EIS CONSISTENCY ASSESSMENT REPORT (MINOR) – Wagga Wagga Traffic Mitigation Measures Implementation

A2I | Albury to Illabo

6-0052-210-EAP-00-RP-0010_0

Document Control

DOCUMENT TITLE	**EIS CONSISTENCY ASSESSMENT REPORT (MINOR) – WAGGA WAGGA TRAFFIC MITIGATION MEASURES IMPLEMENTATION**
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Revision History

REVISION	REVISION DATE	DESCRIPTION
A	15/07/2025	For review and approval
B	30/09/2025	Comment close out
0	13/10/2025	For use

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Glossary

Specific terms and acronyms used throughout this strategy are listed and described in the table below.

TERM	DEFINITION
Action Management Plan	*EPBC Act:* In relation to an action, means a plan for managing the impacts of the action on a matter protected by a provision of Part 3, such as a plan for conserving habitat of a species.
A2I	Albury to Illabo
ARTC	Australian Rail Track Corporation
BGL	Below Ground Level
CA	Consistency Assessment
CCTV	Closed Circuit Television
Change	Macquarie Dictionary: A variation, adjustment, alteration, deviation or transformation to the Project scope, construction methodology or design.
CoA	Condition(s) of Approval
Construction	Includes work required to construct the CSSI as defined in the Project Description described in the documents listed in Condition A1 including commissioning trials of equipment and temporary use of any part of the CSSI but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP.
CEMF	Construction Environmental Management Framework
CNVIS	Construction Noise and Vibration Impact Statement
CNVMP	Construction Noise and Vibration Management Plan
Consistent	Macquarie Dictionary: Agreeing or accordant; compatible; not self-opposed or self-contradictory; constantly adhering to the same principles, course, etc.
Consistent with	Means that carrying out the Project (as approved) will comply with the terms of the approval despite the Proposed Change. (See Barrick Australia Ltd v. Williams [2009] NSWCA 275)
Compatible	Macquarie Dictionary: Capable of existing in harmony. Capable of orderly, efficient integration with other elements in a system.
CIZ	Construction Impact Zone
CTTAMP	Construction Traffic, Transport and Access Management Plan
CTTAMR	Construction Traffic, Transport and Access Mitigation Report
EPL	Environment Protection Licence
DAWE	*Former* Australian Government Department of Agriculture, Water and Environment
Division 5.2 Approval	An approval under Division 5.2 of the NSW Environmental Planning and Assessment Act 1979 for State Significant Infrastructure / Critical State Significant Infrastructure.
EAD	Environmental Assessment Documentation
EIS	Environmental Impact Statement
IRPL	Inland Rail Pty Ltd (subsidiary of ARTC)
MR	Martinus Rail, the principal contractor appointed by IRPL to construct the A2I section of the Inland Rail program.
PIR	Preferred Infrastructure Report

SCATS	Sydney Coordinated Adaptive Traffic System
CTTAMR	Construction Traffic, Transport and Access Mitigation Report
UMM	Updated Mitigation Measure(s)
VMS	Variable Message Sign

1 Introduction

1.1 Background

1.1.1 Division 5.2 approval

ARTC prepared an Environmental Impact Statement (EIS) for the Inland Rail – Albury to Illabo Project which was placed on public exhibition from 17 August 2022 to 28 September 2022. The EIS identified a range of environmental, social and planning issues associated with the construction and operation of the Albury to Illabo (A2I) Project and proposed measures to mitigate and manage those potential impacts.

In accordance with section 5.17(6)(b) of the EP&A Act, on 13 April 2023 the Planning Secretary directed ARTC to submit a Preferred Infrastructure Report (PIR) that provides further assessment of traffic and transport, noise and vibration, and air quality impacts. The PIR was also prepared to consider changes to the exhibited Project that have arisen as a consequence of these further assessments and related submissions.

The Inland Rail – Albury to Illabo Project was assessed as part of the following documents:

- Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022)
- Albury to Illabo Response to Submissions (ARTC, November 2023)
- Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023)
- Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024)
- Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024)
- Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024)
- Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024)

The Minister for Planning and Public Spaces approved the Albury to Illabo Project under section 5.19 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on 8 October 2024. The approval incorporated the Minister's Conditions of Approval.

For the purposes of this consistency assessment (CA), the approval issued by the NSW Minister for Planning and Public Spaces for the A2I Project is referred to as the Division 5.2 approval.

1.1.2 EPBC Act referral

The A2I Project was referred to the Australian Government Minister for the Environment under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) due to potential for impacts on protected matters on 2 June 2020 (EPBC Referral No 202/8670). On 29 June 2020, the former Australian Government Department of Agriculture, Water and Environment (DAWE) notified that the proposal is not a controlled action, and hence approval under the EPBC Act is not required.

1.1.3 Project changes

The Project has not been subject to a modification under section 5.25 of the EP&A Act.

The following consistency assessments have been prepared to support the undertaking of the Project:

- EIS Consistency Assessment Report (Minor) Kildare Catholic College (MR, April 2025)
- EIS Consistency Assessment Report (Minor) Junee to Illabo Clearances (MR, April 2025)
- EIS Consistency Assessment Report (Minor) Cassidy Parade and Pearson Cassidy (MR, May 2025)

- EIS Consistency Review (Small Scale) Traffic Diversion and Mitigation Measures (MR, May 2025)
- EIS Consistency Assessment Report (Minor) Edmondson Street Utilities (MR, June 2025)
- EIS Consistency Assessment Report (Minor) Edmondson Street Timing (MR, July 2025)
- EIS Consistency Assessment Report (Minor) Diver Platforms Stage B (MR, August 2025)
- EIS Consistency Assessment Report (Minor) Signalling Scope Stage B (MR, August 2025)
- EIS Consistency Assessment Report (Minor) Junee Precinct (MR, August 2025)
- EIS Consistency Assessment Report (Minor) Albury Precinct (MR, September 2025)
- EIS Consistency Assessment Report (Minor) Wagga Stage B (MR, September 2025)
- EIS Consistency Assessment Report (Minor) Junee to Illabo Clearances (MR, September 2025)
- EIS Consistency Assessment Report (Minor) Riverina Highway Site Establishment (MR, September 2025)
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1.2 Purpose of consistency assessment

This consistency assessment has been prepared in accordance with the Inland Rail Pty Ltd (IRPL) specification for NSW Consistency Assessments (0-0000-902-EEC-00-SP-0001_1). The purpose of this consistency assessment is to:

- Describe the Proposed Change relative to the Division 5.2 approval.
- Assess the environmental impacts associated with the Proposed Change relative to the Division 5.2 approval.

Determine if the Proposed Change is consistent with the Division 5.2 approval or whether further approval is required either for a modification application or a new Project.

2 Proposed Change

2.1 Description of proposed change

Construction work for A2I requires the closure of Edmonson Street bridge and construction works during Stage B of the project. In order to minimise construction impacts associated with the project for all road users, network mitigation strategies have been developed to reduce the demand at critical intersections and routes, by distributing the demand onto the broader network.

The Proposed Change relates to the construction footprint and additional construction works in order to implement traffic mitigation measures at Wagga Wagga. The temporary traffic management measures that are proposed to be implemented to mitigate the impact of the Edmondson Street closure are outlined in Section 2.2.

It should be noted that the proposed traffic mitigation measures are required to be developed and implemented in accordance with CoA's E133, E134, E135, E136 and E137. The proposed traffic mitigations measures are required to be developed in consultation with Transport for NSW, and Wagga Wagga City Council as the relevant road authorities and the outcomes included in the Construction Traffic, Transport and Access Mitigations Report (CTTAMR). The CTTAMR must be submitted and approved by the Planning Secretary prior to construction in Wagga Wagga.

As the CTTAMR is required to be approved by the Planning Secretary, the operations of these mitigation measures are not subject to this CA, rather just the construction and implementation of these mitigation measures.

2.2 Wagga Wagga Construction Traffic, Transport and Access Mitigations Report

The Construction Traffic, Transport and Access Mitigations Report (CTTAMR) for the Stage B works within the Wagga Wagga Precinct has been prepared to address Conditions of Approval E133, E134, E135, E136 and E137. The CTTAMR addresses these CoAs by demonstrating:

- Safe pedestrian and cyclist access and routes can be provided and maintained across and around work sites during construction
- In circumstances where pedestrian and cyclist access and routes are restricted or removed due to construction activities, a nearby alternative access or route can be provided that complies with the relevant standards before the restriction or removal of the impacted access
- Sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours
- Pedestrian access can be maintained across two of the three pedestrian bridges within Wagga Wagga (Cassidy Parade Bridge, Edmondson Street Bridge, and Wagga Wagga Railway Station footbridges) at all times during the construction period
- A target level of service has been determined in consultation with road authorities for intersections in Wagga Wagga that will be impacted during construction or utilised as diversion routes
- The construction traffic mitigation options meet the target level of service determined in consultation with the road authorities
- Traffic management measures adequately manage speeds on local roads expected to experience increased traffic, and
- Mitigation measures have been developed in consultation with the road authorities.

The proposed temporary traffic management devices and their application is outlined in Table 2-1. It should be noted that the installation of the proposed traffic mitigation measures was not specifically assessed in the EAD, however, the EAD acknowledged and proposed that mitigation measures were required to be implemented as part of the CTTAMR.

Table 2-1: Temporary traffic management devices and application

MITIGATION MEASURE	APPLICATION
SCATS	SCATS is an advanced, centralised traffic control platform designed to optimise signal phasing in real time based on continuously updated flow data. Using a network of loop detectors, cameras, and other vehicle sensing technologies embedded at or near signalised intersections. SCATS collects information on traffic volumes, queue lengths, and congestion patterns. It then processes this data to automatically adjust green times, cycle lengths and phase splits across the entire corridor or network. This dynamic capability ensures that each intersection responds to prevailing traffic conditions rather than operating on a fixed schedule, which may not accurately reflect fluctuating demand levels. By intelligently redistributing green time toward busier approaches, SCATS alleviates localised bottlenecks and promotes smoother progression along key routes. SCATS communication protocols allow operators to monitor and fine-tune system parameters remotely, ensuring continuous improvements and quick incident response times. As a result, SCATS mitigates congestion, enhances road safety by reducing stop-and-go conditions, and contributes to more reliable travel times for all road users, aligning with broader goals of network efficiency and sustainable mobility (refer to Appendix AB for more details).
CCTV cameras	To ensure the effective implementation of the proposed mitigations and network management strategies, real-time traffic signal phasing adjustments may be needed during peak periods, hence, a robust network monitoring capability will be established using portable and integrated CCTV cameras (refer Appendix A for more detail)) to provide the ability for real-time monitoring of the broader road network, expanding on the existing visibility which is limited to the Sturt Highway/Lake Albert Road and Sturt Highway/Docker Street intersections. The integrated CCTV camera will be fully integrated into the TfNSW Security Desk system (Genetec Inc.) accessible by SCATS operators to evaluate and make real-time adjustments to traffic signal phasing after the implementation of the proposed mitigation and network management measures. This integrated monitoring framework will enable the ability to actively manage the network, quickly respond to unanticipated congestion patterns, and fine-tune signal operations to mitigate disruption, particularly during peak traffic periods. This approach is essential during the critical three-month period following the introduction of proposed network changes when traffic conditions are expected to be most volatile and sensitive to disruption (refer to Appendix A for more details).
Portable Variable Message Signs (VMS)	Portable Variable Message Signs (VMS) will be adopted to dynamically guide motorists and freight vehicles toward less congested corridors during peak hours, alleviating demand on critical intersections and routes. By displaying recommended alternate routes, VMS will assist road users make informed decisions. This will not only reduce queue lengths and wait times at critical locations but also improves overall safety by distributing traffic flows more evenly across the broader network (refer to Appendix A for more details).
Traffic separators	Traffic separators will be placed along centrelines and/or lane edges to physically prevent turning manoeuvres at junctions where poor gap acceptance is expected. By

	restricting undesirable movement, these devices will also direct drivers to safer, designated intersections or alternate commuter routes. In doing so, they reduce crash risks, streamline traffic flows, and enhance overall network efficiency (refer to Appendix A for more details).
Parking restrictions	Parking restrictions, either full-time or during peak AM/PM periods, can significantly increase available road space for traffic queues, reducing blockages and ensuring smoother flow. By removing kerbside parking at critical times, emergency services gain uninterrupted access through these corridors and provide through traffic benefits by removing delays form parking movements at critical times improving overall network performance (refer to Appendix A for more details).
Temporary roundabout	A temporary roundabout at an existing four-way cross junction will assist to accommodate increased traffic volumes by simplifying decision making for motorists and shorten pedestrian crossing distances. Its circular geometry encourages continuous, lower-speed vehicle flows, reducing queue lengths and improving throughputs for all approaches. With fewer conflict points than a standard cross intersection, safety is enhanced as vehicles merge seamlessly rather than compete for right of way. This streamlined movement will be especially beneficial as this intersection will form part of the promoted detour route and ongoing bus operations (refer to Appendix A for more details).
Portable traffic signals	Implementing portable traffic signals upstream of critical roundabouts (only active during peak periods) will significantly improve throughput on the high demand approaches during peak periods. By metering or pausing flow from other legs, these temporary signals create controlled gaps that allow higher demand traffic streams to enter the roundabout more efficiently, reducing excessive queue formation. This targeted phasing strategy promotes a balanced distribution of vehicles, minimising spillback and preventing blockages within the circulatory roadway. In turn, overall intersection performance and safety are enhanced, as drivers on each leg experience more predictable and orderly traffic conditions (refer to Appendix A for more details).
'Keep Track Clear' line marking and signage	Implementing "Keep Track Clear" line marking and accompanying signage at railway level crossings are essential for preventing vehicles from queuing onto the tracks, especially during peak periods when an unplanned signal activation occurs. These markings will further enhance designated holding lines. This will assist ensuring vehicles will not become trapped between the crossing gates, avoiding dangerous conflicts with trains. By maintaining a clear track zone, overall network operations become more resilient, as traffic does not become gridlocked at the crossing. Consequently, safety is improved, and the disruption caused by an activation will be effectively managed (refer to Appendix A for more details).
Temporary traffic control signals	Temporary traffic control signal adjustments will be necessary to accommodate construction activities and maintain optimal flow upon closure of the Edmondson Street leg of the signalised intersection with the Sturt Highway/Best Street. Closure or repurposing of dedicated turning lanes is required to allow safe access for construction vehicles, preventing conflicts between work zones and regular traffic. Such reconfigurations will also require phasing adjustments. Additionally, coordination with adjacent intersections may need to be fine-tuned to mitigate secondary congestion that can result from modified traffic patterns. The temporary signal designs will assist in maintaining traffic flow and improve safety by minimising unanticipated vehicle manoeuvres during construction (refer to Appendix A for more details).
Signage	Signage will be required to be installed to indicate a change of conditions in either traffic, pedestrian and cyclist access or parking. Signage will generally be installed within the verge of existing roads in accordance with TfNSW and Austroads Guidelines.

2.2.1 Construction boundary

The EAD identified the indicative proposal sites to enable construction of the reference design for the Albury to Illabo (A2I) section of the Inland Rail program. In order to implement the traffic mitigation measures in the

Wagga Wagga Precinct the construction boundary as defined in the Division 5.2 approval and as described in the EAD requires adjustment.

The Proposed Change relates to the construction footprint in the Wagga Wagga Precinct.

This Consistency Assessment (CA) considers the Proposed Change, which involves extending the area proposed to be physically affected by the Project, outside of the approved Construction Boundary. This includes adjustments to the Construction Boundary to allow for line marking, signage, installation of temporary VMS, installation of temporary CCTV (note that installation of permanent integrated CCTV would be carried out by TfNSW under their own planning approvals) and a temporary roundabout.

For the purpose of this CA, mitigation measures proposed in the CTTAMR are considered to be part of the Project, and therefore inherently included in the construction boundary. The construction impact zone (CIZ) maps would not be updated. The proposed CIZ extension areas generally fall within the existing road corridor and adjoining areas, thus within the disturbed zone. The general location of the proposed mitigation measures are detailed in Table 2-2 and shown in Appendix A.

It should be noted that during the trial and/or the closure targeted response mitigation may be required should issues remain following the implementation of the primary network mitigation strategies. As highlighted during consultation with Transport, Wagga Wagga City Council and other key stakeholders, the primary network mitigation strategies may present flow-on traffic management and operational challenges, particularly when external influences such as concurrent projects (e.g. Marshall Creek Bridge and Plumpton Road Upgrade) further influence and alter road user decision making.

The targeted response mitigation strategies, as outlined in the CTTAMR, have been developed to reduce the demand at the identified critical intersections and routes by restricting access from the broader network to assist in achieving the objectives of the network. If any of these targeted response mitigation measures are implemented, they will need to be implemented at short notice in consultation with TfNSW and WWCC. The implementation of these targeted response mitigation measures are also subject to this CA.

Table 2-2: Critical intersections and proposed mitigation measures

INTERSECTION LOCATION	MODELLED MITIGATION	FURTHER INTERVENTION AND MITIGATIONS
Lake Albert Road/Sturt Highway	▸ Signal phasing adjustments and line marking adjustments	<u>Sturt Highway (State Road)</u> ▸ Strategic freight re-routing, widespread use of portable VMS to encourage alternate freight routes and spread demand during peak periods. ▸ Implement adaptive traffic signals to mitigate congestion and delay caused by heavy vehicles and commuters during peak periods. ▸ Introduce portable/permanent CCTV cameras to monitor, evaluate and make real-time adjustments to traffic signal phasing at critical intersections during peak periods. <u>Lake Albert Road (Arterial Road)</u> ▸ Strategic commuter re-routing, widespread use of portable VMS to encourage alternate commuter routes and spread demand during peak periods. ▸ Line marking to better manage traffic flow.
Lake Albert Road/Railway Street	▸ Signal phasing adjustments ▸ Lengthen and demarcate left turn	<u>Lake Albert Road (Arterial Road)</u>

INTERSECTION LOCATION	MODELLED MITIGATION	FURTHER INTERVENTION AND MITIGATIONS
	lane on Railway Street (Western Approach Left/Right turn) • Installation of "No Parking" signage • Establishment of a kiss and ride facility on Railway Street	• Strategic commuter re-routing, widespread use of portable VMS to encourage alternate commuter routes and spread demand during peak periods. • Implement adaptive traffic signals to mitigate congestion and delay caused by commuter vehicles during peak periods. Railway Street (Local Road) • Introduce parking restrictions and enhance delineation to increase storage and improve flow of turning movements. • Introduce parking restrictions and enhance delineation (linemarking) and signage to establish a kiss and ride area adjacent to the Station/Mothers Pedestrian Bridge.
Docker Street/Sturt Highway	• Signal phasing adjustments. • Diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street.	Sturt Highway (State Road) • Strategic freight re-routing, widespread use of VMS to encourage alternate freight routes and spread demand during peak periods. • Implement adaptive traffic signals to mitigate congestion and delay caused by heavy vehicles and commuters during peak periods • Introduce portable/permanent CCTV cameras to monitor, evaluate and make real-time adjustments to traffic signal phasing at critical intersections during peak periods Docker Street (Arterial Road) • Strategic commuter re-routing, widespread use of portable VMS to encourage alternate commuter routes and spread demand during peak periods • Introduce turning restrictions to prevent "rat runs" and enable uninterrupted traffic flow. • Introduce "Keep Clear" road markings on Docker Street at the Hardy Avenue intersection. • Introduce "Keep Tracks Clear" signage and yellow box markings at the level crossing.
Docker Street/Gormly Avenue	• Diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke	Docker Street (Arterial Road) and Gormly Avenue (Local Road) • Minor signage and delineation device refinements to address specific issues • Introduce turning restrictions to prevent "rat runs" and risk of poor gap selection • Introduce parking restrictions and enhance delineation to increase storage and improve flow of turning movements • Introduce parking restriction and provide for emergency services during peak periods.

INTERSECTION LOCATION	MODELLED MITIGATION	FURTHER INTERVENTION AND MITIGATIONS
	Street and Edward Street.	
Docker Street/Hardy Avenue	▸ Diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street.	Docker Street (Arterial Road) and Hardy Avenue (Local Road) ▸ Minor signage and delineation device refinements to address specific issues ▸ Introduce turning restrictions to prevent “rat runs” and risk of poor gap selection ▸ Introduce parking restrictions and enhance delineation to increase storage and improve flow of turning movements ▸ Introduce parking restriction and provide for emergency services during peak periods.
Docker Street/Brookong Avenue	▸ Signal phasing adjustments (right) ▸ Diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street	Docker Street (Arterial Road) and Brookong Avenue (Local Road) ▸ Minor signage and delineation device refinements to address specific issues ▸ Introduce turning restrictions to prevent “rat runs” and risk of poor gap selection ▸ Introduce parking restrictions and enhance delineation to increase storage and improve flow of turning movements ▸ Introduce parking restriction and provide for emergency services during peak periods. ▸ Implement adaptive traffic signals to mitigate congestion and delay caused by commuter vehicles during peak periods.
Docker Street/Meurant Avenue	▸ Diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street.	Docker Street (Arterial Road) and Meurant Avenue (Local Road) ▸ Minor signage and delineation device refinements to address specific issues ▸ Introduce turning restrictions to prevent “rat runs” and risk of poor gap selection ▸ Introduce parking restrictions and enhance delineation to increase storage and improve flow of turning movements ▸ Introduce parking restriction and provide for emergency services during peak periods.

INTERSECTION LOCATION	MODELLED MITIGATION	FURTHER INTERVENTION AND MITIGATIONS
Docker Street/Chaston Street	▸ Diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street.	Docker Street (Arterial Road) and Chaston Street (Local Road) ▸ Minor signage and delineation device refinements to address specific issues ▸ Introduce turning restrictions to prevent “rat runs” and risk of poor gap selection ▸ Introduce parking restrictions and enhance delineation to increase storage and improve flow of turning movements ▸ Introduce parking restriction and provide for emergency services during peak periods. ▸ Demolish concrete median and reestablish through line marking.
Bourke Street/Coleman Street	▸ Diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street. ▸ Implementation of a temporary right-turn movement ban in the morning peak to disallow traffic from Coleman Street to enter Bourke Street to travel north to reduce traffic queueing on Coleman Street/ Traffic is expected to use Urana Street instead to travel north.	Bourke Street (Arterial Road) and Coleman Street (Local Road) ▸ Minor signage and delineation device refinements to address specific issues ▸ Introduce turning restrictions to prevent “rat runs” and risk of poor gap selection ▸ Introduce parking restrictions and enhance delineation to increase storage and improve flow of turning movements
Bourke Street/Urana Street	▸ Diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via	Bourke Street (Arterial Road) and Urana Street (Local Road) ▸ Minor signage and delineation device refinements to address specific issues ▸ Introduce turning restrictions to prevent “rat runs” and risk of poor gap selection

INTERSECTION LOCATION	MODELLED MITIGATION	FURTHER INTERVENTION AND MITIGATIONS
	Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street.	▸ Introduce parking restrictions and enhance delineation to increase storage and improve flow of turning movements ▸ Introduce portable traffic signals to manage increased demands and to manage flows approaching roundabouts during peak periods
Urana Street/Pearson Street	▸ Diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street.	Glenfield Road/Pearson Street (Arterial Road) and Urana Street (Local Road) ▸ Strategic commuter re-routing, widespread use of portable VMS to encourage alternate commuter routes and spread demand during peak periods ▸ Introduce portable traffic signals to manage increased demands and to manage flows approaching roundabouts during peak periods
Docker Street/Bourke Street Railway Level Crossing	▸ Not applicable	Docker Street (Arterial Road) ▸ Review and upgrade linemarking, and other relevant controls, in accordance with the relevant ARTC and Australian Standard AS1742.7 ▸ IR/ARTC are actively investigating options to reschedule the services that correlate with the AM/PM peak periods, seeking to avoid additional queuing during the closure of Edmondson Street bridge and while traffic detours are in place.
Fernleigh Road Railway Level Crossing	▸ Not applicable	Docker Street (Arterial Road) ▸ Review and upgrade linemarking, and other relevant controls, in accordance with the relevant ARTC and Australian Standard AS1742.7 ▸ IR/ARTC are actively investigating options to reschedule the services that correlate with the AM/PM peak periods, seeking to avoid additional queuing during the closure of Edmondson Street bridge and while traffic detours are in place.
Macleay Street/Coleman Street	▸ Not applicable	MacLeay Street and Coleman Street (Local Roads) ▸ Introduce a temporary roundabout to minimise decision making on approaches ▸ Reduce speeds of approaching vehicles on Coleman Street (particularly westbound) ▸ Reduce crossing distances for pedestrians and improve storage definition at mid crossing refuges.

INTERSECTION LOCATION	MODELLED MITIGATION	FURTHER INTERVENTION AND MITIGATIONS
Edmondson Street/Best Street/Little Best Street/Sturt Highway	▸ Signal phasing adjustments	<u>Sturt Highway (State Road), Edmondson Street (Local Road), Best Street (Local Road):</u> ▸ Minor signage and delineation device refinements to address specific issues ▸ Introduce turning restrictions to prevent “rat runs” and risk of poor gap selection ▸ Review and upgrade linemarking, and other relevant controls, in accordance with the relevant ARTC and Australian Standard AS1742.7 ▸ Temporary adjustments to signal operation will be required to accommodate construction activities and maintain optimal flow upon closure and/or local traffic only on Edmondson Street legs of signalised intersection. ▸ Closure or repurposing of dedicated turning lanes may be required to allow safe access for construction vehicles, preventing conflicts between work zones and regular traffic.
Edmondson Street/Coleman Street/Mitchelmore Street	▸ Not applicable	▸ Temporary adjustments to signal operation will be required to accommodate construction activities and maintain optimal flow upon closure and/or local traffic only on Edmondson Street legs of signalised intersection. ▸ Closure or repurposing of dedicated turning lanes may be required to allow safe access for construction vehicles, preventing conflicts between work zones and regular traffic.
Coleman Street	▸ Not applicable	▸ Temporary installation of a pedestrian crossing to the west of the Kildare Street and Coleman Street Intersection to facilitate safe pedestrian movements.
Edward Street / Fox Street	▸ Not applicable	**State/Regional Roads:** ▸ Strategic freight re-routing, and widespread use of portable Variable Message Signs (VMS) to encourage alternate freight routes and spread demand during peak periods. ▸ Implement adaptive traffic signals to mitigate congestion and delay caused by heavy vehicles during peak periods (*consider introducing heavy vehicle curfews/detours)*. ▸ Introduce portable/permanent CCTV cameras to monitor, evaluate and make real-time adjustments to traffic signal phasing at critical intersections during peak periods. **Local Roads:** ▸ Develop local traffic diversions to address minor leg delays and address potential poor gap acceptance conditions.
Detours and alternative routes	▸ Not applicable	▸ Installation of signage within the verge of roads of detour routes.

INTERSECTION LOCATION	MODELLED MITIGATION	FURTHER INTERVENTION AND MITIGATIONS
		▸ Installation of signage within the verge of roads of suggested alternative heavy vehicle routes. ▸ Signage location will generally be within the vicinity of each intersection where there may be a change of direction. ▸ Signage may not be deployed prior to the trial or the closure but rather in response to a targeted response mitigation in agreement with TfNSW and WWCC.

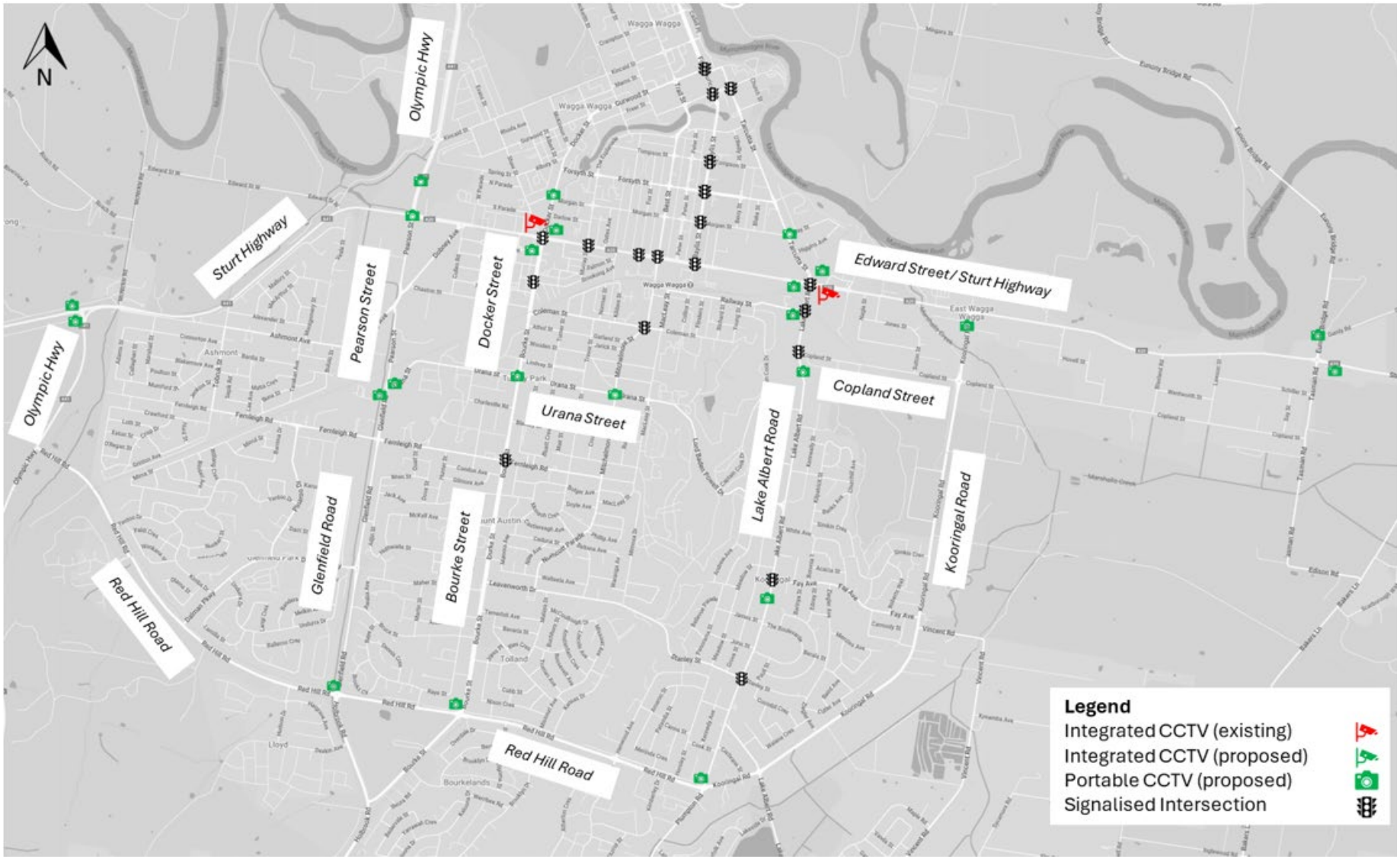

Figure 2-1: Proposed indicative location of integrated and portable CCTV cameras

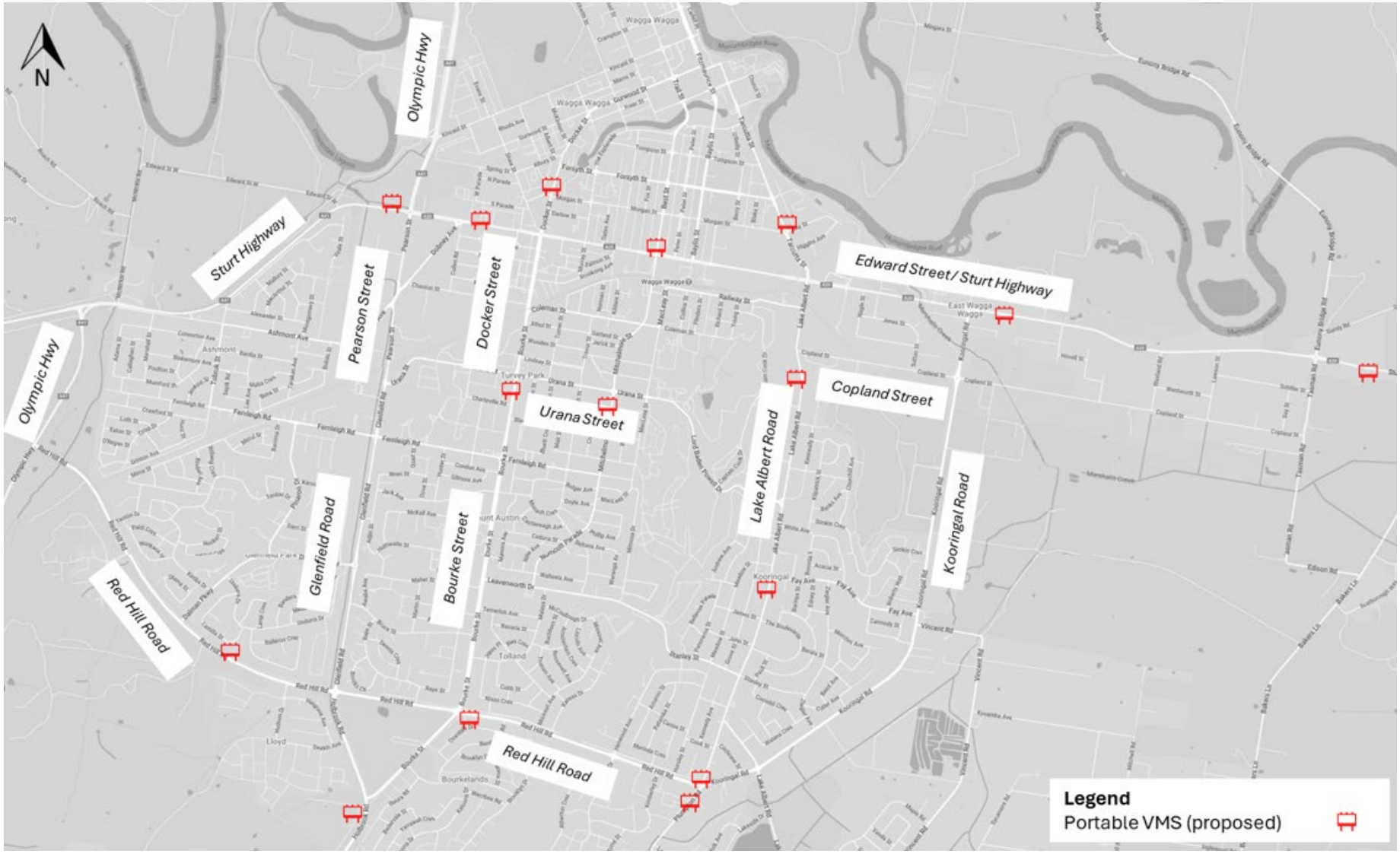

Figure 2-2: Proposed indicative location of portable VMS

Figure 2-3: Proposed base mitigation measures on Docker Street

Figure 2-4: Proposed base mitigation measures on Docker Street and Bourke Street

Figure 2-5: Proposed base mitigation measures on Lake Albery Road and Railway Street

Figure 2-6 Proposed mitigation measures on Railway Street

Figure 2-7: Proposed base mitigation measures on Fernleigh Road

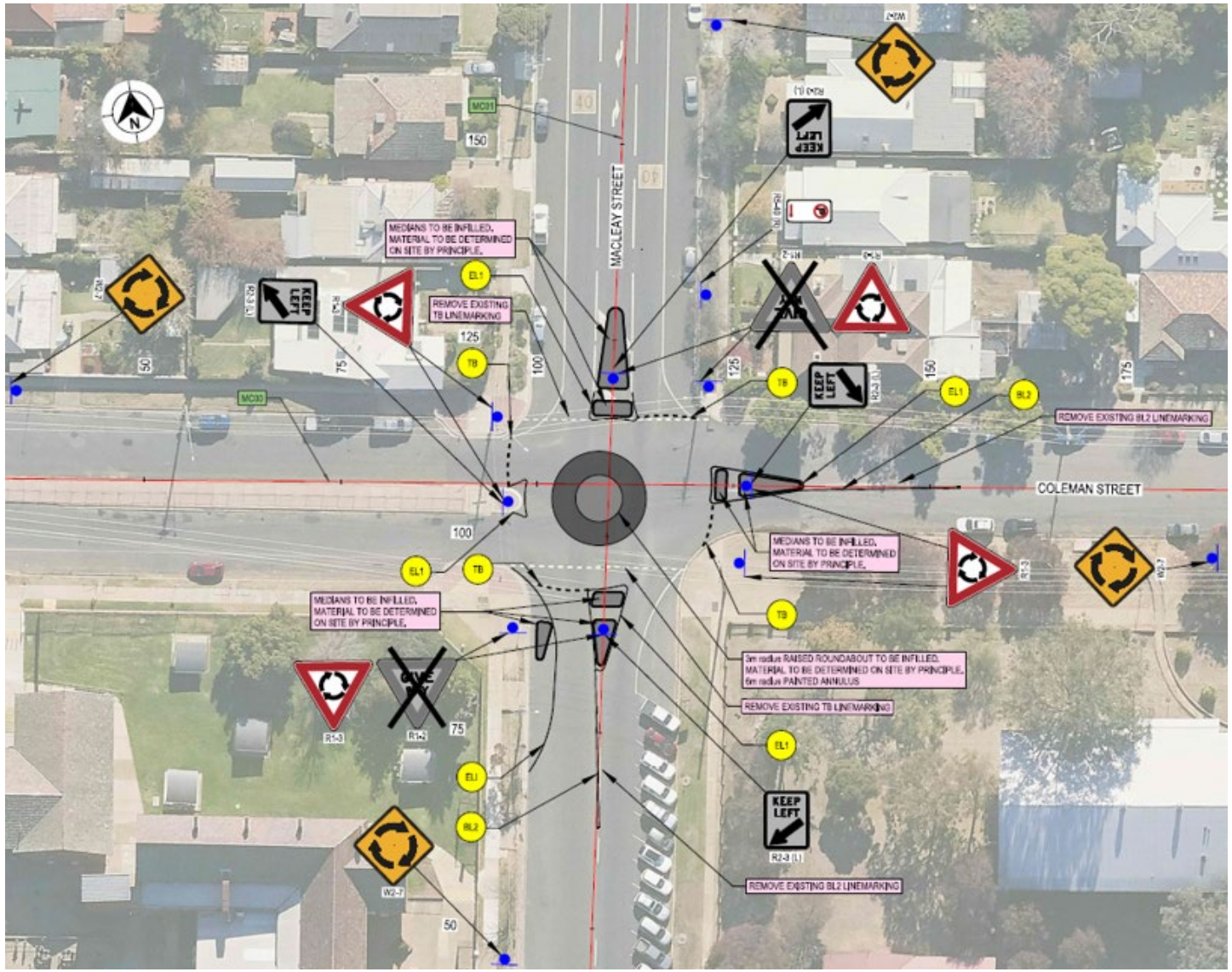

Figure 2-8: Proposed base mitigation measures at the intersection of Colman Street and Macleay Street

Figure 2-9: Proposed base mitigation measures at the intersection of Glenfield Road and Urana Street

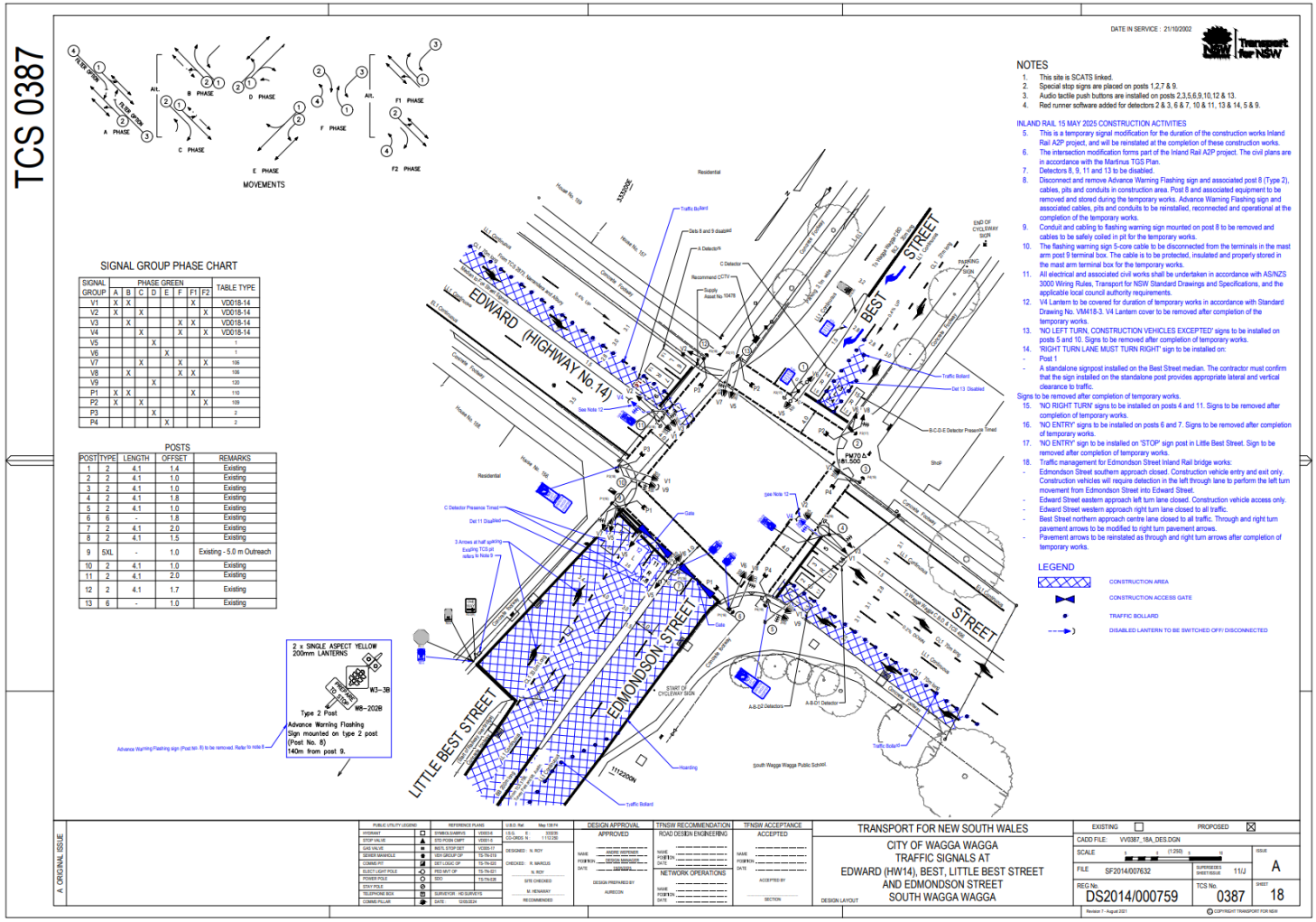

Figure 2-10: Proposed base mitigation measures at the intersection of Edmondson Street and Edward Street.

2.2.2 Methodology

Work plan

Work to install the base mitigation work is currently planned to be delivered over about 5 days with a mixture of day, evening and night shifts.

The basic installation schedule is outlined in Table 2-3. It should be noted that this is indicative and is subject to change.

Table 2-3: Indicative installation schedule

	Day 1	Night 1	Night 2	Night 3	Traffic Switch Night	Day Shift (s)
	Day Shift	Night Shift	Night Shift	Night Shift	Night Shift	Day Shift(s) following the bridge closure
1.0 Docker Street	Signage	Median Demo Pavement Resto Klemfix Install	Signage Line marking (inc. LX) Med Demo & Pavement Resto Klemfix Install			
1.1 Railway Parade				Signage Line marking		
1.2 Fernleigh Road			Signage Line marking (inc. LX)			
1.3 Macleay Street				Signage Line marking Kerb & Roundabout Install		
1.4 Sturt Highway/Edward Street TCS					TCS Works Signage Line marking Bollards, VMS etc.	AWS Signage & Conduit Removal

Plant and equipment

An indicative plant and equipment list for the installation of the proposed mitigation measures is provided below

- Non-destructive excavation sucker truck for signage installation
- Line-marking truck
- Line-marking removal truck
- Variable Message Signage
- Mobile CCTVs
- Traffic control vehicles.
- Up to 14t excavator with jackhammer
- Bogie
- Concrete saw
- Concrete agitator truck
- Hand tools – impact driver, hammer drill, jackhammer, grinder
- Light vehicles
- Franna up to 40t
- Street sweeper
- CC10 roller
- Plate compactor.

It should be noted that due to the potential variability of measures that are required to be installed due to the responsiveness of the traffic mitigations, this list of plant and equipment is indicative. However, the list of plant and equipment is generally representative of any potential impact of the installation of the mitigation measures.

2.3 Need

Network mitigation strategies provide wide reaching traffic management and operational solutions. The network strategies have been developed to reduce the demand at critical intersections and routes by distributing the demand onto the broader network and assist in achieving the objectives for the network. The network mitigation strategies will:

- reduce demand on critical routes by encouraging road users to make alternative route choices
- optimise traffic flow through critical corridors
- restrict traffic flow from one part of a road network to another
- manage access, particularly for emergency services
- reduce construction traffic demand on critical routes
- seek to address safety concerns
- provide relevant traveller information

- encourage mode shift, and
- encourage journey pre-planning.

2.4 Location and setting

The Proposed Changes relates to the Wagga Wagga Precinct (refer to Figure 2-11) in the Wagga Wagga local government area (LGA).

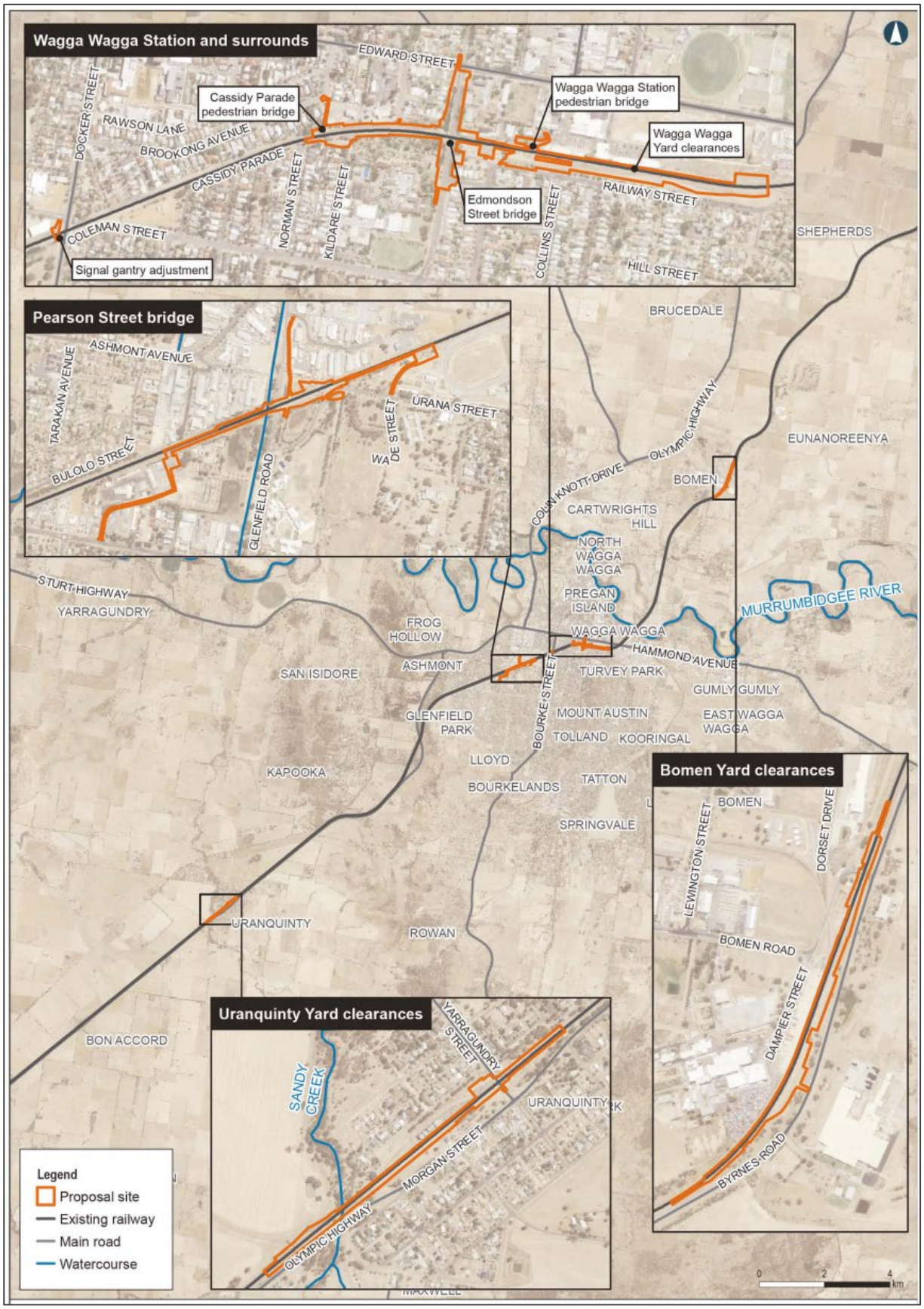

Figure 2-11: Wagga Wagga Precinct location setting

Specific location and setting information in relation to environmental aspects is contained in Chapter 4.

Location of the proposed base mitigation measures are shown in Figure 2-1 through Figure 2-10.

2.5 Construction hours

The works associated with the Proposed Change will be timetabled to be carried out during the approved standard construction hours as per the Project's Environment Protection Licence #21984 (EPL), where possible. The standard construction hours are as follow:

- 7:00am to 6:00pm Monday to Friday, inclusive
- 7:00am to 6:00pm Saturday, and
- At no time on Sundays or public holidays.

The Proposed Change activities may be required to occur outside of standard construction hours and the hours approved as part of CoA E69 and E70 . Any out-of-hours works (OOHW) within the extended CIZ would be implemented in accordance with CoA E71, E72 and E73; or in accordance with EPL 4.3, L4.4, L4.5 and L4.6 as appropriate. .

3 Consultation

Inland Rail does not always carry out consultation for consistency assessments. However, in some cases consultation may be carried out to:

- Help identify the nature and scale of the impacts.
- Involve the community in the options considerations for the Proposed Change.
- Manage community expectations for the Project.
- Provide the best design outcome that minimises environmental impacts.

As considered above, Martinus Rail has undertaken ongoing consultation with asset owners such as TfNSW and Wagga Wagga City Council in relation to determining a suitable design and to coordinate construction impacts on road network.

Due to the short-term nature of the installation and implementation of the mitigation measures consultation with each of the affected landowners where works are proposed outside the construction boundary is not proposed. Rather, affected landowners would be notified prior to the commencement of construction.

The community would be notified in accordance with Section 7.1 of the Community Communication Strategy (IRPL, 2024), including where works may be required outside of the approved construction hours for A2I, prior to commencement of works. Any complaints, feedback or enquiries would be handed in accordance with Section 8 of the Community Communication Strategy.

Extensive consultation with Transport for NSW and Wagga Wagga City Council has been carried out during the preparation of the Construction Traffic, Transport and Access Mitigation Report in accordance with CoA E137. Details of the extensive consultation with stakeholders are outlined in Table 3-1. Any changes to local roads (such as parking restriction changes and the installation of temporary controls also required approval of the Wagga Wagga Council Traffic Committee.

In addition, the Docker Street Medical Centre was doorknocked. Due to the extensive number of consulting rooms, it was difficult to discuss the work with all occupants, however, no concerns were raised as the work at the intersection of the Docker Street and Chaston Street would be required to be carried out during the evening and nighttime period.

Table 3-1 Evidence of consultation

MEETING	DATE	STAKEHOLDERS IN ATTENDANCE	FREQUENCY OF MEETINGS
STAGE B TRAFFIC MANAGEMENT PLANNING	February 2025	Wagga Wagga City Council	
A2I STAGE B CTTAMP AND I2S CTTAMP WORKSHOP	March 2025	TfNSW	
INLAND RAIL BRIEFING AT REMC	March 2025	Emergency Services Representatives	
A2I STAGE B - EDMONDSON ST WAGGA MITIGATION REPORT WORKSHOP	May 2025	TfNSW Wagga Wagga City Council DPHI	
WAGGA WAGGA MITIGATIONS OPTIONS MODELLING & MCA PRESENTATION AND MITIGATIONS BUS TOUR	July 2025	TfNSW Wagga Wagga City Council DPHI	

WAGGA WAGGA COUNCILLORS INLAND RAIL TRAFFIC MITIGATIONS BUS TOUR	August 2025	Wagga Wagga City Council	
LOCAL EMERGENCY MANAGEMENT COMMITTEE (LEMC) MEETING	November 2024 February 2025 August 2025	NSW Police NSW Ambulance NSW Fire and Rescue Wagga Wagga City Council	Quarterly
LOCAL RESCUE COMMITTEE (LRC)	May 2025 September 2025 October 2025	NSW Police NSW Ambulance NSW Fire and Rescue Wagga Wagga City Council	Monthly from September 2025
MURRUMBIDGEE LOCAL HEALTH DISTRICT (MLHD)	May 2025	MLHD Wagga Wagga Base Hospital	Monthly through meeting with WWBH
WAGGA WAGGA BASE HOSPITAL EXECUTIVE	June 2025 August 2025	WWBH Executives Nursing Unit Managers Representative from MLHD	Scheduled monthly from August
WAGGA WAGGA IMPACTED SCHOOLS: • SOUTH WAGGA PUBLIC SCHOOL • KILDARE CATHOLIC COLLEGE • WAGGA WAGGA HIGH SCHOOL	Monthly meetings from November 2024	School representatives	Monthly meetings

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4 Environmental Assessment

4.1 Environmental risk review

An environmental risk review of the proposed activities has been undertaken is provided below in Table 4-1. Assessments of potential impacts are provided in greater detail for:

- Traffic and transport (Section 4.2)
- Noise and vibration (Section 4.3)
- Non-Aboriginal heritage (Section 4.4)
- Biodiversity (Section 4.5)
- Flood risk (Section 4.6)
- Soils and contamination (Section 4.7)
- Air quality (Section 4.8)
- Landscape and visual (Section 4.9).

Table 4-1: Consistency assessment review

ISSUE	Y/N	NOTES
Are works required outside the IR property acquisition boundary, or land not previously impact on by Project works?	Y	The Proposed Change would be outside the approved construction boundary. However, it would be in the existing road reserve and would be managed through Wagga Wagga Council via s138 process.
Will the works result in any changes to form or functionality of the approved Project?	N	The Proposed Change would not impact on the form or functionality of the approved project. The Proposed Change is required to minimise construction impacts associated with the project to all road users.
Are there any potential impacts on traffic and transport associated with the works?	Y	The Proposed Change would result in minor and short-term traffic and transport impacts in that they would require temporary very short-term closure of small sections of regional and local roads during the installation of the mitigation measures. Where possible the mitigation measure would be installed using shoulder closures and or traffic control and management.
Are there any potential noise and vibration impacts associated with the works?	Y	The Proposed Change may result in short-term noise and vibration impacts. Potential noise and vibration impacts are considered in greater detail in Section 4.3.
Are there any potential impacts on known Aboriginal heritage items or sites located in the vicinity of the works?	N	There are no known Aboriginal heritage items or sites located within the Proposed Change area.
Are there any potential impacts on non-Aboriginal heritage items or sites located in the vicinity of the works?	Y	The Proposed Change is located in proximity to known non-Aboriginal heritage items and sites. These impacts are therefore considered in greater detail in Section 4.4.
Are the works within 50m of an EEC or threatened species?	Y	The Proposed Change is located in an area where several threatened species have been sighted. These impacts are therefore considered in greater detail in Section 4.5.
Do the works require clearing of native vegetation or habitat trees?	N	The Proposed Change is located in the existing road corridor and therefore no native vegetation or habitat trees require clearing.
Are the works within 40m of a waterway or water body?	N	There are no waterways located within the Proposed Change area. The nearest waterway, being the Murrumbidgee River, is

		located approximately 600 m away from the closest Proposed Change.
Are the works located on flood prone land?	Y	The Proposed Change is located in flood prone land. The impacts associated with a flooding risk are discussed in greater detail in Section 4.6.
Are the works located on bushfire prone land?	N	The Proposed Change is not located on bushfire prone land.
Do the works involve ground disturbance of more than 2 hectares?	N	The Proposed Change does not involve ground disturbance of more than 2 hectares.
Are the works in an area of known salinity hazard risk?	Y	The Proposed Change is located in an area of low salinity hazard. The impacts associated with salinity are discussed in greater detail in Section 4.7.
Are the works in an area of known acid sulfate soil risk?	Y	The Proposed Change is located in an area of low probability for acid sulfate soils occurrence. The impacts associated with acid sulfate soils are discussed in greater detail in Section 4.7.
Will works require temporary or permanent placement of surplus spoil material?	N	The Proposed Change will not require temporary or permanent placement of surplus spoil material.
Are the works in an area of known contamination risk?	Y	The Proposed Change is located in an area noted as general contamination risk. These impacts are discussed in greater detail in Section 4.7.
Are there any potential air quality impacts associated with the works?	Y	The Proposed Change would result in potential minor and short-term air quality impacts. These impacts are discussed in greater detail in Section 4.8.
Are there any potential landscape and visual impacts associated with the works?	Y	The Proposed Change would result in landscape and visual impacts. These impacts are discussed in greater detail in Section 4.9.
Will works result in any operational impacts further to those detailed in the approved Project?	N	The Proposed Change relates to the implementation of mitigation measures to reduce traffic impacts during construction. Therefore, the Proposed Change would not result in any operational impacts further to those detailed in the approved Project.

4.2 Traffic and transport

4.2.1 Existing environment

State and Regional Roads

The key State and Regional roads in the study area include:

- The Olympic Highway, which provides access to enhancement sites within Wagga Wagga. It is an arterial road that connects the Hume Highway to the Mid-Western Highway in Cowra.
- The Sturt Highway (also referred to Edward Street/Hammond Avenue as the Sturt Highway passes through Wagga Wagga) crosses Wagga Wagga from east to west and provides continuation of the Olympic Highway through Wagga Wagga.

These State roads predominantly facilitate movements of traffic in a north-south and east-west direction respectively.

Regional roads intersecting the above-mentioned highways facilitating construction traffic movements include:

- Bourke Street, Wagga Wagga

Increased traffic during certain periods of the year (seasonal traffic) can occur in certain areas. This may include movement of livestock or agricultural produce, agricultural machinery, farm vehicles and other farm infrastructure.

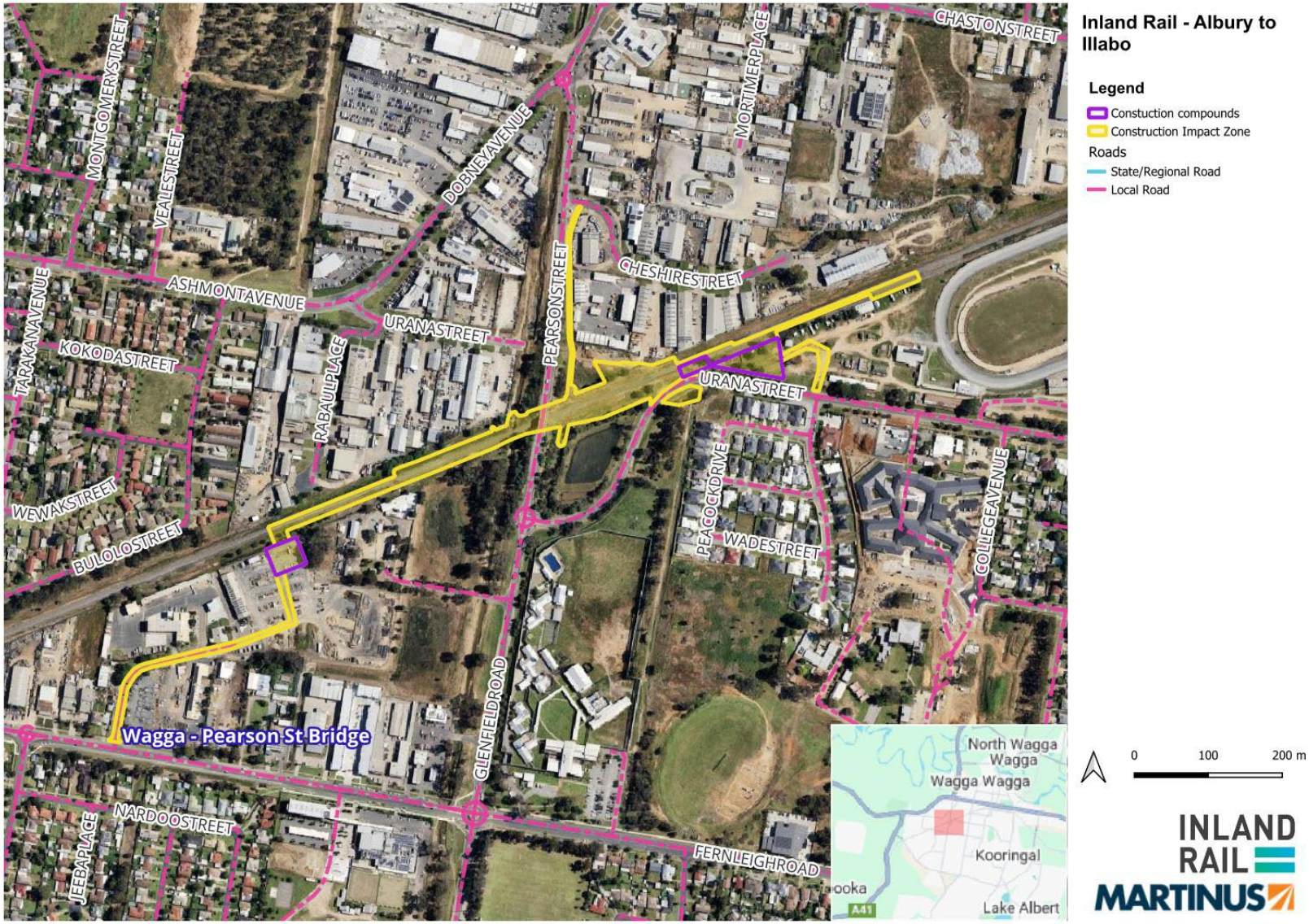

Figure 4-1: State, Regional and Local Roads - Pearson St Bridge

Figure 4-2: State, Regional and Local Roads - Wagga Wagga Station and Surrounds

Heavy vehicle route restriction

Existing heavy vehicle routes for the Wagga Wagga precinct were presented in Table 9-1 of the EIS (Chapter 9 – Traffic and Transport). This table has been replicated below as Table 4-2.

Table 4-2: Existing heavy vehicle routes in the Wagga Wagga Precinct

PRECINCT	HEAVY VEHICLE ROUTES (CLASSIFICATION)
Wagga Wagga	▸ Olympic Highway – State Road ▸ Pearson Street – Local Road ▸ Cheshire Street – Local Road ▸ Fernleigh Road – Local Road ▸ Edward Street – State Road ▸ Fox Street – Local Road ▸ Byrnes Road – Local Road ▸ Merino Street – Local Road

In accordance with CoA E138 construction traffic must not use local roads or privately-owned roads unless no alternative access is available. The use of private access roads must be in accordance with CoA C21 and C22.

4.2.2 Impact assessment

Construction Impact

The Proposed Change would result in minor and short-term traffic and transport impacts, with temporary closures of small sections of public footpaths and road shoulders, or single trafficable lanes may be required during the construction works.

The footpath and lane/shoulder closures would be set up as per the Traffic Guidance Schemes (TGS) and would be implemented during the construction hours as noted in Section 2.4. There are no 24/7 footpath or road closures anticipated for these construction works.

Operational Impact

The operational impacts due to the closure of Edmondson Street bridge are assessed under the Construction Traffic, Transport and Access Mitigations Report – Stage B - Wagga Wagga.

4.2.3 Conclusion

These impacts would be generally in accordance with the impacts considered as part of the EAD and would be managed in accordance with the Construction Traffic, Transport and Access Management Plan, Wagga Wagga Precinct Traffic Management Plan and in accordance with the Infrastructure Approval.

4.3 Noise and vibration

4.3.1 Existing environment

Common noise and vibration sources in the subject area are train movements along the operational rail corridor, major road traffic and local traffic. Potentially sensitive receivers are those that may be affected by changes in noise and vibration within the work area. Consistent with the adopted standards and guidelines, sensitive receivers in the work areas include residential dwellings, schools and education institutions, places of worship, childcare centres, medical facilities, commercial property and industrial premises.

The existing vibration environment in close proximity to the railway line includes vibration from existing freight train movements on the alignment. Additional sources of vibration may be associated with operation of industrial premises, road traffic operations and construction activities typical of the environment. Adjacent heritage structures are considered as vibration sensitive receivers due to the potential for cosmetic damage; however, a heritage structure should not be assumed to be more sensitive to vibration, unless it is structurally unsound.

Noise catchment areas (NCAs) have been defined in the EAD to classify groups of sensitive receivers that are likely to have a similar existing noise environment and experience similar impacts from the construction activities. The Rating Background Level (RBL) was determined for each NCA using the monitored noise levels. The RBL is the background level in the absence of proposed construction or operation activities (EIS, Chapter 15). The NCAs and RBLs associated with the Proposed Change are shown in Table 4-3 and Table 4-4 below.

Table 4-3: NCAs and background noise information

ENHANCEMENT SITE	NCA ID	APPROXIMATE NUMBER OF RECEIVERS IN NCA	DESCRIPTION	RBL (DBA)		
				DAY	EVENING	NIGHT
Pearson Street bridge, Cassidy Parade pedestrian bridge, Edmondson Street bridge	NCA10	6,141	The urban areas of western Wagga Wagga include industrial land uses located in the vicinity of the proposal site, with residential properties further from the rail corridor and in the west. Noise sources in this area include the Sturt Highway, rail corridor and industrial areas of Wagga	46	45	38
Wagga Wagga Station pedestrian bridge, Wagga Wagga Yard clearances	NCA11/12	5,922	The urban areas of eastern Wagga Wagga have industrial land uses located directly to the north and east of the proposal site; however, numerous residential properties are adjacent to the southern side of the rail corridor. Residential properties extend to the north and south at a greater distance. Noise sources in this area include the Hume Highway, rail corridor and industrial areas of Wagga Wagga and Bomen.	48	47	37

All other areas that require mitigation measures to be installed	Misc[#]	Unknown	The urban areas of western Wagga Wagga are generally dominated by industrial land uses located in the vicinity of the rail corridor and the Sturt Highway; with residential properties further from the rail corridor and in the west.	45	40	35

Table 4-4: NCAs and noise management levels

NCA ID	NOISE MANAGEMENT LEVEL (NML)			
	APPROVED HOURS (RBL + 10 DBA)	OUT-OF-HOURS		
		DAYTIME (RBL + 5 DBA)	EVENING (RBL + 5 DBA)	NIGHT-TIME (RBL + 5 DBA)
NCA10	56	51	50	43
NCA11/12	58	53	52	42
NCA Misc	56	51	50	42

4.3.2 Impact assessment

Construction Noise

A Construction Noise and Vibration Impact Statement (CNVIS) for Wagga Wagga Traffic Mitigation (6-0052-210-EEC-W5-AS-0004_0) has been completed, and the following information and results have been drawn from that CNVIS. Noise scenarios have been determined based on key Project noise generating stages, supplied by the Project team. A detailed description of each work scenario and the total sound power levels (Lw) are provided in Table 4-5. A summary of construction work periods and schedule required for each scenario is shown in Table 4-6.

Table 4-5 Work scenario descriptions

ID	SCENARIO	DESCRIPTION	TOTAL LW
W.001	Sign Installation	Install new signage including signposts.	110
W.002	Sign Installation (Hand tools only)	Install new signage on existing signposts.	103
W.003	Line Marking	Removal of existing road lines, and painting of new road lines.	110
W.004	Klem-flex installation	Installation of klem-flex bollards.	104
W.005	Temporary roundabout installation	Installation of temporary roundabout.	111

W.006	Docker Street - Median Demolition	Demolition of the median strip on Docker Street.	120
W.007	General	General activities including traffic control vehicles and construction vehicles.	103
W.008	Kiss and Ride	Installation of a Kiss and Ride facility on Railway Street.	114

Table 4-6: Scenarios and periods of work

ID	SCENARIO	HOURS OF WORK				INDICATIVE START DATE	LIKELY DURATION
		Approved Hours	Out-of-Hours Work [4]				
			Day OOH[1]	Evening[2]	Night[3]		
W.001	Sign Installation	✓	-	✓	✓	Early August or around 5 days prior to the closure.	Less than one day/night in each location.
W.002	Sign Installation (Hand tools only – Edmondson Street)	-	-	✓	✓	Early August or around 5 days prior to the closure.	Less than one day/night in each location.
W.003	Line Marking	-	-	✓	✓	Early August or around 5 days prior to the closure.	Less than one night in each location.
W.004	Klem-flex installation	-	-	✓	✓	Early August or around 5 days prior to the closure.	Less than one night in each location.
W.005	Temporary roundabout installation	-	-	✓	✓	Early August or around 5 days prior to the closure.	Less than one night
W.006	Docker Street - Median Demolition	-	-	✓	✓	Early August or around 5 days prior to the closure.	Less than one night
W.007	General	✓	-	✓	✓	Early August or around 5 days prior to the closure.	Less than one night in each location.
W.008	Kiss and Ride	✓	-	-	-	Early August or around 5 days prior to the closure.	Approx 2 shifts

Note 1: Daytime out of hours is 8 am to 6 pm on Sunday and public holidays.

Note 2: Evening is 6 pm to 10 pm Monday – Sunday (including public holidays).

Note 3: Night is 10 pm to 7 am Monday – Saturday and 10pm to 8am Sunday (including public holidays).

Note 4: Where works are expected to occur outside of the standard working hours, further detail around the specific work tasks, duration and justification of OOHW must be identified in the OOHW permit, required by the OOHW Protocol or EPL.

A summary of the distance where NML exceedances are likely for the various work scenarios is shown in Table 4-7. The assessment is generally considered conservative as the calculations assume several items of construction equipment are in use at the same time within individual scenarios and do not include any attenuation due to buildings, etc. The distances shown in Table 4-7 are representative of a 'worst-case' 15-minute period and are unlikely to occur for extended periods of time throughout the entire construction period at any given receiver.

The indicative work durations presented in

Table 4-6 represent a window of time where the scenarios could occur, and does not represent the entire duration of the exceedances shown in Table 4-7.

In reality, there would frequently be periods when construction noise levels are much lower than the worst-case levels predicted as well as times when no equipment is in use and no noise impacts occur.

A summary of the predicted worst-case noise levels is shown below for each work area:

- Most activities will occur over a very short time period and expected to be completed in less than one shift (either day or night shift).
- Sign installation and line marking will be undertaken across various locations and is anticipated to be less than 15 minutes per discreet location.
- The highest impact is expected to be associated with the Docker Street Median Demolition due to the use of the hydraulic hammer and vibratory roller. Residential receivers within 70 m have the potential to be Highly Noise Affected.
- It should be noted that there is a medical centre (Docker Medical Building) located directly adjacent to this works area.

The receivers which would potentially be affected by sleep awakening impacts are generally the same receivers where ‘moderately intrusive’ and ‘highly intrusive’ night-time impacts have been predicted.

Table 4-7: Distance from work site to comply with the NML.

ID	SCENARIO	DISTANCE (M) TO COMPLY WITH NML																	
		HNA[1]	With NML exceedance (dB)[2]																
			Approved Daytime			Out of Hours												Sleep Disturbance	Sleep Awakening
						Daytime OOH				Evening				Night-time					
			1-10	11-20	>20	1-5	6-15	16-25	>25	1-5	6-15	16-25	>25	1-5	6-15	16-25	>25	>Screening Level 52 dBA	>65 dB
BASED ON LOWEST NML																			
W.001	Sign Installation	22 m	178 m	56 m	20 m	316 m	178 m	56 m	20 m	355 m	200 m	63 m	22 m	891 m	501 m	158 m	56 m	708 m	158 m
W.002	Sign Installation (Hand tools only – Edmondson Street)	10 m	79 m	25 m	9 m	141 m	79 m	25 m	9 m	158 m	89 m	28 m	10 m	398 m	224 m	71 m	25 m	708 m	158 m
W.003	Line Marking	22 m	n/a	n/a	n/a	n/a	n/a	n/a	n/a	355 m	200 m	63 m	22 m	891 m	501 m	158 m	56 m	631 m	141 m
W.004	Klem-flex installation	12 m	n/a	n/a	n/a	n/a	n/a	n/a	n/a	200 m	112 m	35 m	12 m	501 m	282 m	89 m	31 m	398 m	89 m
W.005	Temporary roundabout installation	25 m	n/a	n/a	n/a	n/a	n/a	n/a	n/a	398 m	224 m	71 m	25 m	1000 m	562 m	178 m	62 m	708 m	158 m
W.006	Docker Street - Median Demolition	70 m	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1122 m	631 m	200 m	70 m	2818 m	1585 m	501 m	176 m	1995 m	447 m
W.007	General	10 m	79 m	25 m	9 m	141 m	79 m	25 m	9 m	158 m	89 m	28 m	10 m	398 m	224 m	71 m	25 m	200 m	45 m
W.008	Kiss and Ride	35 m	282 m	89 m	31 m	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Ground-borne noise

Ground-borne construction noise impacts from the Proposed Change activities are not anticipated as vibration intensive work with the potential to generate perceptible ground-borne noise, is not included in the scope of work.

Vibration impacts

There is the need for some small vibration intensive plant and equipment on Docker Street included as part of the Proposed Change to assist in the compaction of road base material if the material underneath the demolished concrete median is not suitable to be re-line marked. The largest piece of compaction plant or equipment is potentially a 10-tonne roller. The safe working distance for a roller of this size does not extend much past the kerb and gutter and therefore is unlikely to affect any properties or sensitive equipment in the medical precinct.

Cumulative impacts

There is the potential for cumulative construction impacts from multiple construction activities being completed in the vicinity of the Proposed Change. Feasible and reasonable steps will be taken to consult and coordinate with other construction Projects when they become aware of them and if they have the potential to impact the same receivers concurrently, to minimise cumulative impacts of noise and vibration and maximise respite for affected sensitive receivers (in accordance with CoA E72 and E83).

4.3.3 Conclusion

Feasible and reasonable management and mitigation measures will be implemented as required to minimise noise, and cumulative impacts for the scope of works as per the Proposed Change.

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any additional measures outlined in Table 4-15.

4.4 Non-Aboriginal heritage

4.4.1 Existing environment

Potential non-Aboriginal heritage impacts were assessed within Chapter 11 of the EIS, Technical Paper 3 (Non-Aboriginal heritage) and the Wagga Wagga Non-Aboriginal Heritage Assessment (WWNAHA) (Ozark).

The study area for the EIS Technical Paper 3 (Non-Aboriginal heritage) included the length of the existing railway corridor from Albury to Illabo, with a specific focus on the 14 enhancement sites, including heritage items and conservation areas within and in the vicinity of the enhancement sites that could be directly or indirectly impacted by the project.

As the mitigation measures would need to be installed in areas across Wagga Wagga, additional searches of the State Heritage Inventory were completed across Wagga Wagga for the Proposed Change.

Despite there being a number of heritage items within Wagga Wagga, the Proposed Change does not intersect or is not adjacent to the curtilage of any heritage items.

4.4.2 Impact assessment

As the Proposed Change is located within established road corridors and verges, which have been subject to ongoing disturbance, no impacts to non-Aboriginal heritage items would be impacted.

4.4.3 Conclusion

The works would not introduce non-Aboriginal heritage impacts beyond those assessed in the EAD.

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any additional measures outlined in Table 4-15.

4.5 Biodiversity

4.5.1 Existing environment

The following discussion is drawn from Revised Technical Paper 8: Biodiversity Development Report of the EAD (Revised BDAR).

The Proposed Change is located in the NSW South-western Slopes bioregion, within the Inland slopes subregion. The Proposed Change is located within or adjacent to the existing road corridor in areas that have been predominantly cleared. The landscape in the area surrounding the proposal has been heavily fragmented by developed, with existing habitat connectivity limited to creek lines and road reserves.

Native vegetation in NSW is classified using the Plant Community Type (PCT) classification system, approved by the NSW Plant Community Type Control Panel and described in the BioNet Vegetation Classification Database (DPIE, 2021).

Habitat connectivity

No terrestrial habitat connectivity exists between the Subject Land and the broader landscape due to historical clearing and existing infrastructure (e.g. roads, railway and built areas).

Areas of Outstanding Biodiversity Value

No areas of Outstanding Biodiversity Value occur on the Subject Land or the surrounding area.

Vegetation

The NSW State Vegetation Type Map (NSW DCCEEW, 2025b) indicted the absence of PCTs within the Subject Land where work is proposed.

However, the following PCTs are in the vicinity of the Subject Land:

- PCT 277: Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion
- PCT 346: White Box – Blakely's Red Gum – White Cypress Pine shrubby woodland on metamorphic hills in the Wagga Wagga – Cootamundra region of the NSW South Western Slopes Bioregion
- PCT 5: Red River Gum herbaceous-grassy very tall open in the lower slopes sub-region of the NSW South Western Slopes Bioregion and the eastern Riverina Bioregion
- PCT 74: Yellow Box – River Red Gum tall grassy riverine

Threatened flora

Threatened flora species occur, or have the potential to occur, within a 5km radius of the Proposed Change area. However, as the Proposed Changes are located on established roads, all potential flora species are unlikely to occur within the Proposed Change area.

Threatened fauna

Threatened fauna species occur, or have the potential to occur, within a 5km radius of the Proposed Change area. However, as the Proposed Changes are located on established roads, there is an absence of suitable habitat, and as such, potential threatened fauna is unlikely to utilise the Proposed Change areas.

Migratory species

Database searches revealed that migratory terrestrial species, or their habitat are known to occur within the Proposed Change area. These species are unlikely to occur due to the lack of suitable habitat in the Proposed Change area and these species do not breed in Australia.

4.5.2 Impact assessment

As the Proposed Change is located within established road corridors and verges, which have been subject to ongoing disturbance, no threatened flora or fauna are likely to be impacted.

4.5.3 Conclusion

There would be no impacts to threatened species, populations or ecological communities resulting from the activities of the Proposed Change.

Although outside the assessed construction boundary for the Project, the biodiversity impacts are considered consistent with the initial assessment (WSP, 2023), and no further offsets (ecosystem or species) would be required. All applicable mitigation measures in the CoAs and UMMs will be implemented, with any additional mitigation measures outlined in Table 4-15.

4.6 Flood risk

4.6.1 Existing environment

The Proposed Change is located within the Murrumbidgee catchment of the Murray-Darling Basin. The Murrumbidgee catchment extends from the Kosciuszko National Park in eastern NSW to Balranald in western NSW, with inflows primarily sourced from the Great Dividing Range (EIS, Chapter 18). There are no watercourses located within the Proposed Change area.

The frequency of flood events is generally referred to in terms of their annual exceedance probability (AEP). For example, for a 5% AEP, there is a five per cent probability (or a one in 20 chance) that there would be floods of a greater magnitude in any given year. For a 1% AEP flood, there is a one per cent probability (or a one in 100 chance) that there would be floods of greater magnitude each year. The probable maximum flood (PMF) is the largest flood that could be expected to occur at a particular location, usually estimated from probable maximum precipitation.

4.6.2 Impact assessment

The Proposed Change area is located within flood prone land, with existing flood conditions shown in Table 4-8 below.

Table 4-8: Existing flood conditions

ENHANCEMENT SITE	EXISTING FLOOD CONDITIONS	DRAINAGE	FLOOD RISK WITHIN AND AROUND THE ENHANCEMENT SITE FOR EVENTS UP TO THE 1% AEP	PMF FLOOD DEPTH
Pearson Street bridge	▸ Overland flooding depth of up to 1m within the rail corridor to the west of the rail line from Glenfield Drain in the 1% AEP	▸ Glenfield Drain allowing water to pass under the rail corridor at chainage 523.56km. ▸ Cut-off channels west of Pearson Street bridge directing flows into the Glenfield Drain.	▸ Not affected	▸ Up to 0.7m in overland flooding events. ▸ Not affected by Murrumbidgee River flooding

		▸ Concrete culvert at chainage 523.52km. ▸ Overland flow of path south of the rail corridor flowing towards a council-operated basin.		
Edmondson Street bridge, Cassidy pedestrian bridge, Wagga Station pedestrian bridge and Wagga Yard clearances.	▸ Overland flooding within the rail corridor. ▸ Peak flood depth of 0.15-0.3m within the rail corridor in the 1% AEP. ▸ Rail corridor within the study area categorised as 'flood storage' and 'floodway' in the 1% AEP	▸ Surface water discharges into Council drainage system at the Edmondson Street bridge. ▸ No formal drainage infrastructure at other sites.	▸ 5% AEP and greater events	▸ Greater than 0.75m in overland flooding events. ▸ Not affected by Murrumbidgee River flooding.

Construction activities on flood-prone land, including earthworks, concrete works, compounds and stockpiles etc, have the potential to temporarily affect flooding behaviour. Within the implementation of appropriate management measures, potential impacts include:

- cause damage to construction sites, machinery, plant and equipment
- detrimentally impact downstream watercourses through increased flow rates in drainage lines, changes in scour, bank erosion and transport of sediment
- obstruct the passage of floodwater and overland flow, which could exacerbate existing flooding conditions and pose a safety risk to the public.

The Proposed Change is required to mitigate the traffic impacts of the closure of Edmondson Street bridge and would not require any major earthworks or other construction activities that would substantially alter the flood regime at Wagga Wagga.

4.6.3 Conclusion

Construction activities at the Proposed Change area would be short term and would have no impact on flood levels or to flooding behaviour.

All applicable mitigation measures in the CoAs and UMMS will be implemented, with any additional mitigation measures outlined in Table 4-15.

4.7 Soils and contamination

4.7.1 Existing environment

The Proposed Change area is located within the Wagga Wagga precinct at an elevation of about 190 to 200m Australian Height Datum (AHD) at the south of the Murrumbidgee River. The topography generally slopes to the north to the Murrumbidgee River; however, there are localised high points along the Olympic Highway that drain to various tributaries of the Murrumbidgee River (EIS, Chapter 20).

Existing soil characteristics within the Proposed Changes area are shown in Table 4-9 below.

Table 4-9: Existing soil characteristics

ENHANCEMENT SITE	LANDSCAPE	SOIL	CHARACTERISTICS

Pearson Street bridge	▸ Becks Lane soil landscape	▸ Moderately deep red and brown Chromosols and Dermosols	▸ High erosion hazard, acidity and localised foundation hazards
Cassidy Parade pedestrian bridge, Edmonson Street bridge, Wagga Wagga Station pedestrian bridge and Wagga Wagga Yard clearances	▸ Becks Lane soil landscape. ▸ Lloyd soil landscape to the eastern end of the site.	▸ Moderately deep red and brown Chromosols and Dermosols. ▸ Eastern end of the site likely comprises red Chromosols and brown Sodosols.	▸ High erosion hazard, steep slopes, localised foundation hazards and mass movement, stoney and strongly acid soils on ridges and upper slopes.

Saline soils

The Proposed Change area is located on land mapped as having 'low' land salinity hazard.

Acid sulfate soils

The Proposed Change area is located within areas described as low probability of acid sulfate soils (ASS).

Contamination

The Proposed Change area is considered to contain a general level of risk associated with contamination. Sources for these general contamination risks include:

- fill used in construction of the existing rail line, which may be contaminated
- weed-suppression activities
- buildings potentially containing hazardous materials
- rail line ballast potentially containing heavy metals and other contaminants
- contamination from maintenance activities undertaken at sidings and near silos or other areas
- use of chemicals on agricultural land
- machinery storage and maintenance, refuelling and spray rig filling, agricultural sheds and silos.

The Proposed Change is located in the proximity of several Areas of Environmental Concern (AEC). Description of the AEC and potential contaminants of concern are presented in Table 4-10, with their locations shown in Figure 4-3 and Figure 4-4.

Table 4-10: Description of AEC and potential contaminants of concern

ENHANCEMENT SITE	AEC NUMBER	DESCRIPTION OF AEC	POTENTIAL CONTAMINANTS OF CONCERN
Pearson Street bridge	AEC 32	Wagga Wagga Showground campground; storage of unknown minor chemicals	Heavy metals, OCPs and OPPs
	AEC 33	Potential ACM on the ground surface and fill containing anthropogenic material	TRH, BTEX, PAHs, asbestos, lead containing dust and/or paint
	AEC 34	Former council depot, storage of unknown chemicals or fuel, machinery maintenance	TRH, BTEX, PAHs, heavy metals and/or asbestos
	AEC 35	Potential ACM on the ground surface	TRH, BTEX, PAHs, asbestos, lead containing dust and/or paint

Cassidy Parade pedestrian bridge, Edmondson Street bridge, Wagga Wagga Station pedestrian bridge	AEC 36	Potential USTs, formerly storage of firefighting storage tanks and former fuel store (not part of the site) – Former District Engineers Officer, workshop and branch depot	TRH, BTEX, PAHs. PFAS and asbestos
Wagga Wagga Yard clearances	AEC 37	Former gang shed – historical storage of gas cylinders, grease and drums, transformers, rail components and battery acid containers, and potential asbestos in buildings	TRH, BTEX, PAHs and asbestos

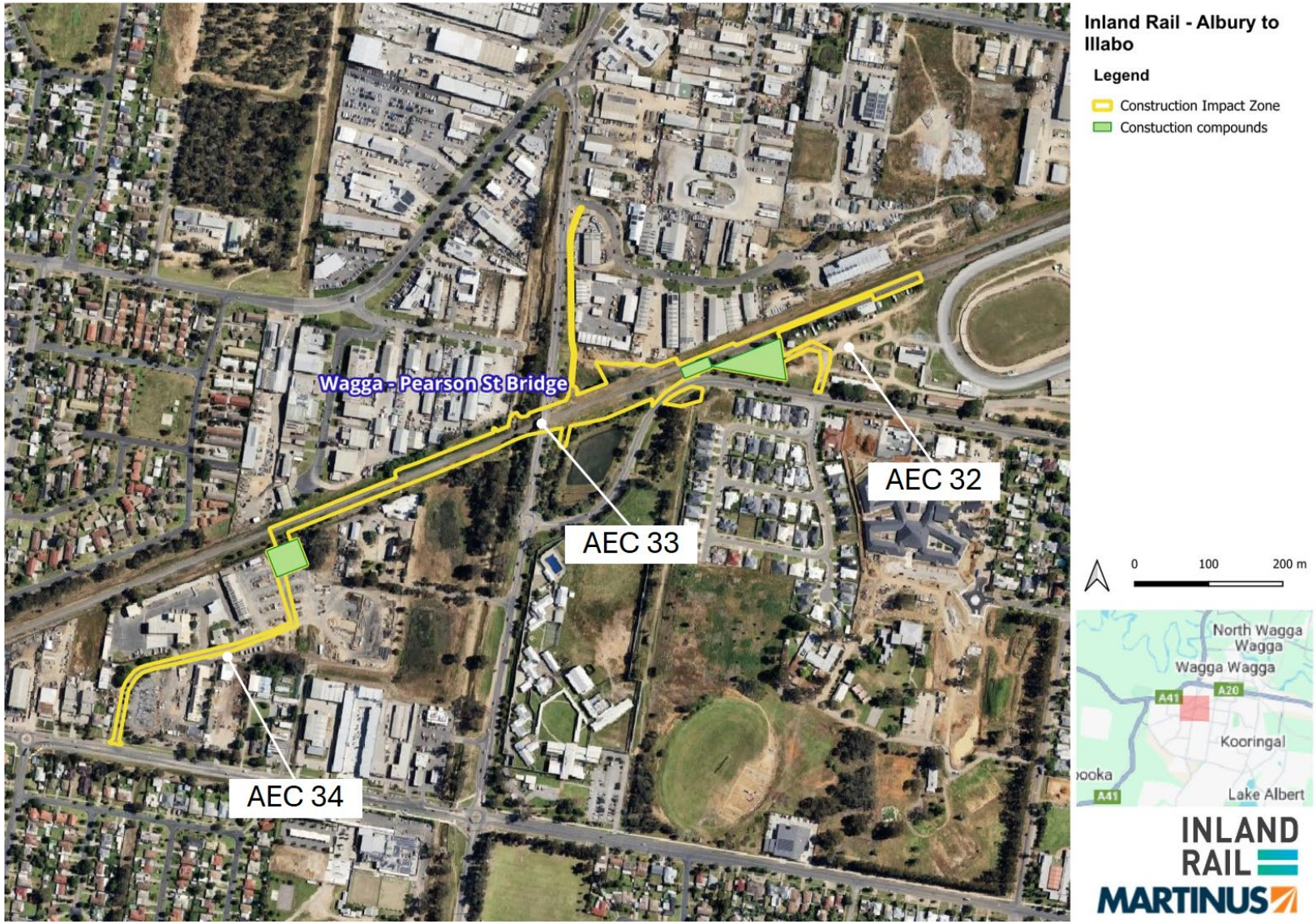

Figure 4-3: Areas of Environmental Concern for Pearson Street bridge enhancement site

Figure 4-4: Areas of Environmental Concern for Cassidy Parade bridge/Edmonson Street bridge/Wagga Wagga Station Yard enhancement sites

4.7.2 Impact assessment

Excavation and ground disturbance activities would expose and disturb soils. If not adequately managed, this could result in:

- erosion of exposed soil and stockpiled materials
- dust generation
- an increase in sediment loads entering the stormwater system and/or local runoff, and, therefore, nearby receiving waterways
- increase in salinity levels in soil
- ASS conditions
- Mobilisation of contaminated sediments, with resultant potential for environmental and human health impacts.

Soil erosion

Construction would temporarily expose the natural ground surface and sub-surface through the removal of vegetation, overlying structures (such as existing roads) and excavation. The exposure of soil to runoff and wind can increase soil erosion potential, particularly where construction activities are undertaken in soil landscapes characterised by dispersive soils, given their susceptibility to erosion.

The potential for erosion impacts would be minimised by implementing standard best-practice soil erosion management measures during construction and risks associated with dust are discussed further in Section 4.8.

Saline soils

Excavation of salt-affected soil from deeper horizons are likely to lead to an increase in salinity presence at the surface. Excavation of these areas are likely to disrupt the existing aboveground and sub-surface drainage patterns, allowing salts to be brought to the surface in seeps or to accumulate in zones of evaporation.

The works in the Proposed Change area are surface activities (e.g. line marking) and at shallow depth well above the groundwater table (1.3-2.5m BGL) (e.g. signage). The required excavation for the Proposed Change is minimal (expected to be less than 300mm for all activities) compared to the full scope of works assessed in the EAD and within areas that have been subject to extensive disturbance from historical development. As such, the Proposed Change is considered to have minimal impact on the salinity risk at Wagga Wagga.

Contamination

There is a general contamination risk present within the Proposed Change area, based on the general setting near an existing rail corridor and land uses that occur in and adjacent to the area.

However, due to the limited excavation work required to establish the mitigation measures and the location of the proposed works – being located in heavily previously disturbed land – the risk of encountering contamination is negligible.

4.7.3 Conclusion

Construction activities at the Proposed Change area would be short term and would be prepared with consideration of the existing soil and contamination characteristics of the area.

All applicable mitigation measures in the CoAs and UMMS will be implemented, with any identified additional mitigation measures outlined in Table 4-15.

4.8 Air quality

4.8.1 Existing environment

Regional air quality is mainly influenced by rural activities, industrial activities, vehicle emissions, railway operations, power generation, waste management and extraction activities. Dust from paved and unpaved roads, and domestic solid and liquid fuel burning in the region, also contribute to the local air shed.

As noted in the EIS (Chapter 22), air quality data has been sourced from monitoring station Wagga Wagga North, with the results summarised in Table 4-11 below, alongside the air quality impact assessment criterion for each pollutant specified in the *Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales* (NSW EPA, 2016).

Table 4-11: Background air quality (2016-2020)

MONITORING STATION	POLLUTANT	AVERAGING PERIOD	AIR QUALITY IMPACT ASSESSMENT CRITERIA	YEAR				
				2016	2017	2018	2019	2020
Wagga Wagga North	PM10 (g/m³)	Maximum 24-hour average	50	**114.7**	**171.6**	**127.2**	**251.7**	**259.4**
		Annual average	25	20.7	20.4	**26.9**	**34.7**	21.9
	PM2.5 (g/m³)	Maximum 24-hour average	25	Not available	**40.8**	**90.2**	**129.4**	**559.5**
		Annual average	8	Not available	**8.5**	**8.9**	**11.0**	**12.9**

* Exceedances of the air quality impact assessment criteria as shown in **bold**.

4.8.2 Impact assessment

The following activities have the potential to generate dust during construction:

- installation of temporary infrastructure
- line marking
- dirt, mud, or other materials tracked onto a paved public roadway by construction vehicles,
- erosion or unsealed surfaces
- materials handling and loading
- vehicle movements on unseal roads/pavements

However, due to the small scale of the installation of the traffic mitigation measures the air quality impacts are expected to be negligible to very minor.

The UMMs outlined in the EAD will be implemented to minimise the risk of impacts to air quality during the Proposed Change.

4.8.3 Conclusion

The Proposed Change impacts to air quality have been deemed as negligible to low-risk prior to any mitigation measure implementation. Following the implementation of appropriate mitigation measures, outlined in the Construction Air Quality Management Plan, the residual air quality impacts would be further reduced to negligible.

4.9 Landscape and visual

4.9.1 Existing environment

The Proposed Change area is located at the boundary of the upper slopes of the South-western Bioregion, characterized by steep, hilly and undulating ranges and granite basins, with open forests and woodlands.

The landscape character units for the Wagga Wagga precinct are identified in Table 4-12.

Table 4-12: Landscape character units for the Wagga Wagga Precinct

ENHANCEMENT SITE	LANDSCAPE CHARACTER AREA	SENSITIVITY
Pearson Street bridge	▸ Pearson Street and rail corridor	▸ Neighbourhood
Cassidy Parade pedestrian bridge, Edmondson Street bridge, Wagga Wagga Station pedestrian bridge and Wagga Wagga Yard clearances	▸ Wagga Wagga Railway Station heritage landscape	▸ Regional

The viewpoints for the Wagga Wagga precinct are described in Table 4-13.

Table 4-13: Wagga Wagga Precinct viewpoints

ENHANCEMENT SITE	VIEWPOINTS	DESCRIPTION	DAY-TIME SENSITIVITY
Pearson Street bridge	Viewpoint 12: View east from Pearson Street bridge	This view would be experienced by residents in adjoining residential properties and from vehicles travelling on Pearson Street. The historic station platform, silos and adjacent 'Memorial Avenue' trees are important local features in the view.	Neighbourhood
	Viewpoint 13: View west from Urana Street	This view would be briefly glimpsed from vehicles travelling along Urana Street and from the dwellings facing Pearson Street and the rail corridor. The view does not contain any areas of local scenic value or any local landscape features	Neighbourhood
Cassidy Parade pedestrian bridge, Edmondson Street bridge, Wagga Wagga Station pedestrian bridge and Wagga Wagga Yard clearances	Viewpoint 14: View north-west from Cassidy Parade	This view is available from a local street near the entry to the Erin Earth Centre. Viewed by local residents from small playground and crossing. While this view is from a street within the heritage conservation area, it is oriented towards the rail corridor.	Local

	Viewpoint 15: View south from Brookong Street	This connection is a part of the Burke link cycle route and would attract pedestrians and cyclists that cross the rail corridor. This view would be seen form adjacent residences and, while it includes some historic character residences, also includes the Telstra depot, which detracts from the amenity of this view.	Local
	Viewpoint 16: View north along Edmondson Street	This view is appreciated from a large number of vehicles using Edmondson Street. There would be large numbers of pedestrians accessing the adjacent schools via the bridge. This view includes areas within the heritage conservation area and glimpses to the Mount Erin Boarding/Kildare Catholic College grounds.	Local
	Viewpoint 17: View south from Best Street	Best Street is located in the Wagga Wagga heritage conservation area. This view would be experienced from a large number of vehicles and pedestrians using the footpath near the school.	Local
	Viewpoint 18: View east along Railway Street	Railway Street is located in a heritage conservation area. This view would be experienced by local residents and people accessing the station and using the Wagga Wagga Station pedestrian bridge to cross the rail corridor, and approach the school and town centre to the north of the railway line.	Local
	Viewpoint 19: View south west from Station Place	Station Place is located within the heritage conservation area and includes several landmark buildings in the view. This view would be experienced by local residents and people accessing the station and approaching the Wagga Wagga Station pedestrian bridge.	Local

4.9.2 Impact assessment

Landscape and visual amenity

The Proposed Change activities will involve the implementation of mitigation measures such portable VMS, portable CCTV units and some minor road furniture which is all generally consistent with the existing visual character and visual amenity of the Wagga Wagga area. The proposed locations of the VMS are shown in Figure 4-5.

Figure 4-5: Proposed locations of portable VMS

The proposed VMS locations have been chosen as they are situated away from residential properties in order to minimise impacts to local residents.

Viewpoints

The Proposed Change is not expected to result in any impacts to the existing viewpoints.

Night-time visual

The Proposed Change activities may occur outside of standard construction hours, with the potential for minor light spill impacts affecting neighbouring residential properties. Generally, temporary lighting used during construction would be designed and positioned to minimise light spill for surrounding properties.

4.9.3 Conclusion

Impacts to landscape character, viewpoints and night-time visual are considered to be short-term and minor in nature. All applicable mitigation measures in the CoAs and UMMs will be implemented, with any additional mitigation measures outlined in Table 4-15.

4.10 Matters of national environmental significance

As discussed in Section 1.1, the A2I Project was referred to the Australian Government Minister for the Environment under the EPBC Act due to potential for impacts on protected matters on 2 June 2020 (EPBC Referral No 202/8670). On 29 June 2020, DAWE notified that the proposal is not a controlled action, and hence approval under the EPBC Act is not required.

The Proposed Change is considered against matters of national environmental significance and impacts on Commonwealth land in accordance with the EPBC Act in Table 4-14, which determined that there would be no impacts on matters of national environmental significance, and no referral is required.

Table 4-14: Matters of national environmental significance

FACTOR	IMPACT (YES/NO)	IMPACT DESCRIPTION
Any impact on a World Heritage property?	No	No, there are no impacts on a World Heritage property resulting from the proposed works.
Any impact on a National Heritage place?	No	No, there are no impacts on a National Heritage place resulting from the proposed works.
Any impact on a wetland of international importance?	No	No, there are no impacts on a wetland of international importance resulting from the proposed works.
Any impact on a listed threatened species or communities?	No	No, there are no impacts on a listed threatened species or community.
Any impacts on listed migratory species?	No	No, there are no impacts on listed migratory species.
Any impact on a Commonwealth marine area?	No	No, there are no impacts on a Commonwealth marine area resulting from the proposed works.
Does the proposal involve a nuclear action (including uranium mining)?	No	No, the proposal does not involve a nuclear action, including uranium mining.
Additionally, any impact (direct or indirect) on Commonwealth land?	No	No, there are no impacts (direct or indirect) on Commonwealth land.

4.11 Environmental management measures

Table 4-15 outlines any changes to relevant CoAs and UMMs, called EMMs in this document, that will be implemented as additional management measures for the Proposed Change.

Table 4-15: Additional mitigation measures

ASPECT	NATURE AND EXTENT OF IMPACTS (NEGATIVE AND POSITIVE) DURING CONSTRUCTION (IF CONTROL MEASURES IMPLEMENTED) OF THE PROPOSED CHANGE, RELATIVE TO THE APPROVED PROJECT	PROPOSED CONTROL MEASURES IN ADDITION TO PROJECT COA AND UMM	MINIMAL IMPACT YES/NO	ENDORSED	
				Yes/No	Comments
Traffic and transport	The traffic and transport impacts are generally in accordance with the impacts considered as part of the EAD and would be managed in accordance with the traffic management as part of the broader A2I project and in accordance with the Infrastructure Approval.	No additional mitigation measures required.	Yes		
Noise and vibration	Feasible and reasonable management and mitigation measures will be implemented as required to minimise noise, and cumulative impacts for the scope of works as per the Proposed Change.	No additional mitigation measures required.	Yes		
Non-Aboriginal heritage	The Proposed Change would not result in an increase on the level of impact as part of the A2I EAD and would not impact the Project's ability to comply with relevant CoAs or UMMs.	No additional mitigation measures required.	Yes		
Biodiversity	No impacts to threatened species, populations or ecological communities are expected as a result of the proposed activity. Although outside the assessed construction boundary for the Project, the biodiversity impacts are considered consistent with the Revised BDAR (WSP, 2024)., and no further offsets would be required.	No additional mitigation measures required.	Yes		
Flood risk	The Proposed Change activities would be short-term and would be prepared with consideration of existing flooding conditions.	No additional mitigation measures required.	Yes		
Soils and contamination	Construction activities at the Proposed Change area would be short-term and would be prepared with consideration of the existing soils and contamination characteristics of the area.	No additional mitigation measures required.	Yes		
Air quality	The Proposed Change activities would be short-term and following the implementation of appropriate mitigation measures, the residual air	No additional mitigation measures required.	Yes		

	quality impacts would be negligible to low risk				
Landscape and visual	Impacts to landscape character (excluding non-Aboriginal heritage), viewpoints, and night-time visual are considered to be short-term and minor in nature	No additional mitigation measures required.	Yes		

5 Consistency assessment

Table 5-1 presents a set of questions that assist Inland Rail to determine whether the proposed change can be considered consistent with the Minister's approval.

Table 5-1: Consistency questions

CONSISTENCY QUESTION	DISCUSSION	CONSISTENT
Q1) Are the proposed works being carried out as part of an approved project? E.g. Are works "generally in accordance with" project documents and plans, where relevant?	As considered throughout this document, the Proposed Change is being carried out in accordance with the EAD.	Yes
Q2) Is the modification such a radical transformation of the project as a whole, as to be, in reality, an entirely new project? Note: If answered Yes, a new project application may be required.	The Proposed Change does not constitute a modification, is not a radical transformation of the Project as a whole and is not an entirely new Project.	Yes
Q3) Are the proposed works a modification that is considered "consistent with" the project as approved? This will require the work in question to have environmental impacts contemplated by the approval (such as EA / EIS, CEMP, spoil management plan, heritage management plan or the like), including documents forming part of the approval, or as a minimum, very few additional impacts.	The Proposed Change, as considered in Chapter 2, is considered "consistent with" the Infrastructure Approval as the mitigation measures have been contemplated in the EIS, PIR and Conditions of Approval. The Proposed Change is also considered to be largely consistent with the impacts contemplated by the EAD, outlined in CoA1 of the Infrastructure Approval. Any additional impacts during installation of these mitigation measures would be very short-term and minor in nature.	Yes
Q4) When considering all previous consistency assessments and the potential cumulative impacts, are the proposed works still considered 'consistent with' the project as approved?	The Proposed Change is considered "consistent with" the Project, including consideration to any potential cumulative impacts, the EIS Consistency Assessment Report (Minor) Edmondson Street Utility Adjustments (Martinus Rail, January 2025) and the EIS Consistency Assessment Report (Minor) Kildare Catholic College (Martinus Rail, April 2025). Any subsequent consistency assessments would be subject to separate consideration for potential cumulative impacts.	Yes

6 Monitoring and Reporting

There is no further monitoring or reporting required as a result of the Proposed Change.

7 Conclusion

Based on the consistency assessment in this report, the proposed change is considered:

Further to the details provided in table 3 above, the Proposed Change is considered:

☒ Consistent with the Ministers Conditions of Approval, and the Updated Mitigation Measures

☐ ~~Not consistent with the Ministers Conditions of Approval, and the Updated Mitigation Measures. A modification to the project approval must be prepared and submitted to the Department of Planning Infrastructure and Environment for approval.~~

8 Certification

Author

This consistency assessment provides a true and fair review of the Proposed Change for the Inland Rail – Albury to Illabo Project.

Name: Cameron Weller **Signature:** 

Position: Approvals Advisor **Date:** 1 13/10/2025

Organisation: Martinus Rail

Inland Rail

The Proposed Change, subject to the implementation of all the environmental requirements of the Project, is consistent with the Division 5.2 approval.

Name: Susan Kay **Signature:** 

Position: Principal Environment Advisor **Date:** 16/10/2025

Organisation: Inland Rail

Name: Malcolm Clark **Signature:** 

Position: Project Director **Date:**

Mr Malcolm Clark - Australian Rail Track Corporation
Oct 16, 2025, 8:38 AM GMT+10:00

Organisation: Inland Rail

I have examined the Proposed Changes by reference to the Division 5.2 approval in accordance with Section 5.25(2) of the EP&A Act. I consider that the proposal is consistent with the Division 5.2 approval.

Principal Environment Advisor

I agree / ~~do not agree~~ with the recommendations of the [Insert above signatory e.g. PEL] and approve / ~~do not approve~~ of the carrying out the Proposed Change in accordance with those recommendations.