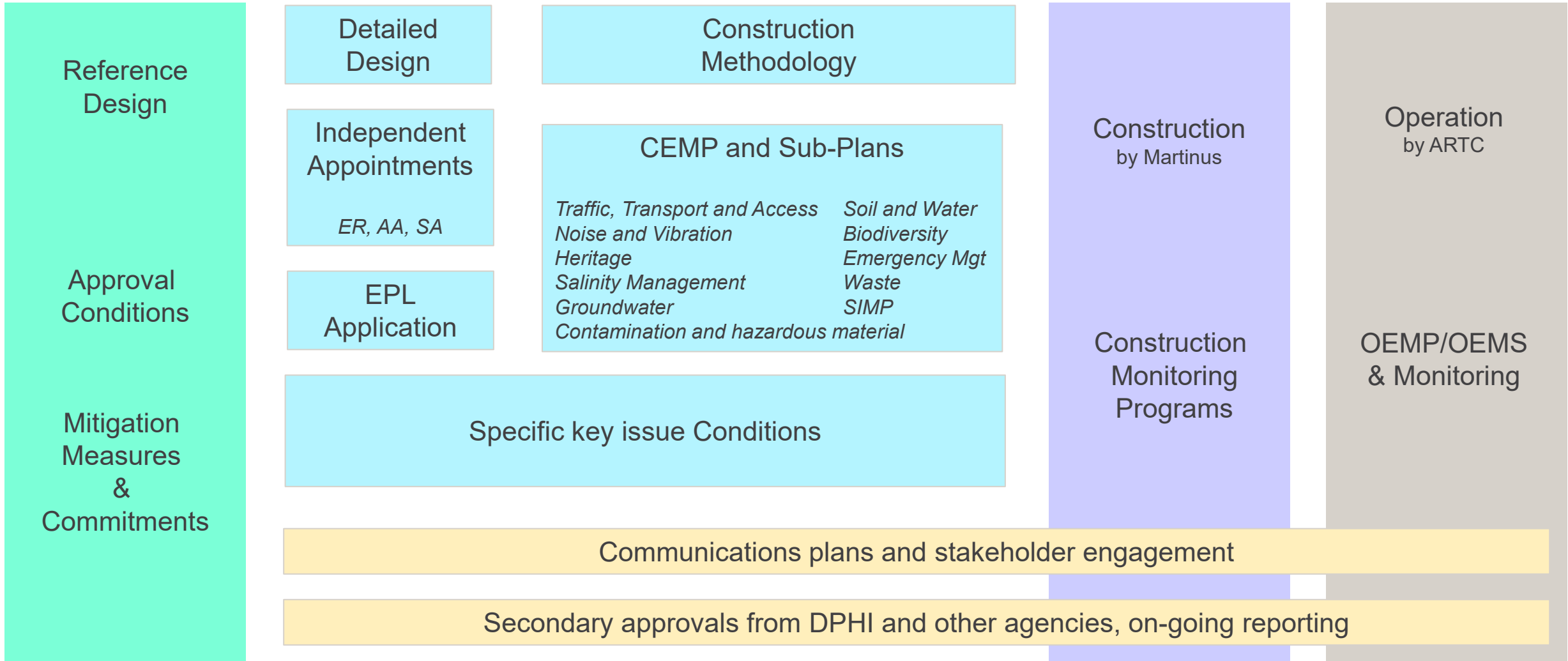
Understanding the Approval

- Conditions of approval address both construction and operation
- Require specific outcomes
- Require specific processes
- Often have subsequent approval steps








A - Administration	39
B - Communication	18
C - Construction Management	33
D - Operation Management	13
E - Key Issues	175
Grand Total	278

Key issues conditions subtotals					
Air Quality	18	Social	5	Urban Design	19
Biodiversity	19	Soil & Contam	7	Utilities	5
Flood	9	Sustainability	3	Waste	4
Heritage	21	Traffic & Transport	31	Water Quality	8
Noise & Vibration	26				



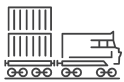
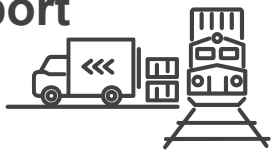
Approval Compliance Steps



Construction phase focused conditions

Topic			
Biodiversity		<ul style="list-style-type: none"> Clearing limits Connectivity design and implementation 	<ul style="list-style-type: none"> Offset delivery requirements Unexpected finds / stop-start rules
Flood and Hydrology		<ul style="list-style-type: none"> Flood design performance limits Design refinement 	<ul style="list-style-type: none"> Independent review and confirmation Flood design report
Heritage		<ul style="list-style-type: none"> Impact avoidance Archival recording for allowed impacts 	<ul style="list-style-type: none"> ACH excavation and protection Heritage interpretation plans
Noise		<ul style="list-style-type: none"> Hours of work Construction noise controls and respite 	<ul style="list-style-type: none"> Independent reviews by the AA Design and ONVR interface
Place and design		<ul style="list-style-type: none"> SDRP involvement UDLP preparation 	<ul style="list-style-type: none"> Bridges and station precincts User experience
Social Impacts		<ul style="list-style-type: none"> Management Plan 	<ul style="list-style-type: none"> Employee Code of Conduct
Traffic and Transport		<ul style="list-style-type: none"> Wagga Wagga specific traffic mgt plan Council and TfNSW involvement Pedestrian movements 	<ul style="list-style-type: none"> Road design inc safety audits Use of local roads / dilapidation LX treatments

Operation phase focused conditions

Topic			
Air quality		<ul style="list-style-type: none">• Conservative assessments to date• National AQ criteria	<ul style="list-style-type: none">• Monitoring of locomotive idling• Management of idling locations
Biodiversity		<ul style="list-style-type: none">• Connectivity outcomes monitoring	
Noise		<ul style="list-style-type: none">• Locomotive treatment program• Mitigation consultation program	<ul style="list-style-type: none">• Operational Noise and Vibration Review• Validation 1y and 10y ~ monitoring
Traffic & Transport		<ul style="list-style-type: none">• Wagga Wagga specific traffic mgt plan• Health, Emergency Services, Council and TfNSW included	<ul style="list-style-type: none">• Performance plan prior to operation• Review 1y and 10y• LX performance reporting 1y and 10y



Topics for upcoming meetings

- Social Impact Management Plan (SIMP)
- Noise – next steps
 - Construction
 - Operation
- Traffic and transport
 - Connectivity
 - Level crossings



Community Update

Casey Bootsma – Stakeholder Engagement and Communications
Manager A2P



Engagement Update

- Working with Councils and Key Stakeholders on Secondary Management Plan briefings
- Monthly monitoring meetings with Councils
- SIMP delivery will address:

Themes	Management topics
<ul style="list-style-type: none">• Way of life• Community• Accessibility• Culture• Health and wellbeing• Livelihoods	<ul style="list-style-type: none">• Workforce management• Industry participation• Housing and accommodation• Community health and wellbeing• Community and stakeholder engagement



Conditions of Approval – Community Information and Reporting

- B1 – B5 Community Communication Strategy
- B6 – Public Liaison Officer
- B7 – B12 Complaints Management System
- B13 – B17 Community Complaints Mediator

Complaints process



Community events

- Attendance and stall with construction contractor, Martinus at the Albury Waluwin AWAHS Festival – 19 October 2024.
- Inland Rail proudly supported the Junee community by attending the Junee show with construction contractor – Martinus on 26 October 2024.



What can the community expect to see in early 2025?

- Site Office
- Site establishment set up:
 - Mark out of construction sites such as compound/lay-down areas
 - Cobranding on sites
 - Minor traffic control around sites
- Branded Martinus vehicles and employees
- Works notifications
- Engagement with impacted residents





General Business

Garry West – Chair CCC

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Conclusion and confirmation of actions

Garry West – Chair CCC





Thank you

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