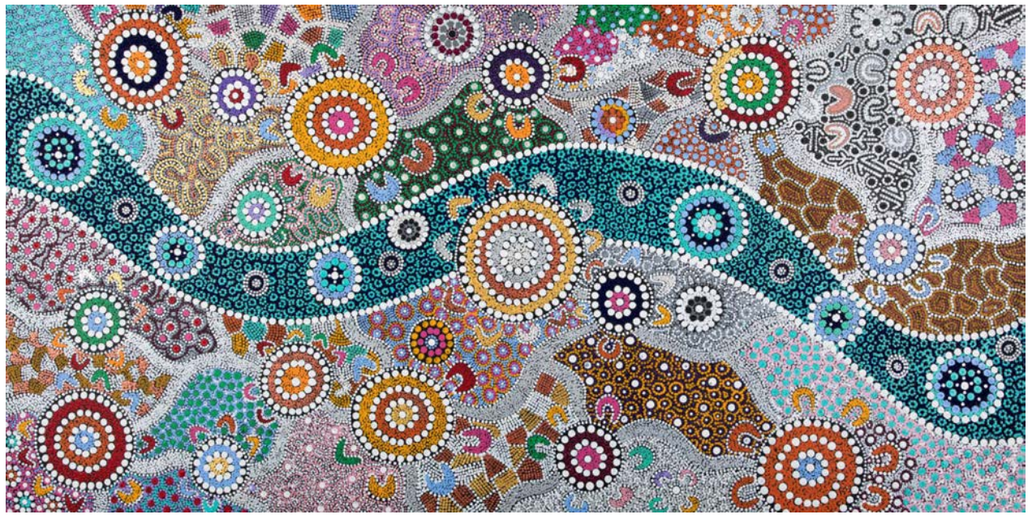
A2I | Albury to Illabo

Urban Design and Landscape Plan

Stage 2 Bridges

MARTINUS INLAND RAIL





Wiradjuri Art Aboriginal art print on canvas featuring the Murrumbidgee River with surrounding landscape, painted by Owen Lyons using traditional indigenous art dot painting techniques.
Source: https://wiradjuriart.com/products/wiradjuri-river-people-original-colours-art-print-on-canvas

Acknowledgement of Country

Martinus and Inland Rail acknowledge the Wiradjuri Traditional Custodians of the land the Albury to Illabo enhancement project is located and the Cammeraygal people who are the Traditional Custodians of the land on which the design office is located.

We pay our respects to the Wiradjuri Elders past and present and celebrate the diversity of Aboriginal people and their ongoing culture and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Martinus and Inland Rail are committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

Cover: Example of double stack train (Source: The Australian)

A2I | Albury to Illabo

Urban Design and Landscape Plan

Stage 2 Bridges

Revision Number: 2
Issue Date: 11 November 2025

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Prepared for:

ARTC

By:

CM+ Tract OzArk

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on behalf of:

MARTINUS INLAND RAIL



Types of Works iconography

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Terms and Abbreviations

A2I
Albury to Illabo

ARTC
Australian Rail Track Corporation

AUDP
Australian Urban Design Protocol

CEMP
Construction Environmental Management Plan

CPFP
Creating Places for People

CPTED
Crime Prevention Through Environmental Design

CSSI
Critical State Significant Infrastructure

DPHI
Department of Planning, Housing and Infrastructure

EIS
Environmental Impact Statement

EOI
Expression of Interest

GANSW
Government Architect NSW

HIP
Heritage Interpretation Plan

IR
Inland Rail

IS
Infrastructure Sustainability

LFA
Landscape Functional Analysis

LGA
Local Government Area

LMP
Landscape Management Plan

MCoA
Minister's Conditions of Approval

MR
Martinus

NSW
New South Wales

NTS
Not to Scale

O&M
Operations and Maintenance

PCT
Plant Community Type

PIR
Preferred Infrastructure Report

Project
The Inland Rail Albury to Illabo enhancement project

PSR
Project Scope and Requirements

RMS
Roads and Maritime Services (now Transport for NSW)

SDRP
NSW State Design Review Panel

TfNSW
Transport for NSW

UDLP
Urban Design and Landscape Plan

UMM
Updated Mitigation Measures

WMP
Weed Management Plan

Artist Impression
Drawing is illustrative and landscape is shown at full maturity.

CIZ
The Construction Impact Zone (CIZ) is the discrete sites permanent work footprint plus the areas around the works where construction crews, equipment, and/or materials are staged and moved during construction.

Compliance Matrix

Minister's Conditions of Approval (MCoA)

CLAUSE NO.	CLAUSE	DOCUMENT REFERENCE
HERITAGE		
E49	Modifications to the rail bridge over the Murray River (SHR 01020) must be consistent with the Urban Design and Landscape plan required by Condition E108 and reviewed by the State Design Review Panel (SDRP) established in Condition E100.	UDLP Stage 1
E50	Replacement, modification or new structures within or adjacent to listed heritage items, curtilages, or heritage conservation areas must be designed to be consistent with the Urban Design and Landscape Plan required by Condition E108.	Chapter 7
E51	The Proponent must assess options for the salvage, sympathetic reuse (including integrated heritage displays) or other options for repository, reuse and display of items or elements of heritage value from heritage listed buildings and structures to be demolished before demolition. This includes but is not limited to:	Section 7.5
a)	street furniture associated with Kemp Street bridge in Junee;	Section 7.5 & Section 7.1.5.4
b)	bridge construction materials associated with Edmondson Street bridge in Wagga Wagga; and	Section 7.4
c)	footbridges in Albury, Wagga Wagga, Culcairn and Junee.	Section 7.5 & Section 7.1.1.4
	Suitable repository or interim locations must be established in consultation with the relevant Council(s). Any State listed items or elements suitable for salvage must be determined in consultation with Heritage NSW. The items to be salvaged must be identified in the Heritage CEMP Sub-plan required by Condition C6.	Section 7.5
E55	The Proponent must prepare and implement a Heritage Interpretation Plan which identifies and interprets the key Aboriginal and Non-Aboriginal heritage values and stories of heritage items and heritage conservation areas impacted by the CSSI. The Heritage Interpretation Plan must inform the Urban Design and Landscape Plan required by Condition E108. The Heritage Interpretation Plan must be prepared in accordance with the relevant Heritage NSW and Heritage Council of NSW guidelines and include, but not be limited to:	Section 7.5, Appendix 4
a)	a discussion of key interpretive themes, stories and messages proposed to interpret the history and significance of the affected heritage items and sections of heritage conservation areas including, but not limited to Albury, Wagga Wagga and Junee Stations and Yard Groups, and bridges modified or removed by the project;	Section 4.2, Section 4.3 & Appendix 4
b)	identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological relics, heritage items and conservation areas affected by the CSSI including:	Section 4.3 & Appendix 4
i.	use of interpretative hoardings during construction	Section 8.9
ii	community open days	Section 4.3 & Appendix 4
iii	community updates	Section 4.3 & Appendix 4
iv	design of pedestrian and road bridges	Chapter 5 & Appendix 4
v	signal boxes and other items within Albury Station Yard; and	UDLP Stage 1
c)	Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken.	Chapter 4 & Appendix 4
	The Heritage Interpretation Plan must be prepared in consultation with Heritage NSW, Heritage Council of NSW, relevant Councils and Registered Aboriginal Parties, and must be submitted to the Planning Secretary before commencement of construction.	Section 4.3.2 & Appendix 4
PLACE, DESIGN AND VISUAL AMENITY		
Design Requirements and Strategic Context		
E94	The CSSI must be designed and overseen during construction by suitably qualified and experienced design practitioners with appropriate experience in the fields of:	Section 1.3
a)	urban design and place making;	Section 1.3
b)	landscape architecture;	Section 1.3
c)	heritage; and	Section 1.3
d)	architectural design of infrastructure.	Section 1.3
E95	These practitioners must:	
a)	develop the design objectives and principles required by Condition E96 and	Chapter 3
b)	prepare the Urban Design and Landscape Plan (UDLP) required by Conditions E108 to E110.	UDLP Stage 2 (This Report)
E96	Design objectives and design principles must be developed to inform the design of permanent built works and landscaping to ensure the project is designed and constructed in a manner that minimises adverse visual impacts to the public domain and heritage, including design, details and finishes that reflect the context within which the project is located. The design objectives and principles must apply, as a minimum, to the following areas and infrastructure:	Section 3.2
a)	Murray River bridge (bridge modification)	UDLP Stage 1
b)	Albury Railway Station and pedestrian crossing (bridge replacement)	Section 7.1.1
c)	Cassidy Parade pedestrian crossing Wagga Wagga (bridge replacement)	Section 7.1.2
d)	Edmondson Street pedestrian crossing Wagga Wagga (bridge replacement)	Section 7.1.3
e)	Wagga Wagga Railway station and pedestrian crossing (bridge replacement)	Section 7.1.4
f)	Kemp Street pedestrian crossing Junee (bridge replacement)	Section 7.1.5
g)	Noise barriers	UDLP Stage 3
E97	The design objectives and design principles must include and respond to:	

Table 1: Minister's Conditions of Approval compliance matrix

CLAUSE NO.	CLAUSE	DOCUMENT REFERENCE
a)	the relationship to and impacts upon heritage places and items within and adjacent to project boundaries;	Section 3.2
b)	the design guidance in Better Placed, Design Guide for Heritage and Urban Design for Regional NSW;	Section 1.6
c)	the principles and objectives of the Connecting with Country Framework;	Section 1.6
d)	achieving Disability Discrimination Act 1992 (Cth) compliance through lower impact alternatives that achieve better design outcomes;	Section 3.2
e)	the NSW Movement and Place Framework including relevant guidance:	Section 1.6
i.	the Walking Space Guide: Towards Pedestrian Comfort and Safety (TfNSW, 2020), the Cycleway Design Toolbox: Designing for Cycling and Micromobility (TfNSW, 2020); and	Section 1.6
ii.	Beyond the Pavement (TfNSW 2020).	Section 1.6
f)	active transport connectivity across the rail corridor and adjacent to works in accordance with:	
i.	the Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads, 2017);	Section 1.6
ii.	relevant Australian Standards (AS) such as AS 1428.1-2009 Design for access and mobility, the Disability Inclusion Act 2014 division 2 and NCC DP7;	Section 1.6
g)	current and proposed land uses and place-making strategies	Section 1.6
h)	relevant Crime Prevention Through Environmental Design principles, existing and proposed future local context and character;	Section 1.6 & Section 7.4
i)	minimising light spill to surrounding properties with all lighting associated with the CSSI consistent with the requirements of ASINZS 4282:2019 Control of the obtrusive effects of outdoor lighting, relevant Australian Standards in the series ASINZS 1158 - Lighting for Roads and Public Spaces.	Section 6.4.5
j)	landscape areas and strategies to increase and retain existing tree canopies;	Section 7.2 & Section 7.3
k)	opportunities to enable users to connect to key views and vistas; and	Chapter 7
l)	refer to relevant local council's relevant design guidelines.	Section 1.6
E98	The design objectives and design principles must be reviewed by the State Design Review Panel (SDRP) established in Conditions E100 to E101. SDRP advice and recommendations made about the design objectives and design principles and the Proponent's response to each recommendation must be included when submitting the Design objectives and design principles to the Planning Secretary for approval.	Section 1.7.1 & Appendix 2
E99	The design objectives and principles must be submitted to and approved by the Planning Secretary within three months of this CSSI approval, or unless otherwise agreed with the Planning Secretary. The design of permanent built structures must be informed by the design objectives and design principles.	Section 1.7.1 & Appendix 2

CLAUSE NO.	CLAUSE	DOCUMENT REFERENCE
State Design Review Panel and Design Review		
E100	The Proponent must utilise the State Design Review Panel (SDRP) to provide advice and recommendations to the Proponent during the CSSI's design development and construction to facilitate quality design and place outcomes. The SDRP must meet within one month of the date of this approval, or as otherwise agreed with the Planning Secretary.	Section 1.7.1 & Appendix 2
E101	The responsibilities of the SDRP include:	
a)	reviewing and endorsing the design objectives and principles (and any updates to these) as outlined in Conditions E96 to E97 with regards to key design elements in relation to place making, architecture, heritage, urban and landscape design strategies of the CSSI related to the infrastructure and locations specified in Condition E96;	Section 1.7.1 & Appendix 2
b)	reviewing and endorsing the UDLP required by Condition E108; and	Section 1.7.1 & Appendix 2
c)	providing advice and recommendations to the Proponent for consideration in the design development of the CSSI.	Section 1.7.1 & Appendix 2
Operation of the Design Review Process		
E102	The relevant councils, TfNSW, HNSW, and other relevant agencies may be invited to the meetings of the Panel as observers or to provide feedback on key design elements of the CSSI.	Section 1.7, Appendix 1 & Appendix 2
E103	SDRP advice and recommendations, as issued by the SDRP and the Proponent's response to each recommendation must be included when submitting the final UDLP to the Planning Secretary for approval.	Section 1.7 & Appendix 2
E104	The Proponent must provide the design development schedule to the SDRP prior to its first meeting, including details of when relevant elements of the detailed design will be available for review by the Panel. The schedule must be updated every three months until the detailed design process is complete.	Section 1.7 & Appendix 2
Lighting and Security		
E105	Mitigation measures must be provided to manage residual night lighting impacts to protect properties adjoining or adjacent to the CSSI, in consultation with affected landowners.	Section 1.7 & Section 6.4.5
Urban Design and Landscape Plan		
E108	The Proponent must prepare an Urban Design and Landscape Plan (UDLP) in consultation with the SDRP to document and illustrate the permanent built works and landscape design of the CSSI and how these works are to be maintained. The UDLP must be:	UDLP Stage 1 & UDLP Stage 2 (This Report)
a)	prepared by a suitably qualified and experienced person(s) as required by Condition E94 in consultation with Heritage NSW, TfNSW and relevant council(s);	Section 1.3
b)	consistent with proposed outcomes from consultation with the community including that completed in accordance with Condition E88 and E89;	Section 1.7 & Appendix 1

CLAUSE NO.	CLAUSE	DOCUMENT REFERENCE
c)	reviewed by the SDRP or a person nominated by the SDRP;	Section 1.7 & Appendix 2
d)	submitted to and approved by the Planning Secretary one month prior to the commencement of construction of permanent built surface works and/or landscaping, excluding those elements which for ecological or technical requirements as agreed by the Planning Secretary do not allow for alternate design outcomes; and	Section 1.7 & Appendix 2
e)	implemented during construction of permanent built works and operation of the CSSI.	Section 1.7 & Appendix 1
	Note: The UDLP may be developed and considered in stages to facilitate design progression and construction. Any such staging and associated approval would need to facilitate a cohesive final design and not limit final design outcomes.	Section 1.5
E109	The UDLP must document how the following matters have been considered in the design and landscaping of the project including:	
a)	the requirements of Conditions E97 to E108 and E110,	Section 1.7 & Appendix 2
b)	advice and recommendations from the SDRP; and	Section 1.7 & Appendix 2
c)	consultation with the community including that completed in accordance with Condition E88 and E89.	Section 1.7 & Appendix 1
E110	The UDLP must include descriptions, visualisations and drawings (as appropriate) of:	
a)	Consistency with the design objectives and design principles approved in accordance with Conditions E96 to E99;	Section 3.2
b)	design of the permanent built elements of the CSSI, including any crossings over, under or at grade and noise barriers;	Section 7.1
c)	design of permanent built elements, structures, landscaping and buildings demonstrating options to mitigate impacts, including visual impacts, on:	Chapter 7
i.	the surrounding context and local character,	Chapter 5
ii.	heritage items within and outside of project boundaries and heritage interpretation as outlined in the Heritage Interpretation Plan in accordance with Condition E55;	Chapter 5 & Chapter 7
iii.	minimise overlooking and light spill on the nearby residences, schools or other sensitive users such as pre-schools, disability and aged care; and	Section 6.4.5 & Chapter 7
iv.	watercourse crossings, where relevant	N/A
d)	landscaping:	
i.	landscape plan, hard and soft elements, for the corridor and the stations (including any public art);	Section 7.2
ii.	use of native species from the relevant native vegetation community (or communities), where identified as appropriate;	Section 7.2
iii.	water sensitive urban design initiatives	Section 7.2
iv.	management and routine maintenance standards and regimes for design elements and landscaping work (including weed management) to ensure the success of the design;	Section 7.2
v.	measures to prevent wildlife strike risk;	Section 7.2
vi.	details of strategies to rehabilitate, regenerate or revegetate disturbed areas, where relevant;	Section 7.2
e)	design of car parking elements, where relevant;	Chapter 7 & Section 7.2
f)	proposed ownership structures and operational management and maintenance standards including of non-rail works including bridges, ramps and lifts;	Section 6.5
g)	the timing and responsibilities for implementation of elements included within the UDLP; and	
h)	the requirements of Conditions E97, E108 and E109.	UDLP Stage 2 (This Report)
OPERATIONAL MAINTENANCE		
E111	The ongoing maintenance and operation costs of urban design, open space, landscaping and recreational items and work implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Before the transfer of assets, the Proponent must maintain items and work to at least the design standards established in the UDLP, required by Condition E108. The Planning Secretary must be advised prior to the transfer of the asset(s) to the relevant authority.	Section 6.5
E112	Should any plant loss occur during the maintenance period required by Condition E111 the plants must be replaced by the same plant species unless it is determined by a suitably qualified person that a different species is more suitable for that location.	Section 6.5
SUSTAINABILITY		
E130	The CSSI must achieve a minimum 'excellent' rating for both 'Design' and 'As built', under the Infrastructure Sustainability Council (ISC) infrastructure rating tool, or through the use of an equivalent process or an equivalent level of performance using a demonstrated equivalent rating tool.	Section 1.8

Updated Mitigation Measures (UMM)

REF	ISSUE / IMPACT	MITIGATION MEASURES	DOCUMENT REFERENCE
LV1	Landscape and visual impact	Detailed design and construction planning will seek to further minimise the construction and operation footprints to avoid impacts on mature vegetation, as far as reasonably practicable.	Refer to CEMP
LV2	Landscape and visual impact	An urban design and landscape plan will be prepared to provide a consistent approach to design, landscaping and landform rehabilitation. The urban design and landscape plan would include:	UDLP Stage 1 & UDLP Stage 2 (This Report)
		- vegetation screening in strategic locations to minimise impacts from new structures and rail operations, including around bridges and locations where the proposal would be visible from sensitive receivers, where the presence of screening does not impact safe rail operations	Section 7.2
		- integration of batter slopes into the surrounding landscape, as far as practicable, and inclusion of appropriate slope stabilisation measures to ensure successful rehabilitation and slope stability	Section 7.2
		- appropriate treatment of cuttings to minimise the need for shotcrete, and use of appropriate urban design finishes where shotcrete is unavoidable	N/A
		- appropriate species that respond to the existing landscape character setting and environmental conditions	Section 7.2
		- design guidelines to minimise the visual impacts of infrastructure, with consideration of the existing landscape and visual context.	Chapter 7
		Detailed design will be undertaken in accordance with the urban design objectives developed for the design, and the urban design and landscape plan.	Section 3.2
		The urban design and landscape plan, including the urban design objectives will be prepared in consultation with Transport for NSW and relevant local councils.	UDLP Stage 1 & UDLP Stage 2 (This Report)
LV3	Landscape and visual impact	The final urban design treatments and landscaping at Kildare Street Park (Wagga Wagga) and Endeavour Park (Junee) will be identified in consultation with the relevant council and informed by community consultation. This includes park embellishments where possible. Where possible, these improvements will provide screening of rail corridor and enhance local landscape character. Due to its proximity to the Olympic Highway, urban design treatments and landscaping at Endeavour Park (Junee) will be identified in consultation with Transport for NSW.	Section 7.2 & Appendix 1
LV4	Landscape and visual impact	Detailed design of the new road and pedestrian bridges will have regard to Bridge aesthetics: design guideline to improve the appearance of bridges in NSW (Transport for NSW, 2019a), Beyond the Pavement (Transport for NSW, 2020), and be completed in consultation with Transport for NSW and relevant local councils. Where a bridge or its setting is of heritage value, detailed design will consider relevant heritage interpretation recommendations, and the involvement of a suitably qualified heritage specialist and urban designer/architect.	Section 1.3 & Section 1.6
LV5	Landscape and visual impact	Any landscape works are to be completed in accordance with the Inland Rail Landscape and Rehabilitation Framework, Landscape Rehabilitation Strategy, and Landscape Specification. Rehabilitation of disturbed areas will be undertaken progressively in accordance with the urban design and landscape plan and individual property agreements, where relevant. Landscaping works will be monitored and maintained until vegetation has been established, in accordance with ARTC's procedures or as agreed with the relevant landowner.	Section 1.6 & Section 1.7
LV7	Night-time visual impacts	Light spill onto private property due to permanent lighting and train headlights will be managed in accordance with AS 4282-2019 Control of the Obtrusive Effects of Outdoor Lighting(Standards Australia, 2019) as far as practicable.	Section 6.4.5
LV9	Landscape and visual impact	Trees to be retained within and directly adjacent to construction sites will be protected prior to the commencement of construction in accordance with AS4970-2009 Protection of trees on development sites (Standards Australia, 2009a) and monitored during construction	Section 7.2
LV10	Landscape and visual impact	All trees removed for the proposal (that are not subject to biodiversity offsets) will be replaced at a ratio of 2:1 in locations within the enhancement sites or in the general locality to the enhancement sites, as determined in consultation with stakeholders and relevant local council. A tree is defined as woody perennial plants above 3m in height.	Section 7.2
LV11	Landscape and visual impact	During detailed design and in consultation with the relevant council, opportunities to screen the rail corridor and enhance local landscape character, through the provision of additional trees and shrubs within local parks and streets adjoining enhancement sites, will be investigated in locations such as Culcairn, Henty, Yerong Creek and Uranquinty.	UDLP Stage 1

Table 2: Updated Mitigation Measures compliance matrix

REF	ISSUE / IMPACT	MITIGATION MEASURES	DOCUMENT REFERENCE
LV12	Landscape and visual impact	The use of throw screens will be limited to the extent necessary to minimise visual clutter and the visual mass of bridges.	Section 7.1
LV13	Landscape and visual impact	The urban design and landscape plan will include consideration of screening vegetation along Kemp Street between Ducker Street and Byrnes Road to screen views from adjoining residences where practicable.	Section 7.2
NAH1	Alteration of heritage items	The condition of the original top bracing framework of the Albury rail bridge over the Murray River (SHR 01020) would be investigated during detailed design to determine if this material can be re-purposed in the modified structure. If this cannot be re-purposed, a suitably qualified heritage professional would be consulted concerning the design and installation of the new bracing framework, to ensure that it is appropriate to the existing fabric and style of the bridge.	UDLP Stage 1
NAH2	Demolition or alteration of heritage items	The relocation of signal box 1a in the Albury Railway Station and Yard (SHR 01073) would be investigated during detailed design and documented through a Statement of Heritage Impact (SOHI). If practicable, the new location will be identified in consultation with a heritage specialist and positioned in the yard so that it maintains its proximity and visual relationship with the Albury Railway Station, signal box 1b, and tracks.	UDLP Stage 1
NAH3	Demolition or alteration of heritage items	Where possible, the gifting of elements of the following items for the purpose of reuse elsewhere would be investigated with the relevant council prior to removal: - pedestrian bridge at Culcairn Railway Station and Yard Group (SHR 01126) - pedestrian bridge at Junee Railway Station, Yard and Locomotive Depot Group pedestrian bridge (SHR 01173). The gifting will be subject to the relevant council making appropriate arrangements to receive and site the elements of the pedestrian bridge.	UDLP Stage 1
NAH4	Demolition or alteration of heritage items	The re-purposing of salvaged materials within the design of new road bridges for the following items would be investigated during detailed design: - Edmondson Street bridge - red brick (unregistered potential heritage item) - Kemp Street bridge - red brick and street lights (unregistered potential heritage item) - Albury Station pedestrian bridge (SHR no. 01073).	Section 7.1.1.3 & Section 7.4
NAH5	Demolition or alteration of heritage items	Detailed design and construction planning will seek to identify refinements that further minimise impacts on heritage items and areas of archaeological potential as far as reasonably practicable. This includes: - remnant broad-gauge railway track archaeological sites in the Albury Railway Station and Yard Group (SHR 01073) - the Yerong Creek Railway Station archaeological site.	UDLP Stage 1

REF	ISSUE / IMPACT	MITIGATION MEASURES	DOCUMENT REFERENCE
NAH6	Heritage interpretation	A heritage interpretation strategy for non-Aboriginal heritage will be prepared. This will provide a framework for interpreting the heritage items (listed and unregistered potential heritage items) impacted by the proposal, set out the key interpretative themes and identify communication strategies. The strategy will include interpretation requirements for specific parts of the proposal, particularly where heritage items are proposed to be removed, or archaeological sites are proposed to be excavated. The strategy will include approaches to incorporate heritage interpretation and management outcomes into the urban design of the new structures, and the interpretation response for removed items or removed components of a heritage item. This includes: - new and removed structural components at the Albury Rail Bridge over the Murray River (SHR 01020) - new pedestrian bridge in the Albury Railway Station and Yard Group (SHR 01073) - the remnant broad-gauge railway track in the Albury Railway Station and Yard Group (SHR 01073) (where impacts cannot be avoided (NAH8) - removed pedestrian bridge in the Culcairn Railway Station and Yard Group (SHR 01126) - new pedestrian bridge at the Cassidy Parade and Brookong Avenue site - new Edmondson Street bridge - new pedestrian bridge in the Wagga Wagga Railway Station and Yard Group (SHR 01173) - new Kemp Street bridge - removed pedestrian bridge in the Junee Railway Station, Yard and Locomotive Depot Group (SHR 01173). These may include approaches such as interpretive signage at heritage items that have been removed or excavated, historical/artefact displays at local museums or visitor centres, and online media about heritage items and history in the vicinity of the proposal. The strategy will be prepared with regard to Interpreting Heritage Places and Items: Guidelines (NSW Heritage Office, 2005a), and the NSW Heritage Council's Heritage Interpretation Policy (NSW Heritage Office, 2005b)	Section 5.4 & Section 7.5

IS Credit Matrix

IS CREDIT	BENCHMARK REQUIREMENT	DOCUMENT REFERENCE
Urb-1 Level	An urban and landscape design plan is developed and implemented that includes the following:	
	Site Analysis	Section 4.1 & Section 4.2
	Vision and objectives for the infrastructure	Section 4.1 & Section 4.2
	Site planning	Chapter 6
	Strategies that respond to the relevant People and Place principles outlined in the Australian Urban Design Protocol (AUDP) or other ISC approved guidelines	Section 3.2 & Chapter 6
Urb-1 Level 2	The urban and landscape design plan has been internally reviewed by a design review panel	Section 1.7.1
Urb-1 Level 3	The urban and landscape design plan has been independently reviewed by a design review panel	Section 1.7.1

Table 3: IS Credit



“Recognising the need is the primary condition for design.” – Charles Eames

1

1 Introduction

1.1 Purpose

The Urban Design and Landscape Plan (UDLP) has been prepared to satisfy the relevant Minister's Conditions of Approval (MCoA) and the Updated Mitigation Measures (UMM) from the Preferred Infrastructure Report (PIR). The UDLP also supports the projects sustainability objectives and documents outcomes and satisfy the Infrastructure Sustainability (IS) v1.2 Rating requirement for the Urban Landscape credits. It illustrates the enhancement sites along the corridor of the Urban and Landscape Design for the Albury to Illabo (A2I) section (the Project) of Inland Rail. The document has been compiled in a report format to provide a holistic understanding of the design and its evolution informed by the contextual analysis, and responses to the objectives and principles developed for the Project.

1.2 Design Methodology

The design methodology is based on the following:

- Understanding of the Project scope and strategic planning background
- Understanding of the Project context at the regional and local scales
- Understanding the heritage significance of the Project
- Developing a methodology for Consultation (including incorporation of Connection to Country)
- Developing a holistic Project Vision, objectives and principles
- Developing a design strategy and narrative as part of design responses
- Developing the detailed design for the Project.

Steps included:

- Attending site visits.
- Preparing site analysis (including heritage, land use, connectivity and vegetation).
- Incorporating the urban design objectives and principles outlined in the approved Planning documents and modified to develop the design.
- Preparing presentations as required (internal and external audiences including the State Design Review Panel (SDRP)).

1.3 The Team

The Project has been designed and will be overseen during construction by suitably qualified and experienced design practitioners with appropriate experience in the fields of:

a. urban design and place making

b. landscape architecture

c. heritage, and

d. architectural design of infrastructure.

The Project design has been developed with an integrated multi-disciplinary team of contractors, engineers, architects, urban designers, landscape designers, and heritage consultants. These include:

- Martinus – Principal Contractor
- Aurecon and BG&E – Civil, Structural, Drainage, Flooding, Utilities, Environment and Sustainability
- Conybeare Morrison (CM^{+}) in association with Tract Consultants – Urban designers and landscape designers. Qualification of the key authors of this report:
  - Kash Rangan
    - B Arch. Architecture
    - MUDD, Master of Urban Development and Design
  - Martin Virveste
    - B Arch. Design (Architecture)
    - Master. Arch
    - NSW Registered Architect. Registration No. 11898
  - Rene-Ann Glover
    - B Arch. Science (Architecture)
  - Matthew Easton
    - B Arch. Landscape Architecture
    - Grad. Dip Environmental Studies
    - AILA registration no. 854
- OzArk Environment & Heritage – Heritage Consultant
  - Dr Bernadette Drabsch
    - BA Ancient History, BNHI Hons
    - PhD Design / Archaeology

The team has developed the design with inputs and feedback from ARTC, Inland Rail, relevant local councils, Transport for NSW (TfNSW), Community and RAPS with respect to Heritage Interpretation and SDRP through interim workshop's and community consultation.

1.4 Document Structure

This report (5-0052-210-PMA-00-PL-0005) provides an outline of the Urban and Landscape Design responses and strategies for the Project.

The key sections of the report are as follows:



Introduction

This chapter introduces the Project team, design methodologies and guideline documents used to inform the design, and compliances with the MCoA and UMM that have informed the Project's urban and landscape design solution.



Project Overview

This chapter provides an overview of the Project, background and scope.



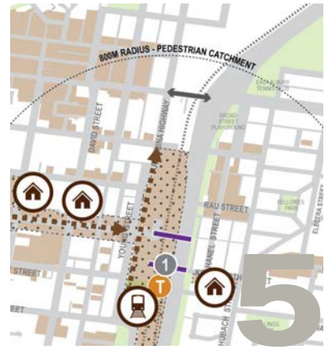
Objectives

This chapter illustrates the Project vision and outlines the objectives and principles and their design responses.



The Narrative

This chapter outlines the design narrative, existing character, inspiration, heritage interpretation including the landscape and heritage context of the Project.



Contextual Analysis

This chapter reviews the existing site conditions including site context, local character, heritage across the bridge sites.



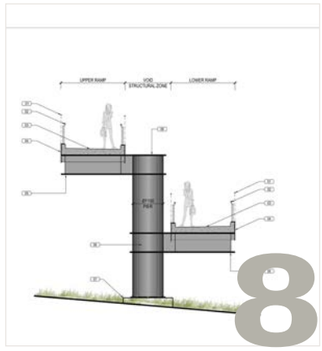
Design Strategy

This chapter outlines the urban design approach for bridges and their application.



Concept Design

This chapter provides the overall concept designs which demonstrates the bridge designs within their context.



Details

This chapter provides design details of bridge components to provide a suite of elements applied to the bridge architecture.



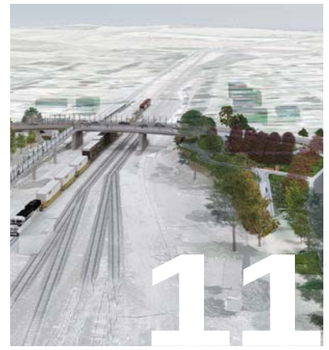
Future-proofing

This chapter outlines future considerations applied to the designs which have been integrated in to the urban design.



Materials

This chapter outlines the material palettes used in the composition of the design elements.



Conclusion

This chapter provides a summary of the report highlighting a place based approach that has been adopted for the Project that balances engineering needs with community, cultural and environmental outcomes.

1.5 UDLP Staging

The UDLP for the Project has been separated into three separate stages to meet project time frames of the construction works and design. The following summaries each stage of the UDLP.

UDLP Stage 1

UDLP Stage 1 primarily focuses on urban and landscape design works for the corridor-wide enhancement sites. These works involve low intervention strategies aimed at improving the overall corridor experience. The low intervention works are detailed in later sections of this report, illustrating the more subtle enhancements that align with the broader design vision, objectives and principles.

Additionally, UDLP Stage 1 includes the high intervention works for the Murray River bridge. The more substantial interventions at Murray River bridge are integral to the Project, designed to make significant improvements in both functionality and aesthetics within the corridor.

The UDLP Stage 1 (5-0052-210-PMA-00-PL-0003) was approved on 2nd June 2025 by Department of Planning, Housing and Infrastructure (DPHI).

UDLP Stage 2 (This Report - 5-0052-210-PMA-00-PL-0005)

UDLP Stage 2 focuses on the high intervention urban and landscape design works related to the five bridges at Albury, Wagga Wagga, and Junee.

These works will include significant enhancements to the following pedestrian bridges:

- Albury Station Footbridge, Albury
- Cassidy Parade Pedestrian Bridge, Wagga Wagga
- Edmondson Street Bridge and Footbridge, Wagga Wagga
- Wagga Wagga Station (Mothers) Footbridge, Wagga Wagga
- Kemp Street Bridge and Footbridge, Junee.

These bridges are key elements of the Project, and UDLP Stage 2 addresses both their functional and aesthetic improvements, contributing to the overall vision for the corridor's transformation.

UDLP Stage 3

Stage 3 will primarily focus on implementing noise mitigation measures along the corridor. While a preliminary assessment of noise wall typologies has already been conducted as part of the Environmental Impact Statement (EIS), the final design will undergo further consultation with relevant stakeholders. This will ensure that the noise mitigation solutions are refined and aligned with the Project's broader objectives and the needs of the community. The outcomes of the fauna connectivity survey currently being undertaken and their associated responses following the completion of the survey will also be included in UDLP Stage 3.

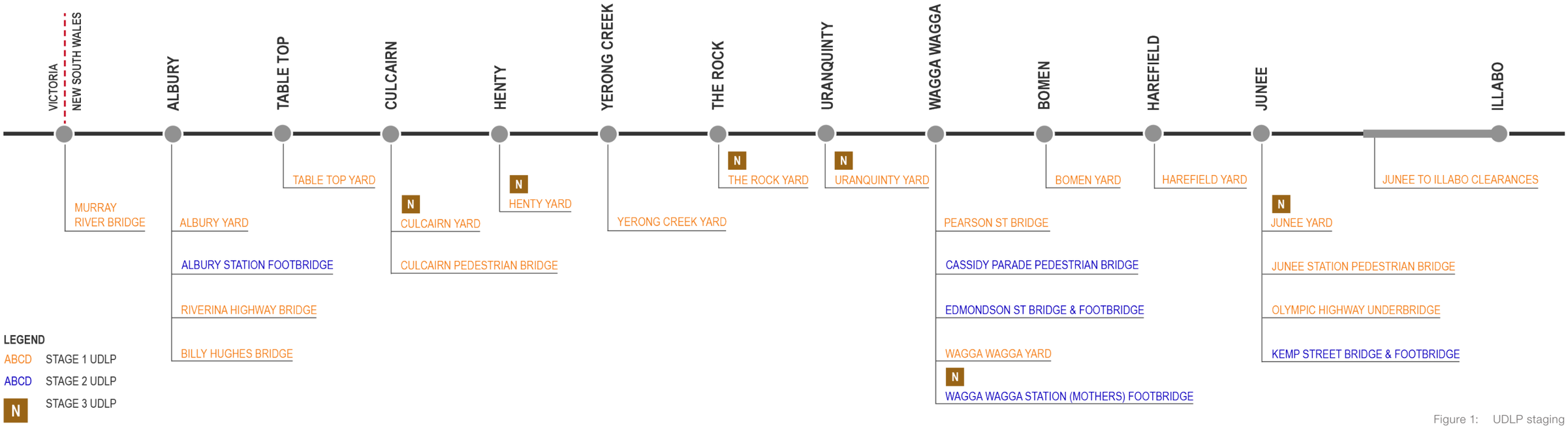


Figure 1: UDLP staging

1.6 Key Reference Documents

Several reference documents have been used to prepare this report and inform the design. They vary over a wide range and include Inland Rail (IR) Program-Wide Planning documents, Strategic Council documents and masterplans, TfNSW guidelines, Australian standards, and Government Architect guidelines, as noted below:

IR Planning Documents

- Inland Rail Albury to Illabo Scoping Report
- Inland Rail Landscape and Rehabilitation Framework
- Inland Rail Landscape and Rehabilitation Strategy
- Inland Rail Specification Landscape Design

Key Planning Documents

- Albury to Illabo Environmental Impact Statement
- Albury to Illabo Preferred Infrastructure Report

Design Guidelines

- *Better Placed*, Government Architect NSW, May 2017
- *Connecting with Country*, Government Architect NSW, November 2023
- *Design Guide for Heritage*, Government Architect NSW, January 2019
- *Urban Design for Regional NSW*, Government Architect NSW, June 2020
- *Biodiversity in Place*, Government Architect NSW, May 2024
- *Beyond the Pavement: Urban design approach and procedures for road and maritime infrastructure planning, design and construction*, Transport for NSW, June 2023
- *Bridge Aesthetics: Design guidelines to improve the appearance of bridges in NSW*, Transport for NSW, 2019
- *Guideline for landscape character and visual impact assessment – Environmental impact assessment practice note EIA-NO4*, Transport for NSW, 2020
- *Landscape Design Guideline: Design guideline to improve the quality, safety and cost effectiveness of green infrastructure on roads and streets*, Transport for NSW, June 2023
- *Cycleway Design Toolbox: Designing for Cycling and Micromobility*, Transport for NSW, 2020
- *Guide to Road Design Part 6A: Paths for Walking and Cycling*, Austroads, 2017
- Infrastructure Sustainability Technical Manual V1.2
- IS Rating Tool Design Review Guide IS v1.2
- Victoria Inland Rail Urban Design Framework, October 2021
- Creating Places for People: An Urban Design Protocol for Australian Cities (CPFP)

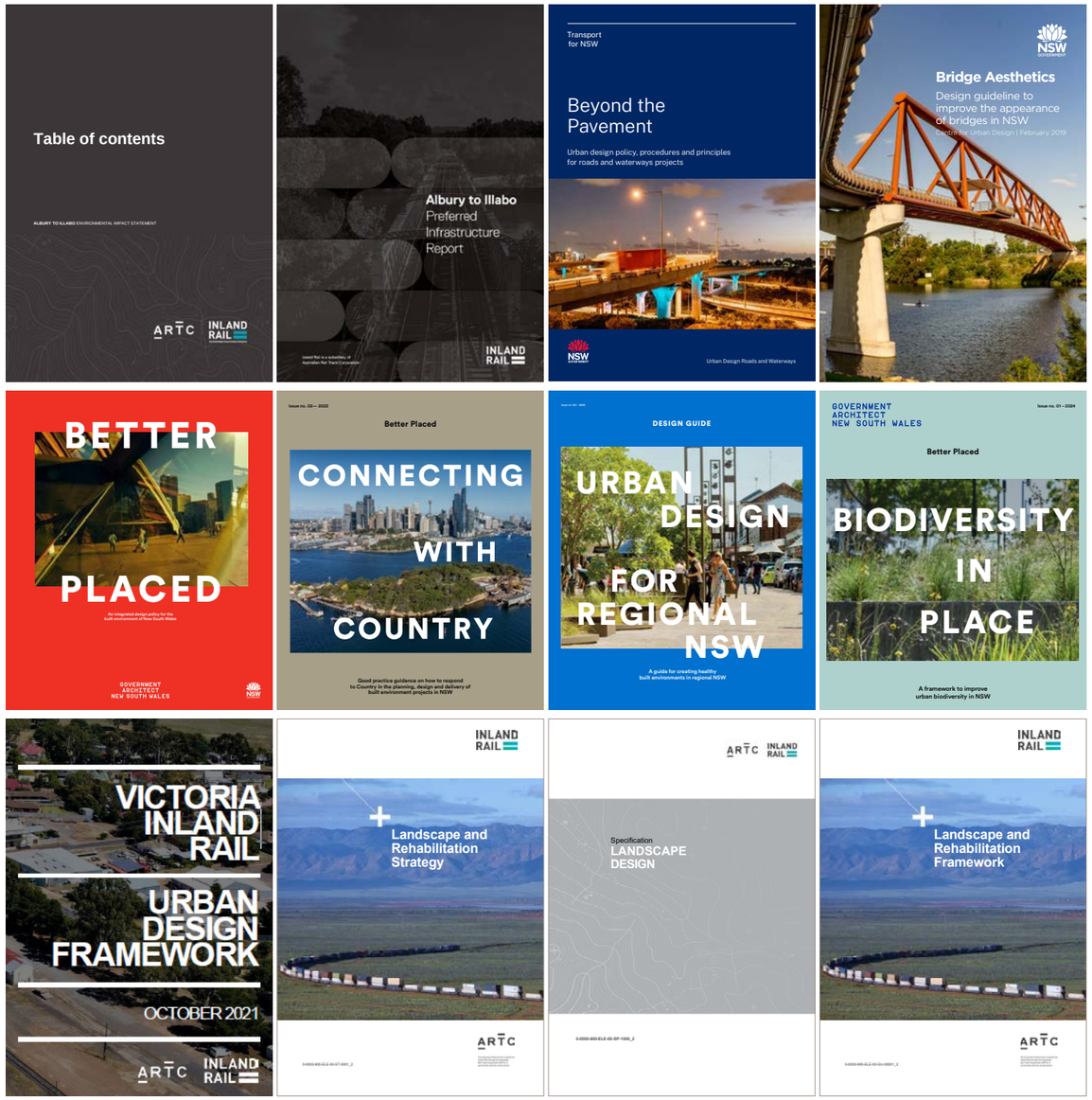


Figure 2: Key reference documents

Strategic Council Documents

- Albury CBD Master Plan
- Albury 2050: Community Strategic Plan 2022 - 2050
- Albury Local Environmental Plan (LEP)
- Albury Local Strategic Planning Statement (LSPS)
- Albury Wodonga Destination Management Plan
- Albury City Crime Prevention Plan
- Albury – Wodonga Tracks and Trails Guide
- Albury Botanic Gardens Master Plan
- Albury Cultural Precinct Master Plan
- Eastern Hill Activation Master Plan
- Riverina Murray Regional Plan 2016
- Destination Riverina Murray
- Wagga Wagga Integrated Transport Strategy
- Wagga Wagga Active Travel Plan
- Wagga Wagga Local Strategic Planning Statement (LSPS)
- Wagga Wagga Landscape Guidelines
- Wagga Wagga Spatial Plan 2013 – 2043
- Wagga Wagga Transport Plan
- Wagga Wagga Community Strategic Plan 2040
- Wagga Wagga All Abilities Inclusion Action Plan
- Wagga Wagga Place Score
- Wagga Wagga Local Environmental Plan (LEP)
- Wagga Wagga Cultural Plan
- Junee Local Strategic Planning Statement (LSPS)
- Junee Walking and Accessibility Plan
- Junee Local Environmental Plan (LEP).



Figure 3: Key strategic Council documents

1.7 Consultation

As part of the UDLP Stage 2, Consultation has been undertaken with the key stakeholders (refer to Table 4).

The purpose of this engagement was to provide an understanding of the Project and its key elements to the stakeholders, demonstrating how the project responds and integrates with the public domain and its contextual setting. Topics of consultation included:

- **Urban Design Approach**

Demonstrating the key urban design drivers for the project site that has been the basis of design development, which included the site context, Crime Prevention Through Environmental Design (CPTED), connectivity and future-proofing.

- **Heritage**

Consultation on the Heritage findings and the heritage interpretation outcomes and how they are integrated within the project sites.

- **Bridge Design Approach**

Consultation on the bridge alignments, structural forms, bridge components and their materials and finishes.

- **Landscape Design Approach**

Consultation on the landscape planting typologies, species selection and landscape placements of the soft-scape and hard-scape elements.

- **Operation and Maintenance (O&M)**

Asset maintenance regimes for the components and their ownership structure within the bridge sites.

The following methodology has been developed for Aboriginal consultation:

- Meet with representatives from Aboriginal communities in partnership with the Project team.
- Understand Country - cultural significance of Wiradjuri Country
- Listen to the Aboriginal stories and cultural knowledge
- Identify dominant themes
- Develop a strategy to incorporate the themes
- Undertake further consultation and engagement throughout Detailed Design Phase and beyond, as appropriate for the scope of this Project.

The following appendices for evidence of consultation:

- Appendix 1: Design Consultation Register
- Appendix 2: SDRP Matrix, noting SDRP presentations were shared with Councils for their feedback throughout the SDRP process
- Appendix 3: Heritage Interpretation Plan (HIP) Deliverable Engagement Strategy - sets out the guidelines for consultation and methodology for implementation of the HIP initiatives
- Appendix 4: HIP Consultation Register.



Figure 4: Heritage consultation process

STAKEHOLDERS	MONTHLY MEETINGS	WEEKLY OR FORTNIGHTLY TECHNICAL WORKING GROUPS	HIP CONSULTATION	LANDSCAPE
Albury Shire Council	Since Nov 2023		Q4 2024	Q4 2024, Q2 2025, 2026
Greater Hume Council	Since Nov 2023		Q4 2024	Q4 2024, 2025, 2026
Lockhart Council	Since Nov 2023		Q4 2024	Q4 2024, 2025, 2026
Wagga Wagga City Council	Since Nov 2023		Q4 2024	Q4 2024, Q2 2025, 2026
Junee Shire Council	Since Nov 2023		Q4 2024	Q4 2024, Q2 2025, 2026
TfNSW / Sydney Trains		Since Q1 2024		Q4 2024, 2025, 2026
ARTC		Since Q1 2024		Q4 2024, 2025, 2026
Utility Providers		Since Q1 2024		Q4 2024, Q2 2025
Heritage Societies			Q3 2024, Q1 2025	
First Nation Stakeholders			Since Q3 2024	Q4 2024, 2025, 2026
Schools				Q2 2025, 2026
Community Groups and Landowners				Q4 2024, Q2 2025, 2026

Table 4: Project consultation schedule

1.7.1 State Design Review Panel

A State Design Review Panel (SDRP) has been established by the Government Architect NSW (GANSW) to provide expert design review and independant advice and recommendations of the design objectives and principles, the design development and construction to facilitate quality design and place opportunities and outcomes are achieved. The SDRP provides endorsement of the UDLP.

The SDRP is chaired by the GANSW and the attendees also include representatives of DPHI and the GANSW. The independant design review panel has been implemented in accordance with the IS Design review guide.

The design objectives and principles must be submitted to and approved by the Planning Secretary within three months of this Critical State Significant Infrastructure (CSSI) approval, or unless otherwise agreed with the Planning Secretary. The design of permanent built structures must be informed by the design objectives and design principles. As part of UDLP Stage 1, design objectives and principles developed for the project have been provided and endorsed by the SDRP with DPHI approval of UDLP Stage 1 on 2nd June 2025.

Consultations with the SDRP took place on the following dates:

- SDRP 1 - 23 May 2024
- SDRP 2 - 25 July 2024
- SDRP 3 - 12 September 2024
- SDRP 4 - 31 October 2024
- SDRP 5 - 12 December 2024
- SDRP 6 - 26 March 2025.

Attendees included representatives of Inland Rail, Martinus, CM+, OzArk, Albury City Council, Greater Hume, Lockhart Council, Wagga Wagga City Council and Junee Council and TfNSW.

Design Review Items

The team prepared detailed presentations to the Panel on the different aspects of the Project. Each design review session focused on the following main items:

- SDRP 1
  - Introduction and background
  - Contextual analysis
  - Objectives, principles and vision
  - Narrative
  - Concept design
  - Program lookahead.
- SDRP 2
  - Proponent introduction
  - UDLP staging strategy
  - Design principles and objectives - recap
  - Corridor-wide study
  - 6 bridges update:
    - Precinct-wide analysis
    - Design optimisation - plan and context response
    - Heritage interpretation opportunities.
- SDRP 3
  - Key developments since SDRP 2
  - Consultation update
  - Sustainability
  - Development of response to objectives and principles
  - 6 bridges update:
    - Materials, structure and screen details
    - Heritage interpretation opportunities.
- SDRP 4
  - Consultation update
  - Updated objectives and principles
  - Narrative development
  - 6 bridges updates
  - Heritage interpretation.
- SDRP 5
  - Consultation update
  - Updated objectives, principles and narrative
  - Kit of parts
  - 5 bridges updates
- SDRP 6
  - Lift Spaceproofing
  - Canopy shade studies
  - Kemp Street bridge - updates.

Feedback

Feedback was provided for the following categories:

- Connecting with Country
- Analysis and strategic context
- Corridor-wide design strategy
- Sustainability and landscape
- Crossings and precincts
- Site specific feedback at the six bridge sites
- Design development and Project delivery.

The main feedback was to develop a corridor-wide design approach and strategy for the Project, which is commensurate with the strategic importance of the Project. The SDRP recognised that the Project is an enhancement project for 24 individual sites and not a greenfield or a brownfield upgrade. Notwithstanding, the SDRP advised that a holistic approach be developed for the whole corridor between Albury and Illabo, and not restrict to the six bridge sites only, as the interventions along the corridor can be used as place-making opportunities for them to be incorporated in future projects.

A suite of detailed principles was requested to be developed accompanied by design strategies that support the five main principles of Integration, Connectivity, Legibility, Safety and Sustainability that were presented. Following the presentation of the suite of detailed principles, the SDRP requested that they are simplified and unified into the three key drivers that were presented in SDRP 3, relating to user experience, simplicity of structure and respecting the heritage character.

Response

A corridor-wide strategy was developed and presented in SDRP Meeting 2 which illustrated the Project Scope in detail and the strategy adopted to develop the design of this enhancement project. A design narrative is being developed which incorporates a holistic approach to developing the design through the works being undertaken at the 24 individual sites. The narrative is underpinned by highlighting the historical importance of the corridor as a journey through Wiradjuri Country intertwined with the European heritage. Most of the works at the individual sites are low intervention works confined to the tracks only, with the high intervention works located at the townships of Albury, Wagga Wagga and Junee. Themes are being developed as part of the narrative, which are informed through consultation. The themes and the narrative will be finalised following completion of consultation and working with an artist/s to reflect the themes on the Project.

The following elements of the design strategy were supported:

- Engagement of Aboriginal Advisor and Consultation strategy developed
- Simplification of structure and minimising the number of elements, maximising spans
- Developing a site-specific design for each site, whilst tying into the overall narrative
- Recognising that a kit-of parts approach is logical for some of the site-specific design elements
- Strategies adopted to reduce the visual bulk and scale of the structures
- Strategies incorporated in the design to enhance sustainability such as reduction of materials, adopting a modular approach to design detailing that can be procured in bulk; reducing lead times, and measures adopted for salvage and re-use of materials
- At-receiver treatment for noise walls if preferred by community (Note: noise walls to be covered in Stage 3 of UDLP following consultation).

The subsequent SDRPs provided refinements of the above.

Please refer to Appendix 2 SDRP Matrix, which outlines a summary of comments and feedback with responses for the SDRP sessions.

Potential locations for both integrated and standalone artworks have been identified, which will be further developed as part of the community consultation process.

Consultation with urban designers from the stakeholders will be conducted for the footbridges, which will be included in UDLP Stage 2. The scope of the corridor enhancement sites requires consultation with Councils only, as TfNSW is not a stakeholder. The landscape enhancements at Henty and Yerong Creek also require consultation with the Council only.

The track lowering enhancements involve additional third-party interfaces, but due to the minimal interventions, there is no urban design scope for consultation. The focus of this interface is the protection of the existing bridge asset.

1.8 Integrated Sustainability Strategy

Sustainability is embedded as a core design driver for the Project. The UDLP supports Inland Rail's commitment to delivering infrastructure that is contextually responsive, environmentally conscious, and socially beneficial. The Inland Rail program has been registered with the Infrastructure Sustainability Council for a Design and As-Built rating of at least 'Excellent' in accordance with the IS v1.2 Technical Manual and Scorecard. The IS rating is being undertaken because achieving an 'Excellent' rating is an anticipated condition of approval for the A2I project and is a contractual requirement outlined in the IR sustainability requirements specification and the Project Scope and Requirements (PSR). Each project within this program will also be registered. Therefore, Martinus in collaboration with Inland Rail must achieve an 'Excellent' rating for the A2I Project.

The following strategies demonstrate how the UDLP contributes to the Project's broader sustainability objectives and delivers a holistic and integrated response across urban design, landscape, heritage, environment, and emissions management.

To meet these expectations, the design has incorporated key IS principles related to both People and Place as outlined in the Australian Urban Design Protocol (AUDP):

- **Design Principles for People: Livability**
  - Comfortable - Infrastructure development makes people feel comfortable and welcome in that place
  - Vibrant - creates places that are vibrant, and where there are people around
  - Safe - makes people feel safe in that place
  - Walkable - creates places that are enjoyable and easy to walk and cycle around
- **Design Principles about Place: Productivity and Sustainability**
  - Enduring - enhances the local economy, environment and community
  - Connected - creates places that are connected
  - Diverse - facilitates a diversity of experiences to choose from
  - Enduring - creates places that endure and are of quality

The urban and landscape design category aims to ensure that infrastructure fits seamlessly into its local context. The design focuses on planning, aesthetics, and functionality, achieved through an interdisciplinary approach that preserves and enhances scenic, cultural, community, and environmental values.

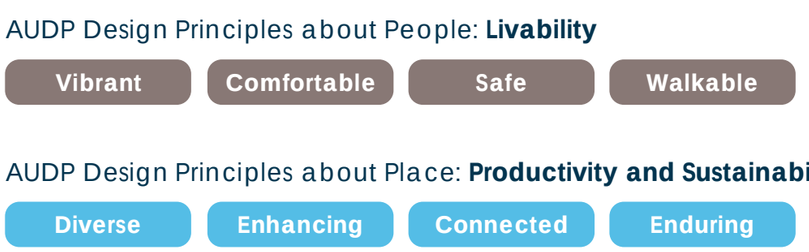


Figure 5: AUDP Design Principles

1.8.1 Alignment with IS Urb-1 and Urb-2 Requirements

The UDLP has been developed in accordance with the requirements of IS Council's Urb-1: Urban Design and Urb-2: Implementation credits, incorporating the following:

- **Site Analysis:** A comprehensive understanding of the Project's landscape, ecological context, and cultural values has informed the design response. Site investigations (Sections 4.1 and 4.2) considered topography, vegetation communities, Aboriginal cultural landscapes, heritage precincts, and urban structure to ensure the design is responsive to both environmental and community context.
- **Vision and Objectives:** The UDLP is underpinned by a clear design vision (Chapter 3) and three key urban design objectives and overarching vision and objectives for the project has been established and forms the overall framework for the development of the Urban Design and Landscape Plan and the direction for the project outcomes, the project based principles have been aligned to the AUDP. These objectives – enhancing user experience, simplifying structural design, and respecting existing context – provide the framework for integrated and place-sensitive design outcomes.
- **Site Planning:** The design of the project and its elements have been demonstrated in the report, with the design developed responding to the understanding of the site and the outcomes of the site analysis which includes the siting and placement of the built elements (urban and landscape design elements) and how they response to the local and community character of the area. The development of the site planning is influenced by the overarching vision, objectives and principles applied to the Project.
- **Design Review:** The design has been subject to independent review by the NSW State Design Review Panel (SDRP), chaired by the Government Architect NSW. Six formal sessions were held during design development, providing feedback and endorsement of the UDLP and its alignment with strategic design outcomes (refer to Section 1.7.1 and Appendix 2).
- **Implementation and Ongoing Management:** The UDLP outlines the timing, responsibilities and standards for delivery, operation, and maintenance of urban design and landscape components. These are consistent with IS's Urb-2 Level 2 requirements and will be implemented progressively through the staging of the UDLP (refer to Sections 1.5 and 6.5).

1.8.2 Supporting NSW Net Zero 2050 Targets

The A2I Project aligns with the objectives of the NSW Net Zero Plan Stage 1: 2020 - 2030 by integrating a suite of carbon mitigation and resource efficiency measures:

- **Carbon Reduction:** Design optimisation has minimised concrete and steel use. The Project is targeting at least a 15% reduction in greenhouse gas emissions compared to the agreed base case.
- **Sustainable Procurement:** Opportunities for material reuse have been embedded in the design, including repurposing salvaged bridge elements as part of the interpretation and landscape treatments.
- **Energy and Water Efficiency:** Design measures include energy-efficient lighting systems with reduced light spill (in accordance with AS 4282:2019) and integration of Water Sensitive Urban Design (WSUD) features such as swales, native planting, and soil improvement techniques.
- **Waste Minimisation:** Construction waste targets include the diversion of at least 80% of spoil, 50% of insert and non-hazardous waste and 40% of office waste. The Project's structured reuse of heritage and construction materials supports circular economy principles.

1.8.3 Enhancing Biodiversity and Environmental Connectivity

The UDLP reinforces ecological and landscape values through integrated design responses that support connectivity and habitat restoration:

- **Vegetation Restoration:** Disturbed areas will be rehabilitated using native plant species representative of local Plant Community Types (PCTs), including Western Slopes Grassy Woodlands.
- **Fauna Connectivity:** The Project supports the restoration of wildlife movement corridors, particularly in areas identified through ecological assessment. Outcomes of fauna connectivity surveys will inform landscape interventions in future stages of the UDLP.
- **Cultural Planting and Connection with Country:** Indigenous species with cultural significance have been incorporated into planting palettes. Aboriginal consultation has informed planting selection, landscape character, and interpretation design to reflect Connection with Country principles.

1.8.4 Innovation and Community Legacy

The Project's sustainability objectives to implement innovative solutions and initiatives that leave a positive community legacy, are delivered through:

- **Smart Monitoring:** Sustainability performance will be monitored during construction and operation through energy, emissions, and community engagement metrics.
- **Inclusive Engagement:** Ongoing collaboration with First Nations stakeholders has informed the heritage interpretation strategy, landscape typologies, and place-naming elements.
- **Narrative Integration:** Design of bridges and landscapes has been informed by a contemporary songline concept, with each township expressing a unique theme (e.g. Gathering, Ceremony, Hope). These themes have been translated into spatial experiences through planting, art, interpretation, and materiality.

2 Project Overview

2.1 Background

The Australian Rail Track Corporation (ARTC) maintains and operates the existing freight and passenger (particularly freight) rail network across Australia. There are several links that connect various parts of Australia, some of which are operated by third-party and other network owners.

The interstate network's east-west corridor links Kalgoorlie in the west to Whyalla and Crystal Brook in South Australia before diverging to Parkes and Melbourne via Adelaide. The north-south corridor links Melbourne to Acacia Ridge in Queensland via Sydney along the east coast. The Hunter Valley network connects the Port of Newcastle with mines in the Hunter Valley, Gunnedah Basin and Ulan. The Tarcoola to Alice Springs section of the line to Darwin is operated by Aurizon (formerly One Rail Australia) under a long-term lease.

The Inland Rail Program is part of the Australian Government's commitment to building a significant piece of national transport infrastructure. It includes the construction of a high-performance and direct interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland. The Inland Rail (IR) Program is a subsidiary of the ARTC and is delivered by the ARTC. It is a major national program that will enhance Australia's existing national rail network and serve the interstate freight market. As each section of Inland Rail Program is constructed it is transferred to the ARTC Interstate network for operation.

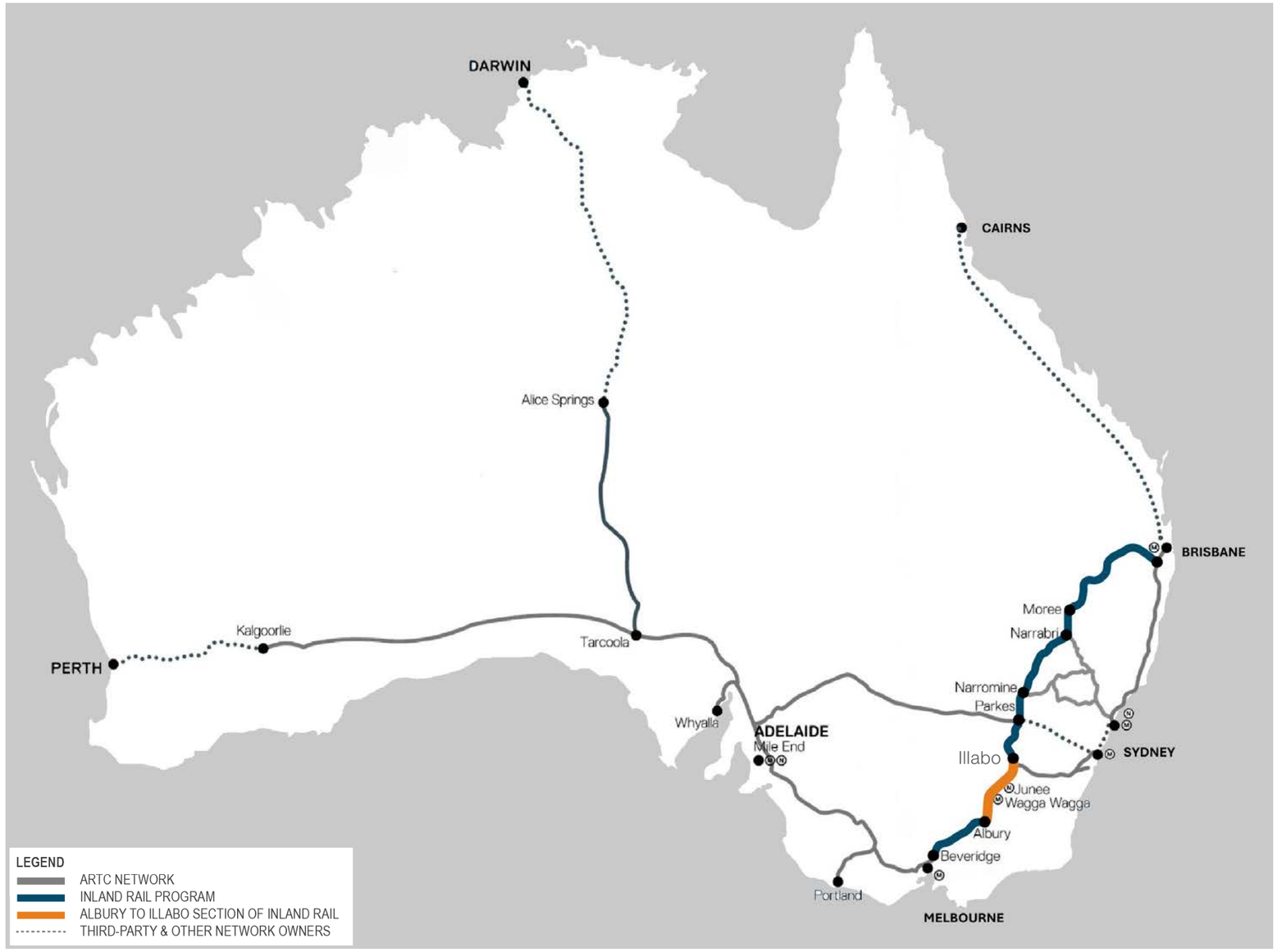


Figure 6: Australian Rail Transportation Corporation network

2.2 Scope

The Inland Rail program is about 1,600km long and is divided into 12 projects. The program links existing rail track and fills the gaps between them to establish the route between Melbourne and Brisbane. The projects are categorised into two types:

- Greenfield projects – the development of new of railway lines in a greenfield environment
- Brownfield projects – the development of railway lines in a brownfield environment along the existing railway corridor. They are further categorised into two types:
  - » Brownfield Upgrade – upgrades of the track and large number of other components that need a wholesale upgrade with replacement of complete sections of the railway lines on brownfield sections of the corridor.
  - » Enhancement projects – upgrades that involve specific enabling works for double stacking and provision of new passing loops on brownfield sections of the corridor to accommodate the double-stacking movements.

The Albury to Illabo (the Project) is one of the enhancement projects, as part of the Inland Rail program. The Project comprises 13 locations at Albury, Table Top, Culcairn, Henty, Yerong Creek, The Rock, Uranquinty, Wagga Wagga, Bomen, Harefield, Junee and Illabo. There are a total of 24 individual sites at these locations which are illustrated in UDLP Stage 1 (5-0052-210-PMA-00-PL-0003).

UDLP Stage 2 (this document) covers the urban and landscape design for the following 5 bridge sites are Albury, Wagga Wagga and Junee:

- Albury Station Footbridge, Albury
- Cassidy Parade Pedestrian Bridge, Wagga Wagga
- Edmondson Street Bridge and Footbridge, Wagga Wagga
- Wagga Wagga Station (Mothers) Footbridge, Wagga Wagga
- Kemp Street Bridge and Footbridge, Junee.



Figure 7: Inland Rail Program

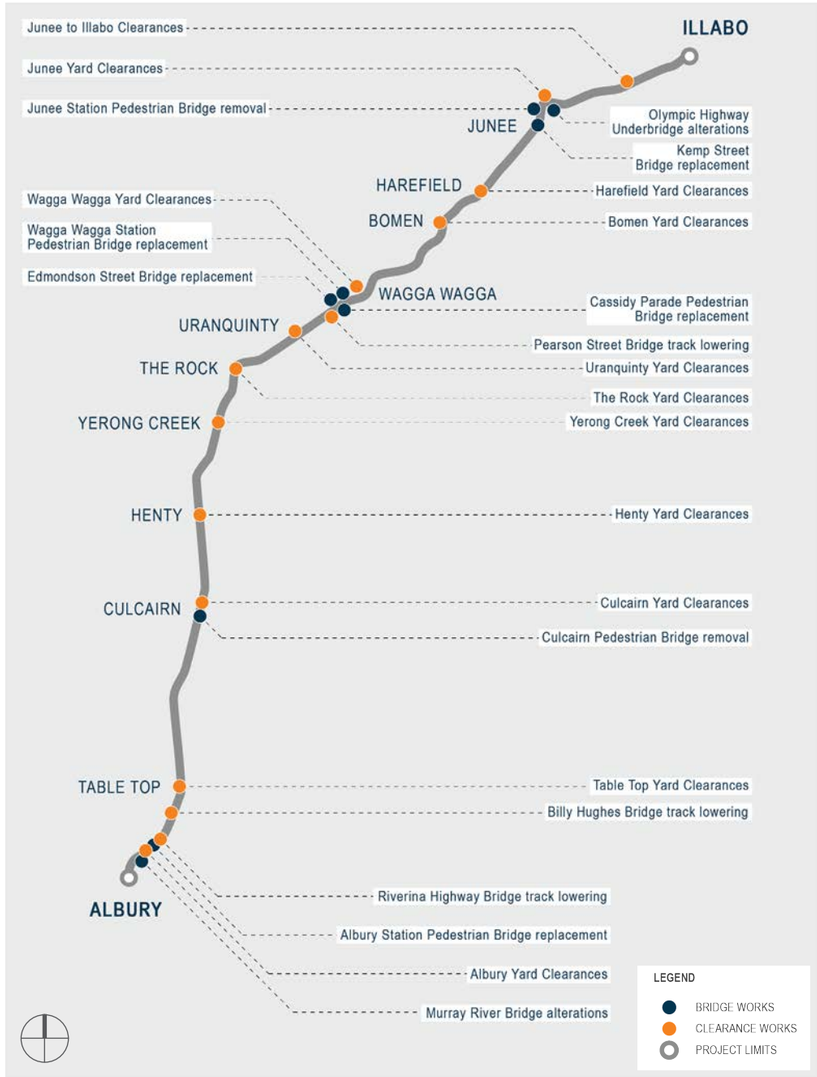


Figure 8: Albury to Illabo scope

3 Objectives



3.1 Vision

Create an enhanced user experience that promotes connectivity, community, and safety.

A design that integrates with the corridor enhancement works and strengthens the sensitive and unique railway heritage and landscape character of the townships along the corridor to increase their legibility and identity of the movement patterns, strengthening connectivity, whilst providing for safety and sustainability.

3.2 Objectives and Principles

Project Objective:

To provide horizontal and vertical clearances through the existing corridor for the safe passage of double stacked freight trains.

Urban Design Objective:

To develop a design that embodies a comprehensive vision for the corridor, acknowledging the strategic significance and potential of the Project as a vital place-making opportunity for regional cities and towns in New South Wales.

The design interventions illustrated in this report serve as catalysts to create coherence along and across the railway corridor and improve amenity at each site. To achieve this, the Project has three key objectives and four principles for each objective that can inform broadscale corridor-wide through to detailed design decisions. Design strategies have been developed as a response to address these objectives and principles.

The urban design objectives and principles are developed to provide a high-quality and coherent passenger experience along the rail journey, that preserves and protects the cultural integrity of the heritage structures and their curtilage traversed through the Project.

The corridor works design approach are based on two contexts:

1. **Rural Landscapes** - the rural rail corridor through which the rail corridor passes.

The design respects and enhances the rural landscapes, being responsive to sensitive landscape attributes, and the differing context of disturbed and undisturbed landscapes.

2. **Townships** - the urban rail corridor interface.

The design creates landscape settings that enhance or complement the local context and is responsive to its context to build in climate change resilience and deliver social, environmental and economic benefits to local communities.

The majority of corridor wide enhancement works occur within rural landscapes, although isolated elements are more closely related with township, the most significant of which are at Henty.

The following section illustrates the three key objectives and principles that have been unified to achieve the Project's urban design objectives. They also support design development, statutory approval processes and IS requirements in across the IR Program.

The urban design principles developed are drawn from the overarching Victoria Inland Rail Urban Design Framework (October 2021) document. They are founded upon the principles outlined in the Urban Design Protocol for Australian Cities document (Creating Places for People (CPFP): An Urban Design Protocol for Australian Cities) and refined to more directly address the characteristics and priorities for this Project.

AUDP Design Principles about people: Livability

Vibrant | Comfortable | Safe | Walkable

AUDP Design Principles about Place: Productivity and Sustainability

Diverse | Enhancing | Connected | Enduring

They are based on the foundational principles and embody the crucial elements of urban design ‘performance’ or ‘function’ that need to be addressed in order to be able to deliver the urban design vision and are relevant for all areas of the Project.

They remain relatively high-level; however, they inform the corridor-wide or site-specific urban design principles that take into account the more specific characteristics of each of the sites. They require design attention to different priorities which are necessary as each of the sites function differently, possess a different character and therefore have inherently different opportunities and constraints.

Four principles have been identified for each of the three objectives. In the following chapters, each design response is cross-referenced with the corresponding principle and its alignment with the CPFP principles, as indicated through targeted annotations.

Urban Design Objective

1

Enhanced User Experience

Enriching the journey by creating an engaging and memorable experience



AUDP Design Principles

Enhancing | Connected | Vibrant | Comfortable | Walkable

Urban Design Principles

inclusive

- Provide pedestrian connections that allow for safe and equitable universal access, enabling everyone to participate equally, confidently and independently in everyday activities.
- Provide a design that offers choice and flexibility where a single design solution cannot accommodate all users.
- Incorporate DDA-compliant ramps and CPTED principles.

sustainable

- Provide opportunities for reuse of salvaged materials that can be repurposed or recycled in other areas of the Project for interpretation and become integral to the overall design strategy and operation.
- Provide measures to reduce heat island effects, by increasing opportunities to include tree canopies as part of landscape regeneration, limiting ongoing landscape management interventions to ensure the frequency of workers within the tracked environment are minimised, limiting conflicts.
- Prioritise cultural, environmental and social sustainability in the design of the new public domain areas.
- Consider future use and planning initiatives to ensure the design of new infrastructure works accommodate for future growth.

enjoyable

- Create opportunities for users to experience joy through visual gestures that invite moments of pause, provide intuitive wayfinding, and comfort, while fostering a sense of pride in the place, encouraging local life.

connected

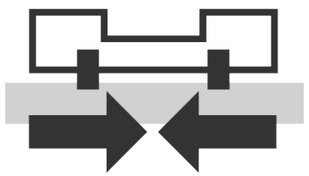
- Ensure the desire lines provide for the best-fit and most direct access for the crossings and connections.
- Ensure design maintains and enhances existing and future connections to neighbourhoods and activity generators.

Urban Design Objective

2

Simplicity in Structural Design

Minimalism in structural design



AUDP Design Principles

- Enduring
- Safe

Urban Design Principles

efficient	elegant	simple	minimise
• Develop fit-for- purpose structures which optimise the use of materials and resources to achieve performance and safety outcomes, while reducing structural elements and enhancing visual transparency by minimising visual bulk.	• Integrate urban design outcomes which responds to the civic and cultural character of the precinct through its built form.	• Achieve a balance between shapes, forms, overall composition, and the legibility of elements with clean lines.	• Consolidate the components of the infrastructure which consider a family of forms and adopt a kit of parts approach.

Urban Design Objective

3

Respecting the Existing Environment

Respond to existing heritage and landscape character



AUDP Design Principles

Diverse | Enhancing | Connected | Vibrant | Walkable

Urban Design Principles

honour & learn

- Align with the GANSW Connecting With Country framework to appreciate and embed First Nations cultural knowledge, expression, practice and engagement.
- Respect the significant non-Aboriginal heritage significance of the precincts and the region.
- Develop a strategy to integrate Aboriginal and non-Aboriginal heritage
- Ensure the design principles acknowledge the guidelines, frameworks and strategic significance of the Project within the greater Inland Rail context.

visual impact

- Respect and respond to the civic and cultural significance of the precinct, particularly heritage items and spaces, in a contemporary manner. Any modifications or additions as part of new works should be easily identifiable and have minimal impact on the cultural value of the place.
- Mitigate visual impact to the surrounding neighbourhoods by maximising opportunities to provide buffer zones to soften visual prominence of new structures.

place-specific

- Develop a holistic approach to the design of the corridor that is integrated through a place-specific design that is contextual to its immediate surroundings.

integrated

- Integrate with the overall narrative of the corridor and local landscape character which will enrich the quality and identity of historic buildings and landscape.

4 The Narrative

4.1 Introduction

The narrative has been developed based on outcomes of the site analysis with an understanding of the local and regional context of the project. The methodology for adoption includes:

- Understand the existing character of Wiradjuri Country
- Identify the elements that can serve as inspirations to develop the themes
- Identify the heritage interpretation themes which can be used on the Project
- Identify the key drivers that will provide direction to develop the design
- Develop themes and use art as an expression that is integrated into project elements, through colour, texture and pattern informed through ongoing consultation and engagement.
- Create a linear narrative along the rail corridor that interweaves Aboriginal cultural heritage and historic heritage into a shared storyline that enhances the user experience of travellers and local communities.
- Partner with local artists and Elders to produce place specific designs.

4.1.1 Connection with Country

Country is seen as a holistic overarching principle throughout the design, intrinsically incorporated and woven through the design methodology and decision making processes. In this approach, people and nature both past and present is seen as one. Instead of trying to create something new, the existing is elevated and some of the more subtle aspects are emphasised and made visible. This includes educational elements or simply slowing people down and creating opportunity for people to listen and observe.

This integration is layered to create spaces that not only invite people and integrate with the surroundings, but it enriches the experience of people moving through or gathering in these spaces. Spaces are designed for people as well as consciously contributing to the ecology and biodiversity. People is seen as part of the system, not separate or above it. This view informs and guides to select native vegetation and design for increased biodiversity and habitat creation.

This approach to Country aims to leave behind a lasting legacy that improves the area through the implementation of the project, creating connections to the greater ecology, between people and how people interact with nature.

4.1.2 Understanding of Country

A ‘Designing with Country’ approach has been embraced in shaping the design, guided by the Government Architect’s Better Placed: Connecting with Country framework. This approach is grounded in three core elements of connection:

- Connection with Community – Honouring and respecting Aboriginal communities by acknowledging their stories, knowledge, and cultural heritage
- Connection with nature – Fostering a Healthy Country through the restoration and enhancement of natural ecosystems, supported by regenerative and sustainable environmental practices.
- Connection with the built form – Enhancing connectivity by improving movement networks for vehicles and pedestrians/cyclists.

The approach is further supported by key design attributes that reflect a deep respect for Country and its people:

- Understanding that people, animals, and plants are all part of Country
- Respecting, recognising, and acknowledging the land and its Traditional Custodians
- Valuing the existing landscape and the cultural significance it holds
- Caring for Country by minimising land clearing and reducing environmental impact
- Healing Country by creating opportunities to restore ecological connections and enhance spaces where people can experience and connect with Country
- Identifying and acknowledging cultural values embedded in place
- Seeking opportunities to educate, engage with, and give back to community
- Using art as a meaningful expression of cultural connection to Country.

4.2 Existing Character

The existing environment is defined by two key surrounding contexts:

- **The landscape context** - This is characterised by a blend of rural and urban landscape typologies. Along the corridor, the rural landscape presents a tranquil, pastoral aesthetic quality, complemented by the presence of smaller towns. The larger towns, particularly Albury, Wagga Wagga, and Junee, feature more developed urban landscapes, where the stations and surrounding infrastructure reflect the built environments of these hubs.
- **The heritage context** - This is marked by the striking historic architecture of the classical era, with significant heritage buildings that define the character of the region. Notably, the stately buildings in Albury, Wagga Wagga, and Junee serve as key historical landmarks, contributing to the area's cultural identity and historical narrative.

4.2.1 Landscape Context

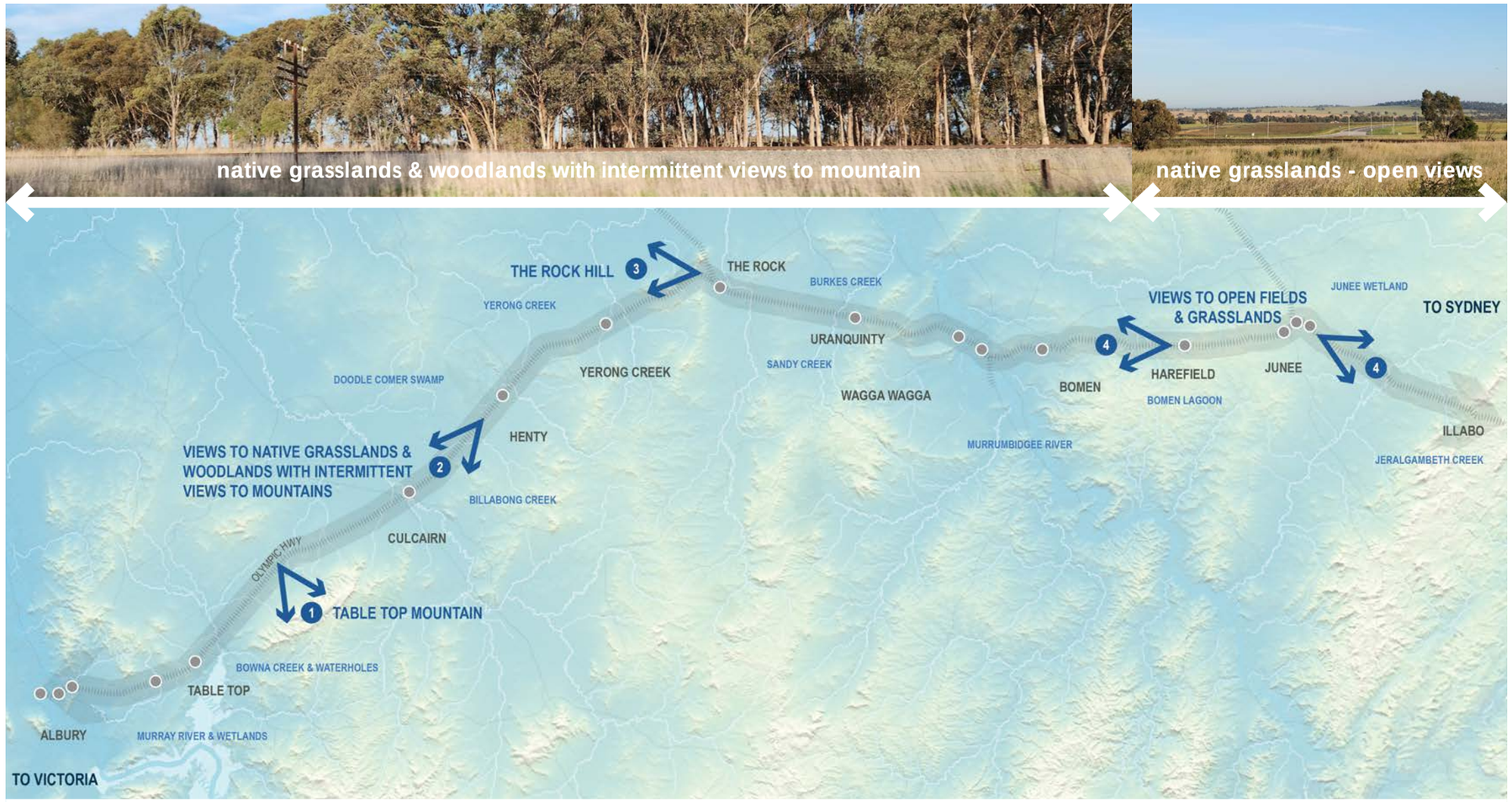
4.2.1.1 Topography

The alignment runs over 185km between Albury - 165m and Illabo 279m. These lands sit within the southwestern slopes of New South Wales. The topography along the overall length of the site is generally flat to undulating and is crossed by a number of river systems including the Murray River at the southern limits of the Project and the Murrumbidgee River in the central portion at Wagga Wagga.

The southern part of the Project from Albury to Henty generally passes through flat plains at Albury and transitions to gently sloping and level farming land moving north towards Henty which rises to an elevation of 241m. Small ranges are located to the east. The users will experience long distance views to Table Top Reserve.

The central part of the Project between Henty and Wagga Wagga generally passes through gently sloping to level farming land, however the Project traverses a valley at The Rock, between two uplifted hills (The Rock Hill and Flowerpot Hill), before returning through undulating terrain around Wagga Wagga.

The northern section of the Project, from Wagga Wagga passes through undulating terrain which rises as it progresses northward through Bomen before transitioning to level farming land. This section is defined by expansive, open views of the surrounding grasslands.





1 - VIEWS TO TABLE TOP MOUNTAIN



2 - NATIVE GRASSLANDS & WOODLANDS



3 - VIEWS TO THE ROCK HILL MOUNTAIN



4 - NATIVE GRASSLANDS

LEGEND

115 902m

0 5 10 20km

Figure 9: Landscape context - topography



SOUTHERN SECTION - ALBURY TO HENTY



CENTRAL SECTION - HENTY TO WAGGA WAGGA



NORTHERN SECTION - WAGGA WAGGA TO ILLABO

Figure 10: Landscape context - along the corridor

4.2.1.2 Vegetation

The dominant remnant vegetation community along the corridor is the Western Slope Grassy woodland which extends from Albury before shifting at Henty to a combination of Floodplain transition forest and Western slopes dry sclerophyll forest influenced by the local water regimes. Beyond Wagga Wagga the landscape reverts to the Western Slope Grassy Woodland.

The Western Slope Grassy Woodlands extends the full length of NSW west of the Great Dividing Range on basalt and low-quartz sedimentaries on flat to undulating terrain below 700m elevation. It structure comprises a eucalypt woodland with a sparse shrub stratum and continuous ground cover of tussock grasses and forbes.

It includes a range of PCTs:

- Blakely's Red Gum- Yellow Box Grassy Tall Woodland of the NSW South Western Slopes Bioregion
- Riparian Blakely's Red gum – Box - sedge grass tall open forest of the Western Slopes Bioregion
- White Box Grassy Woodland of the NSW Southwestern Slopes Bioregion
- Yellow Box Grassy Tall Woodland on alluvial and clay flats of the NSW Southwestern Slopes Bioregion
- Plains Grass grassland on alluvial soil in the Riverina Bioregion.



Figure 11: Landscape context - vegetation

Western slopes dry sclerophyll forests occur on the slopes west of the dividing range from Inverell to Albury. It occurs on lower fertility soils derived from sandstone and granite outcrops. Its composition is one of an open eucalypt forest or woodland dominated by ironbark eucalypts and cypress pines with an open sclerophyllous shrub stratum and sparse to moderate grassy groundcover.

– White Box - Blakely's Red Gum - White Cypress Pine shrubby woodland
– Western Grey Box woodland on alliuvial loam and clay soils of the Western Slopes Bioregion.

Floodplain transition forest is located on the Eastern fringes of the Murray-Darling floodplains from the Queensland border to the Victorian border, principally found in New South Wales. It occurs within the transitional zone, where the western slopes merge into the floodplains of the Murray-Darling River system.

– Riparian Blakelys Red gum – Box - sedge grass tall open forest of the Western Slopes Bioregion.

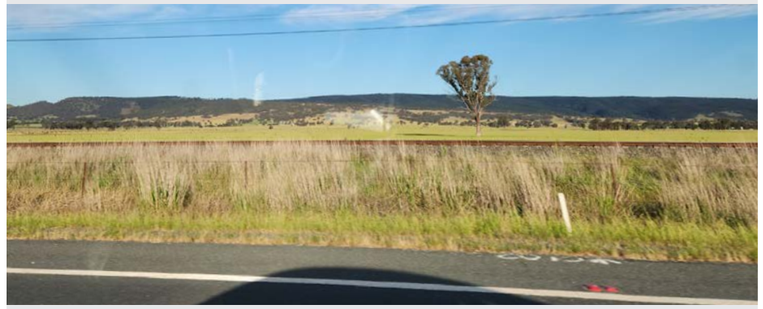
The station precincts around Albury, Wagga Wagga and Junee also feature cultural landscape communities that reference the historic heritage landscape of these areas.

Wildlife corridors have been identified in two locations along the corridor, near west of Billy Hughes Bridge and at Sandy Creek near Uranquinty.

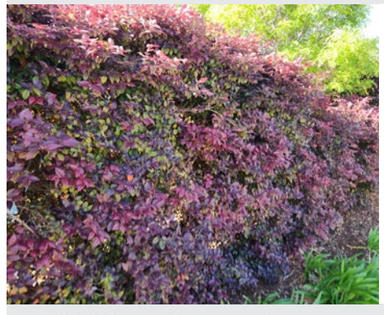
These dominant species create iconic trees that inform the urban landscape and planting opportunities.



WESTERN SLOPE GRASSY WOODLAND



FLOODPLAIN TRANSITION FOREST





HISTORIC CULTURAL THEMES



Figure 12: Vegetation context - along the corridor

4.2.2 Heritage Context

The heritage context is shaped and intertwined by both Aboriginal and historic heritage, each of equal significance. The historic heritage is defined by the introduction of the railway, its stations, and the townships that emerged as a result of the railway's construction.

The natural landscape reflects its Aboriginal heritage, notably through the dominant Western Slopes Grasslands landscape.

While the railway corridor was not constructed along traditional songlines, the integration of both historic and Aboriginal heritage offers an opportunity to develop a contemporary songline narrative, that further enhances the identity of the Wiradjuri region.

4.2.2.1 Aboriginal Cultural Heritage

The Albury to Illabo section of the Inland Rail program is situated on the traditional lands of the Wiradjuri people. The Wiradjuri group occupies the largest geographic area of NSW of all Aboriginal groups. Gunnedah and Albury mark the northern and southern boundaries of Wiradjuri Country, while the eastern boundary is the Great Dividing Range, and the western boundary is approximately in line with the present towns of Hay and Nyngan. The name ‘Wiradjuri’ means ‘people of the three rivers’, with these rivers being the Macquarie Wambuul, Lachlan / Galari and Murrumbidgee / Marrambidya. In addition, the southern border of Wiradjuri traditional lands is the Murray / Milawa River. These rivers are key resources and provide a stable and abundant supply of food fand water or the Wiradjuri people.

The Wiradjuri people generally moved around in groups, using the river flats, open land and waterways with some regularity through the seasons. The arrival of Europeans in the area in the early 1800s had a devastating impact on the traditional Wiradjuri lifestyle: clashes between the new European settlers and the local Aboriginal people were common around the Murrumbidgee and even further north, particularly between 1839 and 1841. As pastoralism spread throughout western NSW, there were fewer places for Wiradjuri people to live. The European pastoralists (originally mostly British and Irish people) built their properties on Wiradjuri campsites, which were generally in the vicinity of drinking water, were sheltered and safe from flooding. In the early to second half of the 18th century, Wiradjuri men and women worked on pastoral stations, with the benefits of working on stations (particularly food) being significant to Wiradjuri people as the ever-increasing numbers of livestock diminished traditional food stocks.

Wiradjuri people continue to occupy their traditional Country, in the townships of Dubbo, Condobolin, Orange, Bathurst, Wagga Wagga, Albury, Young, Narrandera and Griffith. The ongoing cultural connection for the Wiradjuri people is a practiced and living part of that landscape.

The Aboriginal heritage is underpinned by three pillars which were identified by the design team through consultation with the Aboriginal community:

- **Caring for Country –** Waterways, native plants and animals hold great cultural, spiritual and social significance and should be included in the designs
- **Caring for Community –** Find opportunities for youth to collaborate with Elders and design ways for the Community to come together (i.e. open days, yarning circles, art, youth dance groups at opening etc.)
- **Caring for Culture –** Opportunities for truth telling and healing were identified, and it was stressed that dual naming and the sharing of Wiradjuri country and stories are important.

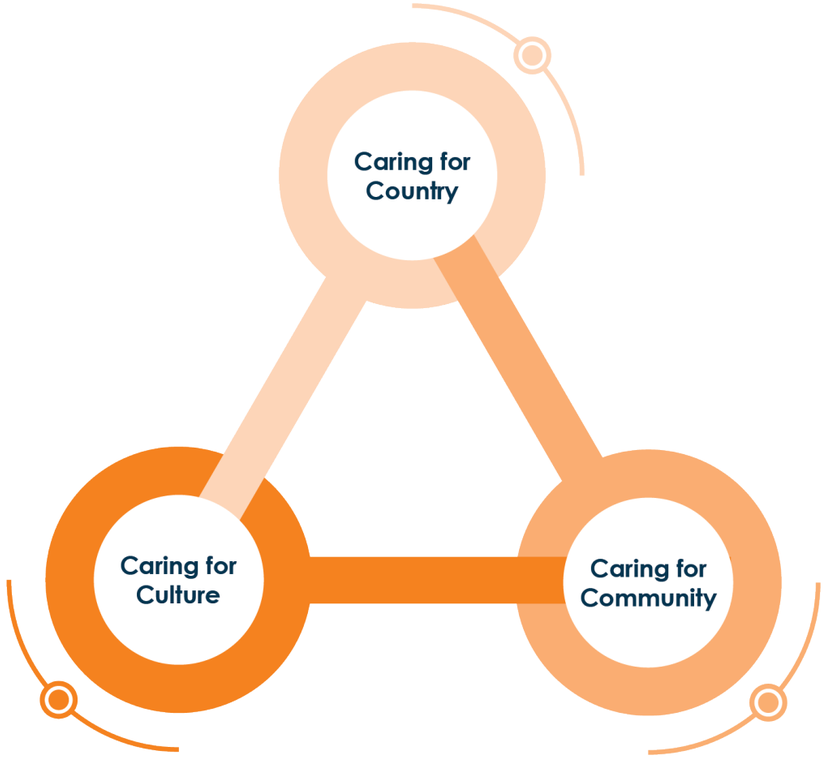


Figure 13: Aboriginal heritage - three pillars

4.2.2.2 Historic Heritage

In the 1830s, farmers in the Riverina region petitioned for the construction of railways to transport their produce more easily and cheaply to markets in Sydney and Melbourne. After many years of deliberation, construction on the Main South Line eventually began in Sydney during 1853, using a standard gauge line, despite the fact that the Victorian government had already started using broad gauge lines. During the following decades progress was excruciatingly slow due to economic depression, however with the economic climate of NSW taking a turn for the better by the early 1870s, the fortunes of the Main South Line increased too. In quick succession the line was extended 290 kilometres from Goulburn (1869) to:

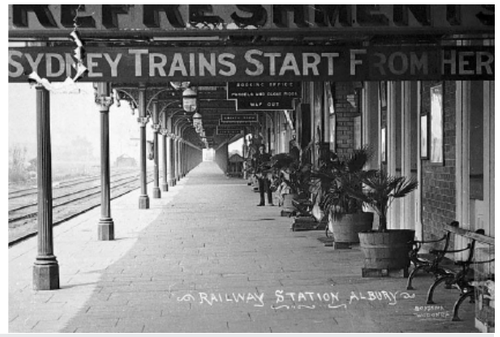
- 1878 - Illabo and Junee
- 1879 - Wagga Wagga
- 1880 - Uranquinty, The Rock, Yerong Creek, Henty and Culcairn
- 1881 - Albury.

The expansion of the railway was a great feat of engineering and construction of the substantial and elaborate bridges and station buildings, many of which are now heritage listed, brought prosperity and prestige to the small regional towns. The route carried both rail gauges, the broad gauge for Victorian trains and the narrower Standard Gauge for NSW trains. Between 1957 and 1961 a standard gauge line was constructed between Melbourne and Albury, which was laid beside the broad gauge, and the first Melbourne to Sydney through trains began service in 1962. This resulted in interstate passengers no longer having to change trains at Albury.

The arrival of the railway enabled produce, such as wool, wheat, stock and wine from the regional centres to be transported quickly and cheaply to markets in Sydney and Melbourne. The rail also allowed people to move comfortably between country towns and coastal capitals. Railway Stations became hubs of civic pride during the late 1800s and acted as strategic infrastructure centres during World War 1 and World War 2, shipping out troops, horses and equipment for the war time efforts. They also provided important regional employment opportunities related to logistics operations and construction. While improvements in road-based transport brought about a decline in inland railway usage and employment, the line continues to provides an essential connection between regional towns, connecting people and shipping regional produce to coastal markets.



The Railway Bridge over the Murray, Albury, NSW post 1920 (Source: Museums Victoria)



Platform at Albury Station, 1910 (Source: Museums Victoria)



North Signal Hut at Albury Station, 1980 (Source: www.nswrail.net)



Turntable in use at Albury Station (Source: Greg Ryan, Albury and District Historical Society)



The Culcairn Railway Station, June 2024

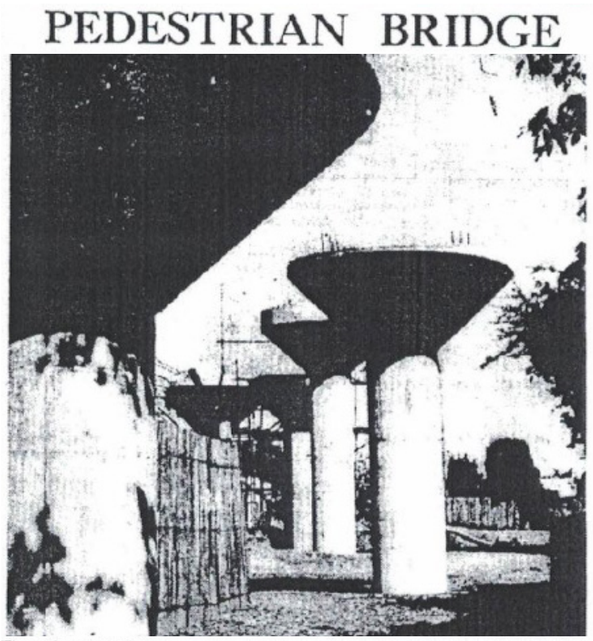


Culcairn Pedestrian Bridge, June 2024

Figure 14: Heritage items 01



Details of curved lateral braces and lightweight structural elements - Culcairn Pedestrian bridge



Article in The Daily Advertiser regarding the unusual columns and capitals of Cassidy Bridge, May 1965



Railway crossing prior to the construction of the Cassidy footbridge (Source: Wagga Wagga Library)



Cassidy Parade Bridge, c. May 1965 with children playing (Source: Wagga Wagga Library)



'Mothers Bridge' at Wagga Railway Station



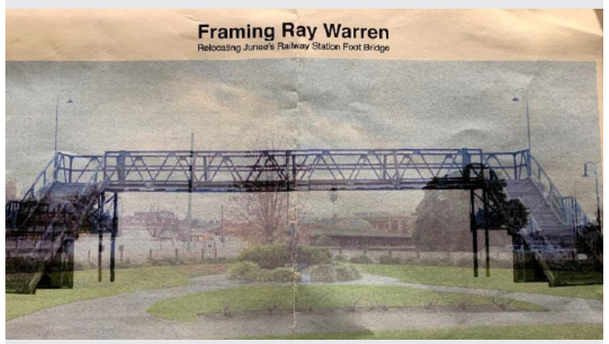
The second temporary station at Junee Junction, c. 1883



Junee Junction, early 1990s



Junee Roundhouse Museum



Render created by community members showing the Pedestrian bridge relocated to Ray Warren park

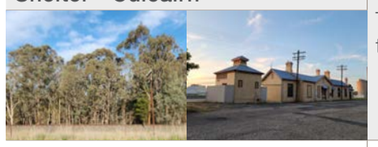
Figure 15: Heritage items 02

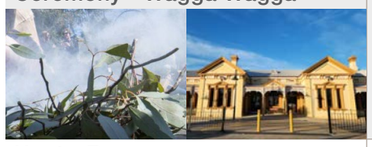
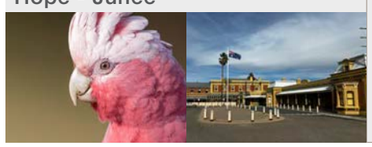
4.3 Inspirations and Interpretations

4.3.1 Inspirations

The inspirations have been drawn from the two main surrounding contexts that define the existing character of the corridor: the landscape context and the heritage context. Based on consultation to date, and informed by the stories and cultural narratives shared, eight interconnected themes have been identified and linked to the towns: gathering, sheltering, nourishing, water, healing, ceremony, hunting, and hope. They reference a contemporary songline intertwined with European heritage, unified by the native grassland landscape that links the overall corridor. This narrative celebrates the symbiotic relationship between people and nature, fostering a place where communities can gather, learn, and heal, nurturing a deeper connection and a sense of belonging to the land and each other.

The eight themes as noted below have been linked to stations according to the historical significance they represent:

THEME / LOCATION	RATIONALE
Gather - Albury 	*Mungabareena* at Albury was / is a corroboree place where Aboriginal people met before undertaking the bogon moth gathering, and collected resources such as kangaroo grass, used for food and fishing nets. The station has since become a gathering place for people coming and going across the landscape.
Shelter - Culcairn 	The landscape around Culcairn is home to the White Box (*Birri*) Woodlands, trees that provide good materials for shelter.
Nourish - Henty 	*Doodle Comer* swamp sits next to Henty and the name is associated with 'sweet water'. The plants and animals associated with the waterhole provide nourishment.
Water - Yerong Creek 	*Yerong* or *Yirang* means 'Teeh / Rain' in Wiradjuri and Yerong Creek provided an important source of fresh water - one of the many waterways giving life to Wiradjuri Country.

THEME / LOCATION	RATIONALE
Heal - The Rock 	The Rock, known as 'Kengal Aboriginal Place' with Kengal meaning 'sloping hill' is a Dreaming place and ceremonial site associated with male initiation rituals. The geological feature was disfigured during the construction of the rail and provides an opportunity for healing.
Ceremony - Wagga Wagga 	The name Wagga Wagga is related to both the gathering place of the *Waagan* (Crow / Australian Raven) and a place of ceremonial dancing and movement. Corroborees took place close to the Murrumbidgee River, under the River Red Gums and wattle seeds were used to make damper, helping to feed everyone. Wagga Wagga station and bridges are now associated with movement and community coming together.
Hunt - Bomen 	Bomen means deep lagoon or billabong in Wiradjuri and Bomen Lagoon was / is a valuable fishing and hunting resource place.
Hope - Junee 	Junee is linked with springtime and hope for a brighter future. The galah (*gilaa*) is a Wiradjuri totem, associated by some with a philosophy of 'look away from negatives and see goodness'. Junee is famous for its spring-time landscape.

Note: Colours in grey indicate the themes that are being developed as part of scope of this Project.
Non-grey colours indicate opportunities by others.

The stations along the corridor serve as a community hub to pause and enjoy, providing opportunities for learning and cultural engagement and enjoy their surroundings. As travelers embark on this adventure, they are invited to reflect on the significance of their surroundings, enhancing the user experience.

The existing user experience of traversing the corridor and stations offers a rich tapestry of dynamic expressions and varying scales that play a key role in connecting neighbourhoods. This experience is defined by diverse movement patterns involving multiple modes of transport; pedestrians, cyclists, road vehicles, and trains; all moving through a range of environments. These include sculptures, access paths, ramps, and elevated structures, which together create an engaging and layered journey for users.

The Project presents a unique opportunity to capitalise on these existing experiences and strengthen their expressions, further integrating them into the overall narrative. By enhancing these features, the design can amplify the sense of place, making the journey more immersive and reflective of the surrounding context.

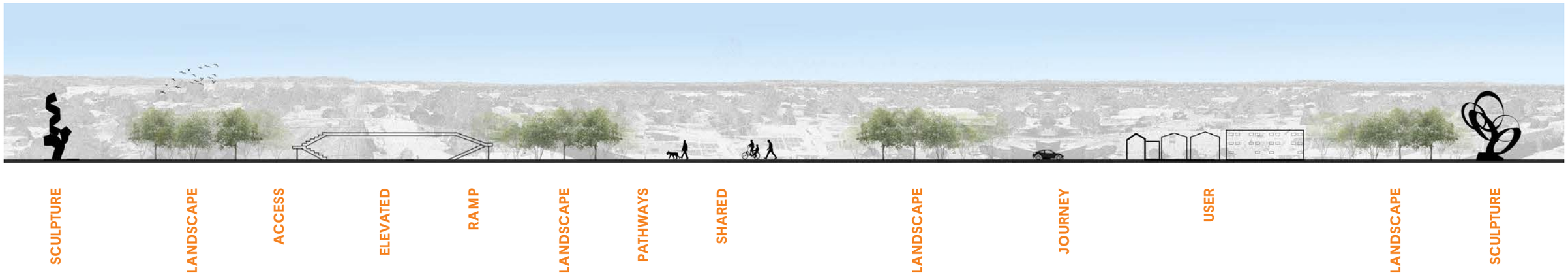


Figure 16: User experiences

4.3.2 Heritage Interpretation

A Heritage Interpretation Plan (HIP) has been prepared as a separate document in accordance with PIR, UMM NAH6 and the relevant MCoA. It identifies potential opportunities for interpretation which can be developed as part of the narrative. Art opportunities have been identified, which are being integrated into the project elements. The art opportunities identified are indicative only and will be further developed with artists.

The HIP has been underpinned by consultation with historical societies and Aboriginal communities in Albury, Wagga Wagga and Junee. Consultation has included community meetings, working to define how best to share local culture, giving the optimum opportunities for the public to view both historic narratives and Aboriginal culture through meaningful heritage interpretation, incorporated into the urban design elements.

It has adhered to the principles and objectives outlined in the following government guideline documents:

- Connecting with Country Framework (GANSW)
- Interpreting Heritage Places and Items: Guidelines (NSW Heritage Office)
- Heritage Interpretation Policy (NSW Heritage Office).

The plan has been developed through the incorporation of key National themes and local stories, identified during consultation with Historical Society representatives between 4 – 7 June 2024, and Aboriginal Community custodians between 4 – 5 September 2024.

The Albury to Illabo rail corridor covers an area rich and diverse in cultural heritage and the identified themes, as established by the National Thematic Framework (Australian Heritage Council 2022) are presented below. There is an opportunity to expand these themes to assist in structuring a cohesive narrative, unique to this area.

Key National themes:

- **First People** - recognition and paying respect to the Wiradjuri people given the corridor has been subject to extensive modifications due to the construction of the railway line.
- **Agriculture and Pastoralism** - the Riverina area, a region of Australia that has a rich agricultural and pastoral history. The growth of the regional towns and their associated railway stations reflect the wealth specifically associated with the production of wool, wheat, and wine as the railway facilitated cheaper, faster, and more reliable transport of these products and livestock to markets in Sydney and Melbourne.
- **Technology and Engineering** - the Great Southern Railway used cutting edge technology and engineering in many of its infrastructure elements, such as the bridges, station buildings, turntables, depots such as the Roundhouse, and tunnels such as the Bethungra Spiral.
- **Settlement: Pre and Post Federation** - Towns along the rail corridor contain numerous examples of pre- and post-Federation stories, in particular the competition between the rival colonies of New South Wales, Victoria, and to a lesser extent South Australia.
- **Linking a Nation** - The existing and historic rail infrastructure retain exceptional cultural significance to the communities of the rail-centric towns along the corridor. The rail infrastructure, and associated workers, enabled expansion of the towns and was a major impetus for grain, wool, wine and livestock export from the Riverina region. Rail access also facilitated social growth, with ease of access between country towns with metropolitan cities, such as Melbourne and Sydney. In addition, the rail corridor became an ‘iron link’ between the colonies of New South Wales and Victoria, tying the two states closer together and allowing a steady flow of ideas, people, and goods. The stations themselves, particularly Albury played a major role in the Federation of Australia
- **Defending Australia** - The Great Southern Railway network played a crucial role in the defence of Australia during WWI and WWII. This involved the movement of troops from the regional towns; the transport of horses and produce for the war efforts; the commandeering of stations by the defence forces; the protection of infrastructure by home guard forces; and the welcoming of returned and injured soldiers by females associated with numerous volunteer aid agencies.
- **Australians Working** - The establishment of the Great Southern Railway brought hundreds of itinerant and then permanent workers and their families to the regional towns along the corridor.

See Section 7.5 of the report for Heritage Interpretation Implementation outcomes.

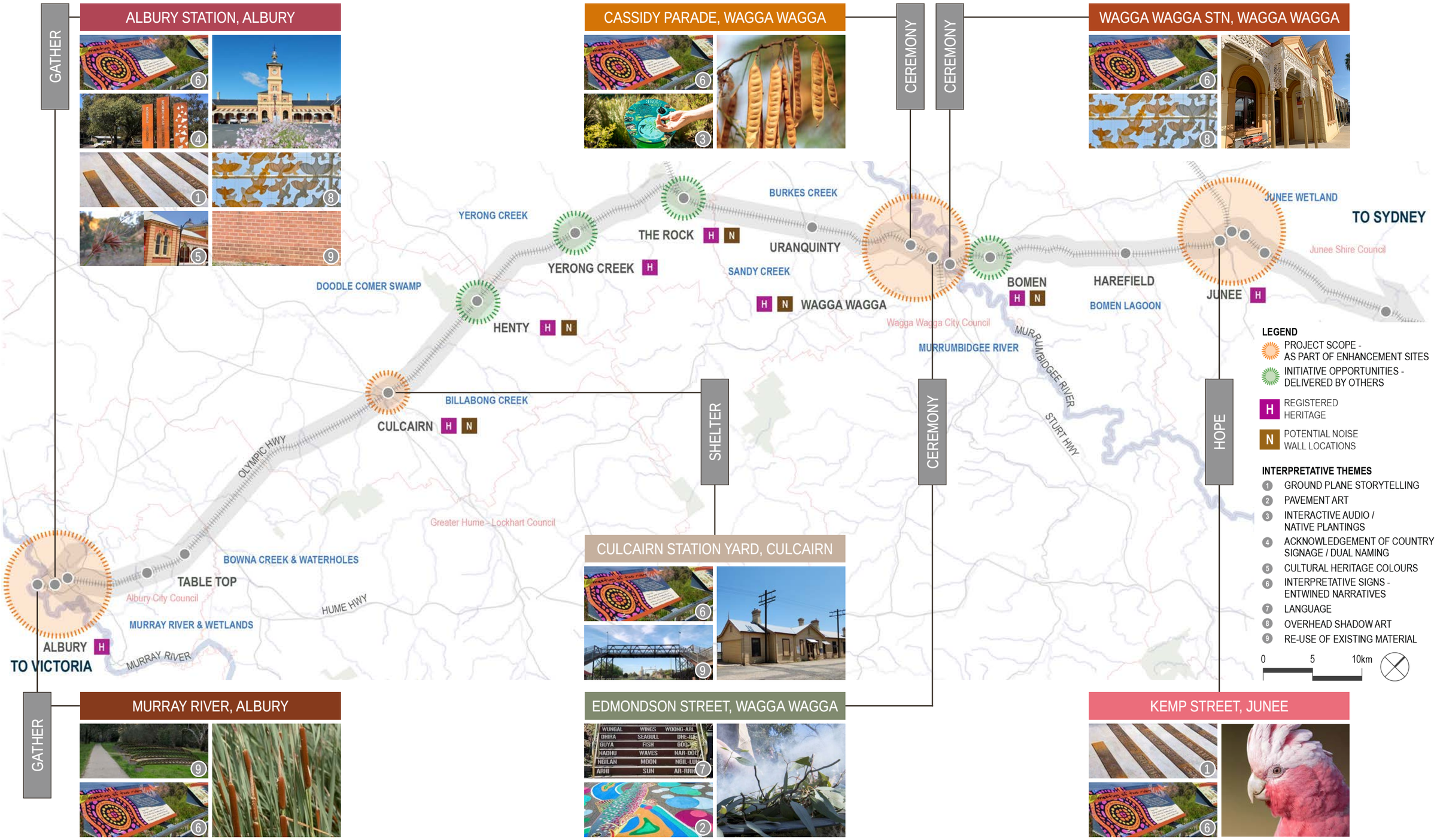


Figure 17: Heritage interpretation diagram

4.4 Design Narrative

The design narrative has been developed by understanding the significance of the following elements, which serve as the key drivers:

– Landscape context

– Heritage context.

The narrative is a direct response to the vision as part of a co-design process that speaks of Connection to Country, the primary driver for the Project. This narrative incorporates a holistic approach guiding the design process across the 24 individual sites. It is underpinned by highlighting the historical importance of the corridor as a journey through Wiradjuri Country interwoven with the European heritage. It adopts the Yindyamarra concept, as defined below.

Yindyamarra is a core concept of Wiradjuri philosophy and has multiple meanings, including to show humility and respect, be polite, to give honour, to go slowly and to take responsibility. (Grant and Rudder 2005)

The Project presents the opportunity to showcase the Yindyamarra way of the Wiradjuri people and tell stories of the 'people of the three rivers' bordered by the Lachlan, Macquarie, Murray and Murrumbidgee rivers.

Key themes have been developed to form the narrative, informed through consultation. While the themes and narrative have generally been accepted by the community during the consultation process to date, the finalisation of the narrative will occur following the completion of further consultation and collaboration with an artist or artists to reflect these themes in the Project.

The narrative focuses on enriching the user experience by celebrating the prominent landscape character of the grassy woodlands community, which occur along the railway corridor, combined with place-specific initiatives. It embraces a native grassland response informed by the adjoining communities to enhance the overall corridor journey experience. Specific place-making opportunities are provided at Albury, Wagga Wagga and Junee, which incorporates an urban landscape response that complements the diverse landscape features at the towns together contributing to and facilitating a vibrant town life.

The Yindyamarra Way narrative developed for the Project also provides the opportunity to link with other local initiatives such as the Yindyamarra Sculpture Walk in Albury, holistically connecting the project themes with the greater region.

The Yindyamarra Way (pronounced yin-dee-mah-rah) reimagines a journey through Wiradjuri Country, becoming a contemporary songline that intertwines the Aboriginal and European cultural heritage of the rail corridor between Albury and Illabo. The route stops at many heritage listed railway stations, with their elaborate architectural features and memory-filled spaces, and meanders through native grasslands and waterways, scattered along the path like an ancient chain-of-ponds.

The Yindyamarra Way passes through places associated by the Wiradjuri people with gathering, sheltering,nourishing, collecting water, healing, ceremony, hunting, and hoping for a brighter future. To reference this, the new bridges along the Way have been co-designed to fit into their local contexts, featuring bespoke colours that reflect culturally significant plants and animals, while also complementing the heritage values of the existing rail infrastructure.

The Yindyamarra Way provides a unique user experience, providing opportunities along the way to stop and learn more about Wiradjuri culture and the fascinating history of the Main Southern railway line, which traverses the South-Western Slopes of New South Wales.



The Yindyamarra Way

native grasslands and waterways linking the overall corridor

MURRAY RIVER, ALBURY



CASSIDY PARADE, WAGGA WAGGA



WAGGA WAGGA STN, WAGGA WAGGA



ALBURY STATION, ALBURY



DOODLE COMER SWAMP

YERONG CREEK

YERONG CREEK H

THE ROCK H N

BURKES CREEK

URANQUINTY

SANDY CREEK

HENTY H N

H N WAGGA WAGGA

BOMEN H N

HAREFIELD

BOMEN LAGOON

JUNEE WETLAND

JUNEE H

TO SYDNEY

ILLABO

JERALGAMBETH CREEK

MURRUMBIDGEE RIVER

BILLABONG CREEK

CULCAIRN H N

BOWNA CREEK & WATERHOLES

TABLE TOP

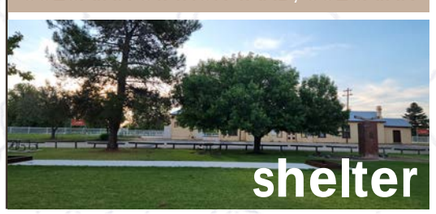
MURRAY RIVER & WETLANDS

ALBURY H

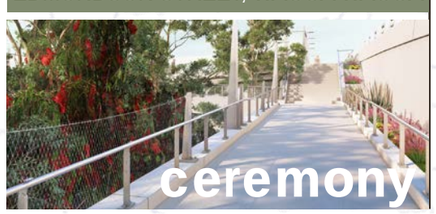
TO VICTORIA

MURRAY RIVER

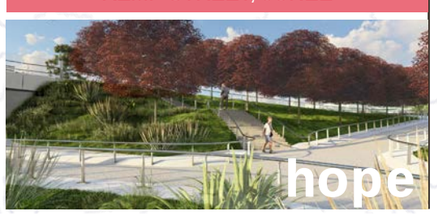
CULCAIRN STATION YARD, CULCAIRN



EDMONDSON STREET, WAGGA WAGGA



KEMP STREET, JUNEE



LEGEND

PROJECT SCOPE - AS PART OF ENHANCEMENT SITES

INITIATIVE OPPORTUNITIES - DELIVERED BY OTHERS

FAUNA CROSSINGS

H REGISTERED HERITAGE

N POTENTIAL NOISE WALL LOCATIONS

0 5 10km

Figure 18: Narrative diagram

4.4.1 Public Art Engagement and Delivery Methodology

A comprehensive methodology has been developed by the Project Team to engage artists and incorporate Public Art throughout the corridor.

This process will be carried out through an Expression of Interest (EOI) process, inviting artists and facilitated by a curator. An artist brief outlines the design scope and key locations for artwork as part of the project's narrative. The artists will submit their conceptual designs, which will be informed by input from the Elders Groups and further developed through a collaborative co-design process with the design team. The artwork concepts include both integrated design elements and standalone artworks, such as sculptures.

The artists engagement involves:

– A corridor-wide Aboriginal Artist

– Site-specific artists and sculptors.

As outlined in Section 7.5, the final location and design of these sculptural elements are subject to consultation and artist engagement.

Refer to Appendix 3 HIP Deliverable Engagement Strategy which describes the process to implement to initiatives in the HIP.

A summary of the process is outlined below in the flowchart:

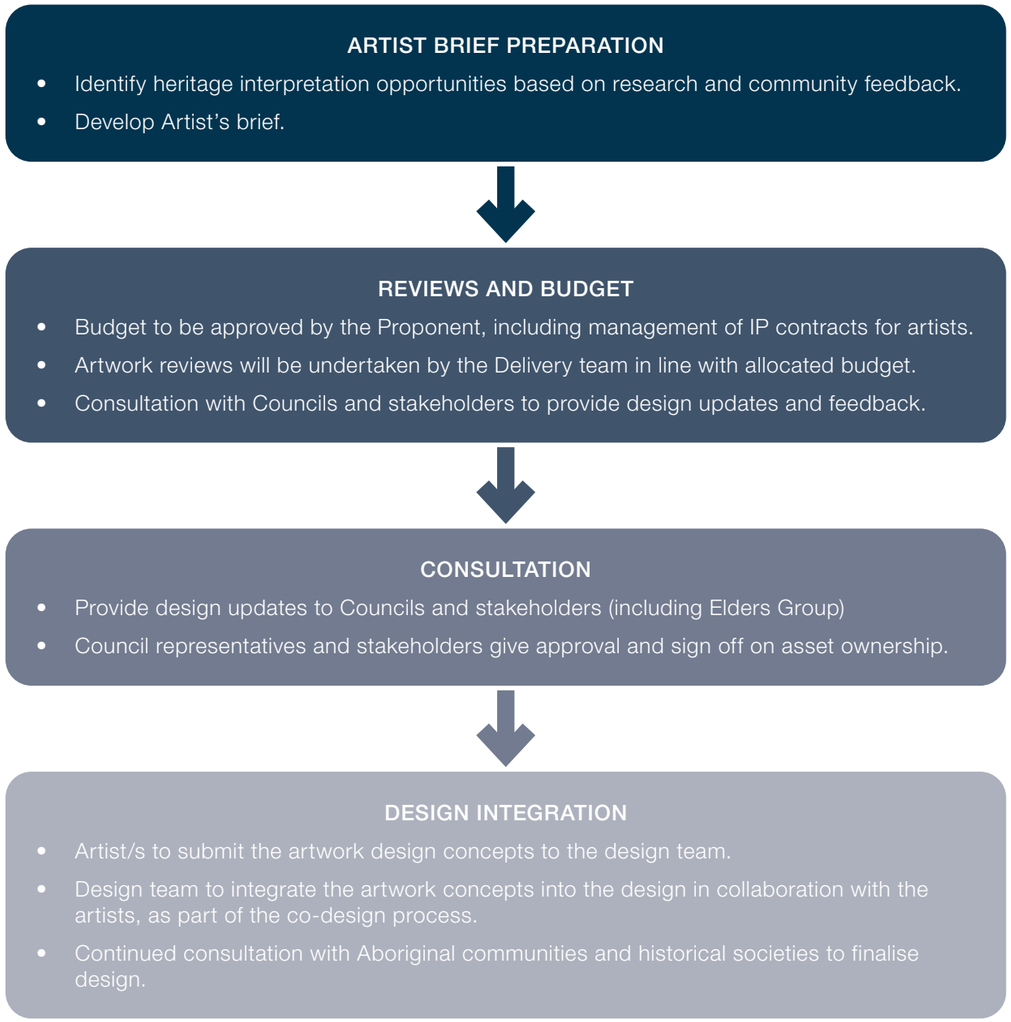


Figure 19: Artist engagement process

5 Contextual Analysis

5.1 Introduction

A site contextual analysis of the high intervention work sites has been completed. The purpose of this section of the report is to:

- Consider the existing site conditions of each precinct which includes connectivity, surrounding local, environmental and landscape context through a site analysis
- Describe the existing site conditions
- Consider key built and community elements and issues that will need to be address in the detailed design.

This chapter will outline the existing conditions of each precinct with the following natural, built and community contexts examined:

- Existing land uses
- Open space connectivity
- Views and vistas
- Natural physical features
- Aboriginal heritage
- Non-Aboriginal heritage
- Heritage implementation.

The contextual analysis has been undertaken on the following key precincts:

- Albury City Council - railway precinct
- Wagga Wagga City Council - railway precinct
- Junee Shire Council - railway precinct.

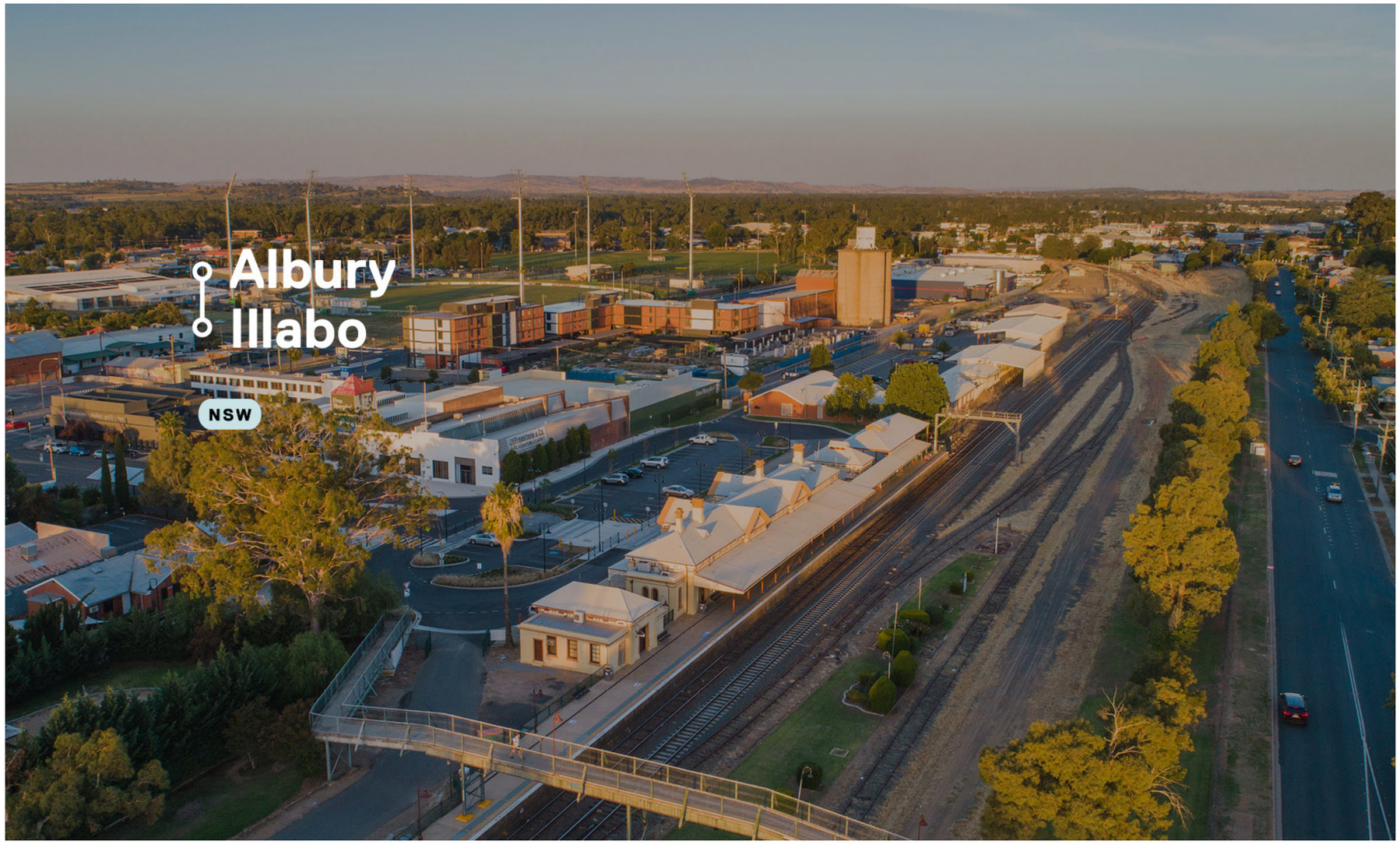


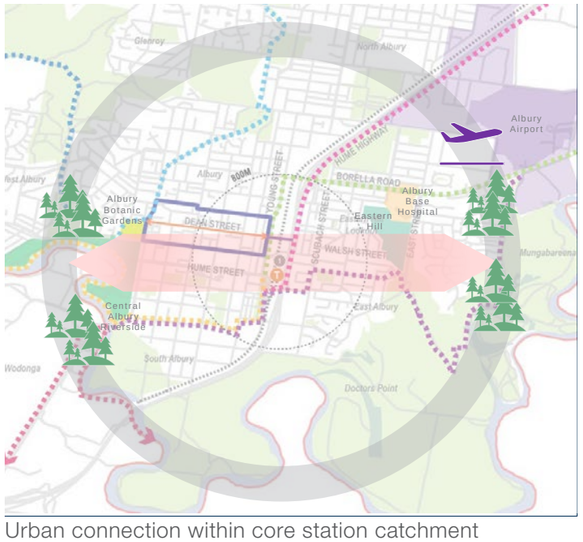
Figure 20: Aerial view of Albury Station

5.2 Albury City Council - Railway Precinct

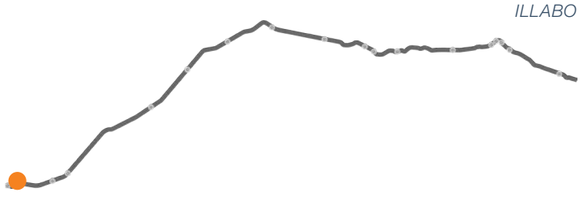
5.2.1 Regional Context

Albury is a key regional city located on the northern banks of the Murray River in southern New South Wales. Together with its twin city, Wodonga in Victoria, Albury forms a significant cross-border regional hub that plays a strategic role in connecting inland communities between Sydney and Melbourne. Its central location on the Hume Highway and the Sydney - Melbourne rail corridor positions it as a vital centre for transport, commerce, education, and health services in the Riverina region.

Albury has major transport links including road, rail and air serviced by Albury Airport with direct flights to Melbourne, Sydney and Brisbane.



Urban connection within core station catchment



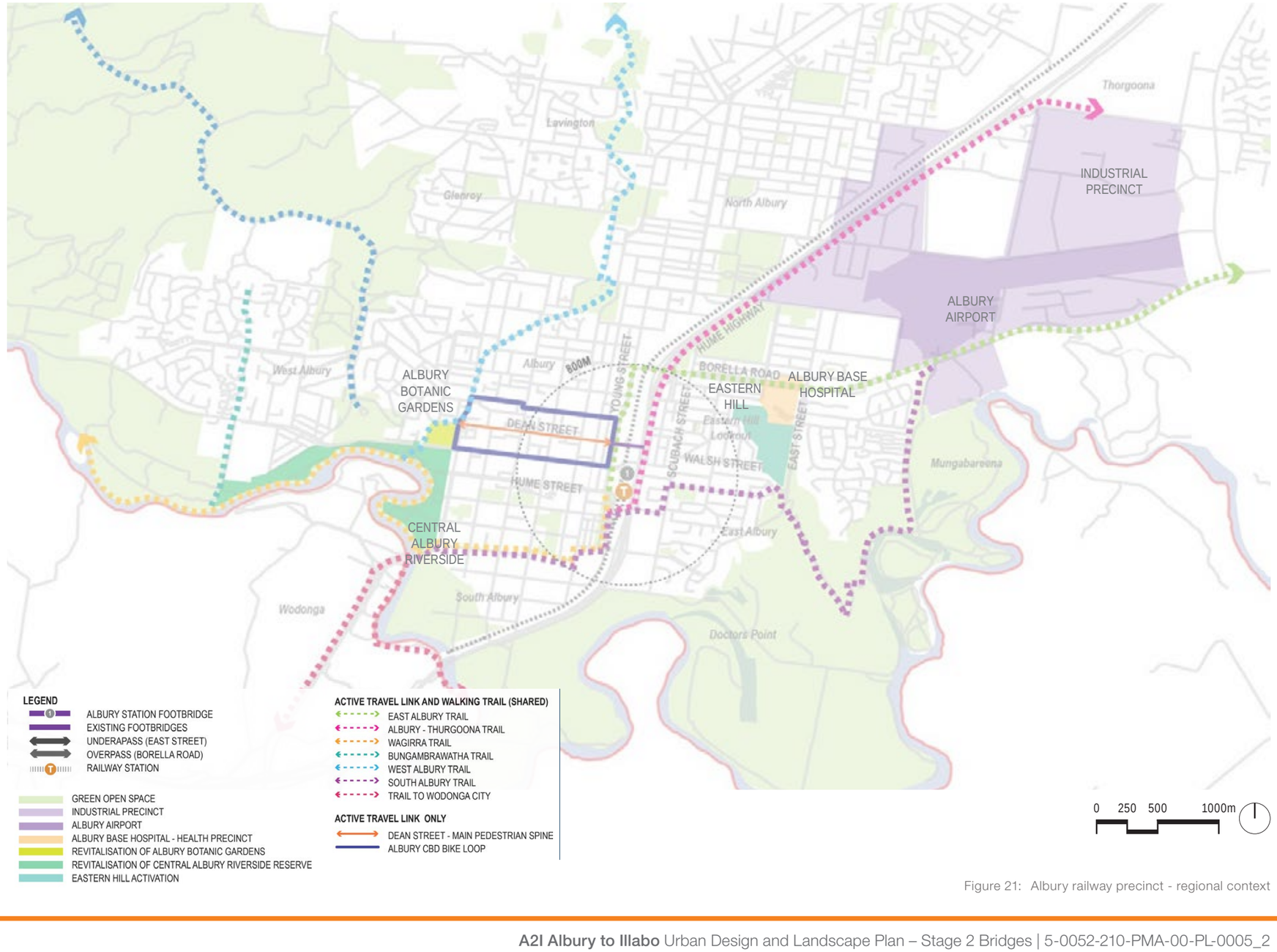
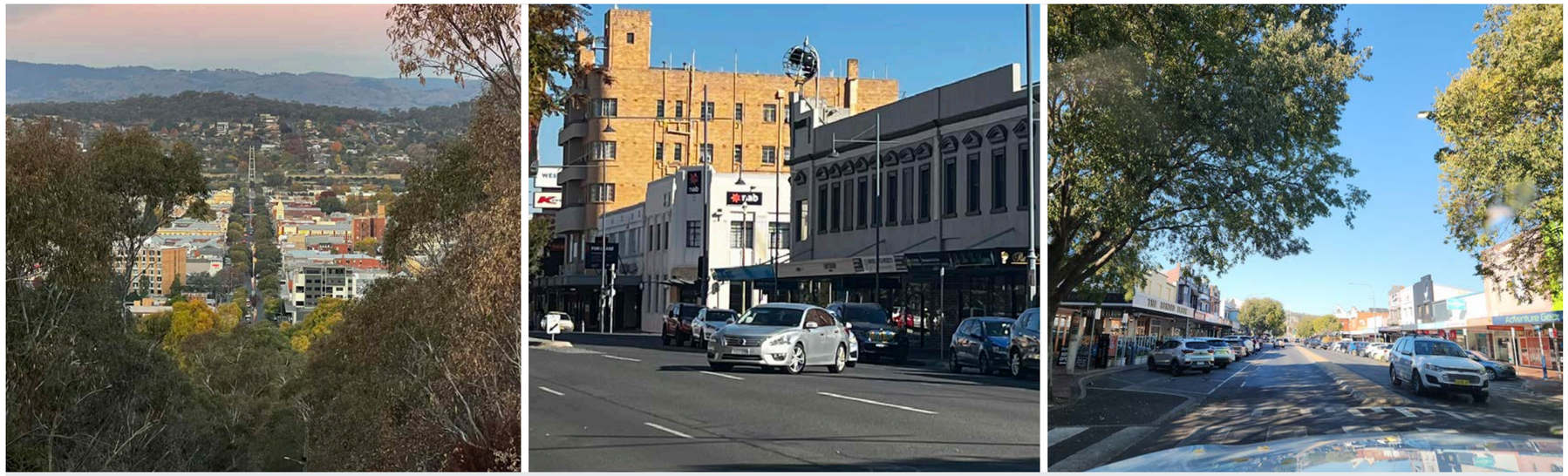


Figure 21: Albury railway precinct - regional context

5.2.2 Local Context

Albury is a major regional city providing multiple industrial areas, commercial precincts, healthcare and educational facilities. The city is characteristic of historic regional towns, including a fine grain commercial street and the state registered Albury Station. Albury Station was built in the late 19th century, and is reflective of the key role the city played in connecting Sydney and Melbourne.

The rail corridor and Hume Highway bisect the city, creating a separation between the major core built area and East Albury, which contains the Albury Wodonga Health campus and Albury Airport.



West of Railway Corridor - Commercial



East of Railway Corridor - Residential

Figure 22: Albury railway precinct - local context



View looking South towards Albury Station and Railway Yard



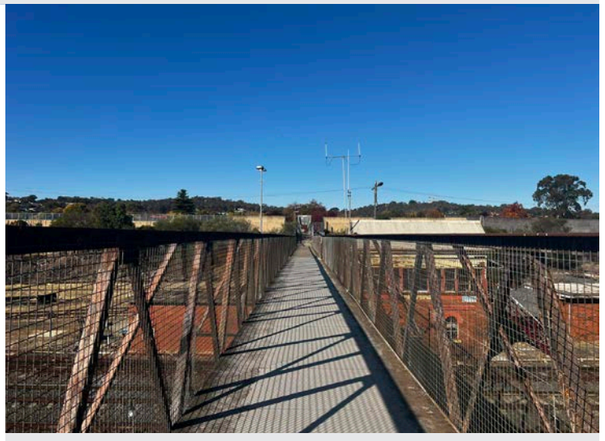
Albury Station Building



Looking North East to existing bridge



Existing bridge stair connection at Albury Station



View looking East on existing bridge

Figure 23: Albury railway precinct - existing footbridge and railway station

5.2.3 Existing Land Use

Albury's city centre is west of the railway corridor and is focused around Dean Street which provides a compact and walkable commercial core. Land uses are mixed use zoning which feature shop fronts, office's, commercial premiss and civic spaces. Industrial premises and car workshops are grouped adjacent to the railway corridor along Young Street.

Residential areas are primarily low-density east of the railway corridor, with recent urban growth expanding into fringe suburbs such as Thurgoona and Glenroy. The city hosts key employment precincts anchored by major institutions such as Albury Base Hospital, Charles Sturt University, and the airport's business park. As part of a cross-border economy, Albury operates in close collaboration with Wodonga, although differing state policies and governance structures can present coordination challenges in regional planning and service delivery.

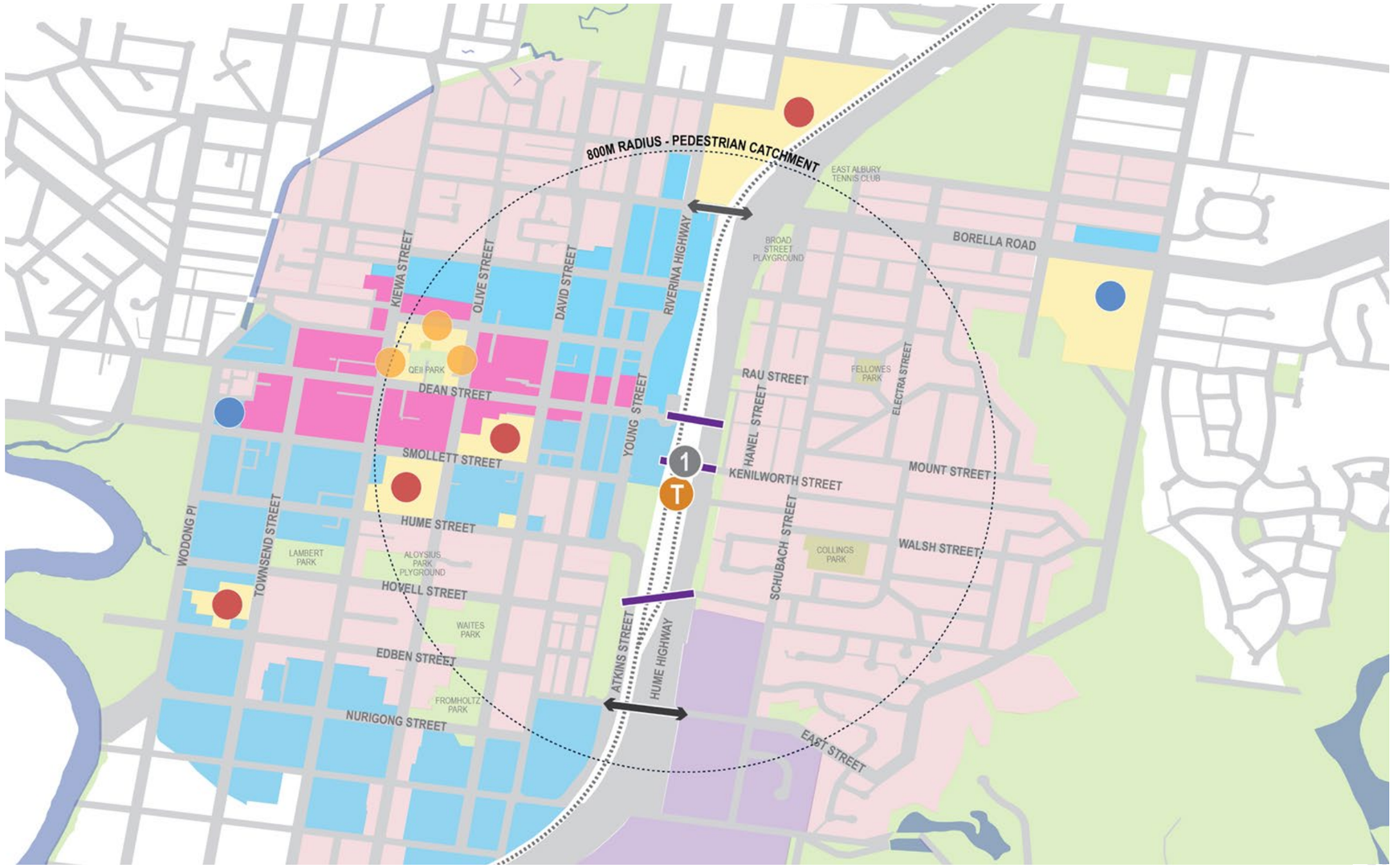


Figure 24: Albury railway precinct - land use

5.2.4 Open Space Connectivity

Regional Connectivity

The Railway Corridor and the Hume Highway dissects the western city centre to the residential communities to the east. Connections across the railway corridor and Hume Highway corridor provides vital community connections. There are four bridge crossings over the corridor and one underpass which provides the east west connection, these includes:

- Road Connections:
  - » Riverina Highway Overbridge
  - » East Street Underpass
- Pedestrian Connections:
  - » Harold Mair Bridge
  - » Atkins Street Pedestrian Bridge
  - » Albury Station Bridge (This Project)

The Albury Station Bridge sits between the two pedestrian bridges and provides neighbourhood connections to the south western edges of the civic township through direct connections to Smollett Street and Young Street as its primary connection and secondarily connections to the Albury Station precinct.

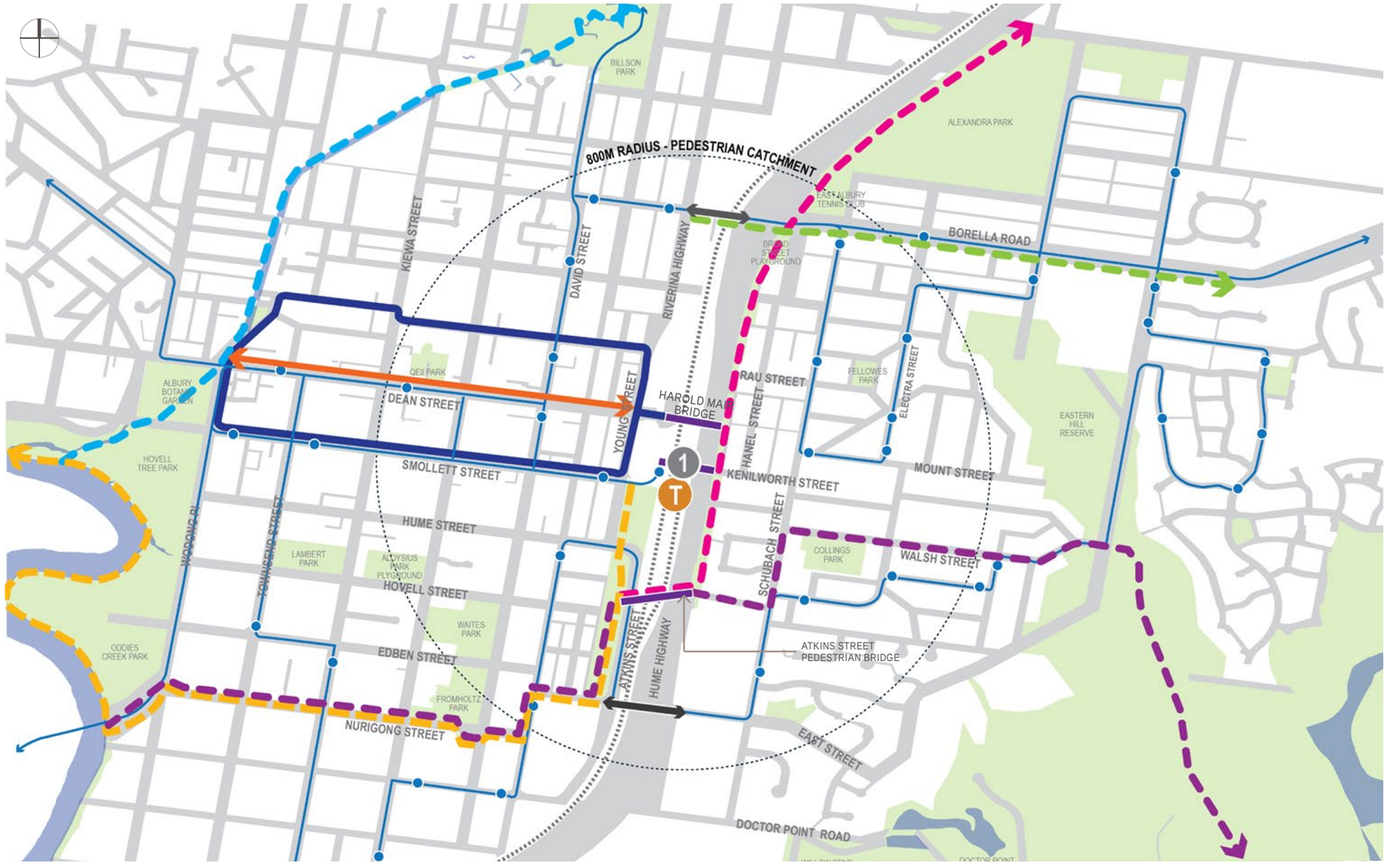


Figure 25: Albury railway precinct - regional connectivity

Local Connectivity

Albury Station is connected to the eastern side of Albury through a series of pedestrian bridges. The Albury Station Bridge, adjacent to the station, is the most direct link for pedestrians across the rail corridor and Hume Highway. The bridge links the station and rail precinct via Railway Place to Kenilworth Street and the broader residential area.

Additionally, The Albury Station Bridge ties into the Albury-Thurgoona Trail, a key pedestrian north-south link through Albury. The trail links to multiple residential streets and acts as a major pedestrian connection to the Albury Station and commercial western side of Albury.

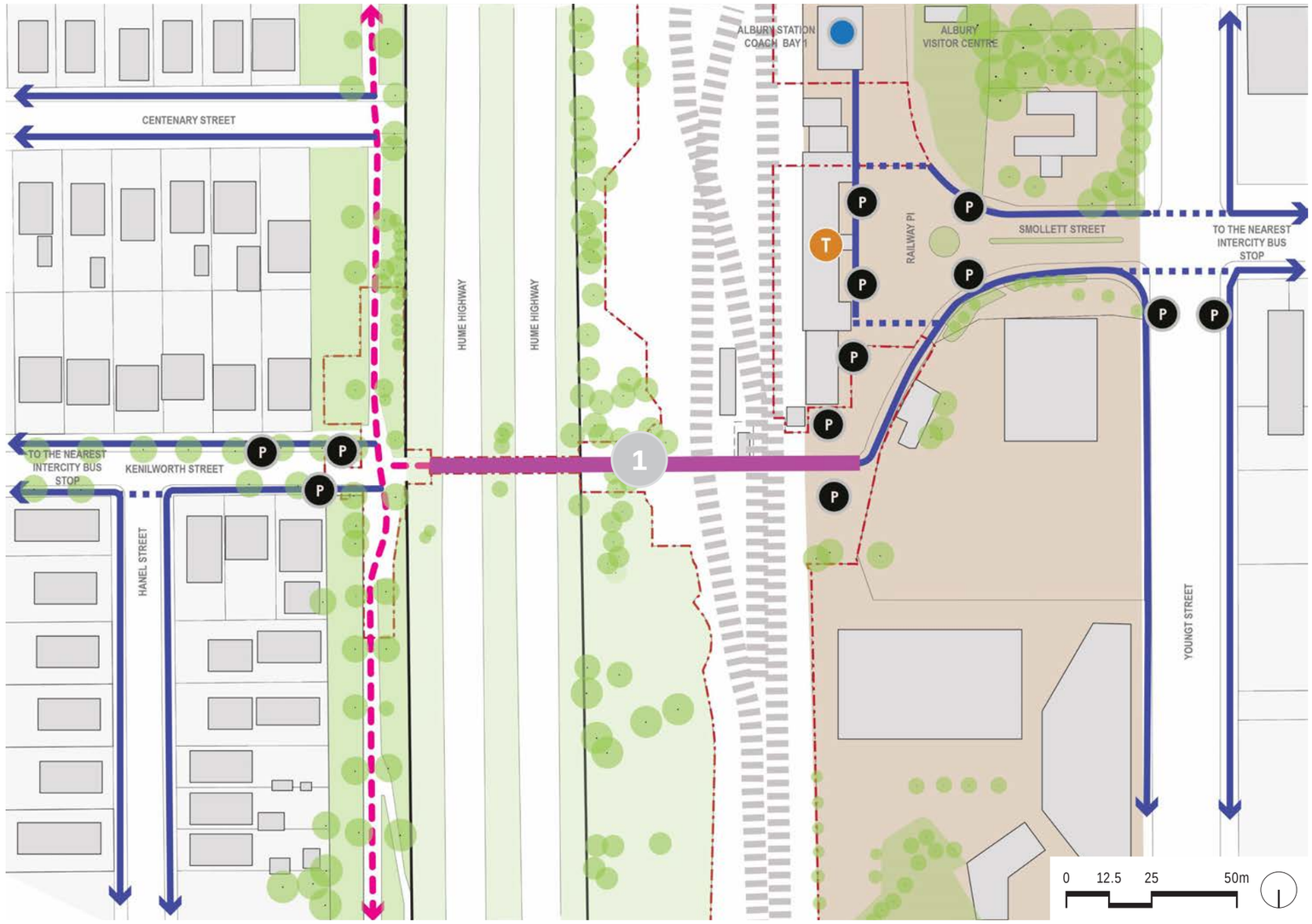


Figure 26: Albury railway precinct - local connectivity

5.2.5 Heritage

The Albury to Illabo Inland Rail HIP, outlines a series of targeted outcomes for interpreting and conserving heritage along the Inland Rail corridor. Within this context, Albury Station emerges as a site of exceptional significance historically, architecturally, and culturally. As detailed in Sections 4.2 and 10.3 of the HIP, the strategy for Albury Station seeks to sensitively integrate interpretive storytelling with the structural renewal of key assets, ensuring that both colonial rail history and Wiradjuri cultural narratives are preserved, respected, and made legible to the public through the upgraded pedestrian and station precinct infrastructure.

Albury Station is one of the most historically significant railway precincts in New South Wales, and the interpretation strategy reflects its cultural, architectural, and social importance. The existing pedestrian footbridge, which lacks sufficient clearance for modern freight requirements, will be demolished and replaced with a new bridge that respects the heritage setting while addressing functional upgrades. The new bridge will adopt a Warren Truss design, echoing the structural character of the former bridge and the adjacent Hume Highway footbridge. A key feature will be a sheltered viewing platform at the midpoint, allowing users to observe and engage with the surrounding heritage elements, including the historic turntable, North Signal Hut, and transhipment shed, as well as more distant cultural sites of Wiradjuri significance.

The Yindyamarra Sculpture Walk is an important walking trail that forms part of the greater Wagirra Trail network. It features a collection of Aboriginal sculptures dispersed along a section of the trail and provides a connection to Country.

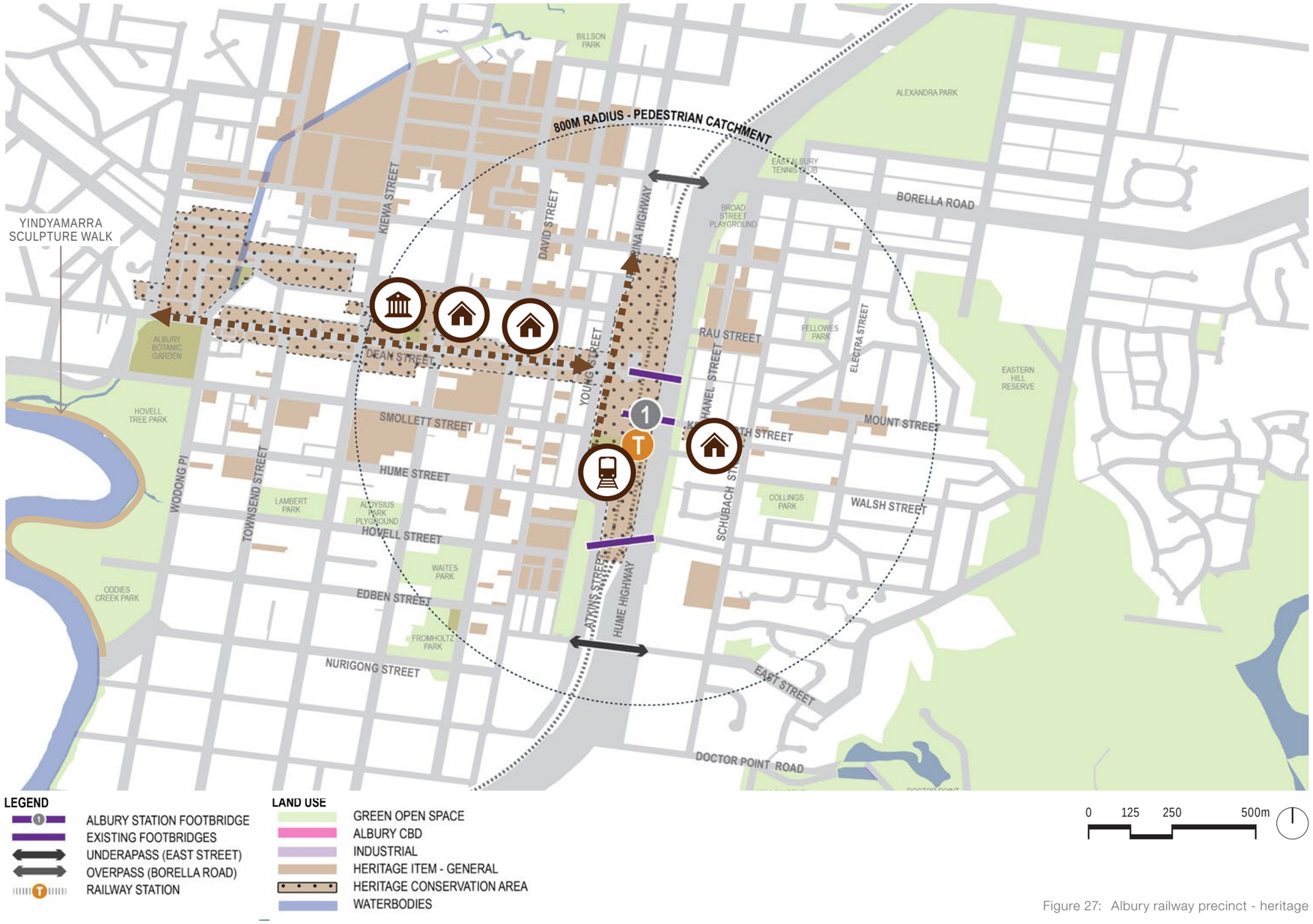


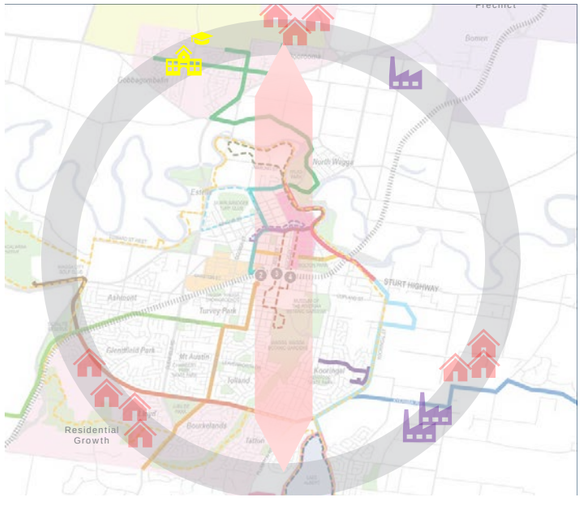
Figure 27: Albury railway precinct - heritage

5.3 Wagga Wagga City Council - Railway Precinct

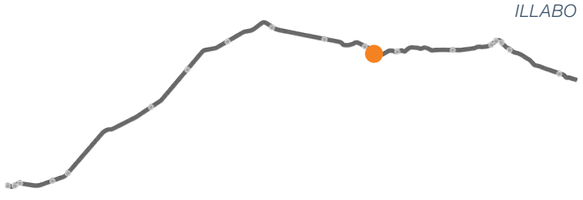
5.3.1 Regional Context

Wagga Wagga is located along the Murrumbidgee River within the Riverina region of New South Wales. Wagga Wagga is a major regional hub, identified as one of three metropolitan cities within the Riverina region, it is the largest inland city of New South Wales. Wagga Wagga acts as a key centre for services, providing health, educational, commercial and civic services for it's residents and broader satellite towns.

Wagga Wagga has major transport links, located at the intersection of the Olympic and Sturt Highways, the city is a key stop along the Sydney - Melbourne rail corridor. Additionally, Wagga Wagga has an airport. There are also several Active Transport Links which connect the city with the greater neighbourhoods.



Urban connection within core station catchment



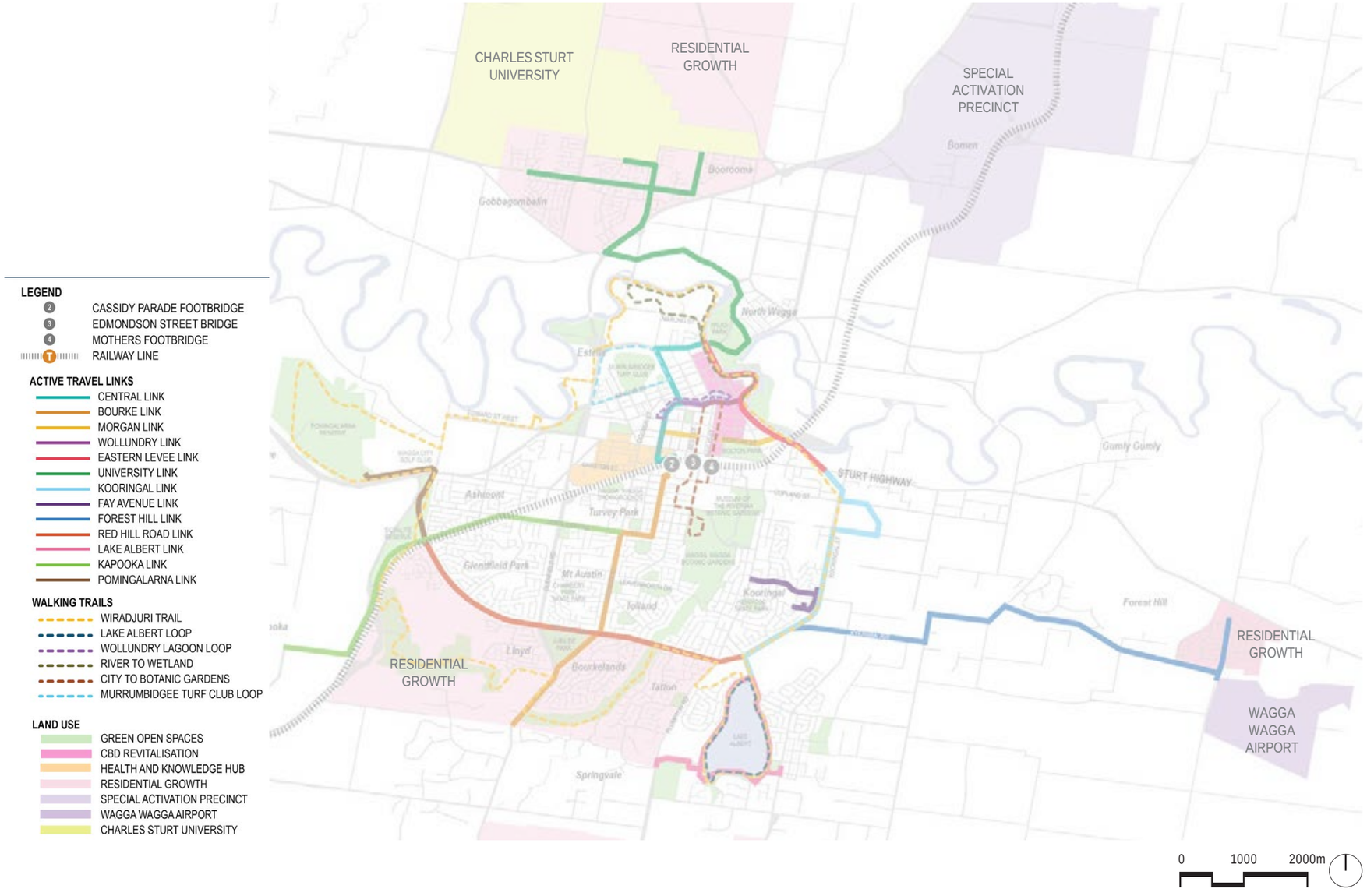


Figure 28: Wagga Wagga railway precinct - regional context

5.3.2 Local Context

Cassidy Parade Pedestrian Bridge

The Cassidy Parade Pedestrian Bridge is located in central Wagga Wagga, connecting Brookong Avenue in the north to Cassidy Parade in the south across the regional railway corridor. The site is embedded within a well-established residential neighbourhood characterised by single-storey homes, mature street trees, and a suburban setting.

The existing bridge provides a much-needed pedestrian link between communities separated by the rail line, restoring local connectivity and supporting walkable access to local amenity.

The surrounding urban fabric includes civic and institutional uses such as Wagga Wagga Base Hospital, Mount Erin Boarding School, and the Erin Earth community garden. The bridge also sits within close proximity to the Sturt Highway and the Wagga Wagga commercial precinct, enhancing its role as a local connector.



West of Railway Corridor - Brookong Avenue



View of existing bridge entrance at Brookong Avenue



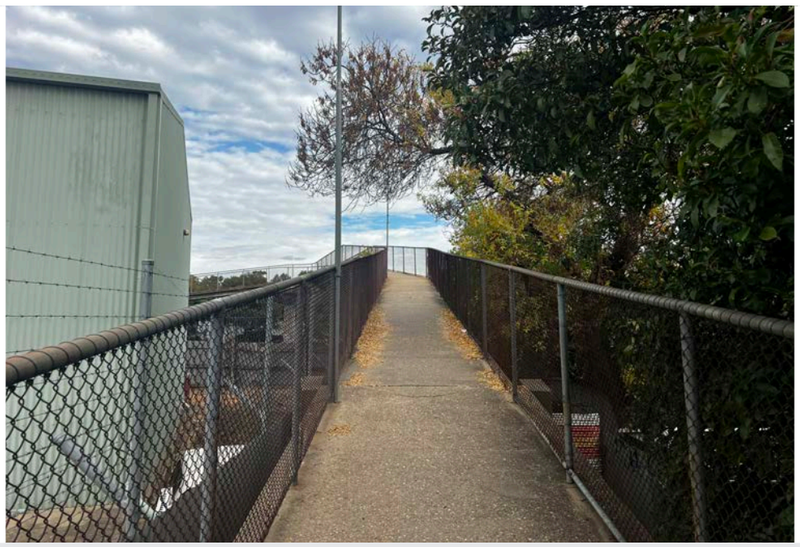
East of Railway Corridor - Cassidy Parade



Figure 29: Cassidy Parade existing pedestrian bridge



View looking towards Mount Erin



View looking towards existing bridge



View of existing bridge entrance at Brookong Avenue



View of existing bridge entrance at Cassidy Parade



View of existing pocket park at Cassidy Parade



View of existing pedestrian ramp at Cassidy Parade

Figure 30: Cassidy Parade existing pedestrian bridge

Edmondson Street Bridge and Footbridge

The Edmondson Street Bridge is a key transport link in Wagga Wagga, forming one of only three major vehicle crossings over the regional railway corridor. Located between Edmondson Street and the Sturt Highway (A20), the bridge provides an essential north-south link across the rail line, connecting residential areas to the south with the civic and commercial precincts to the north. Its position enhances pedestrian and vehicle connectivity between the southern neighbourhoods, including the Mount Erin School precinct, and the broader Central Wagga Wagga commercial area in the north.

As a critical crossing point in Wagga Wagga transport network, the Edmondson Street Bridge plays a vital role in facilitating both vehicular and pedestrian movement across the rail corridor, supporting access to town services, employment, and education.



View of existing bridge grade



View of existing pedestrian approach to the bridge



View of existing bridge embankment from ground level

Figure 31: Edmondson Street existing bridge and footbridge

Wagga Wagga Station (Mothers) Footbridge

The Wagga Wagga Station (Mothers) Footbridge is located within the city's regional rail precinct, connecting Railway Street in the south to the station forecourt and civic area and CBD in the north. Positioned in a historically significant, transit-oriented part of Wagga Wagga, the bridge provides a vital pedestrian crossing linking residential areas, local streets, and key destinations including Wagga Wagga Station, the commercial precinct, and nearby services along Peter and Baylis Streets. To the south, the bridge connects into a fine-grain residential neighbourhood defined by narrow lot frontages, single-storey homes, and a quiet suburban streetscape along Railway Street, Flinders Street, Macleay Street, and Collins Street. It also supports access to community institutions including TAFE NSW and the broader southern neighbourhood.



View of existing pedestrian bridge over rail line



View of existing pedestrian bridge over car parking area



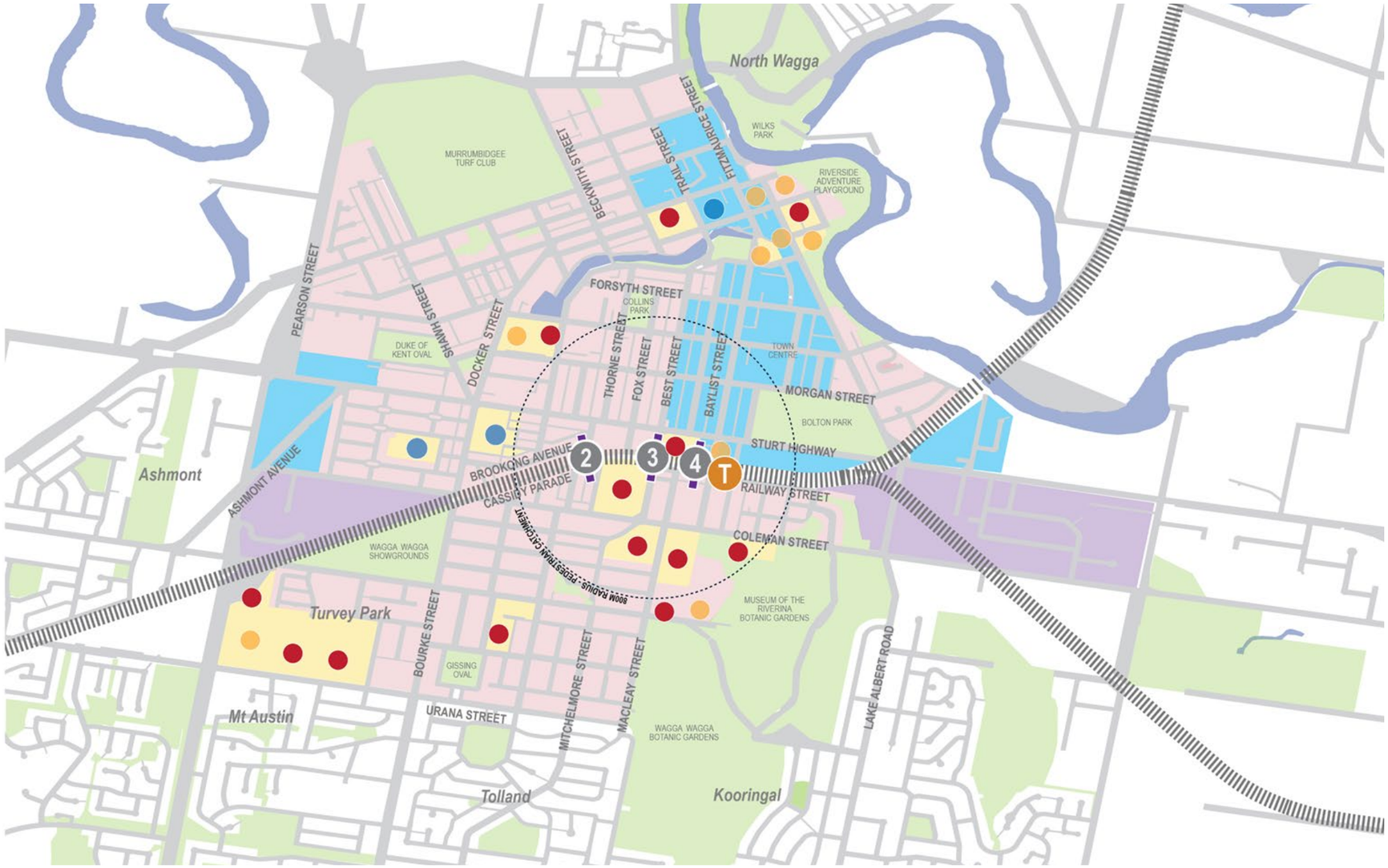
View from the pedestrian bridge over the station platform

Figure 32: Wagga Wagga Station existing footbridge

5.3.3 Existing land uses

Wagga Wagga's city centre is located north of the rail corridor, centred on Baylis Street acting the primary retail/commercial street. Larger scale industrial uses are grouped in two precincts, west along the rail corridor and to the east along the Sturt Highway. Key employment centres include the Wagga Wagga Base Hospital, TAFE, aged care facilities and the RAAF base and Charles Sturt University located out of the city's centre.

Residential areas consist of low-density detached housing - recent residential growth has been focused in suburbs such as Gobbagombalin, Lloyd and Bourkeland.



LEGEND

- CASSIDY PARADE FOOTBRIDGE
- EDMONDSON STREET FOOTBRIDGE
- MOTHERS FOOTBRIDGE
- RAILWAY LINE

LAND USE (CURRENT)

- RESIDENTIAL
- COMMERCIAL
- CIVIC
- HOSPITAL
- SCHOOL
- OTHER CIVIC SPACES (LIBRARY / MUSEUM / CHURCH / LOCAL COURT / POLICE STATION)
- GREEN OPEN SPACE
- INDUSTRIAL
- WATERBODIES

Figure 33: Wagga Wagga railway precinct - existing land use

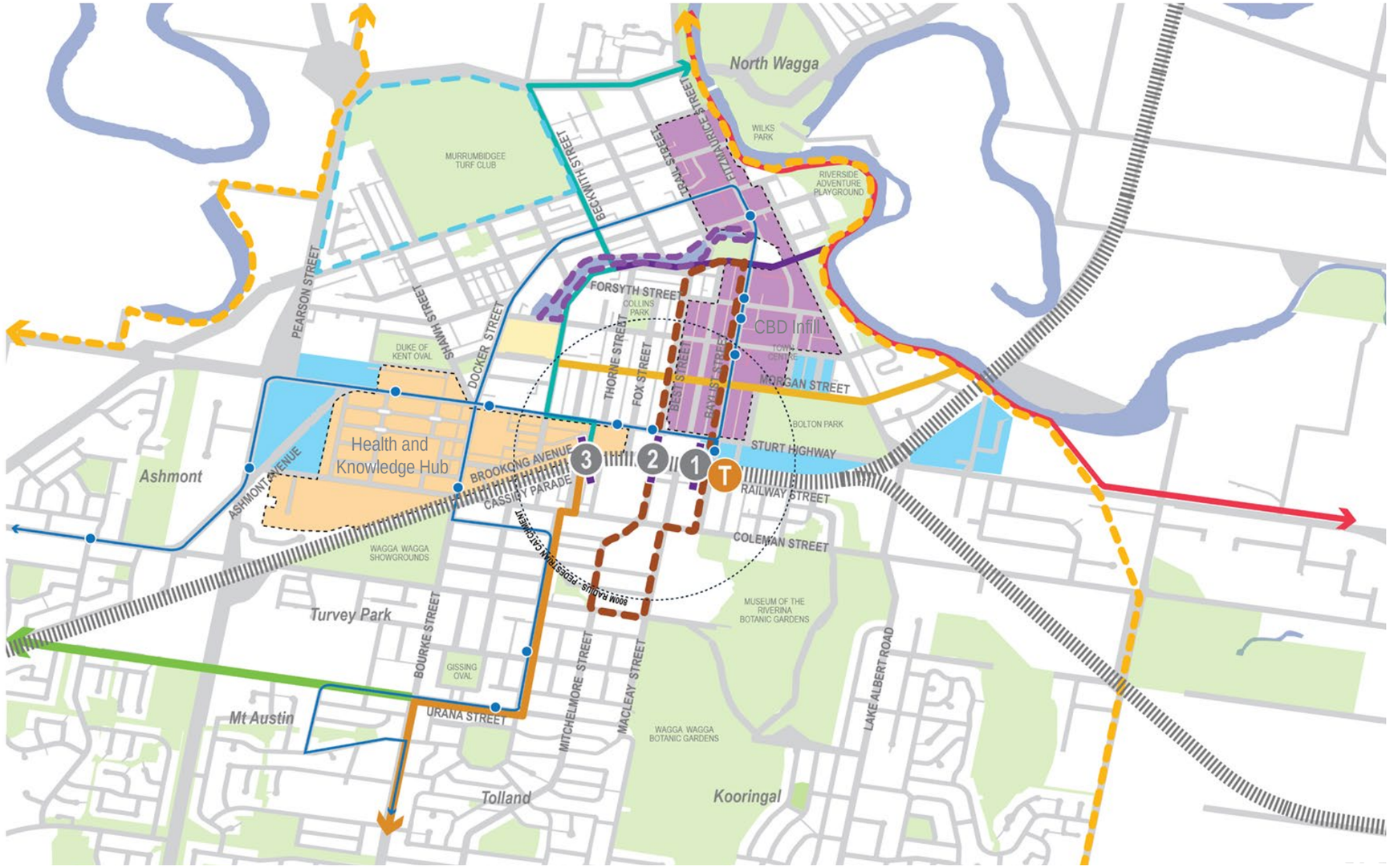
5.3.4 Open Space Connectivity

Regional Connectivity

Wagga Wagga is bisected by the rail corridor, forming a city characterised by north-south areas. The area to the north contains a significant portion of the industrial and commercial activity. The area to the south is characterised by low-density residential neighbourhoods. These north-south areas are connected by multiple links, these include:

- Road Connections:
  - Edmondson Street Bridge (This Project)
  - Bourke/Docker Street Level crossing
  - Pearson Street Bridge
  - Fernleigh Road Level crossing
  - Red Hill Road Underpass
- Pedestrian Only Connections:
  - Mothers Footbridge (This Project)
  - Cassidy Pedestrian Bridge (This Project)

The central cross-rail connections (Mothers Footbridge, Edmondson Street Footbridge and Cassidy Parade Footbridge) are key connections within the Wagga Wagga active transport movement network, enabling the formation of walking looks and interconnectivity between links and public transport.



LEGEND

- MOTHERS FOOTBRIDGE
- EDMONDSON STREET FOOTBRIDGE
- CASSIDY PARADE FOOTBRIDGE
- RAILWAY LINE

ACTIVE TRAVEL LINKS

- CENTRAL LINK
- BOURKE LINK
- MORGAN LINK
- WOLLUNDRY LINK
- EASTERN LEVEE LINK
- KOORINGAL LINK
- FAY AVENUE LINK
- RED HILL ROAD LINK
- KAPOOKA LINK

WALKING TRAILS

- WIRADJURI TRAIL
- LAKE ALBERT LOOP
- WOLLUNDRY LAGOON LOOP
- RIVER TO WETLAND
- CITY TO BOTANIC GARDENS
- MURRUMBIDGEE TURF CLUB LOOP

PUBLI TRANSPORT

- BUS STOPS AND NETWORK

Figure 34: Wagga Wagga railway precinct - regional connectivity

Local Connectivity

The key links that provide pedestrian connectivity across the rail corridor between the north and south areas of Wagga Wagga include:

– Cassidy Parade Pedestrian Bridge

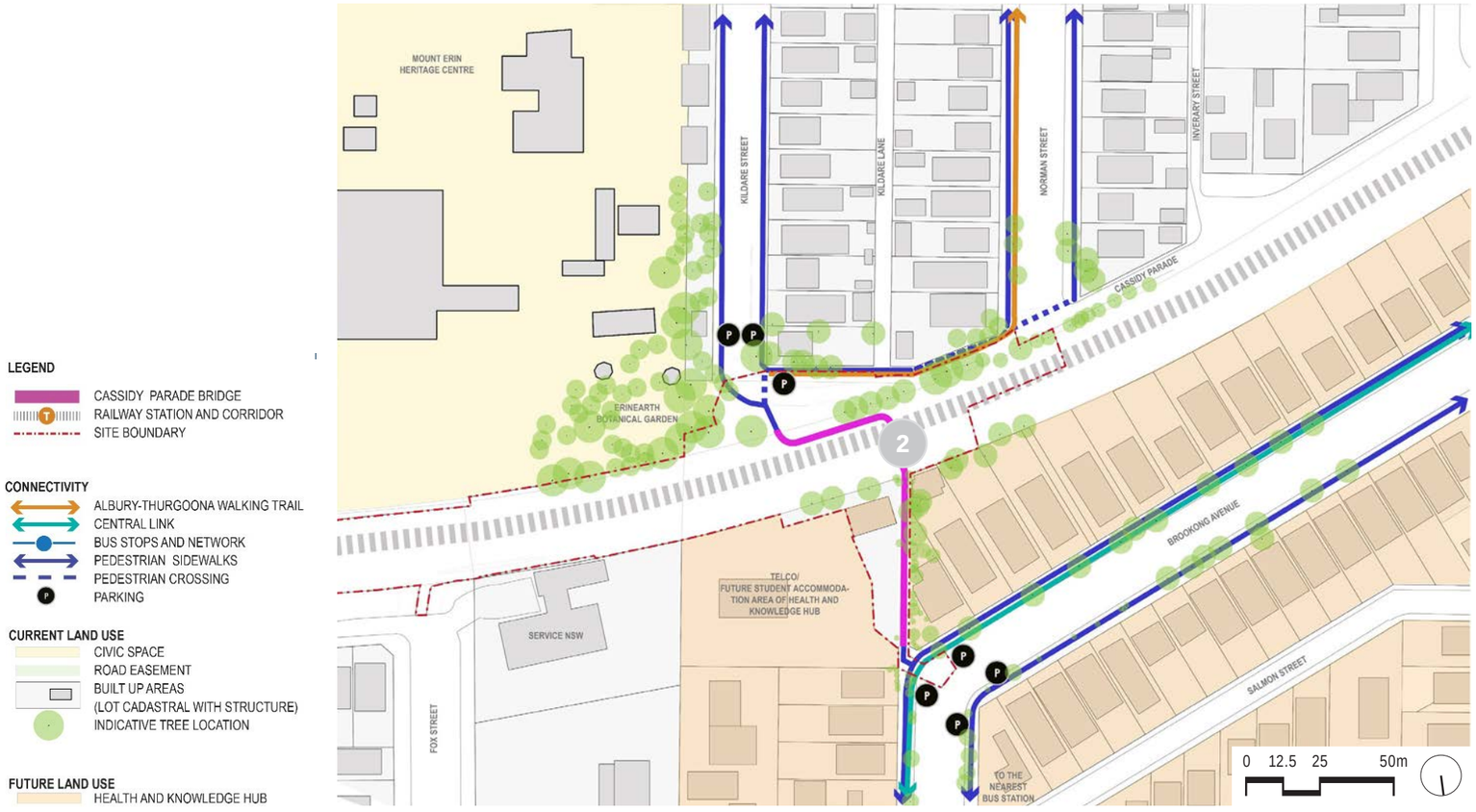
  The pedestrian bridge connects Cassidy Parade, adjacent to the Mount Erin Boarding house to Brookong Avenue across the rail corridor.

– Edmondson Street Bridge and Footbridge

  Edmondson Street is one of the major north-south links providing both vehicle and pedestrian movement across the rail corridor.

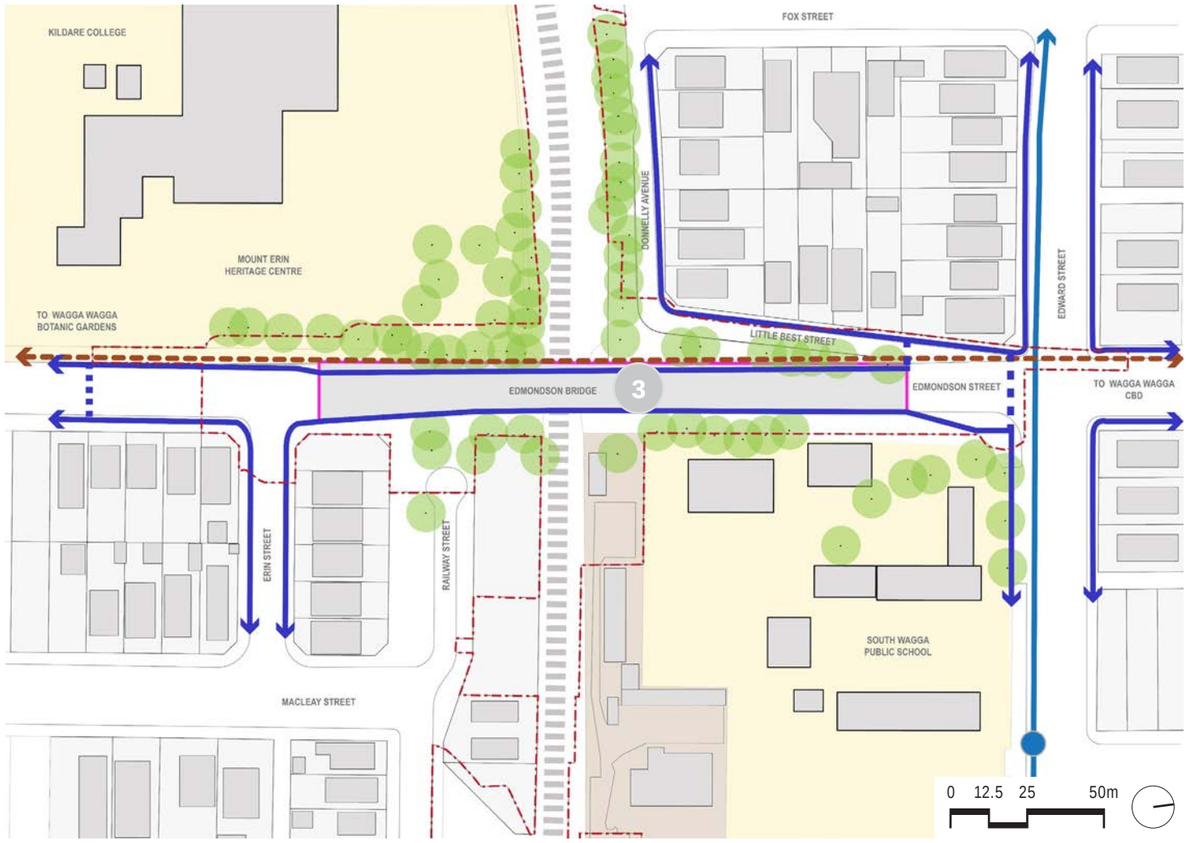
– Wagga Wagga Station (Mothers) Footbridge

  The footbridge provides a direct pedestrian link for pedestrians on the southern side of the rail corridor into the station precinct. The footbridge connects Railway Street to the car parking area of Station Place.



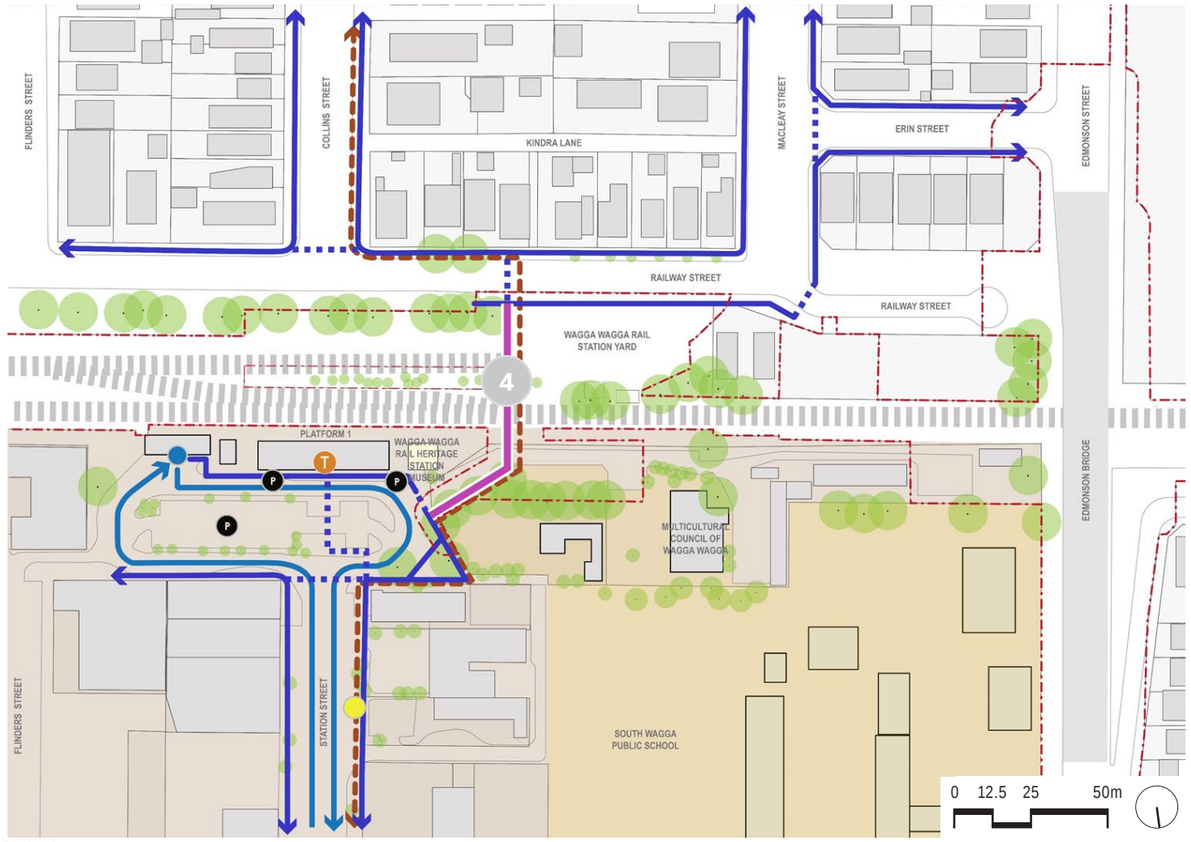
Cassidy Parade Pedestrian Bridge

Figure 35: Cassidy Parade pedestrian bridge - local connectivity



Edmondson Street Bridge and Footbridge

Figure 36: Edmondson Street bridge - local connectivity



Wagga Wagga Station (Mothers) Footbridge

Figure 37: Wagga Wagga Station footbridge - local connectivity

5.3.5 Heritage

Wagga Wagga's heritage interpretation strategy, as outlined in the Heritage Interpretation Plan, focuses on three key bridge sites: Cassidy Pedestrian Bridge, Edmondson Street Bridge, and Mothers Bridge at Wagga Wagga Station. Each holding unique significance in the city's cultural and community narrative.

Cassidy Bridge, the plan proposes a new DDA-compliant crossing that integrates a landscaped pocket park and interpretive elements. This site honours the legacy of David Cassidy, whose advocacy led to the original bridge's construction, and includes themes of public safety, civic action, and Wiradjuri plant knowledge. The surrounding landscape will feature bush tucker planting, ground plane artwork, and community-led murals to deepen local engagement and reflect Wiradjuri ecological traditions.

Edmondson Street Bridge will also be replaced to accommodate new rail requirements, with interpretation focused on stories of Wagga Wagga's working-class rail history and enduring Wiradjuri connections to Country. Cultural storytelling elements will include signage that references traditional narratives such as the legend of Gobbagumbalin and Pomingalarna, helping to embed local Indigenous perspectives into public infrastructure. The bridge's setting provides opportunities for broader community interpretation and educational use.

Mothers Bridge, adjacent to the Wagga Wagga Railway Station, carries strong emotional and social resonance. Originally championed by local women for safer access across the rail corridor, the bridge served as a key point for farewelling troops and watching passing steam trains. The new structure will include sheltered resting points, colours referencing local flora such as river red gum, and motifs inspired by Wiradjuri weaving and river landscapes. Interpretation here will present both colonial and Aboriginal perspectives, acknowledging the role of women during wartime as well as the site's connection to the Stolen Generations.

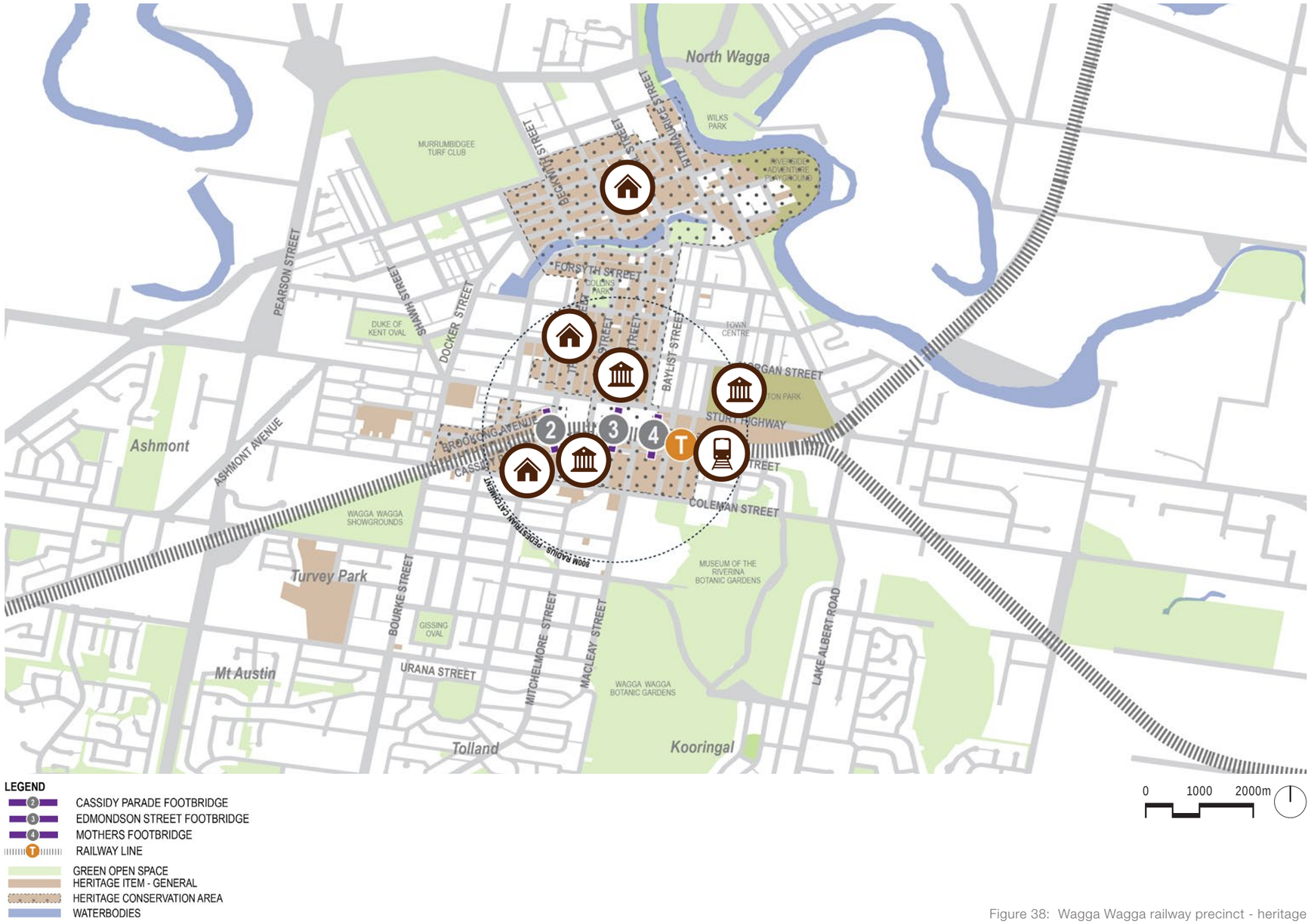


Figure 38: Wagga Wagga railway precinct - heritage

5.4 Junee Shire Council - Railway Precinct

5.4.1 Regional Context

Junee is a town located north of the Murrumbidgee River in the Riverina region of New South Wales. Junee is connected with regional hubs including Wagga Wagga via the Sydney - Melbourne rail corridor and the Olympic Highway, in addition to connections to Cowra and Young through the highway network. The key economic industries of Junee include construction and agriculture.



Urban connection within core station catchment

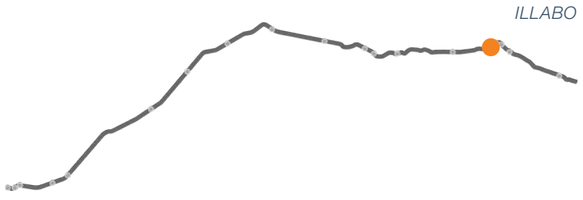




Figure 39: Junee railway precinct - regional context

5.4.2 Local Context

Junee is a historic regional town, set amongst a rural backdrop, the town is characterised by it's heritage lined main streets and station.

The Junee Station dates from the late 19th century, and is recognised on the state heritage register. The station forms the a core part of the town centre, between Main Street and Lorne Street. The buildings forming the town centre include two storey buildings with large balconies and large awnings covering the footpaths.

The town follows the rail corridor, including roadways adjacent to the tracks in some areas. The Olympic Highway forms a key spine through Junee, linear open space and green traffic islands along its extent provide street tress and flower displays.



View of existing bridge from Edgar Street



View of approach over the existing bridge



View of pedestrian stairs to existing bridge from Edgar Street



View of Junee Station

Figure 40: Junee railway precinct - local context

5.4.3 Existing land uses

Junee's town centre is focused around the station precinct, extending across the rail corridor to the intersection of the Olympic Highway and Broadway. This area provides a mix of uses include commercial, retail, health and civic facilities. Key employment anchors include the Junee District Hospital and Correctional Centre on the periphery of the town.

The surrounding town consists of low-density residential housing. Beyond the urban centre of the town, Junee is set amongst agricultural land.



Figure 41: Junee railway precinct - land use

5.4.3 Open Space Connectivity

Regional Connectivity

Junee bisected by the rail corridor and Olympic Highway forming two urban areas connected by three cross rail links. The commercial core is split east-west across the rail corridor joined by a level crossing.

The cross rail links are roadways and include:

- Illabo Road/Main Street (Olympic Highway Underpass
- Main Street/Broadway (Olympic Highway) level crossing
- Kemp Street Bridge and Footbridge

The Kemp Street Bridge and Footbridge connects to Endeavour Park and the linear open space along the rail corridor.



Figure 42: Junee railway precinct - regional connectivity

Local Connectivity

The Kemp Street Bridge and Footbridge is the only cross rail connection south of the Junee Station. The bridge connects residential neighbourhoods and links recreations facilities. The bridge enables pedestrian and vehicle moment between Endeavour Park to the Junee skatepark, and Junee Recreation and Aquatic Centre. Due to the limited cross rail connections, this bridge forms a vital link within the town, enabling pedestrian movement otherwise restricted to the centre of town.



Figure 43: Junee railway precinct - local connectivity

5.4.4 Heritage

Junee's heritage interpretation is centred on the railway precinct adjacent to the Junee Railway Station and Roundhouse, a site of national significance due to its scale, operational history, and continued use. The Inland Rail project involves modifications to the Loftus Street Bridge, which currently obscures views of the roundhouse and associated buildings. The replacement bridge will be designed with improved sightlines and feature interpretive elements that highlight the significance of the roundhouse and the broader precinct. The interpretive approach at Junee focuses on three primary themes: the technological and industrial history of the railway, the working lives of railway employees and their families, and the enduring cultural connection of the Wiradjuri people to the area.

Interpretive outcomes at Junee include signage integrated into the new bridge structure, storytelling panels along public access routes, and visual cues that draw attention to the site's iconic elements, such as the turntable, workshops, and roundhouse structure. Design treatments may reference industrial materials and colour palettes associated with the precinct, ensuring visual continuity. Community input emphasised the importance of recognising both the economic role of the railway and the personal histories tied to Junee's rail workforce. Aboriginal cultural heritage is acknowledged through collaboration with Wiradjuri representatives, whose stories and language will be embedded into the interpretive content, particularly around themes of movement, landscape, and historical impact. The plan aims to reinforce Junee's identity as a proud rail town while ensuring a respectful and visible Aboriginal presence in its storytelling.



Figure 44: Junee railway precinct -heritage

6 Design Strategy

6.1 Introduction

The design strategy illustrated in this report is based on the scale and level of the intervention of works. Design responses have been developed accordingly. The narrative adopts a site specific approach to develop the design and achieve an integrated engineering and urban design outcome. Opportunities to enhance the user experience to increase visual and physical amenity and use art as an abstract expression of the design has been considered to provide Connection to Country as well as respect and acknowledge the Project's strong heritage significance.

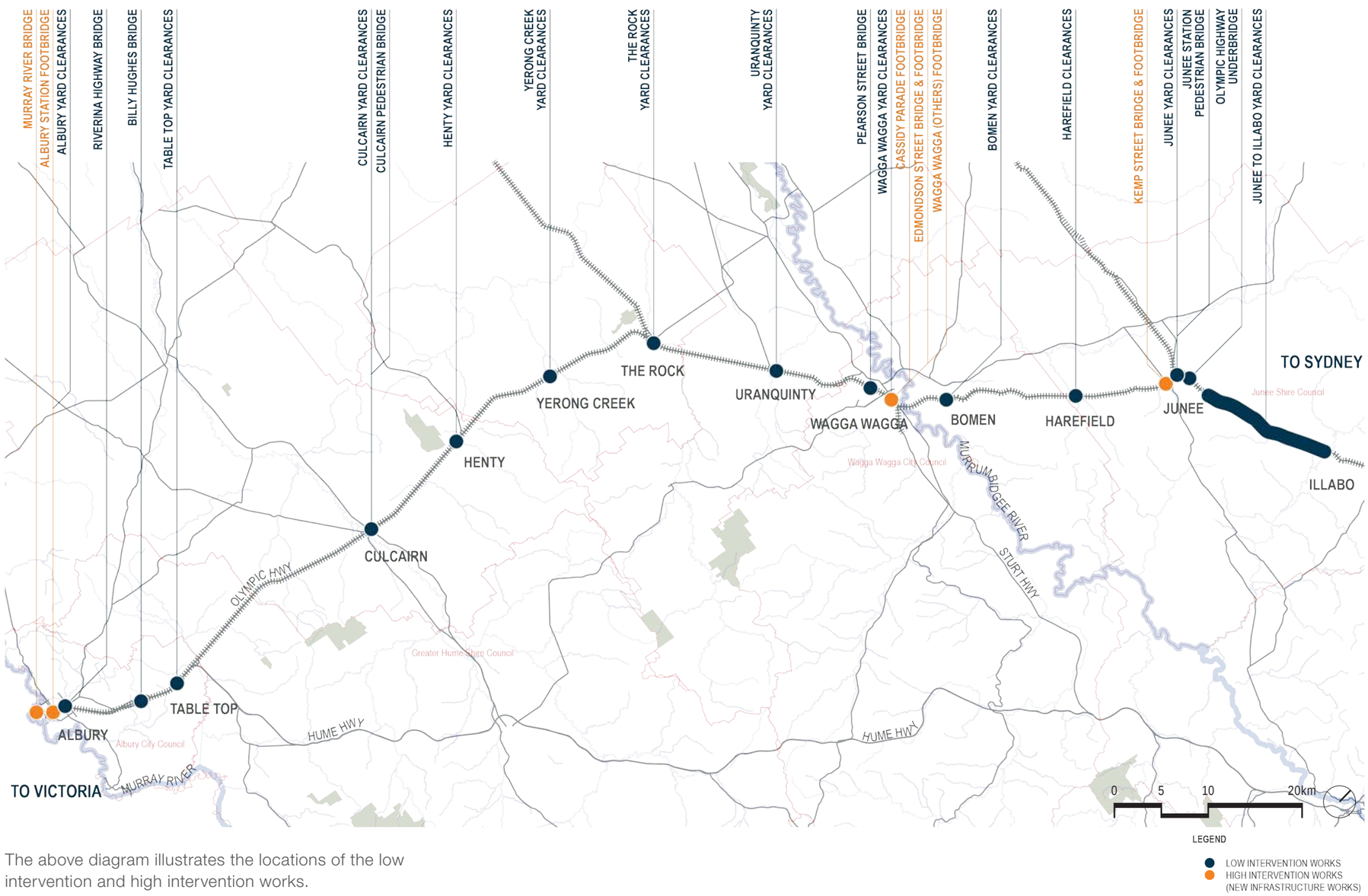
The design interventions have been divided into two typologies. **This report illustrates the concept design for the high intervention works.**

6.1.1 High Intervention Works

These entail works that involve replacement or modification of existing bridges, or modification of existing bridge with new structure compliant with current standards, and any noise mitigation measures required. The new infrastructure works occur at 6 locations and within the urban centres of Albury, Wagga Wagga and Junee. In the context the regional setting of the project an urban centre area, as defined by Australia Bureau of Statistic '*urban centres and localities, plus a 5km buffer from the periphery of the Urban Centre*'.

6.1.2 Low Intervention Works

These entail works that require minor modifications to existing infrastructure without changing the overall character and include elements such as track slewing, level crossing modifications, gantry modifications, and track lowering. These are mostly corridor-wide interventions as any potential impacts are confined and within an existing rail corridor. The design responses for these works are covered in UDLP Stage 1 – Corridor-wide (5-0052-210-PMA-00-PL-0003).



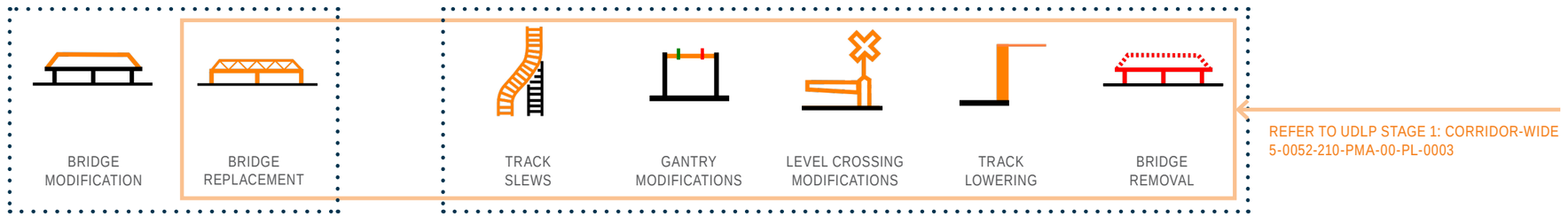
The above diagram illustrates the locations of the low intervention and high intervention works.

Figure 45: Typologies - key plan

The below diagram illustrates the individual location of the enhancement sites and the 7 types of works undertaken in these sites. Details of the types of works are further illustrated in the next section of this report.

CONSTRUCTION			
SITES	SITE ESTABLISHMENT	DEMOLITION	COMPLETION
Albury Station Footbridge	August 2025	September 2025	May 2027
Cassidy Parade Footbridge	September 2025	March 2026	May 2027
Edmondson Street Bridge & Footbridge	January 2025	December 2025	June 2027
Wagga Wagga (Mothers) Footbridge	September 2025	September 2025	February 2027
Kemp Street Bridge & Footbridge	August 2025	September 2025	June 2027

TYPES OF WORKS



ENHANCEMENT SITES

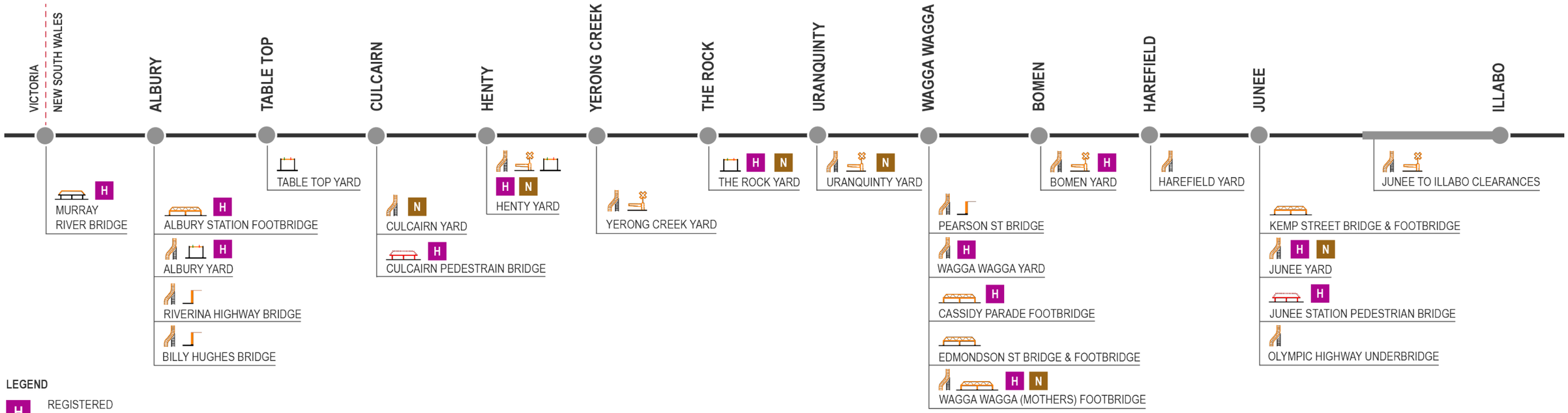


Figure 46: Type of works - overview

6.2 Bridge Typologies

6.2.1 Introduction

The bridges are a key visual elements and markers for pedestrians and road users within their precinct and landscape context. The designs for replacement bridges have been developed in consideration the local context of their site in addition to the overall project to provide a cohesive, unified design outcome with refined and elegant structural designs with the use of a suite of elements approach to provide a family of forms and typologies across the project.

As part of the Albury to Illabo Project there are 6 bridge locations which form the enhancement works to allow for the increased vertical and horizontal clearances required for double-stacked freight trains along the existing railway corridor.

The bridge locations are as follows:

- **Bridge Modification**
  - » Murray River Bridge (refer to Section 5.6 of UDLP Stage 1: Corridor-Wide)
- **Replacement Pedestrian Bridges**
  - » Albury Station Footbridge
  - » Wagga Wagga Station Footbridge
  - » Cassidy Parade Footbridge
- **Replacement Road Bridges**
  - » Edmondson Street Bridge & Footbridge
  - » Kemp Street Bridge & Footbridge.

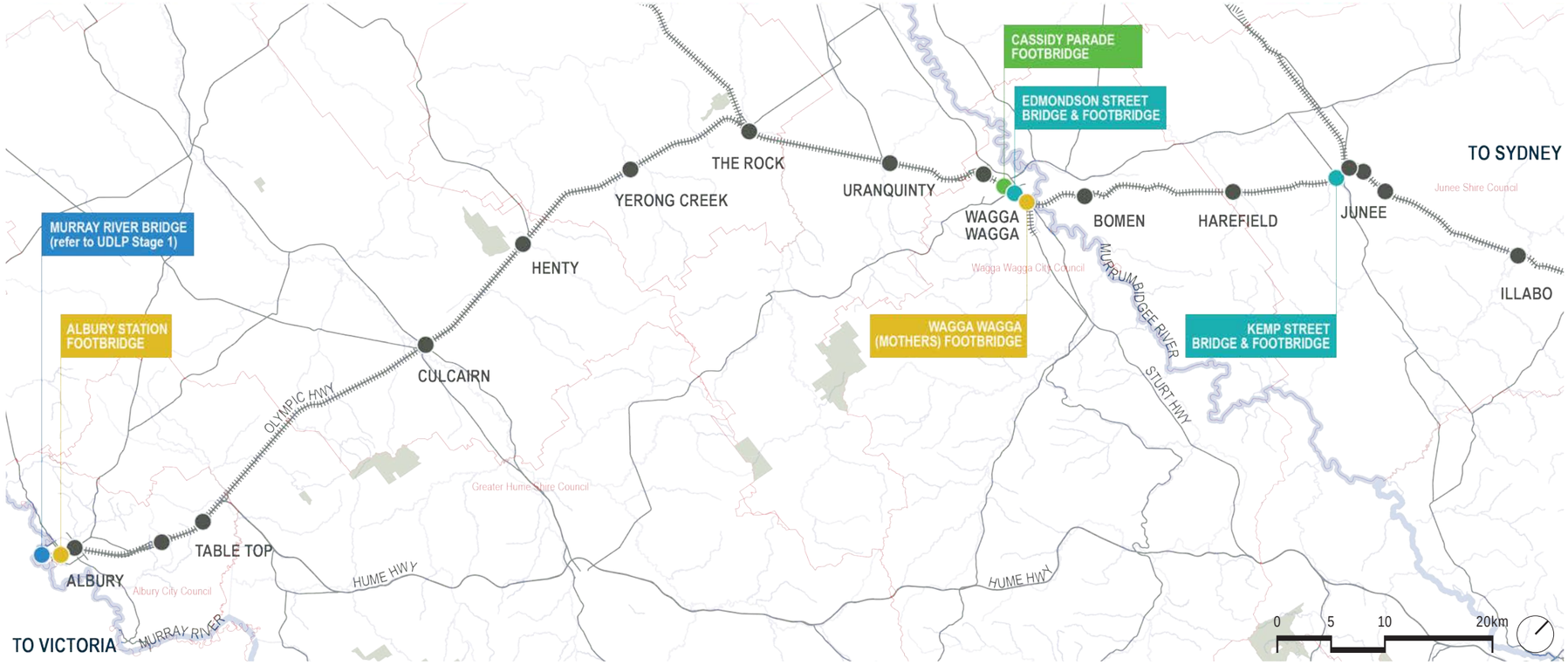


Figure 47: Bridge typologies - overview

BRIDGE	TYPOLOGY	PRECINCT	LEGEND
Murray River Bridge	Modification Bridge	Albury	
Albury Station Footbridge	Pedestrian Bridge	Albury	
Cassidy Parade Footbridge	Pedestrian Bridge	Wagga Wagga	
Edmondson Street Bridge & Footbridge	Road / Pedestrian Bridge	Wagga Wagga	
Wagga Wagga (Mothers) Footbridge	Pedestrian Bridge	Wagga Wagga	
Kemp Street Bridge & Footbridge	Road / Pedestrian Bridge	Junee	

Table 5: Bridge typologies - table

Pedestrian Bridges

railway bridge



neighbourhood bridge



Figure 48: Pedestrian bridges

Infrastructure Bridges

road bridge



modification bridge

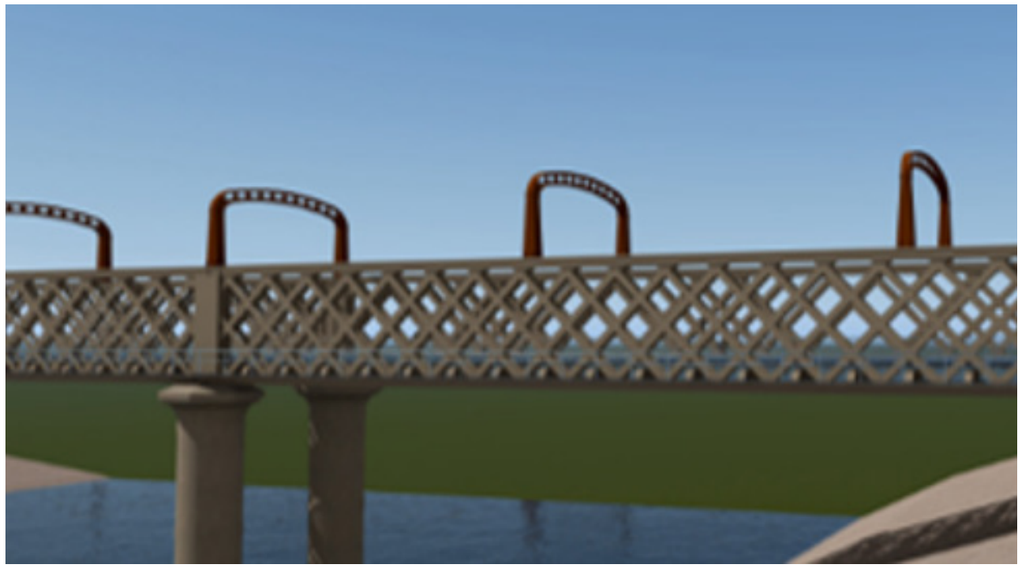


Figure 49: Infrastructure bridges

6.2.2 Railway Pedestrian Bridge

There are two railway bridges spanning over the railway corridor directly adjacent to railway stations providing pedestrian connections.

Railway bridges all share the same construction and engineering design with subtle variation in arrangement at architectural finishes.

The main design features of the railway bridges are:

- Steel truss super-structure over railway corridor
- Circular pier forms
- Tensile mesh balustrades with wire rope
- Tensile mesh truss infill on sides and ceiling
- Integrated lighting with balustrade, safety mesh posts
- Tapered retaining walls at base of ramps gradually growing in height up to 2m.



Reference image



Wagga Wagga Station (Mothers) Footbridge



Albury Station Footbridge

Figure 50: Bridge typologies - railway pedestrian bridge

6.2.3 Neighbourhood Pedestrian Bridge

There is one neighbourhood bridge providing local pedestrian connections over the railway corridor. The Cassidy Parade Footbridge is designed to be a sweeping structure that spans the railway corridor.

The key elements are the following:

- The bridge edges of the structural form are integrated and form a smooth continuous element
- Safety screens and balustrades are consistent with those designed with other bridges
- Circular pier forms integrated with the steel structure
- Integrated lighting with balustrade, safety mesh posts.



Cassidy Parade Footbridge - Wagga Wagga



Cassidy Parade Footbridge - Wagga Wagga

Figure 51: Bridge typologies - neighbourhood pedestrian bridge

6.2.4 Road Bridge

There are two road bridges spanning the railway corridor. Road bridges allow for vehicular and pedestrian connectivity and share similar construction and engineering design with subtle variation in arrangement and architectural finishes.

The main design features of the road bridges are:

- Concrete girder super structure
- Concrete parapet edge treatments
- Linear structural supports for abutment walls and blade piers contained within the shadow line of the bridge
- Concrete retaining walls at abutments
- Safety screens and balustrades are consistent with those designed with other bridges
- Integrated lighting with balustrade
- Safety mesh posts.

6.2.5 Modification Bridge

Refer to Section 5.6 of UDLP Stage 1: Corridor-Wide (5-0052-210-PMA-00-PL-0003).



Kemp Street Bridge & Footbridge - Junee



Edmondson Street Bridge & Footbridge - Wagga Wagga

Figure 52: Bridge typologies - road bridge

6.3 Bridge Design Approach

The design of bridges across the Project integrate the following design approaches:

- The design of the bridges structures to consider their forms, spans, profiles and finishes to provide a high standard of bridge architecture.
- Bridges are developed as unobtrusive structures, which capitalises on the landscape and environmental attributes of their location.
- Bridges provide clean lines, with their structure as simple, refined and elegant features to allow for permeability and visual transparency.
- Bridges use robust and durable elements which are easily maintainable.
- Developed as a family of forms using a kit of parts approach to provide visual consistency categorised per the typologies:
  - The bridge related to the station precincts adopt a truss typology
  - The combined road and pedestrian bridge adopt a bridge structure integrated with the roadway
  - The standalone pedestrian bridge adopt a unique through girder typology which helps to span across the rail corridor.

6.4 Kit of Parts

SUPER STRUCTURE

PIERS

EDGE TREATMENTS

SAFETY SCREENS

LIGHTING

ABUTMENTS

DRAINAGE

6.4.1 Super Structure

BRIDGE TYPOLOGY

railway bridge



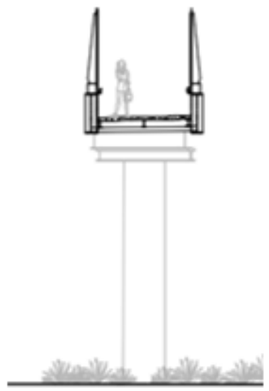
Truss Bridge



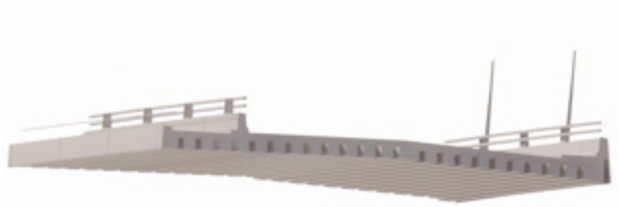
neighbourhood bridge



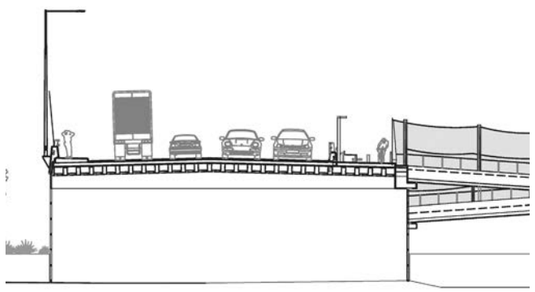
Through Girder



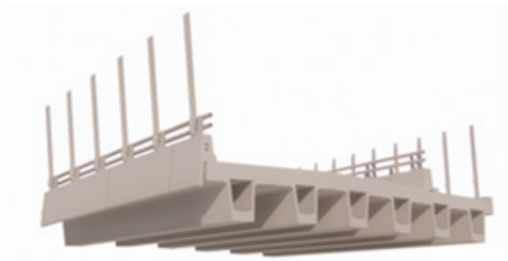
road bridge



Concrete Plank



road bridge



Concrete Super-T

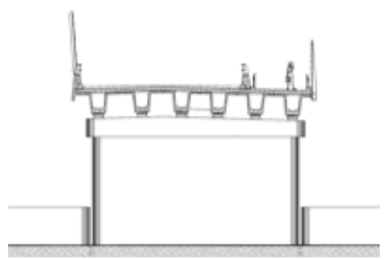


Figure 53: Kit of Parts - super structure

BENCHMARKING - SUPER STRUCTURE



Location: R2P Pedestrian Bridge, Adelaide

Super Structure: Truss

Application to Project: Painted Warren truss pedestrian bridge with tensile mesh infill



Location: Wagga Wagga, NSW

Super Structure: Through Girder

Application to Project: Steel through girder super structure reminiscence to the existing heritage railway bridges along the corridor which is re-interpreted on Neighbourhood Bridge



Location: Berry, NSW

Super Structure: Concrete Plank

Application to Project: Concrete plank bridges for small span structure bridges over railway corridor at Edmondson Street, Wagga Wagga



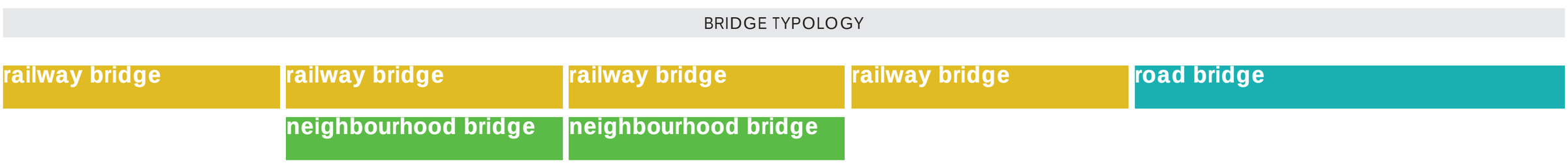
Location: Southern Expressway, SA

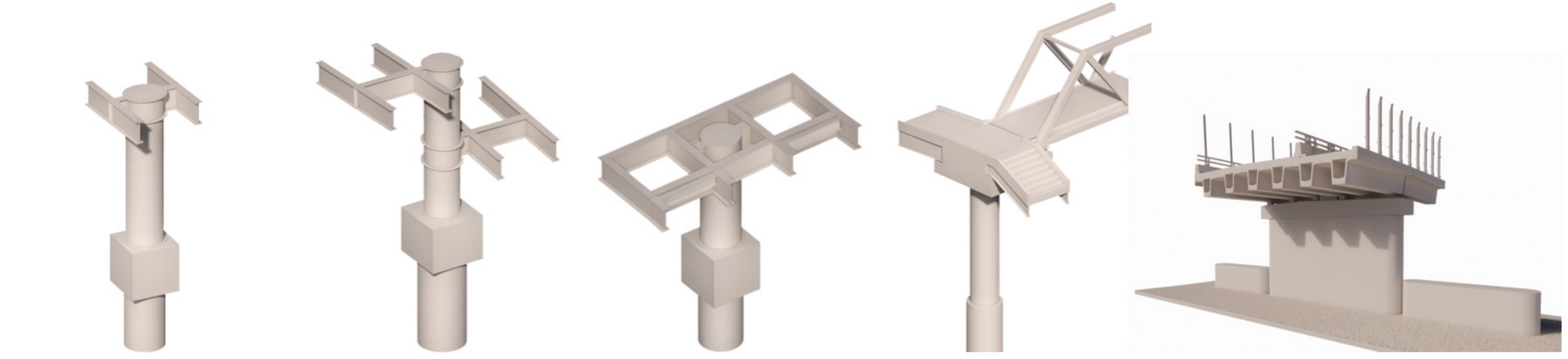
Super Structure: Concrete Super-T

Application to Project: Concrete Super-T bridges are used on larger span infrastructure bridges over railway corridor at Kemp Street, Junee

Figure 54: Kit of Parts - super structure application to project

6.4.2 Piers





Single Support - Pier - BP7 | Shared Support - Pier - BP3 | Landing Support - Pier - BP2 | Integrated Headstock - BP4 | Concrete Blade Pier - BP6

Figure 55: Kit of Parts - piers

BENCHMARKING - PIERS



Location: Sydney Gateway, Mascot NSW

Application to Project: Railway bridge blade piers with rounded edges and train deflection walls.



Location: Iron Cove Bridge, Drummoyne NSW

Application to Project: Pier columns with integrated steel structure for railway and neighbourhood bridges.



Location: NorthConnex Pedestrian Bridge, Pennant Hills NSW

Application to Project: Integrated pier column with box girder for infrastructure bridges.

Figure 56: Kit of Parts - piers application to project

6.4.3 Edge Treatments

Bridge edges will be one of the most visible bridge elements, as they offer a continuous, uninterrupted face extending the full length of the bridge with overlap of abutments. Edge conditions catch sunlight on the upper section with shadow on the lower section providing a refined and elegant edge profile for the entire length of the bridge.

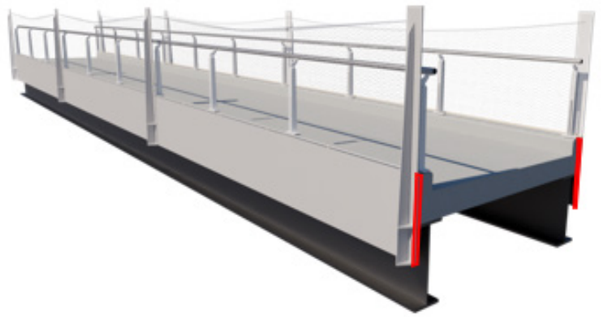
BRIDGE TYPOLOGY

railway bridge

neighbourhood bridge

road bridge

road bridge

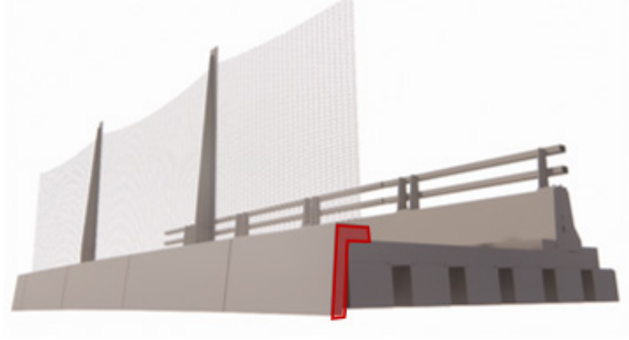


FP1 - Decorative Metal Facia Plate

Steel fascia plates are used on the edge of pedestrian ramps and stairs and serve as an element to reduce the overall depth of the super structure.

Design characteristics:

- Painted steel plate to suit selected bridge colour methodology
- Provide base support for tensile mesh
- Projected base overlapping structure to evoke a shadow to reduce structural depth and conceal structural joints in the girder.

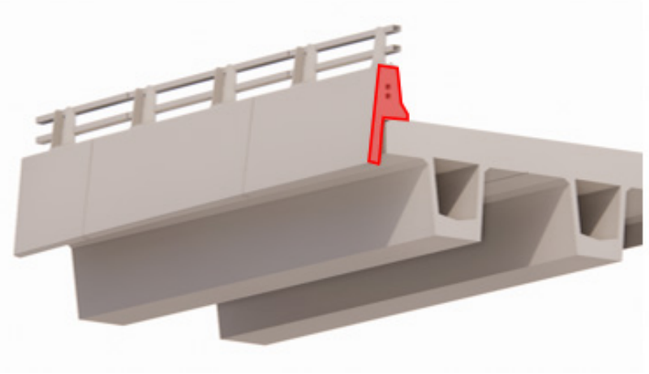


FP2 - Decorative Concrete Fascia with Parapet

Precast parapet kerbs are exclusively used on infrastructure bridges adjacent to pedestrian paths.

Design characteristics:

- Class 2 Precast Concrete Form
- Projected parapet edge to evoke a shadow to reduce structural depth and conceal structural joints in the bridge deck and retaining walls.



FP3 - Concrete Road Barrier with Parapet

Precast twin rail barriers are exclusively used on infrastructure bridges adjacent to traffic lanes and serve as a performance barrier on elevated bridge approaches and across the bridge spans.

Design characteristics:

- Class 2 Precast Concrete Form
- Galvanised Steel Twin Rails and Supports
- Projected parapet edge to evoke a shadow to reduce structural depth and conceal structural joints in the bridge deck and retaining walls.

Figure 57: Kit of Parts - edge treatments

BENCHMARKING - EDGE TREATMENTS



Location: Gregory Hills, NSW

Application to Project: Metal facia plate to provide a clean edge to the bridge and allow for structure to be recessive.



Location: Sydney Gateway, Mascot NSW

Application to Project: Twin rail barrier concrete parapet to provide shadow line against the superstructure beyond to break down the bridge elevation.



Location: Batemans Bay Bridge, NSW

Application to Project: Concrete kerb parapet to provide a shadow line against the structure and a constant definition of the bridge edge.

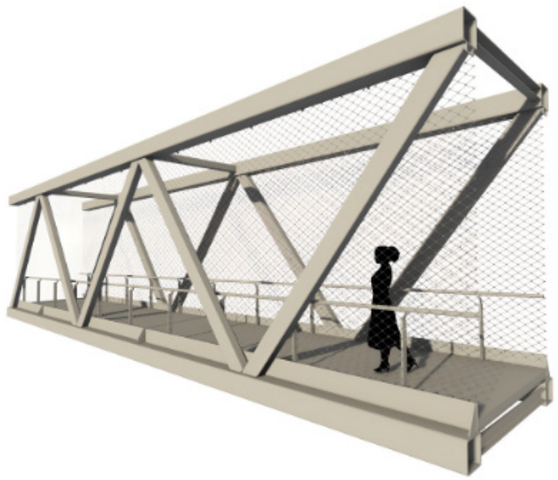
Figure 58: Kit of Parts - edge treatments application to project

6.4.4 Safety Screens

BRIDGE TYPOLOGY

railway bridge

neighbourhood bridge



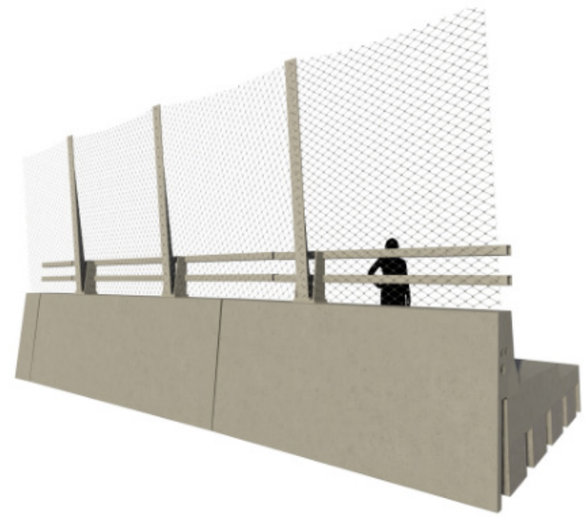
TH2 - Truss Bridge Safety Screen

Continuous full height safety screen fixed to outside edges of truss bridge adjacent to pedestrian paths. Detail adopted exclusively to railway bridges with truss superstructure.

Design Characteristics:

- Tensile mesh infill fixed to top and bottom chords of the truss bridge superstructure
- Wire rope fixings in line with bridge chords.

road bridge



TH5 - Bridge Safety Screen - Concrete Barrier

Full height safety screen mounded to top of concrete facia edge adopted to road bridges adjacent to pedestrian paths.

Design Characteristics:

- Profiled safety screen post tapering from bottom to top of post
- Tensile mesh infill
- Wire rope upper screen edge.

road bridge



TH6 - Bridge Safety Screen - Concrete Facia

Full height safety screen mounded to top of concrete facia edge adopted to road bridges adjacent to pedestrian paths.

Design Characteristics:

- Profiled safety screen post tapering from bottom to top of post
- Tensile mesh infill
- Wire rope upper screen edge.

Figure 59: Kit of Parts - safety screens

BENCHMARKING - SAFETY SCREENS



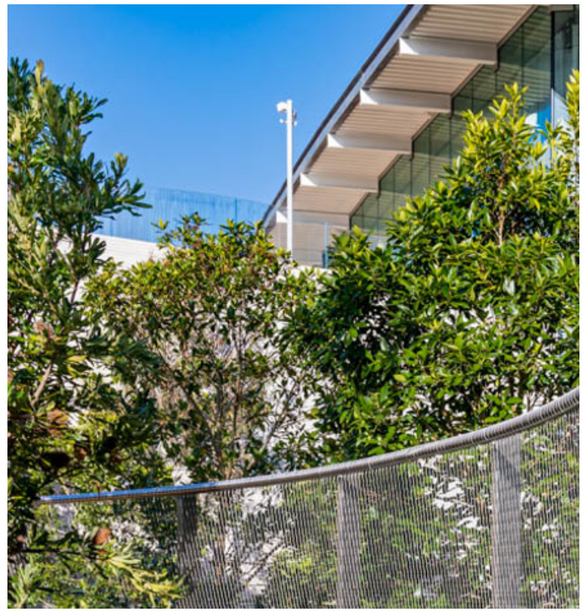
Location: Emu Plains Station Pedestrian Bridge, NSW

Application to Project: Truss safety mesh installation with tension cable connection.



Location: Albert ‘Tibby’ Cotter Pedestrian Bridge, NSW

Application to Project: Safety mesh installation for safety screens and balustrades with top cable condition.



Location: Naala Badu - Sydney Modern, NSW

Application to Project: Top rail detail to provide a smooth curved edge to balustrades and safety screens.

Figure 60: Kit of Parts - safety screens application to project

6.4.5 Lighting

The lighting design aims to create a safe and comfortable night-time environment for both vehicles and pedestrians, while also preserving the natural night sky by minimising glare and unwanted light spill.

The functional lighting approach focuses on reducing energy use and avoiding wasted light. The design also takes into account the full life cycle energy consumption to help reduce greenhouse gas emissions.

Lighting across the Project is generally grouped into two main types:

– Street lighting; and

– Pedestrian paths and footbridge lighting.

6.4.5.1 Light Spill Mitigation

Both footbridge and road bridge lighting have been assessed against AS/NZS 4282:2023 Control of the Obtrusive Effects of Outdoor Lighting, which defines strict reference values for allowable light spill beyond the intended illumination zone.

Considering the urban context of the Project, all lighting have been classified as Category A3 – suburban areas within towns and cities, a designation typically applied to roadways with street lighting in suburban, rural, or semi-rural environments. Under this classification, the maximum permitted light level spilling onto private areas is 2 lux. For comparison, a full moon on a clear night produces approximately 1-2 lux.

As part of efforts to mitigate light pollution, the luminous output of each fixture has been carefully adjusted to the strict minimum necessary to comply with the AS/NZS 1158 series standards (covering road and pedestrian lighting categories).

Further measures to mitigate light spill considers:

– **Light placement and orientation**

Wherever possible to turn back and away from residential areas, reducing the likelihood of direct lighting effects where no fences or other screening elements exist between the equipment and private property boundaries.

– **Glare devices**

Each light includes anti-glare side shields, specifically to control light emitted above 70° to minimise wasted light that can contribute to pollution.

– **All specified lighting equipment is Dark Sky certified**

The combination of these measures effectively prevents unwanted light spill beyond the intended areas, optimises lighting performance, and minimises potential impacts on nearby residents.

6.4.5.2 Street Lighting

The proposed street lighting poles and outreach arms are of the galvanised steel type and have been selected to achieve a typical luminaire mounting height of 12 metres. Outreach arm lengths are limited to a maximum length of 4.5 metres in order to maintain the required overhang.

Where possible, poles have been positioned outside of the clear zone and within the road verges to reduce visual clutter. In some circumstances poles may be mounted on or behind retaining walls and barriers and on bridges, poles are aligned behind the bridge rail.

6.4.5.3 Pedestrian and Footbridge Lighting

Along side pedestrian paths and footbridges the proposed lighting poles are mounted to safety screens or use the same profiled post arrangement to integrate with the overall composition of bridge elements.

At the ground plane pedestrian path lighting uses simple hollow section posts and are set within the landscape zones adjacent to paths to minimise visual clutter.

Where paths are located directly adjacent to roadways (Category A3), no additional lighting has been provided.

All footbridge and pedestrian path luminaires are installed at an average height of 3 metres.



Figure 61: Kemp St footbridge lighting

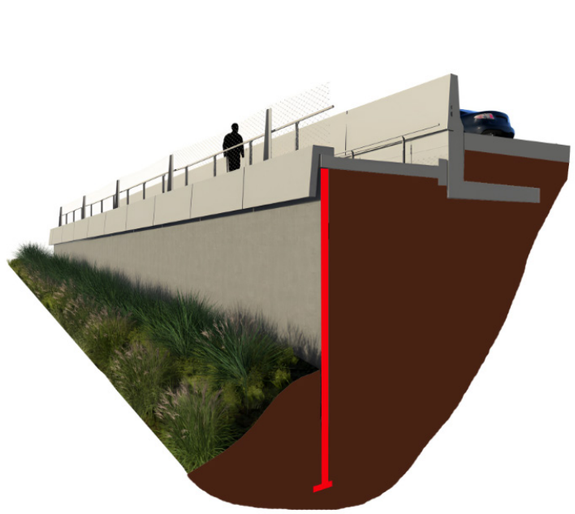
6.4.6 Retaining Walls and Abutments

BRIDGE TYPOLOGY

road bridge

railway bridge

neighbourhood bridge



RW4 - Reinforced Soil Wall

Precast concrete wall panels arranged in a stacked arrangement to form the bridge approach and abutment structures overlapped by the bridge edge barriers to form a shadow line.

Design Characteristics:

- Precast concrete class 2 wall panels
- Reveal joints between panels
- Applied paint finish
- Anti-graffiti through applied paint.



RW1 - Precast Concrete Wall

Precast concrete wall modules with vertical reveal joints capped with cast in-situ concrete kerb hob and footbridge ramp.

Design Characteristics:

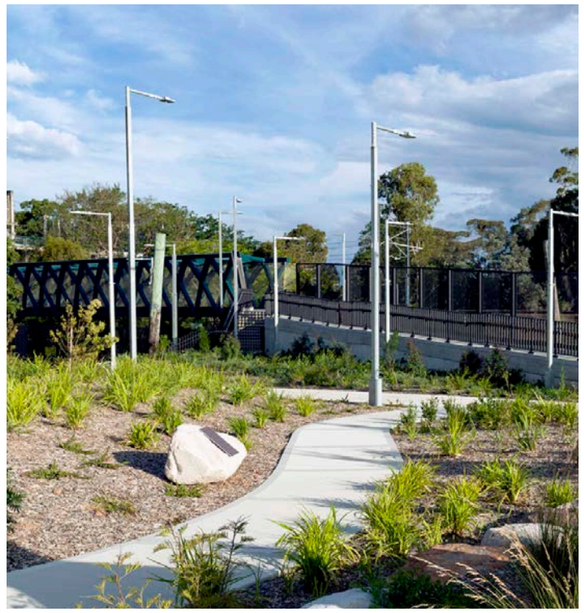
- Precast concrete class 2 wall panels
- Vertical reveal joints
- Applied paint finish
- Anti-graffiti through applied paint.

Figure 62: Kit of parts - Retaining walls and abutments



Location: Sydney Gateway, NSW

Application to Project: Precast concrete retaining wall panels stacked in vertical arrangement with reveal joints and capping with a shadow edge to breakdown the visual bulk of the wall.



Location: Emu Plains Commuter Carpark, NSW

Application to Project: Retaining wall treatments to low pedestrian ramps using precast concrete retaining wall modules with concrete kerb and path capping



Application to Project: Retaining walls with are required at Junee that predominantly face the railway corridor, the keystone retaining wall with split face and flush modules provides a durable and residential scale to the retaining wall to help breakdown the visual bulk though a textured surface.

Figure 63: Kit of parts - Retaining walls and abutments application to project

6.5 Asset Ownership and Maintenance

This section of the report will describe the asset ownership and maintenance structure applicable to the construction of the project works associated with UDLP Stage 2.

Every asset being constructed, modified or retained as part of the project works is ultimately provided back to the asset owner at the completion of the works: these are called the Returned Works Owners.

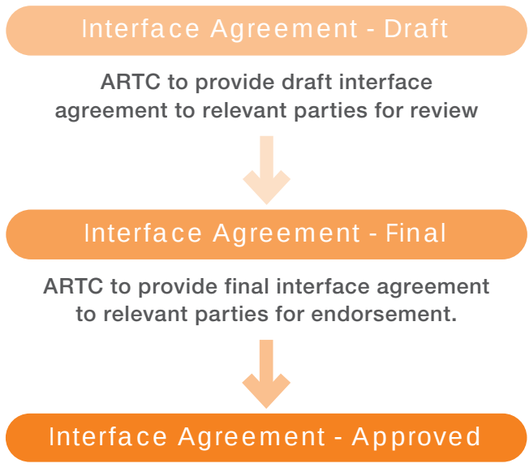
Where ARTC is not the Returned Works Owner, ARTC has Third Party Agreements with each of the external Returned Works Owners which include:

- Transport for NSW
- RailCorp
- Sydney Trains
- Councils
  - Junee Shire Council
  - Wagga Wagga City Council
  - Albury City Council.

The maintenance of the return assets generally are performed by the asset owner, however there are instances where asset maintenance and management are passed on to other parties in accordance with approved interface agreements.

The establishment of the interface agreements between parties is conducted by ARTC. The following diagram indicated the process for the development of interface agreements between the related parties.

The subsequent sections of chapter 6.5 of the UDLP describe the ownership boundaries of each of the bridge sites and the current understanding of ownership between parties.



6.5.1 Maintenance initiatives

The development and implementation of urban design and landscape management plans or maintenance manuals will be developed and they are to describe how the urban and landscape features are managed following their construction which include the processes for and not limited to:

- Landscape management and maintenance plan
- Program of maintenance activities
- Vandalism and graffiti management
- Maintenance visits and inspections
- Identification and rectification of defects
- Regular management activities (rubbish, weeds, watering)
- Bridge asset management.



6.5.2 Albury Station Footbridge

An interface agreement between ARTC and Sydney is under development which will ultimately define the ownership and maintenance responsibilities of the assets.

The following breakdown of ownership and maintenance has been derived from discussions between the Contractor, Inland Rail, Sydney Trains, Albury City Council, and ARTC as of June 2025.

Ownership of assets are as follows:

- New bridge - ARTC
- Existing bridge over railway - TfNSW,
- Rail corridor - ARTC
- New bridge ramps and stairs (western side) - ARTC
- New bridge ramps (eastern side) - Owned by Council
- Western ground elements - Sydney Trains.

Maintenance of assets are as follows:

- New bridge - ARTC
- Existing bridge over railway - TfNSW
- Rail corridor - ARTC
- New bridge ramps and stairs (western side) - ARTC
- New bridge ramps (eastern side) - Council
- New landscape and pavement areas - Council.

RETURNED WORKS OWNER

- ALBURY CITY COUNCIL
- ARTC
- TfNSW
- SYDNEY TRAINS

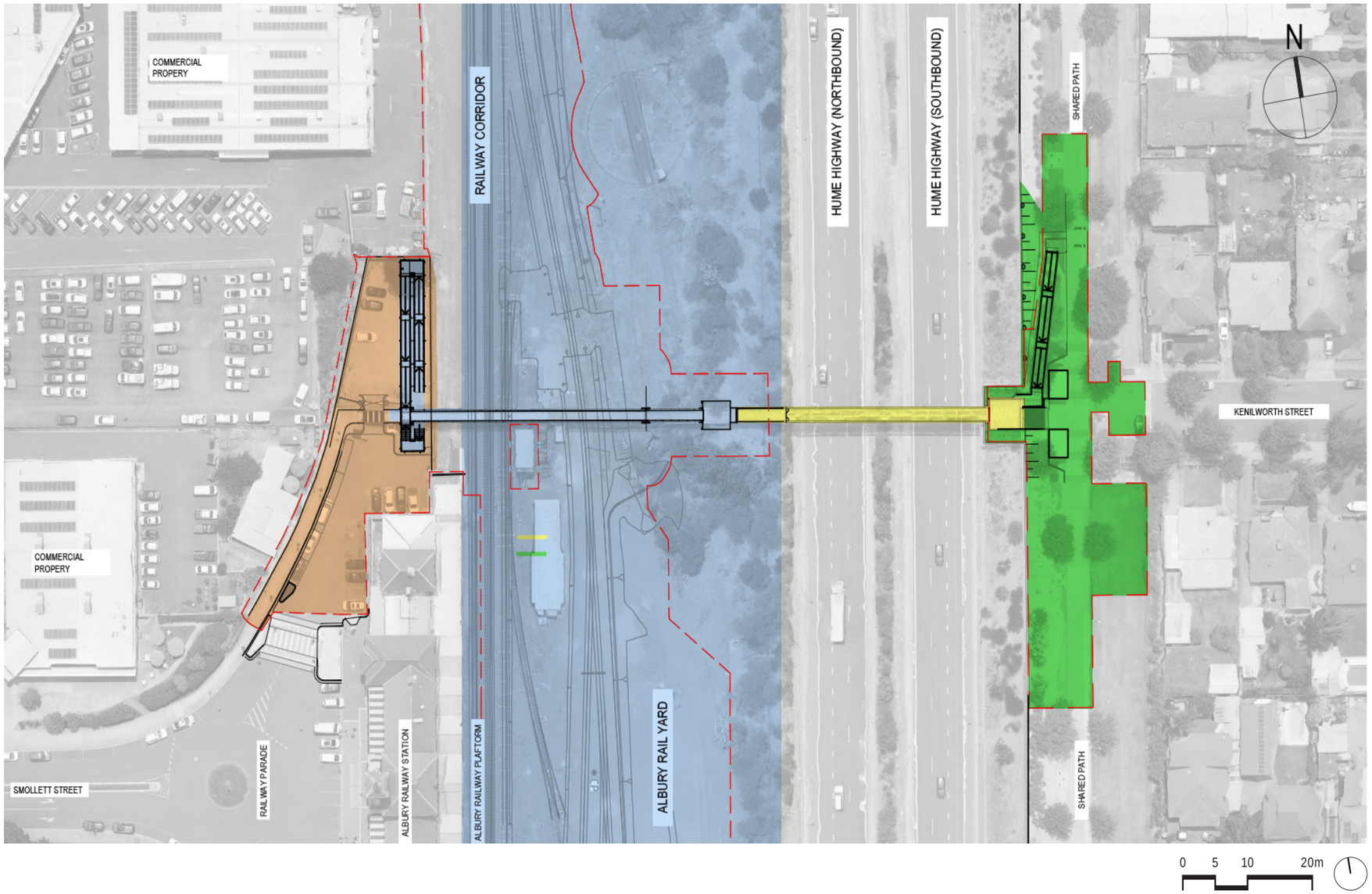


Figure 64: Albury Station - ownership and maintenance diagram

6.5.3 Cassidy Parade Footbridge

Ownership of assets are as follows:

- New bridge - Council
- Rail corridor - ARTC
- Ramps and stairs - Council
- Kildare Street pocket park - Council
- New landscape and pavement areas - Council.

Maintenance of assets are as follows:

- New bridge - Council
- Rail corridor - ARTC
- Ramps and stairs - Council
- Kildare Street pocket park - Council
- New landscape and pavement areas - Council.

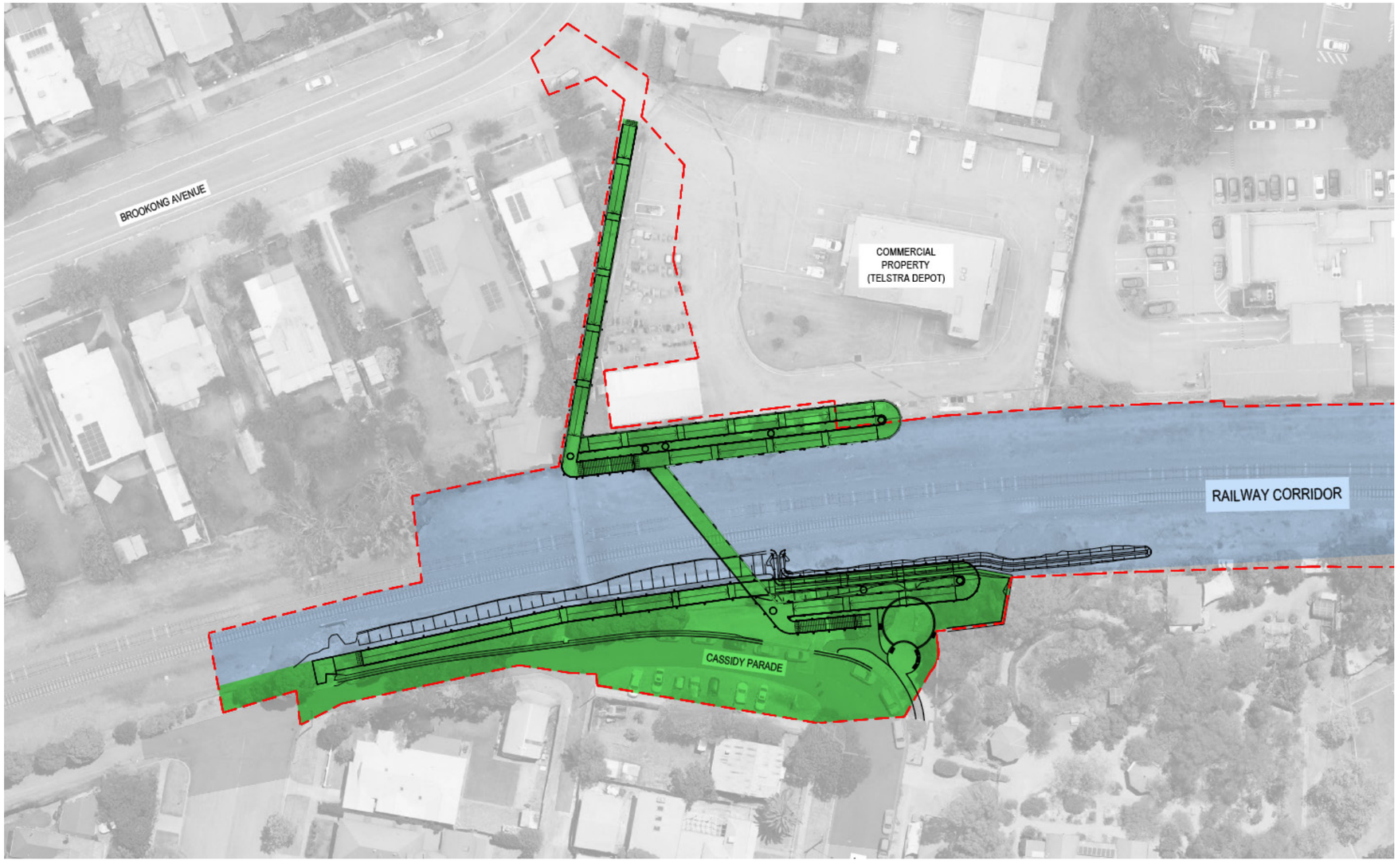


Figure 65: Cassidy Parade Footbridge - ownership and maintenance diagram

6.5.4 Edmondson Street Bridge & Footbridge

Ownership of assets are as follows:

- Road bridge and support structure - TfNSW
- Retaining walls - Council
- Deflection walls - ARTC
- Rail corridor - ARTC
- Ramps, stairs and footbridge - Council
- Road works and pavements - Council.

Maintenance of assets are as follows:

- Road bridge and support structure - UGLRL
- Retaining walls - Council
- Deflection walls - ARTC
- Rail corridor - ARTC
- Ramps, stairs and footbridge - Council
- Road works and pavements - Council.

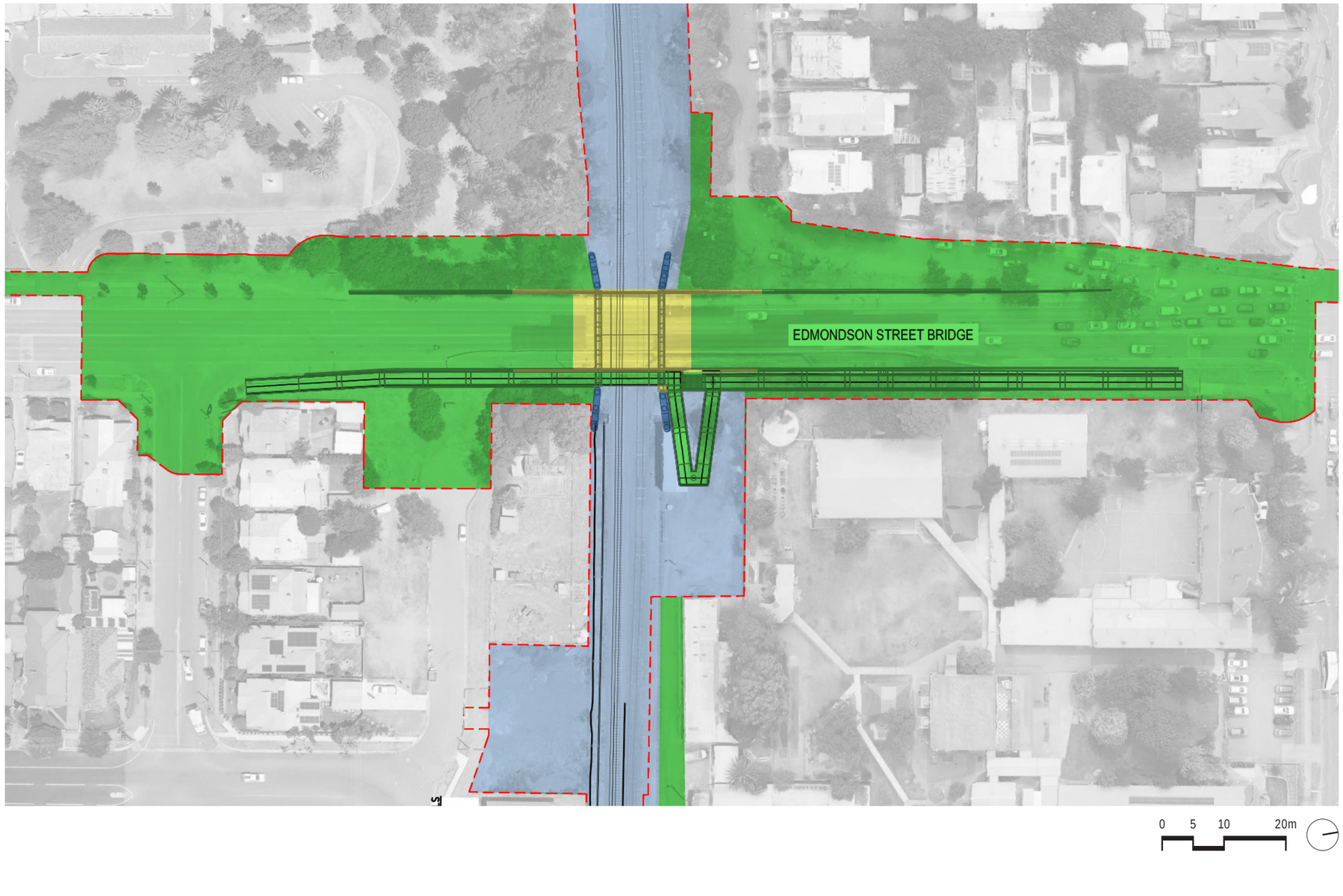


Figure 66: Edmondson Street Bridge & Footbridge - ownership and maintenance diagram

6.5.5 Wagga Wagga (Mothers) Footbridge

Ownership of assets are as follows:

- New bridge - Council
- Ramps and stairs - Council
- Rail corridor - ARTC
- Footpaths on grade (northern side) - Sydney Trains.

Maintenance of assets are as follows:

- New bridge - Council
- Ramps and stairs - Council
- Rail corridor - ARTC
- Footpaths on grade (northern side) - Sydney Trains
- Railway street landscape zone - Council.

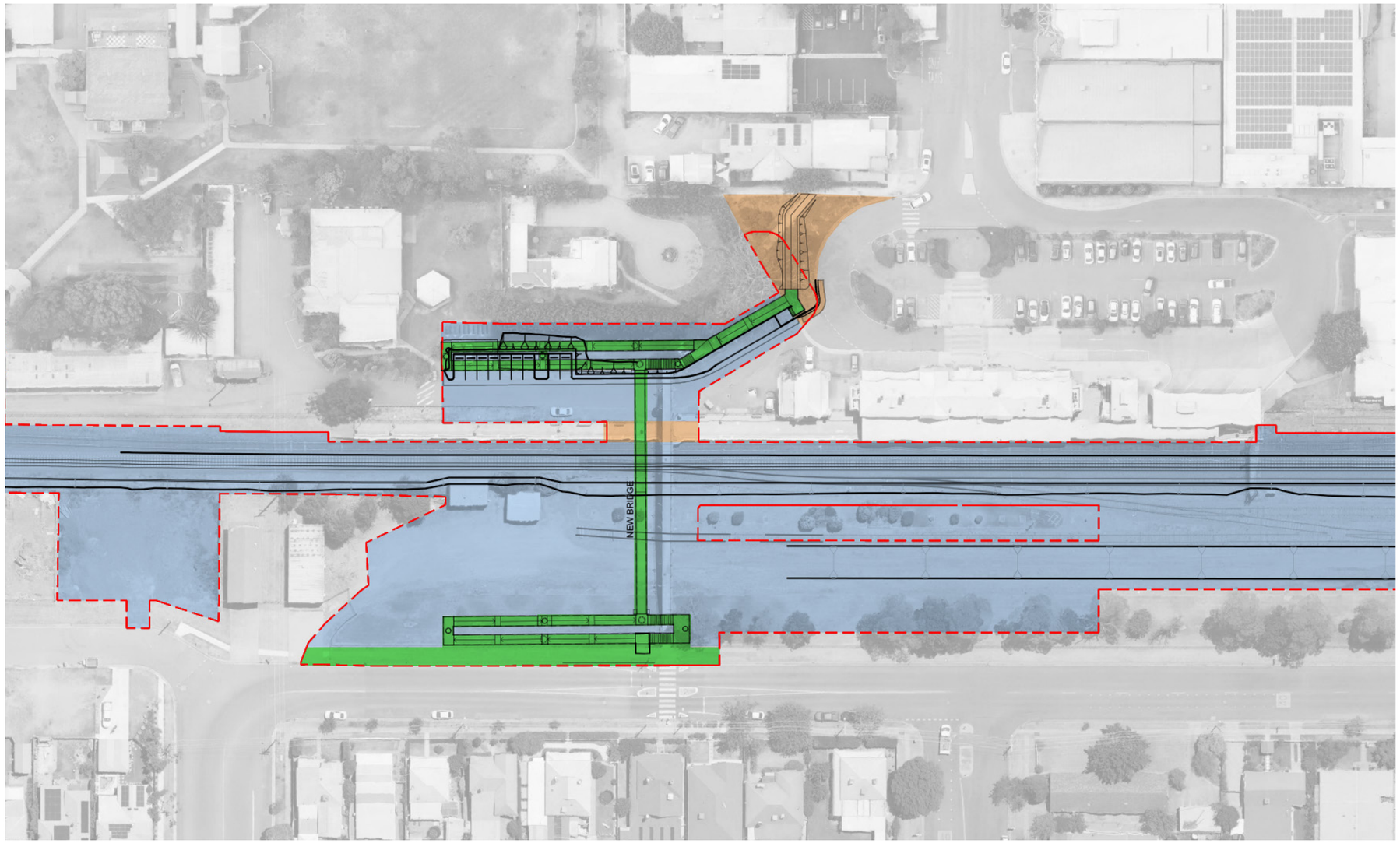


Figure 67: Wagga Wagga (Mothers) Footbridge - ownership and maintenance diagram

6.5.6 Kemp Street Bridge & Footbridge

Ownership of assets are as follows:

- Road bridge and support structure - TfNSW
- Footbridge, ramps, stairs and support structure - Council
- Retaining walls - Council
- Deflection walls - ARTC
- Rail corridor - ARTC
- Landscaped areas and parks - Council
- Road works and pavements - Council
- Olympic Highway - TfNSW.

Maintenance of assets are as follows:

- Road bridge and support structure - UGLRL
- Footbridge, ramps, stairs and support structure - Council
- Retaining walls - Council
- Deflection walls - ARTC
- Rail corridor - ARTC
- Landscaped areas and parks - Council
- Road works and pavements - Council
- Olympic Highway - UGLRL.

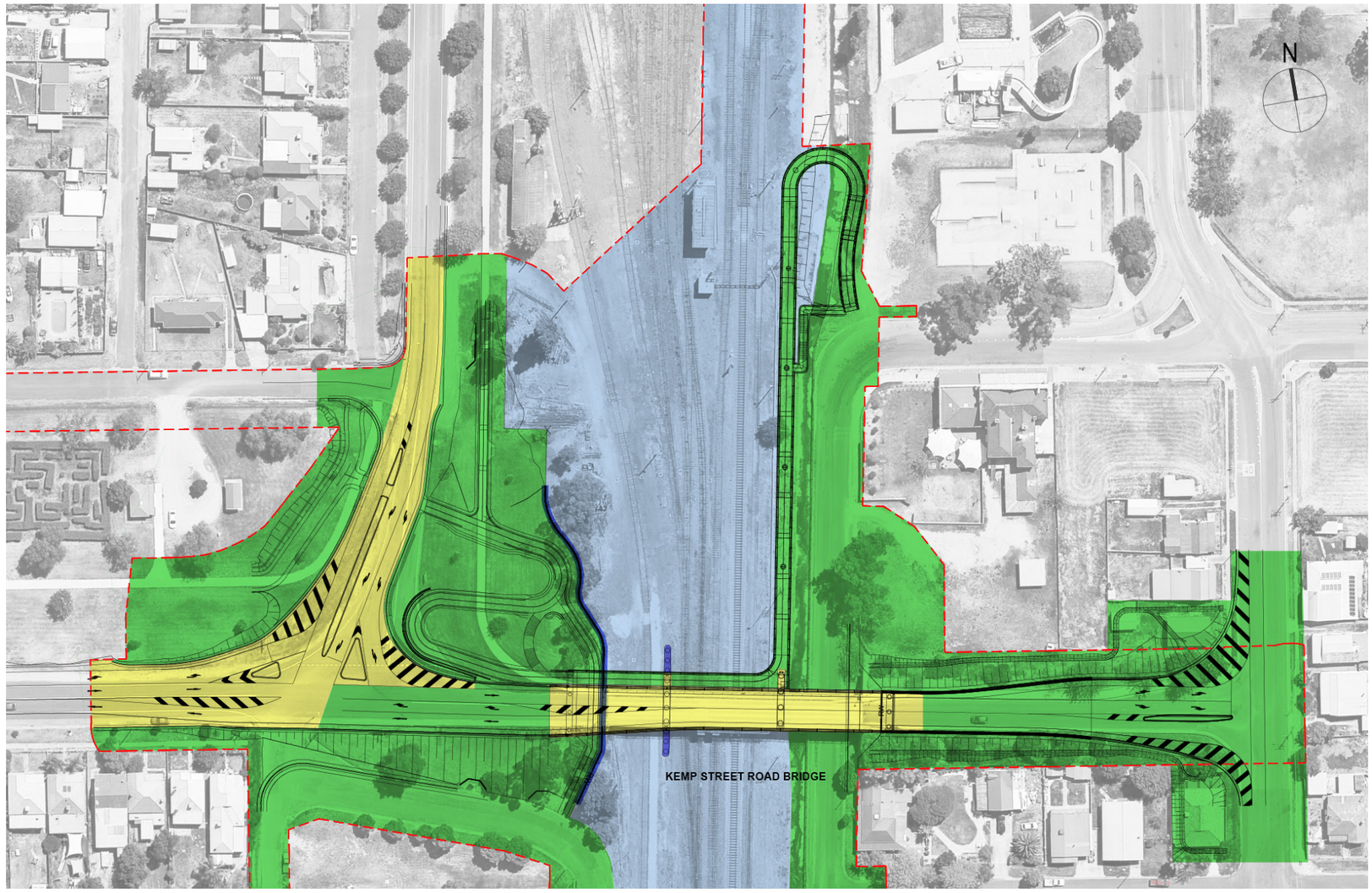


Figure 68: Kemp Street Bridge & Footbridge - ownership and maintenance diagram



7 Concept Design

7.1 Bridge Design

The bridge design has been conceived as a context-sensitive and place-specific response, tailored to address the unique characteristics of its surrounding environment. The design is derived from a deep understanding of the site's physical, cultural, and social context. Rather than imposing a generic structural solution for all areas.

The design process has been informed by an analysis of the local topography, climate, materials, and patterns of movement. The bridge design aligns with natural landforms and integrates with the surrounding landscape where possible, minimising visual intrusion and ecological disruption. The bridge connects with existing infrastructure and pathways, ensuring a seamless experience for both pedestrians and vehicles.

The design also reflects the cultural identity and historical narrative of the area. Material choices and bridge architectural draw inspiration from their local context and vernacular, fostering a sense of continuity and place. Community input played a critical role in shaping the bridge alignment and function, ensuring that it not only serves as a means of crossing but also as a social space that invites gathering, reflection, and engagement.

Functionally, the bridge addresses all relevant site-specific requirements including flood resilience, load demands and accessibility. Sustainability was prioritised throughout the design process, with strategies such as reuse of materials, energy-efficient lighting, and low-maintenance structural systems.

The bridges have been developed as more than just a piece of infrastructure rather a civic landmark that responds holistically to its setting, celebrating the unique identity of its location while serving the needs of its users with elegance, efficiency, and care.



Figure 69: Cassidy parade pedestrian bridge

7.1.1 Albury Station Footbridge

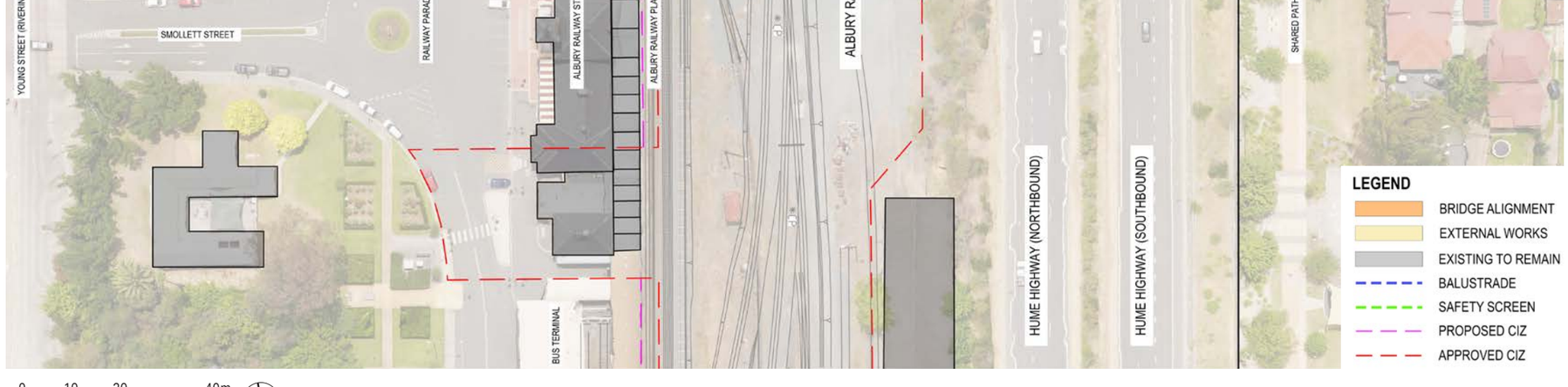
The Albury Station Footbridge is located at Albury Station and links the existing TfNSW-owned (Warren Truss bridge typology) bridge over the Hume Highway in the east, with Railway Place in the west.

The existing footbridge to be demolished spans over the railway corridor. This existing bridge, which is also of steel truss construction, has inadequate vertical clearance for the Inland Rail F2M double stacked rollingstock outline.

The proposed solution is to demolish the existing bridge, over the rail corridor, which has a vertical clearance of ~5.25m, and construct a new footbridge with a minimum clearance of 7.1m over the railway main line to allow the passage of double stack rail traffic underneath the bridge.

The new bridge design has been developed to include:

- New DDA-compliant access at the station side
- New DDA-compiant access ramps to the neighbourhood
- New bridge over the railway corridor
- Rest area and looking platform at the interface of the existing bridge over the Hume Highway.



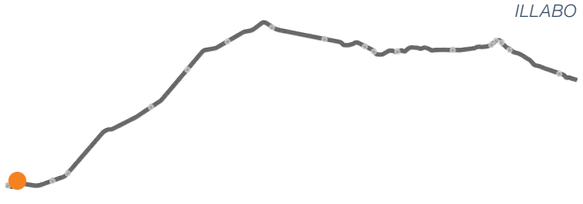


Figure 70: Albury Station Footbridge - overview

7.1.1.1 Albury Station Footbridge Principles

CPFP PRINCIPLES	PROJECT PRINCIPLES	ALBURY STATION FOOTBRIDGE
Enhancing / Connected / Walkable	inclusive	The Albury Station Bridge has been designed with equitable access at its core. DDA-compliant ramps and stairs ensure that all users, regardless of mobility, can comfortably access the bridge. The entry points are clearly defined, with wayfinding supported by a legible design and integrated landscaping. This inclusiveness is further supported by safe, passive surveillance principles and the provision of rest areas, enhancing access for all age groups and abilities.
Enhancing / Vibrant / Walkable	sustainable	Sustainability is integrated through material selection, energy efficiency, and long-term maintenance strategies. The design minimises structural bulk, uses modular components, and integrates recycled and repurposed heritage materials, such as salvaged bridge posts. Low-energy lighting and native planting support energy and water efficiency, aligning with broader environmental goals and enhancing resilience to climate conditions.
Enhancing / Connected / Comfortable	enjoyable	The bridge has been designed to enhance the pedestrian journey. Features like the intermediate rest area with bench seating, heritage interpretation panels, and sculptural rail inlays create moments of pause and reflection. Visually transparent safety screens, tree-lined ramps, and elevated views of the heritage precinct contribute to a more engaging and enjoyable user experience.
Enhancing / Vibrant	connected	The bridge reinforces Albury's east-west connectivity by linking Kenilworth Street with the city centre via Railway Place and the station precinct. It integrates seamlessly with pedestrian trails and shared path networks, supporting walkability and direct access to local transport, civic, and recreational facilities. This strategic placement restores critical pedestrian links severed by the rail corridor.
Enduring / Safe	efficient	The structural design follows a 'kit of parts' methodology, optimising prefabricated elements for ease of construction and reduced material use. The Warren truss structure is both lightweight and high-performing, offering structural clarity with minimal components, achieving engineering efficiency and minimising the need for complex construction over the live rail corridor.
Enduring / Safe	elegant	The bridge's form is minimal and refined, using calm colours and clean geometry. The truss design provides a visual rhythm and order while maintaining transparency. Detailing is restrained and proportioned to human scale, allowing the new structure to integrate respectfully with the heritage character without overpowering it.
Enduring / Safe	simple	The bridge aligns with existing sightlines and uses a direct, linear layout. Structural and architectural components have been reduced to essential forms to avoid clutter. This approach enhances legibility, ease of use, and a clear visual identity, which is crucial for both wayfinding and reinforcing the calm aesthetic of the precinct.
Enduring / Safe	minimise	A 'kit of parts' approach unifies bridge components into a consistent family of forms. The truss structure enables long spans, reducing the number of piers and limiting structural interruption within the precinct. This modularity minimises visual and physical clutter, allowing the bridge to integrate respectfully with the heritage setting.
Diverse / Vibrant	honour & learn	The design respectfully acknowledges both Aboriginal and non-Aboriginal heritage. The Yindyamarra Way narrative has informed the bridge's cultural response, including the use of salvaged heritage elements, interpretive signage, and reference to local stories. The integration of these narratives provides opportunities for learning and cultural appreciation along the journey.
Diverse / Vibrant	visual impact	The bridge is purposefully designed to be visually recessive, maintaining sightlines to heritage buildings and using transparent materials where possible. Tapered edges, slimline truss profiles, and landscape buffers soften the bridge's appearance in the streetscape. These strategies ensure the bridge complements rather than competes with the heritage context.
Enhancing / Connected / Walkable	place-specific	The bridge design responds directly to Albury's unique civic and heritage context. It acknowledges the grain of Dean Street, aligns with the station's formal layout, and connects into the Albury-Thurgoona Trail. Its detailing references traditional railway structures while providing a contemporary expression tailored to the local character.
Enhancing / Vibrant / Walkable	integrated	The bridge is fully integrated with its urban and landscape setting. The ramp structure aligns with existing paths, shade structures have been reinstated, and the bridge connects into broader networks without imposing on the station's prominence. Landscape treatments and material selection form a cohesive experience, reinforcing a seamless relationship between infrastructure, heritage, and place.

Table 6: Albury Station Footbridge - principles

7.1.1.2 Albury Station Footbridge - Bridge Design

The new bridge design introduces an architectural element in the Albury Station Precinct that has been designed to minimise visual and heritage impacts within its setting. Its simple form and neutral colour palette are intended to complement the existing heritage character, offering a visually recessive presence that allows the heritage-listed station buildings to remain the focal point. The bridge follows a straightforward, linear alignment, drawing reference to the simplicity and geometry of the existing Warren truss bridge that is removed. This alignment, combined with an emphasis on visual transparency, enhances the user experience by creating a sense of openness and connection across the site. The architectural response aims to:

- Uphold an elegant simplicity in planning and detailing.
- Fully meet functional and operational requirements.
- Ensure all components are designed for low maintenance and scaled appropriately for human comfort.
- Develop a consistent architectural language that is subtle and cohesive, serving as a quiet backdrop to the heritage context reinforcing the significance of the historic built form.
- Select a calm, understated material and colour palette that delivers a timeless quality while respecting and enhancing the heritage character of the precinct.
- Maintain a direct and intuitive alignment from both entry points. Clear sight lines along the bridge support intuitive wayfinding and improved passive surveillance, enhancing safety and visibility in accordance with CPTED principles.

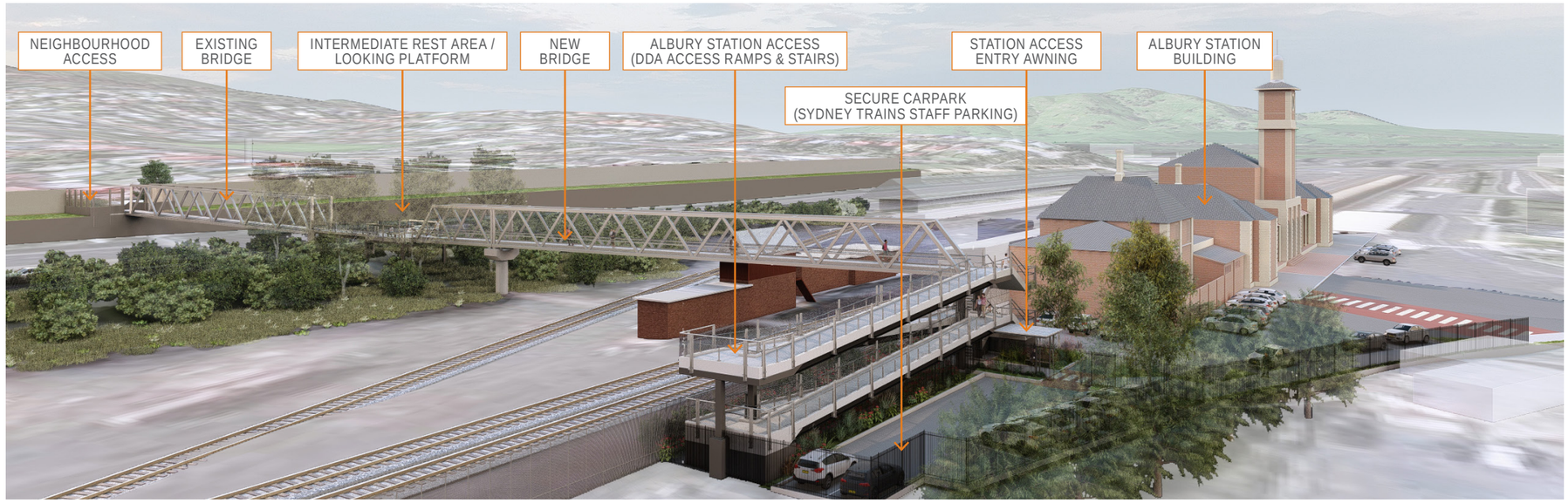


Figure 71: Albury Station Access - view looking south east

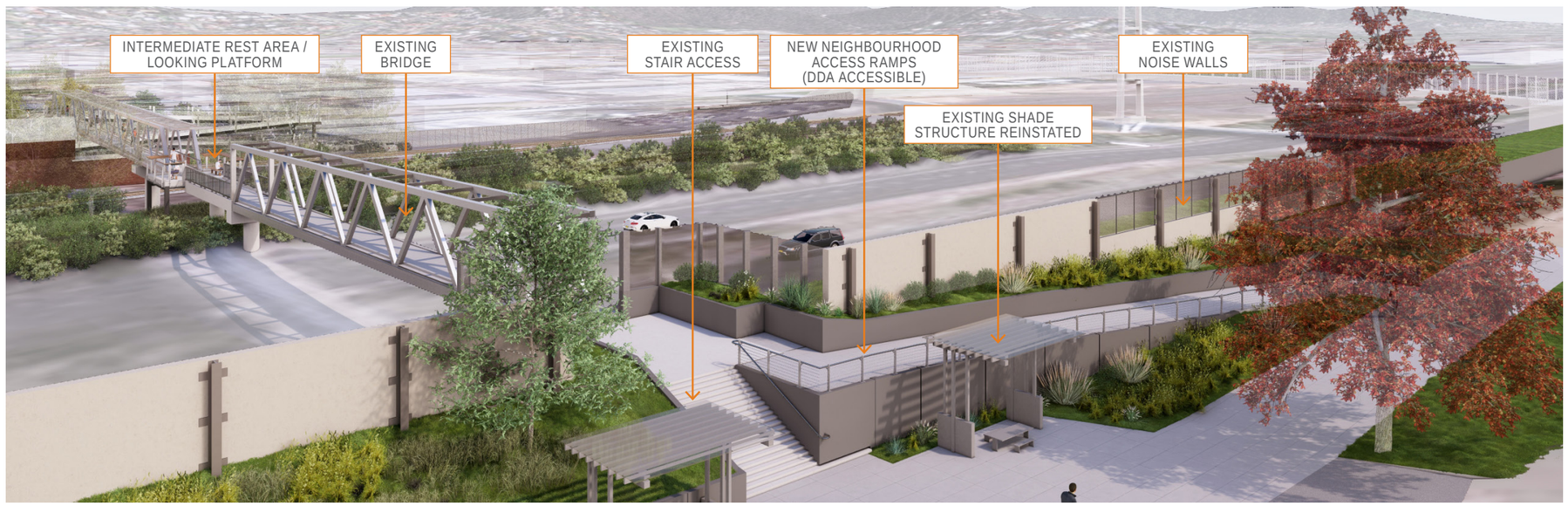
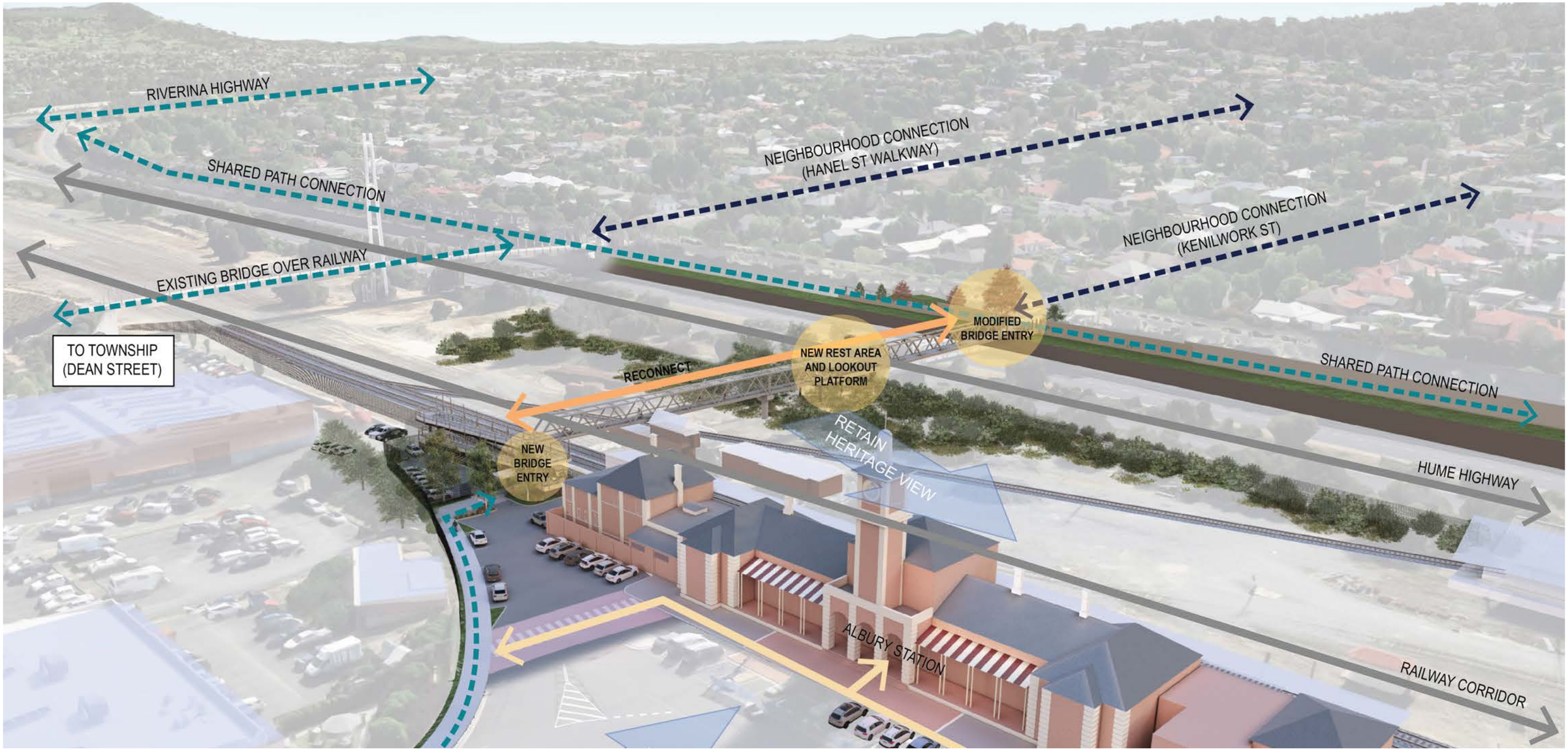


Figure 72: Neighbourhood access - view looking north west



MAJOR PEDESTRIAN CONNECTION
SECONDARY NEIGHBOURHOOD CONNECTION
PUBLIC TRANSPORT CONNECTION
ALBURY STATION BRIDGE CONNECTION
NODES

Figure 73: Albury Station - connectivity diagram

7.1.1.3 Albury Station - Access

The proposed double-stacked access ramp at Albury Station side provides a DDA-compliant and inclusive route to the new pedestrian bridge, ensuring accessibility for all users.

The ramp system is designed with two tiers, allowing for a compact footprint while achieving the required height transitions to the bridge. Positioned adjacent to the secure staff car park and the Albury Station platform, the access structure integrates both stairs and ramps, offering choice and convenience.

The layout includes direct connectivity from the existing pedestrian path which maintains links to the Albury township in addition to the Albury Station forecourt and bus interchange, facilitating seamless movement across the site.

Carefully detailed landscape treatments and retaining walls frame the ramp, helping to embed it into the existing site topography while enhancing the pedestrian experience.

Key features:

- DDA-compliant access through a tiered ramp and stair combination.
- Straightforward circulation with a clear, linear path to the bridge.
- Sensitive landscaping and retaining walls to manage level changes and improve amenity.
- Human-scaled design that promotes visibility, safety, and comfort.
- The design ensures a legible, accessible, and contextually responsive transition between the heritage station, parking, and new bridge infrastructure.

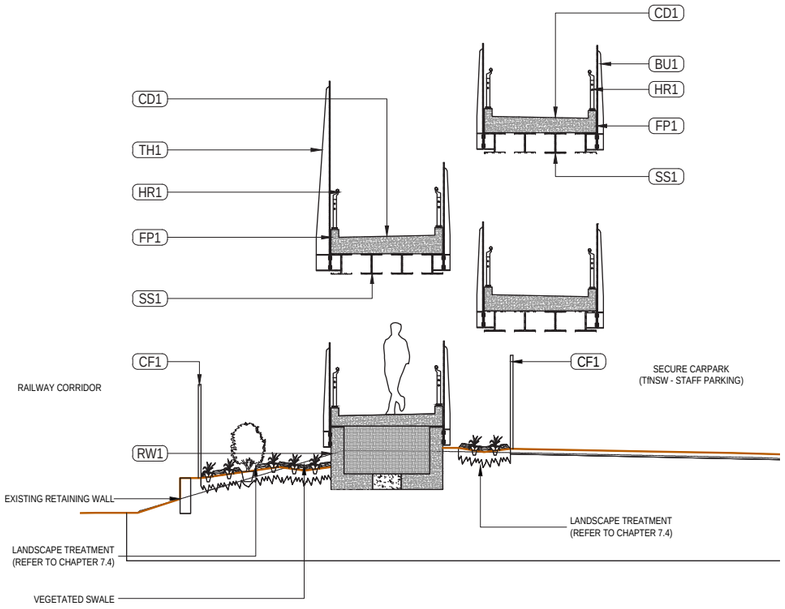


Figure 74: Typical section - access ramps

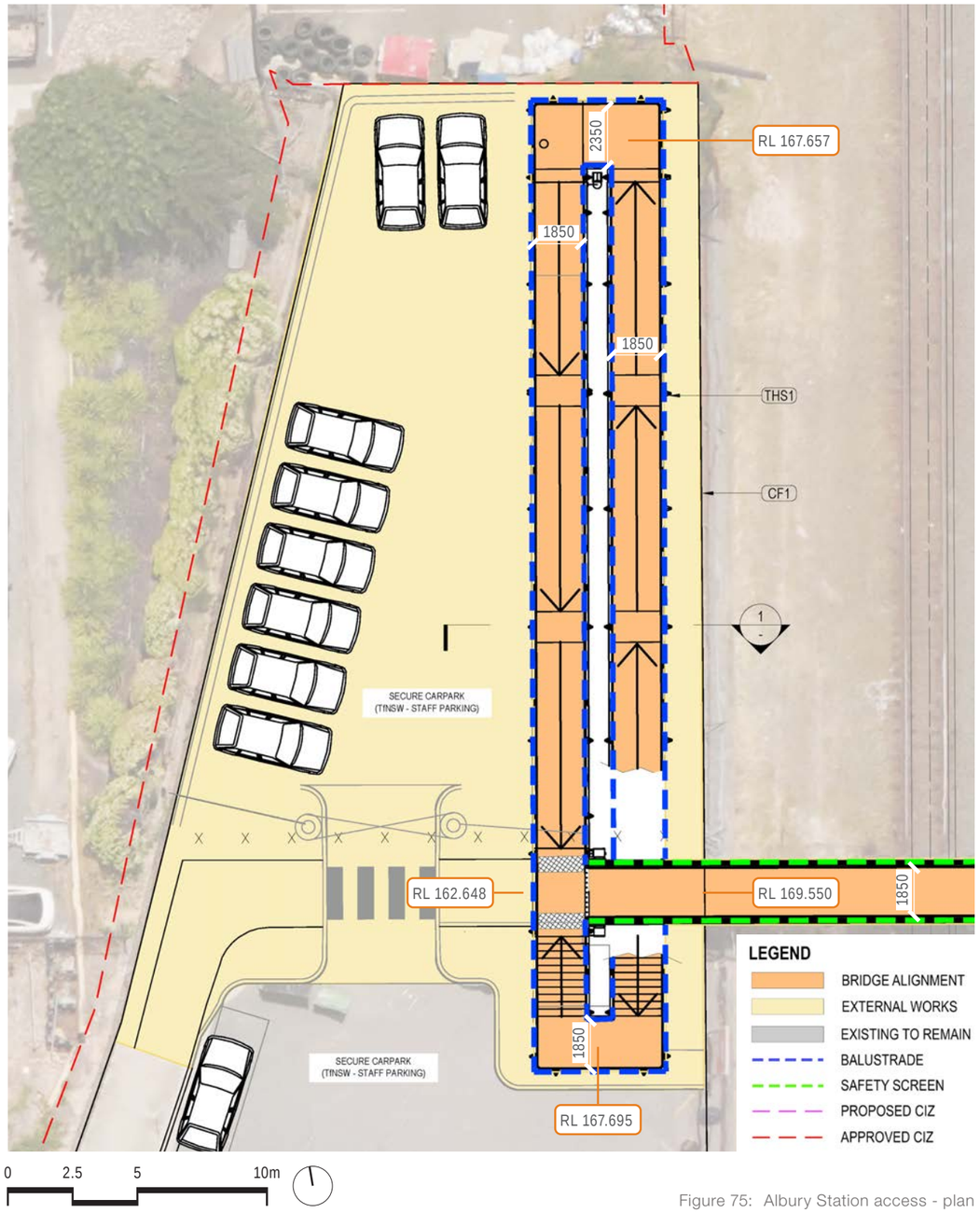


Figure 75: Albury Station access - plan



Figure 76: Albury Station - west bridge entry



Figure 77: Albury Station - view of bridge entry

Albury Station Access - Entry

The Albury Station entry is clearly defined by a lightweight entry awning, seamlessly integrated with the double-stacked access ramps to provide a complementary architectural gesture within the Albury Station precinct. This awning acts as both a functional shelter and a visual marker, enhancing pedestrian wayfinding and clearly signalling the transition to the elevated bridge connection.

Drawing inspiration from the heritage character of the existing heritage station buildings, the awning adopts a modern interpretation of traditional railway station canopies in the precinct, re-imagined through the post arrangement that reflects the rhythm and proportions of the heritage awnings. This approach ensures that the new structure is contemporary yet contextually respectful, linking past and present through materiality and form.

The entry sequence is enhanced through:

- A framed and inviting threshold at the ramp base that guides pedestrians.
- Integrated landscape treatments that soften the built form and support intuitive movement.
- A design language that maintains visual cohesion with surrounding heritage elements while delivering modern accessibility standards.

This thoughtful combination of heritage reference and contemporary expression ensures the entry experience is legible, inclusive, and memorable.

Access Ramps Design

The design of the double-stacked access ramps carefully considers the heritage significance of the Albury Railway Station by strategically setting the new structure behind the station buildings. This deliberate setback minimises the visual dominance of the new infrastructure and ensures the visual and architectural primacy of the historic station is preserved.

By positioning the ramp structure to the rear, the design:

- Maintains clear sightlines to the heritage station façade from key public and arrival points.
- Allows the station's formal presence and character to remain the focal point within the precinct.
- Creates a respectful spatial relationship between old and new, enabling the heritage station to remain the defining landmark.

The placement of the ramps, along with the lightweight material palette and open structural language, ensures that the new access elements read as recessive and complementary, rather than competing with the heritage architecture. This sensitive urban design response enhances the station's setting, reinforcing its cultural and visual importance within the Albury Station Precinct.

7.1.1.4 Albury Station Footbridge

The main bridge span at Albury Station is designed to provide safe, accessible pedestrian movement across the railway corridor, while accommodating the operational requirements of the rail network. The bridge structure is a Warren Truss, selected for its structural efficiency and as a visual reference to the adjacent Hume Highway bridge, reinforcing local identity and continuity. It is elevated to allow adequate clearance for double-stacked freight trains, future-proofing the structure against growing freight rail demands. The truss design ensures visual lightness and transparency, supporting a more open and inviting user experience while maintaining robustness.

Design Composition

The alignment respects the location of existing heritage station buildings, which are retained in place with the new bridge ties in seamlessly with new access ramp and stair structures on the west and the rest area and looking platform on the east, using carefully detailed terminations that transition to the bottom chord of the truss. A central rest area/lookout platform is integrated into the bridge layout, offering a moment to pause and engage with the surrounding heritage context and rail activity below.

User Experience and Accessibility

The design is DDA-compliant, ensuring inclusive access for all users with a straight, legible route across the tracks, enhancing wayfinding. Safety is supported by clear sightlines, visually permeable safety screens, and width to support two-way pedestrian movements.

This bridge serves as both a practical piece of transport infrastructure and a respectful architectural response to its heritage-rich setting.



Figure 78: Albury Station Footbridge - perspective view

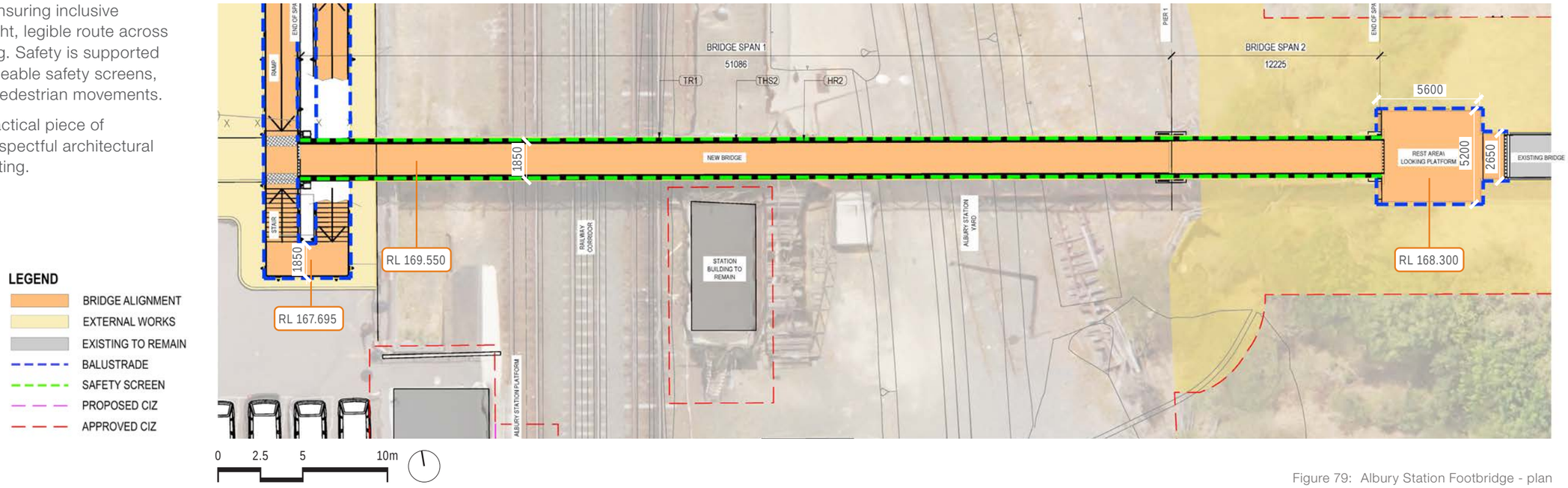


Figure 79: Albury Station Footbridge - plan

Internal Pedestrian Experience

The bridge's internal walkway is designed to create a light, open and inviting environment for users. The key design feature is the integration of tensile mesh infill along the truss structure, which offer maximum visual transparency, enhancing openness and safety by maintaining clear sightlines to the surroundings and uninterrupted views of the railway precinct and wider landscape, enriching the journey with a strong visual connection to Albury Station.

Together, these elements support a visually porous and user-friendly experience, where commuters and visitors alike can feel safe, comfortable and engaged with their environment.

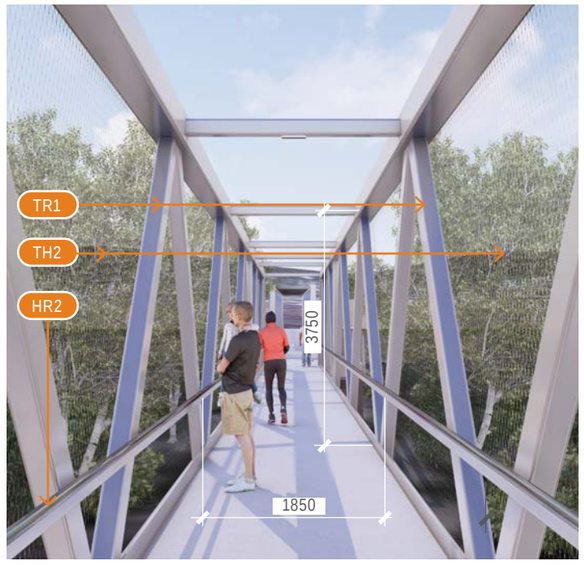


Figure 80: Albury Station Footbridge - internal elevation

Pier and Headstock Design

The bridge is supported by circular piers with articulated concrete headstocks, carefully shaped to reduce the perceived mass of the structure. Design characteristics include:

- Circular pier profiles, which present a softer and more sculptural form, reducing visual dominance within the open rail corridor landscape.
- Tapered concrete headstocks, articulated to minimise visual bulk and contribute to a more refined structural design.
- The alignment of truss chords above the piers is deliberately continuous, reinforcing a seamless and cohesive bridge appearance.

This combination of detailing and structural design results in an elegant and low-impact pier that complements both the railway context and the functional infrastructure of the bridge site.



Figure 81: Albury Station Footbridge - bridge pier and headstock

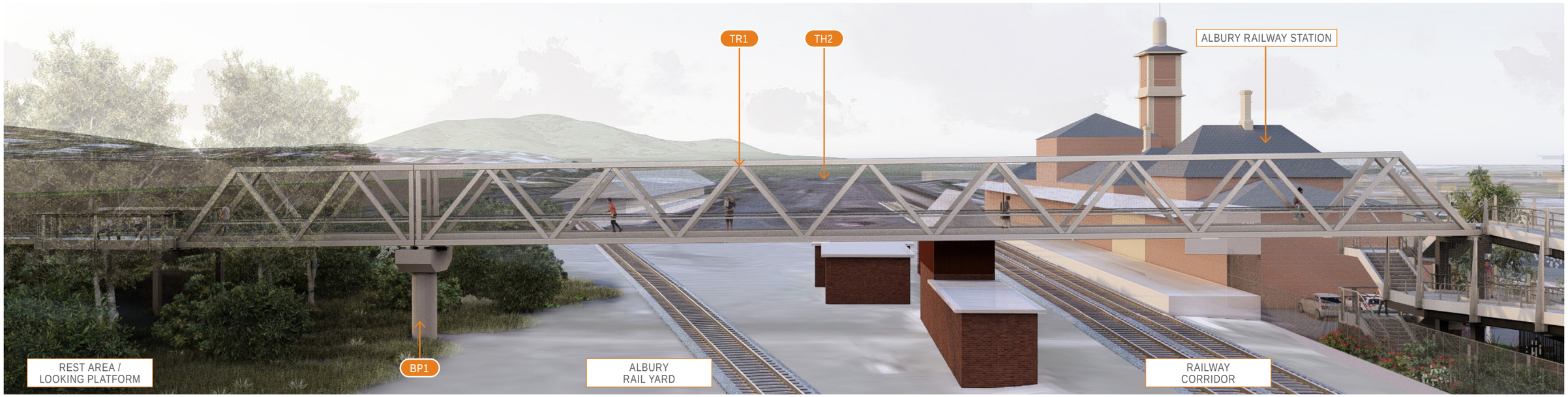


Figure 82: Albury Station Footbridge - elevation

7.1.1.5 Rest Area / Looking Platform

The intermediate rest area along the new Albury Station pedestrian bridge provides a informative pause point for pedestrians, providing amenity to rest, interpretation, and heritage appreciation as part of the pedestrian journey across the rail corridor.

Key design features:

- **Integrated Bench Seating:** Positioned along the edges of the bridge deck, bench seats offer rest opportunities for pedestrians, contributing to accessibility, inclusivity, and user comfort especially for those with mobility needs.
- **Heritage Interpretation Signage:** A timber top rail features interpretive signage panels that present stories and historical information about the railway precinct, encouraging users to engage with the site's cultural context.
- **Historic Post Reuse:** Selected existing posts from the original pedestrian bridge have been salvaged and incorporated into the design. Their reuse connects past and present and reinforces a sense of place.
- **Interpretive Floor Inlays:** The bridge deck at the rest area incorporates inlaid representations of broad gauge and narrow gauge railway tracks, referencing the dual rail history of the site. These inlays are both educational and tactile, offering subtle moments of discovery along the route.

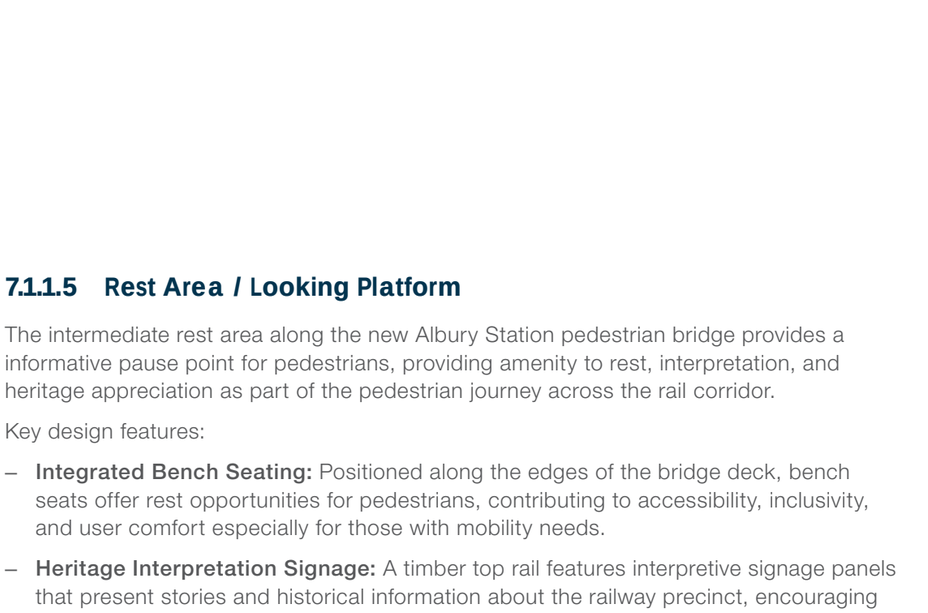


Figure 83: Rest area / looking platform - perspective view


1
EXISTING POST FOR REUSE



2
INTERPRETIVE SIGNAGE PANEL ON TOP RAIL


3
PROPRIETARY BENCH SEAT


4
INTERPRETATION INLAY

Figure 84: Rest area / looking platform - design features

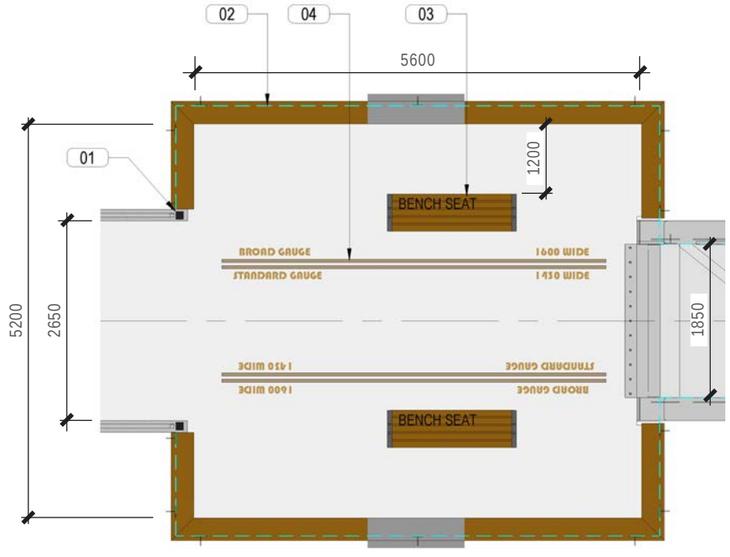


Figure 85: Rest area / looking platform - plan

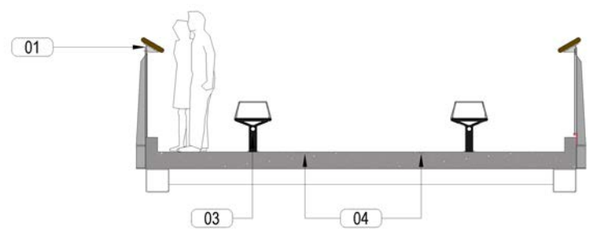


Figure 86: Rest area / looking platform - section

01	REUSED EXISTING BRIDGE BALUSTRADE POST AS HERITAGE INTERPRETATION ELEMENT AND TRANSITION BETWEEN NEW AND EXISTING BRIDGE
02	BU2 - TENSILE MESH BALUSTRADE WITH HARDWOOD TOP RAIL AND INTERPRETIVE SIGNAGE
03	PROPRIETARY BENCH SEAT WITH, SPACE FOR WHEEL CHAIR PARKING ADJACENT TO BENCH
04	HERITAGE INTERPRETATION CONCRETE INLAYS REPRESENTING BROAD AND STANDARD GAUGE RAILWAY LINES.



Figure 87: Rest area / looking platform - perspective view

7.1.1.6 Albury Station - Kenilworth Street Access

The new neighbourhood access ramp provides a DDA-compliant connection from Kenilworth Street to the existing bridge landing, ensuring equitable access for all users. The design integrates seamlessly with the existing stairs and bridge infrastructure, enhancing connectivity, functionality and amenity.

Key design elements:

- **Accessible Ramp Connection:** A gently sloped, DDA-compliant ramp links the neighbourhood to the existing elevated landing, supporting mobility for all users including wheelchair users, the elderly, and cyclists.
- **Integration with Existing Infrastructure:** The new access path ties into the existing stair and bridge infrastructure with minimal disruption, preserving key structural elements such as the existing bridge over the Hume Highway and the existing noise wall.
- **Terraced Retaining Walls:** The design introduces a series of tiered retaining walls (RW2, RW3) that define the elevation changes while incorporating planting to help manage level transitions and contribute to a clean visual element.
- **Reinstated Shade Structure and Seating:** A sheltered seating area is reinstated along the new access route, maintaining existing rest opportunities and passive recreation.
- **Landscape:** A combination of new planting, reinstated pavement finishes, and recessive retaining wall edges improve the character and walkability of the space. The materials and layout ensure continuity with the existing streetscape.

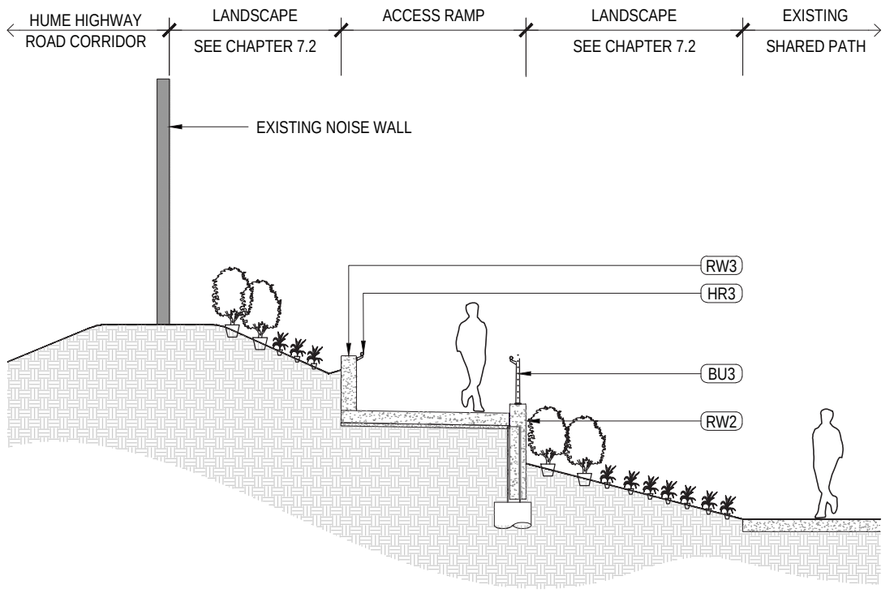


Figure 88: Kenilworth Street access ramp - section

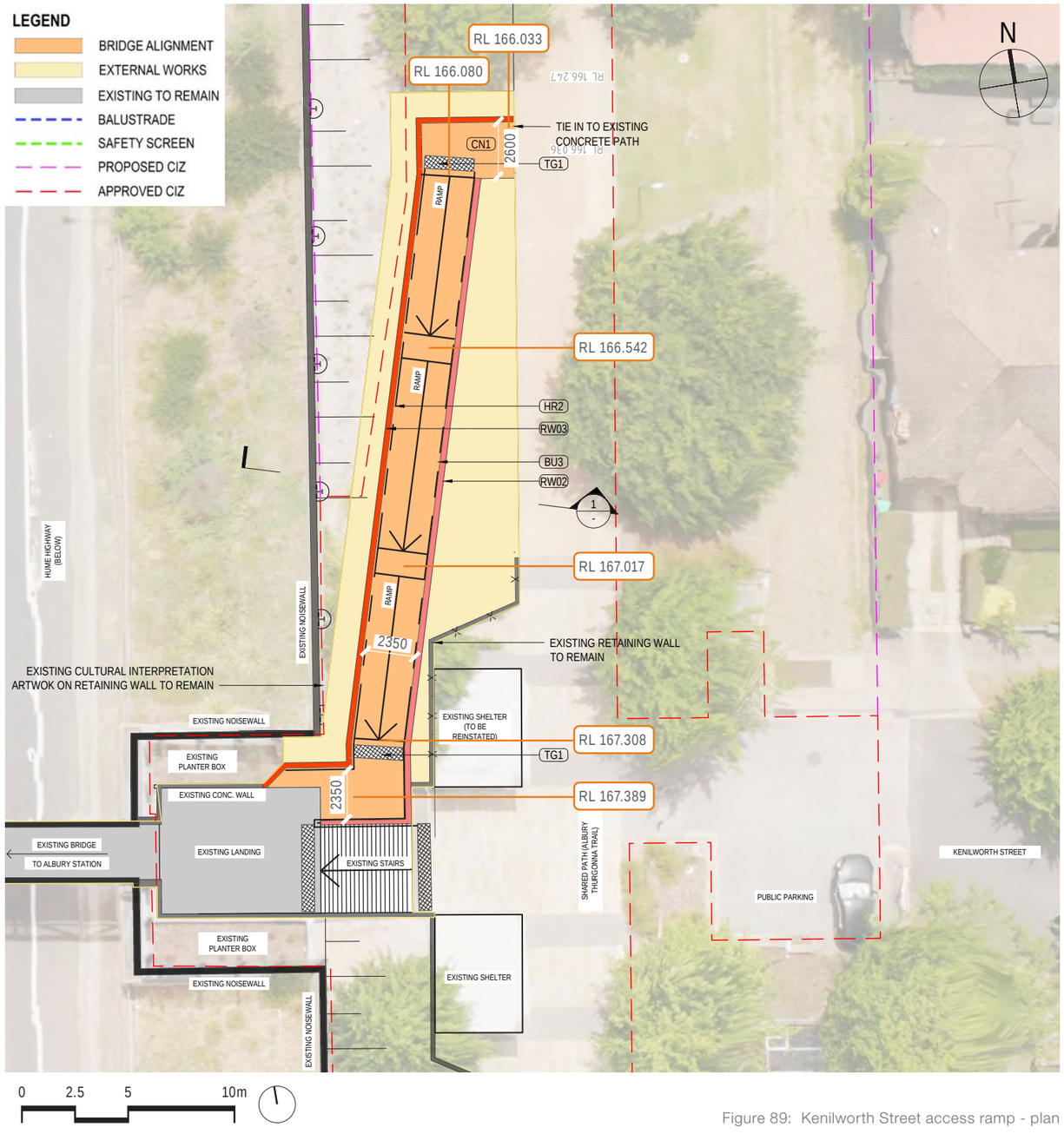


Figure 89: Kenilworth Street access ramp - plan

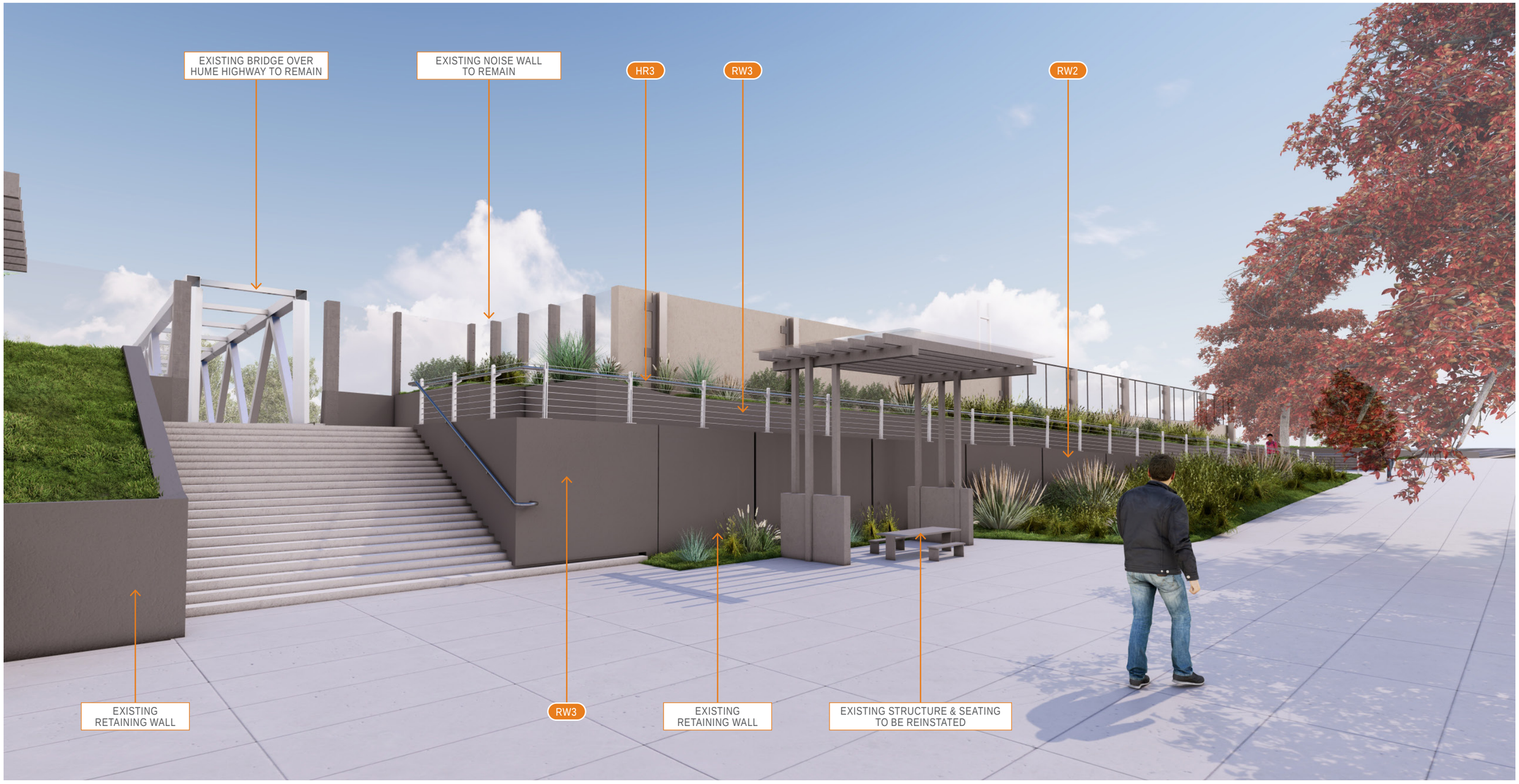


Figure 90: Kenilworth Street access ramp - perspective view

7.1.1.7 Albury Station - Elements

Refer to Chapter 8 Details for Kit of Parts.

CODE	DESCRIPTION	FINISH
CD1	CONCRETE RAMP DECK	SLIP RESISTANT BROOM FINISH
CP1	COMPOSIT LIGHTWEIGHT BRIDGE DECK PANELS	SLIP RESISTANT FINISH IN LIGHT GREY COLOUR TO MATCH CONCRETE
TH1	FULL HEIGHT SAFETY SCREEN - TENSILE MESH	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS
TH2	FULL HEIGHT TRUSS BRIDGE SAFETY SCREEN INFILL - TENSILE MESH	STAINLESS STEEL MESH INFILL FIXED TO STRUCTURE
BU1	1.2 HIGH BALUSTRADE - TENSILE MESH	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS
BU2	1.4 HIGH REST AREA BALUSTRADE WITH TIMBER TOP RAIL WITH INTEPRETIVE SIGNAGE - TENSILE MESH	STAINLESS STEEL MESH INFILL, PAINTED STEEL POSTS WITH HARDWOOD TOP RAIL
BU3	1.2 HIGH HORIZONTAL WIRE BARRIER WITH INTEGRATED HANDRAIL	STAINLESS STEEL WIRE INFILL WITH PAINTED POSTS AND GALVANISED HANDRAIL
BU4	1.2 HIGH METAL BALUSTRADE WITH VERTICAL ROD BALUSTRADES - TO MATCH EXISTING	GALVANISED STEEL
FP1	DECORATIVE METAL FACIAL PLATE	PAINTED STEELWORK
HR1	950 HIGH HANDRAIL AND POST	GALVANISED STEEL
HR2	950 HIGH HANDRAIL AND POST ON BRIDGE	GALVANISED STEEL
HR3	950 HIGH HANDRAIL - WALL MOUNTED BRACKET	GALVANISED STEEL
LT1	STANDARD SAFETY SCREEN POST WITH INTEGRATED LIGHTING	PAINTED POSTS WITH MESH INFILL PANEL AND COLOUR MATCH LIGHT FITTING
LT3	TRUSS BRIDGE LIGHTING	PROPRIETARY - COLOUR MATCH LIGHT FITTING
BP1	CONCRETE BRIDGE PIER - CIRCULAR FORM WITH ARTICULATED HEADSTOCK AND TAPERED ENDS	CLASS 2 - CONCRETE -NATURAL CONCRETE
SS1	STRUCTURAL STEEL BEAM - PAINTED	PAINTED METAL STRUCTURAL STEEL - RESSESIVE COLOUR - MIO PAINT SYSTEM
RW1	PRECAST CONCRETE - PAINTED	CLASS 2 - CONCRETE WITH PAINT FINISH FOR ANTI-GRAFFITI
RW2	PRECAST CONCRETE RETAINING WALL - POST AND PANEL	CLASS 2 - CONCRETE WITH PAINT FINISH FOR ANTI-GRAFFITI
RW3	CAST IN SITU CONCRETE WALL	CONCRETE WITH PAINT FINISH FOR ANTI-GRAFFITI
TR1	STEEL TRUSS BRIDGE STRUCTURE - WARREN TRUSS	PAINTED METAL STRUCTURAL STEEL - MIO PAINT SYSTEM
CF1	ARTC STANDARD FENCING - CORRIDOR	COLOUR: BLACK POSTS AND CHAINLINK MESH
CF2	ARTC STANDARD FENCING - CORRIDOR	COLOUR: GALVANISED STEEL CHAINLINK FENCE MESH AND POSTS

Table 7: Albury Station Footbridge - elements

7.1.2 Cassidy Parade Footbridge

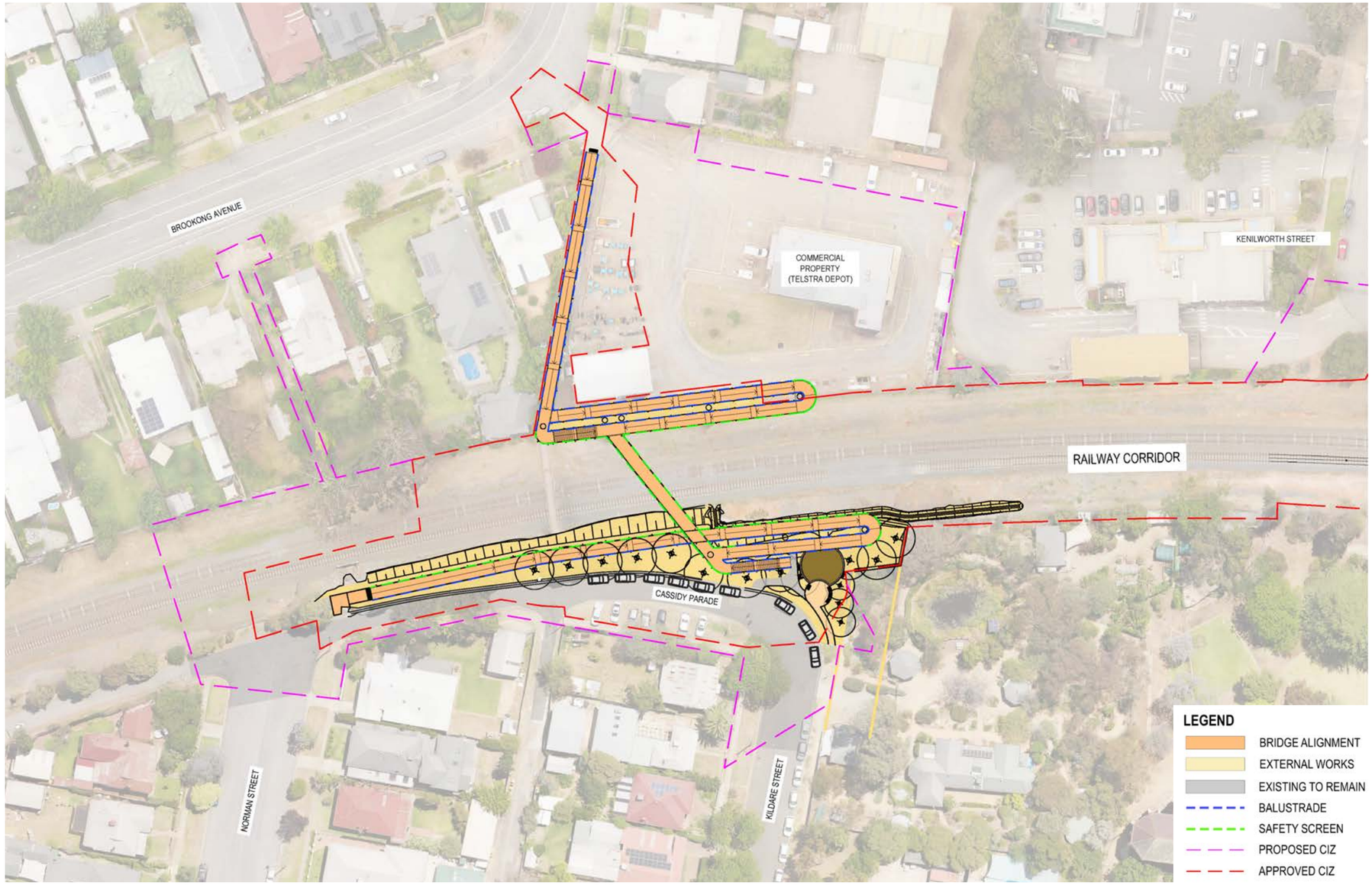
The new Cassidy Parade Footbridge replaces the existing concrete bridge as it no longer meets clearance requirements for double stack freight train operations.

The Cassidy Parade Footbridge spans over the Main South line at Chainage 521.700km. This existing bridge, which is of concrete construction, and which includes a main span over the rail corridor and access ramps on each side, has inadequate clearance for the Inland Rail F2M double stacked rollingstock outline.

The proposed solution is to demolish the existing bridge, which has a vertical clearance of 4.7m, and construct a new footbridge with a minimum vertical clearance of 7.1m over the Main Line to allow the passage of double stacked rail traffic underneath the bridge.

The new bridge design has been developed to include:

- New DDA compliant access ramps and stairs on both sides of the railway corridor
- New bridge over the railway corridor
- New pocket park at the base of the bridge at Cassidy Parade/Kildare Street.



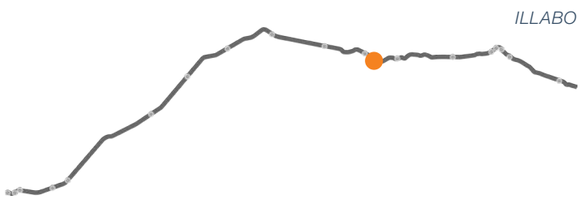


Figure 91: Cassidy Parade Footbridge - plan

7.1.2.1 Cassidy Parade Footbridge Principles

CPFP PRINCIPLES		PROJECT PRINCIPLES	CASSIDY PARADE FOOTBRIDGE
Enhancing	Connected	inclusive	The bridge provides DDA-compliant ramps, stairs, and accessible rest areas. Clear paths, privacy screens, and passive surveillance ensure safe, intuitive access for all users, regardless of age or ability, creating an inclusive and welcoming pedestrian experience for residents, students, and visitors.
	Walkable	sustainable	Sustainable strategies include efficient materials, native planting, and durable finishes. The modular steel structure reduces waste and supports faster construction. Low-maintenance landscaping and integrated lighting promote environmental performance while aligning with Inland Rail's sustainability targets for resilient, long-lasting community infrastructure.
	Comfortable	enjoyable	The bridge offers an enjoyable experience with open views, curved geometry, and landscaped rest areas. Kildare Street Pocket Park enhances amenity with native planting and seating. Clear wayfinding, visual transparency, and passive safety features encourage walking and create a pleasant journey through the neighbourhood.
	Vibrant	connected	The bridge restores a key pedestrian connection across the railway, linking Cassidy Parade with Brookong Avenue. It supports access to schools, parks, and civic facilities, reinforcing walkability and community cohesion while reconnecting neighbourhoods previously divided by rail infrastructure.
Enduring	Safe	efficient	A streamlined steel girder structure, shared supports, and modular elements enable efficient construction and low maintenance. Integrated lighting and handrails reduce clutter. This compact solution achieves functionality, durability, and easy delivery while minimising construction impact over the active rail corridor.
		elegant	Elegance is achieved through simple geometry, slender lines, and a neutral colour palette. The bridge's curved profile and fine detailing create a visually light presence that blends into the residential context, offering a refined civic structure without visual intrusion.
		simple	The bridge features a direct alignment, unified materials, and consistent detailing. Shared supports and a restrained structural layout reduce visual complexity, enhance legibility, and support intuitive navigation. The simplicity improves usability while delivering a clear and cohesive design expression.
		minimise	A considered material palette and consistent use of structural elements reduce visual clutter and construction complexity. The bridge employs a kit-of-parts logic, consolidating ramps, stairs, and supports into an efficient and legible system. Soft landscaping and privacy treatments further minimise impacts within the suburban residential setting.
Enhancing	Connected	honour & learn	Local stories and values are acknowledged through native planting and interpretive opportunities in the pocket park. Subtle heritage cues and potential community-led artwork reflect Wagga Wagga's identity, encouraging cultural appreciation and local engagement in the public realm.
		visual impact	The bridge's curved form, slender piers, and mesh screens minimise visual bulk. Soft landscaping and neutral tones reduce prominence in the streetscape. Shadow lines and clean facades maintain openness and reduce dominance, allowing the bridge to sit gently within its setting.
	Walkable	place-specific	Design reflects local character through curved forms, native planting, and integration with nearby streets and parkland. The Kildare Street Pocket Park adds community identity and amenity, ensuring the bridge is rooted in place and resonates with the neighbourhood's rhythm and scale.
Diverse	Vibrant	integrated	The bridge connects seamlessly with existing paths, open space, and residential areas. Unified materials and co-located structural supports create cohesion between bridge and landscape. Lighting and fencing are integrated to maintain visual clarity, supporting a holistic and functional public realm connection.

Table 8: Cassidy Parade Footbridge - principles

7.1.2.2 Cassidy Parade Footbridge - Bridge Design

The new bridge design introduces a contemporary architectural element within the residential neighbourhood of Wagga Wagga, the bridge alignment has been designed to reconnect neighbourhoods across the railway corridor while remaining visually recessive in its location and landscape context. The structure and form provides a gentile alignment with soft curves and rounded corners that follow natural pedestrian desire lines across the railway corridor with intuitive movement patterns and enhancing pedestrian experience.

The bridge is elevated above a new pocket park (Kildare Street Pocket Park) and is framed by canopy trees which provides softening of the built form and shaded areas along the paths and the pocket park.

The Cassidy Parade bridge has been design to consider the minimisation of its visual impact achieved through an integrated structural design approach between the super structure and grounding elements such as piers and retaining walls.

The architectural response aims to:

- Uphold an elegant and restrained design approach, balancing movement and placemaking.
- Fully meet functional, DDA, and safety requirements while ensuring inclusive access for all users.
- Employ a human-scale design that provides comfort, clarity and ease of navigation.
- Integrate a consistent architectural language that is modest and fluid, allowing the structure to act as a subtle connector rather than a dominant feature.
- Apply a neutral, earthy material and colour palette that harmonises with the local landscape character and reduces visual impact from key public viewpoints.
- Follow a clear and intuitive alignment from both Cassidy Parade and Brookong Avenue, reinforcing legibility, wayfinding and natural surveillance in line with CPTED principles.

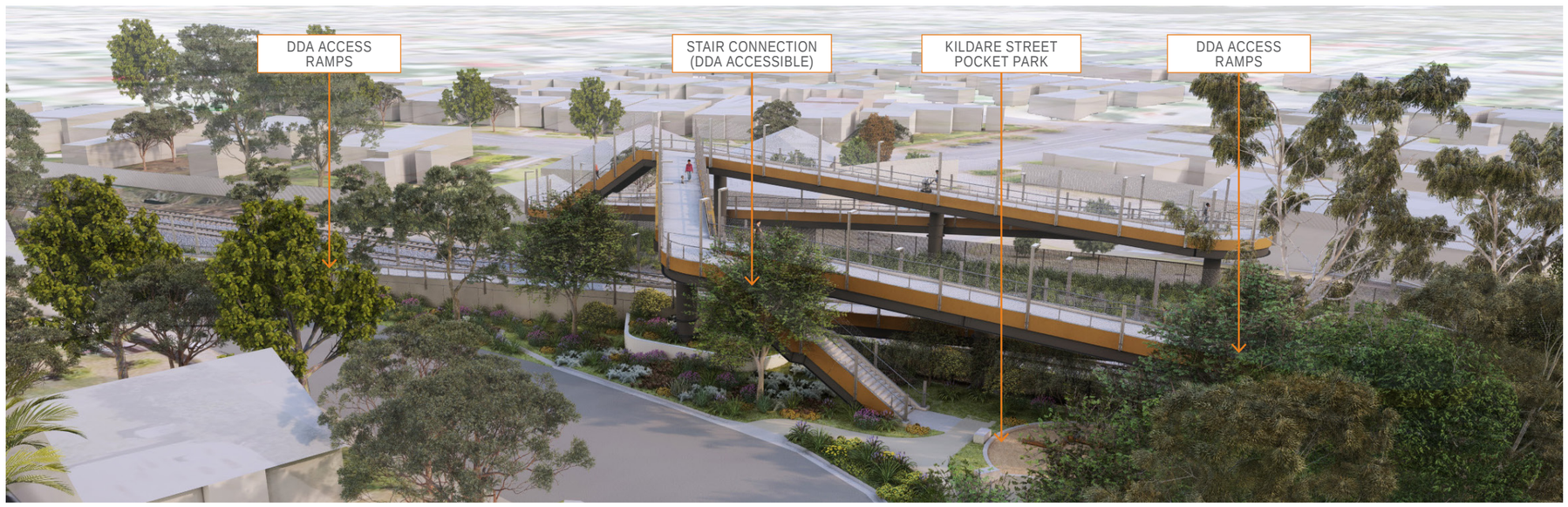


Figure 92: Cassidy Parade side - perspective view



Figure 93: Brookong Avenue side - perspective view

This new bridge restores and enhances a vital pedestrian and cyclist connection across the railway corridor, reinforcing long-established movement patterns between neighbourhoods.

By re-establishing the connection between Cassidy Parade and Brookong Avenue, the bridge provides safe, direct access for daily local trips to Kildare Catholic College, Wagga Wagga Base Hospital Precinct, community services, and the broader township. The bridge reinstates a key crossing point that supports walkable, connected neighbourhoods.

The new alignment follows the natural pedestrian desire lines, improving upon the previous bridge with a more intuitive, accessible route. Fluid geometry and rounded corners ensure a smooth, legible journey across the corridor that prioritises comfort, safety, and accessibility for all users.

The bridge ties directly into the existing shared path and cycleway network, enabling access for dismounted cyclists and pedestrians which supports active, sustainable modes of travel and strengthens the regional connections.

The new structure not only maintains a crucial pedestrian link, it upgrades the quality, safety, and accessibility of neighbourhood-to-neighbourhood movement across the railway corridor.



Figure 94: Cassidy Parade Footbridge - connection diagram

7.1.2.3 Cassidy Parade Entry Ramps – Design

The Cassidy Parade entry to the new footbridge is carefully designed to integrate with the local streetscape, landscape and pedestrian network, providing a welcoming and accessible arrival point for all users.

Integrated Landscape Design

The entry is framed by a pocket park that provides a green and shaded setting at the base of the ramps. Canopy trees have been strategically placed around the ramp and stair area to provide natural shade, enhance user comfort, and contribute to a pleasant microclimate.

Accessible and Connected Movement

The DDA-compliant ramps gently rise from Cassidy Parade, providing safe and inclusive access for all users. These ramps seamlessly link into the existing path on Norman Street, enhancing local connectivity.

Welcoming and Legible Entry

A central stair connection is positioned within the landscape of Kildare Street pocket park native garden beds and the parks informal seating area, helping to define the bridge entry and offering places for rest and gathering.

Sensitive Visual Impact

The overall bridge structure maintains a recessive and unobtrusive appearance within the streetscape. The use of muted tones and slender structural elements allows the bridge to sit lightly within the landscape, respecting views and preserving the character of the surrounding neighbourhood.



Figure 95: Cassidy Parade entry ramps and stairs - elevation

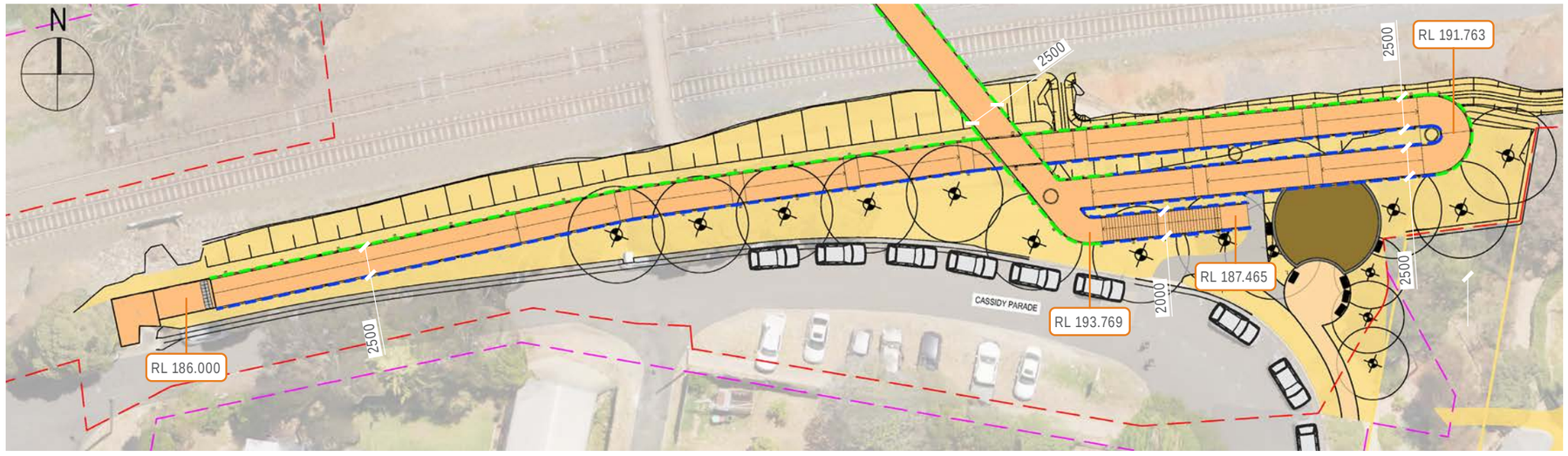


Figure 96: Cassidy Parade Footbridge entry ramps and stairs - plan

Shared Central Piers

The bridge alignment has been configured to provides the most direct access between Brookong Ave and Cassidy Pde. It features a unified structure comprising a steel through girder for the main span, with a steel structure for the approach ramps and stairs, together having a single visual aesthetic. The shared central piers for the ramps help to reduce visual clutter and minimise structure. Colour has been incorporated to reference historical and cultural values whilst giving a unique identity to this bridge, complementary to its surrounding located in an educational precinct. Colours adopted will be subject to the outcomes of the heritage interpretation plan implementation.

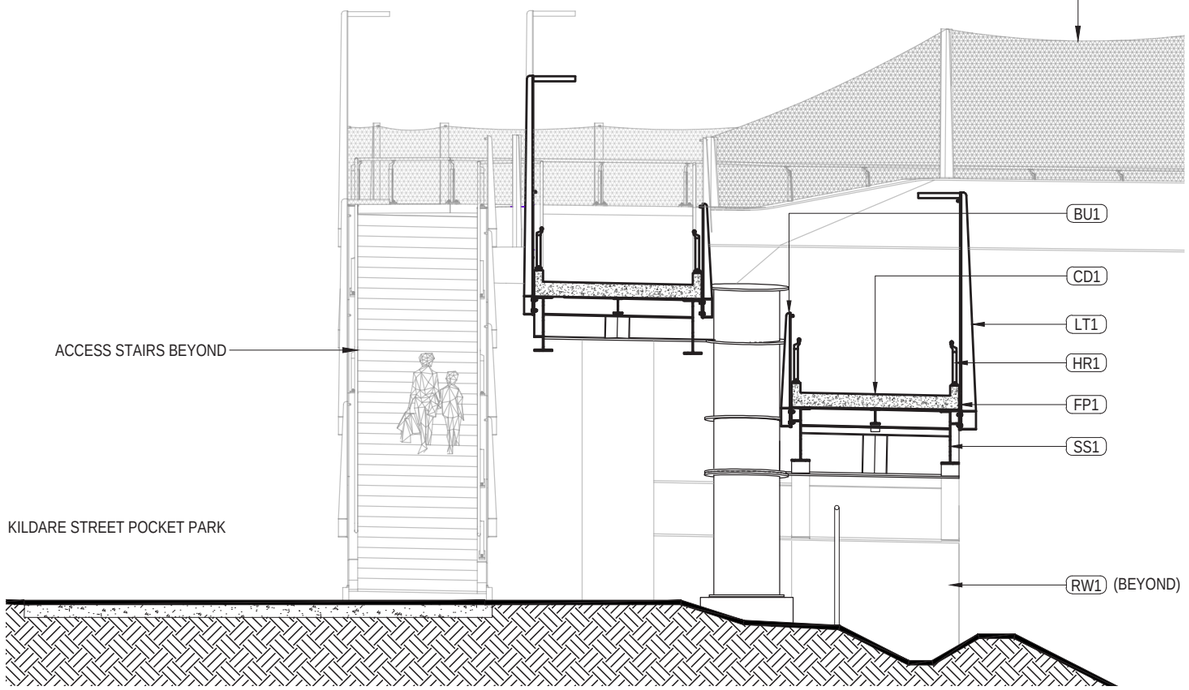


Figure 97: Cassidy Parade entry ramps and stairs - section



Figure 98: Cassidy Parade entry stairs - perspective view



Figure 99: Cassidy Parade entry ramps - perspective view

7.1.2.4 Bridge over Railway

The superstructure is integrated into the surrounding ramps and stairs, resulting in a unified architectural composition that reads as a single, continuous entity, which has a sculptural quality to its form. This seamless integration eliminates any awkward visual or physical breaks between structural and access elements, creating a fluid transition from approach to span.

Consideration has been given to the geometry and alignment of the bridge's structural elements to ensure that the ramps and stairways are not perceived as separate or secondary additions, but rather as extensions of the main bridge itself. Materials, finishes, and detailing are consistent throughout, reinforcing the sense of cohesion and continuity. The flow from ground level to the elevated deck is intuitive and uninterrupted, enhancing user experience and accessibility.

This integrated approach not only strengthens the visual identity of the bridge but also contributes to its functional clarity. The design fosters a more natural movement through the space, inviting users to engage with the structure at various levels.

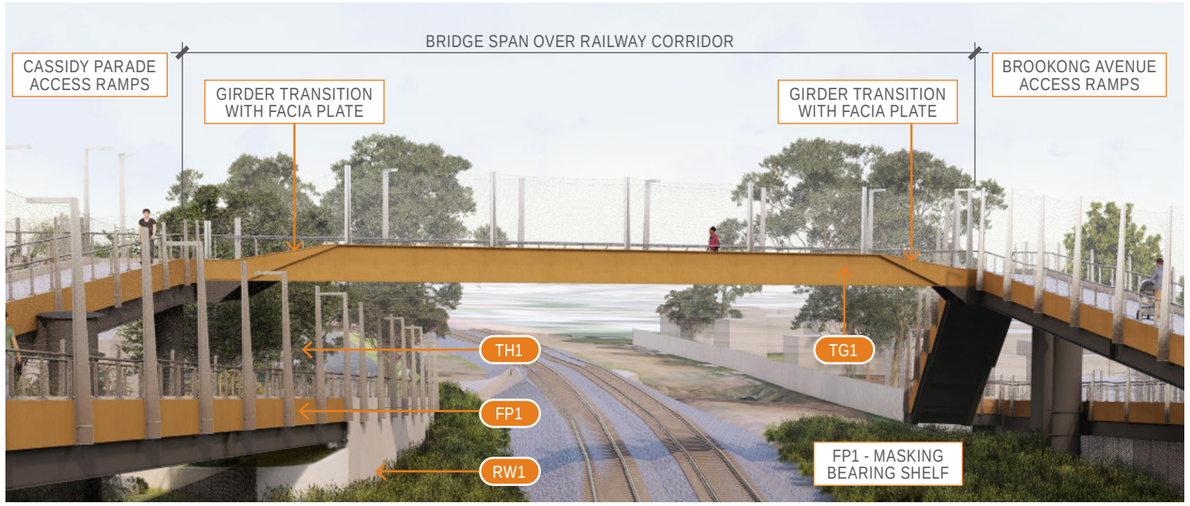


Figure 101: Cassidy Parade Footbridge - elevation



Figure 100: Cassidy Parade Footbridge - internal elevation



Figure 102: Cassidy Parade Footbridge - perspective view

7.1.2.5 Brookong Avenue Access

The Brookong Avenue access ramp follows the existing footpath corridor between the adjacent Telstra Site and the residential dwelling with a common decision point at Brookong Avenue street frontage to the bridge access via lower ramps, a combined DDA stair and access ramps provides alternate paths to the bridge adjacent to the railway corridor. The overall access from Brookong Avenue has been designed to provide safe, inclusive movement to the new pedestrian bridge while sensitively relate to the residential context of the neighbourhood.

DDA-Compliant Access

The access ramp meets DDA standards, providing a gentle and continuous grade for people of all mobility levels, including those using wheelchairs, prams, or bicycles.

Privacy Screening

To protect the amenity of adjacent residential properties, the design incorporates a privacy screen along the shared boundary. The screen uses infill plates fixed to tensile mesh, providing visual privacy to the residential properties beyond while allowing light to infiltrate. The perforated pattern softens the interface and introduces a subtle layer of visual interest.

Visual Integration

The material palette and screen detailing contribute to a cohesive architectural language across the bridge. The screens are designed to be visually recessive and transparent, minimising the visual impact of the ramp when viewed from nearby homes and the public domain and to allow for passive surveillance for path users.

Clear Wayfinding

The ramp alignment offers a direct, legible connection to the bridge, maintaining strong sightlines for passive surveillance and intuitive navigation.

Figure 103: Brookong Avenue access stairs - perspective view

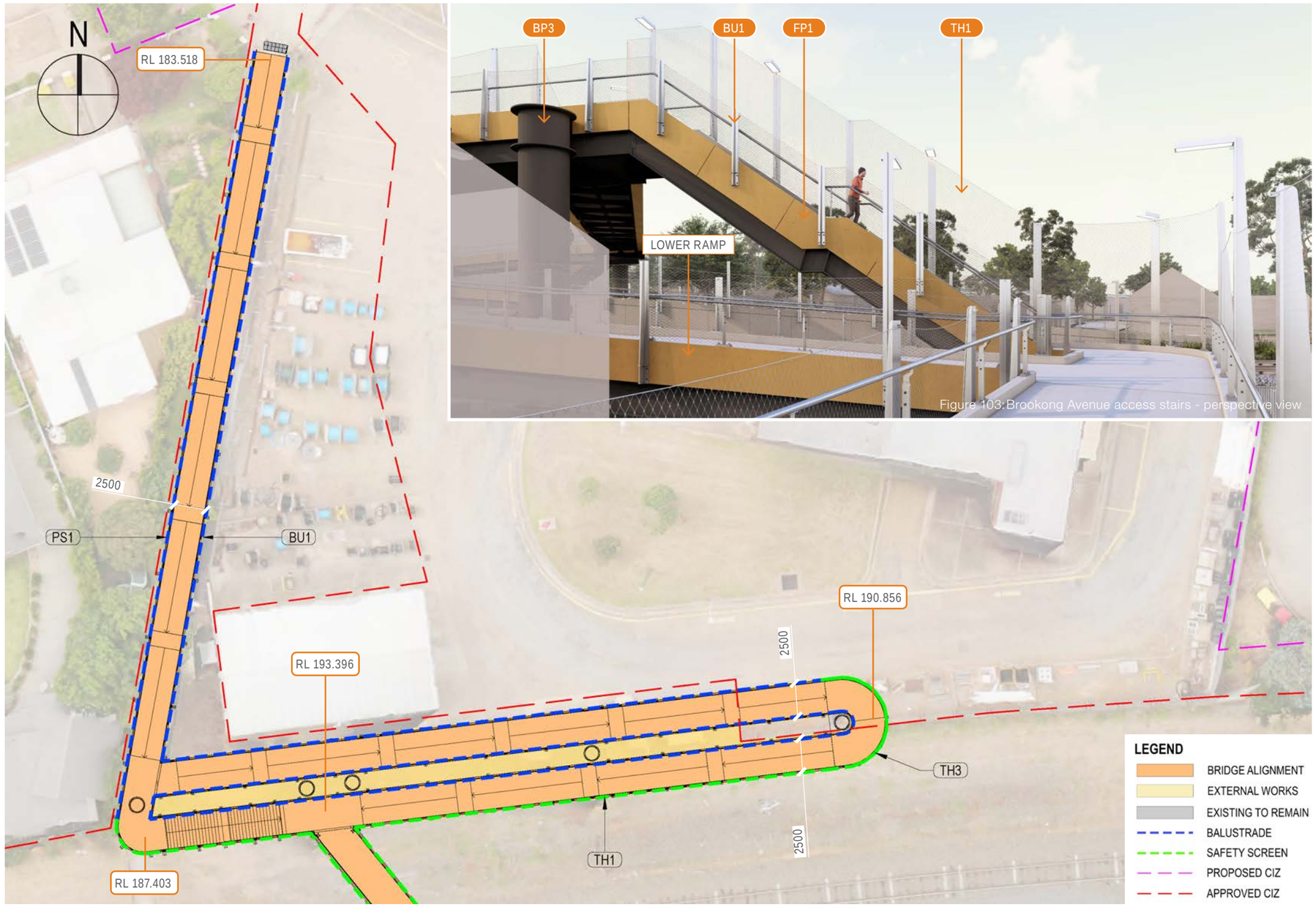


Figure 104: Brookong Avenue access stairs - plan

User Experience

Prioritises a positive user experience through principles of transparency, clear sight lines, and visual permeability. The ramp alignment provides clear and direct movement patterns with uninterrupted views along its length, enhancing safety and legibility.

Visually permeable mesh balustrades and infill panels maximise openness while maintaining safety, allowing users to feel connected to the surrounding environment.



Figure 105: Brookong Avenue access - internal perspective

Privacy Screen

Where maintaining privacy is required to adjacent residential boundaries, an integrated privacy screen with decorative elements is adopted at the ramp edges to offer discretion without compromising light or spatial quality of the residential private open space beyond the boundary.



Figure 106: Brookong Avenue access - internal perspective



Figure 107: Brookong Avenue access - elevation

7.1.2.6 Cassidy Parade Footbridge - Elements

Refer to Chapter 8 Details for Kit of Parts.

CODE	DESCRIPTION	FINISH
CD1	CONCRETE RAMP DECK	SLIP RESISTANT BROOM FINISH
CP1	COMPOSIT LIGHTWEIGHT BRIDGE DECK PANELS	SLIP RESISTANT FINISH IN LIGHT GREY COLOUR TO MATCH CONCRETE
TH1	FULL HEIGHT SAFETY SCREEN - TENSILE MESH	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS
TH3	TRANSION SAFETY SCREEN 1.2 TO FULL HEIGHT - TENSILE MESH - RADIAL	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS
TH4	FULL HEIGHT BRIDGE SAFETY SCREEN INFILL - TENSILE MESH	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS
BU1	1.2 HIGH BALUSTRADE - TENSILE MESH	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS
FP1	DECORATIVE METAL FACIAL PLATE	PAINTED STEELWORK
HR1	950 HIGH HANDRAIL AND POST	GALVANISED STEEL
HR2	950 HIGH HANDRAIL AND POST ON BRIDGE	GALVANISED STEEL
HR3	950 HIGH HANDRAIL - WALL MOUNTED BRACKET	GALVANISED STEEL
PS1	2m HIGH PRIVACY SCREEN	DECORATIVE METAL PRIVACY SCREEN PANELS WITH PAINTED STEEL POSTS
LT1	STANDARD SAFETY SCREEN POST WITH INTEGRATED LIGHTING	PAINTED POSTS WITH MESH INFILL PANEL AND COLOUR MATCH LIGHT FITTING
LT2	STANDARD SAFETY SCREEN BRIDGE POST WITH INTEGRATED LIGHTING	PAINTED POSTS WITH MESH INFILL PANEL AND COLOUR MATCH LIGHT FITTING
LT5	PATH LIGTHING FIXED TO BRIDGE	PROPRIETARY LIGHT FITTING ON PAINTED STEEL POST
BP2	STEEL BRIDGE PIER - INTEGRATED WITH LANDING STRUCTURE	PAINTED METAL STRUCTURAL STEEL - RESSESIVE COLOUR - MIO PAINT SYSTEM
BP3	STEEL BRIDGE PIER - SHARED CENTRAL PIER	PAINTED METAL STRUCTURAL STEEL - RESSESIVE COLOUR - MIO PAINT SYSTEM
BP7	STEEL BRIDGE PIER - INTEGRATED WITH MID LANDING STRUCTURE	PAINTED METAL STRUCTURAL STEEL - RESSESIVE COLOUR - MIO PAINT SYSTEM
SS1	STRUCTURAL STEEL BEAM - PAINTED	PAINTED METAL STRUCTURAL STEEL - RESSESIVE COLOUR - MIO PAINT SYSTEM
RW1	PRECAST CONCRETE - PAINTED	CLASS 2 - CONCRETE WITH PAINT FINISH FOR ANTIGRAFFITI
TG1	STEEL THROUGH GIRDER BRIDGE STRUCTURE WITH SAFETY SCREEN	PAITED METAL STRUCTURAL STEEL - PAINT SYSTEM
CF1	ARTC STANDARD FENCING - CORRIDOR	COLOUR: BLACK POSTS AND CHAINLINK MESH
CF2	ARTC STANDARD FENCING - CORRIDOR	COLOUR: GALVANISED STEEL CHAINLINK FENCE MESH AND POSTS

Table 9: Cassidy Parade footbridge - elements

7.1.3 Edmondson Street Bridge & Footbridge

The Edmondson Street Bridge and Footbridge is located in Wagga Wagga. Edmondson Street (and Best Street) connects Edward Street (Sturt Highway) in the north and to Erin Street in the south. The existing Edmondson Street bridge spans over the Main South railway line.

The existing clearance from the underside of the existing road bridge soffit to the existing top of rail is approximately 4.9m. To accommodate the proposed double-stacked rollingstock clearance requirements, the vertical clearance needs to be increased to achieve structure gauge outline for the Plate F2M rollingstock requiring a minimum 7.1m clearance. To achieve the increased clearance, the existing Edmondson Street bridge will be demolished and reconstructed generally within the existing bridge footprint and raised to provide the required clearance for the Plate F2M rolling stock. The proposed road bridge is also located at track kilometrage chainage 521.400km (approximate).

A new DDA compliant footbridge rail crossing will be constructed on the eastern side of Edmondson Street, which is included in the scope of works of this package.

Edmondson Street changes its name north of the railway corridor to Best Street. The delineation generally occurs with the northern rail corridor boundary, which is also the Wagga Wagga and Turvey Park suburb boundary. For reporting purposes, subsequent references to Edmondson Street / Best Street between Erin Street and Edward Street will be referred to as Edmondson Street for simplicity. The Sturt Highway (A20) is co-named Edward Street within the scope limits of this package.

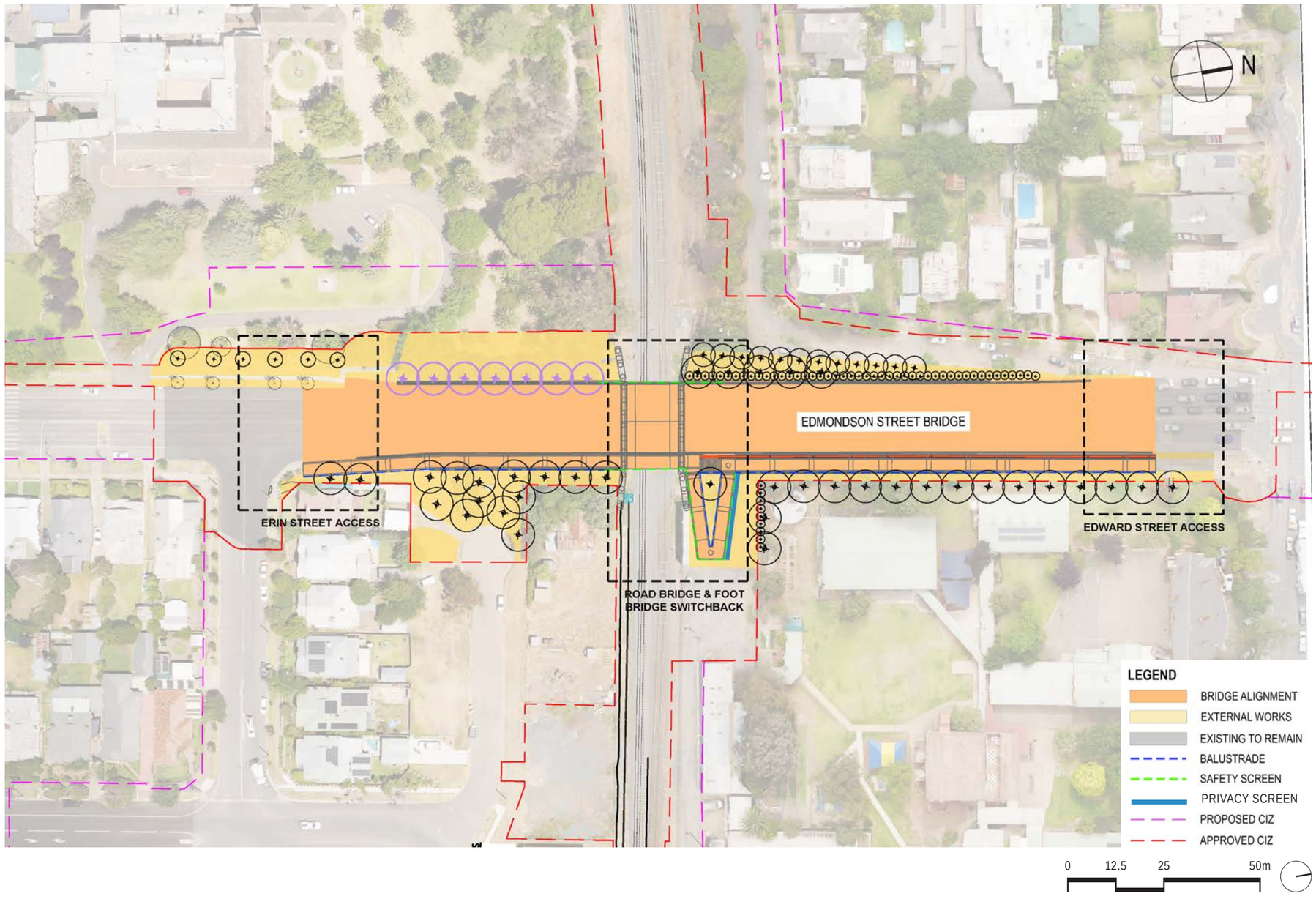


Figure 108: Edmondson Street Bridge and Footbridge

7.1.3.1 Edmondson Street Bridge and Footbridge Principles

CPFP PRINCIPLES		PROJECT PRINCIPLES	EDMONDSON STREET BRIDGE AND FOOTBRIDGE
Enhancing	Vibrant	inclusive	The design includes DDA-compliant ramps, stairs, and continuous footpaths that support universal access. Clear circulation, gentle gradients, and safe edge treatments ensure all users—regardless of ability—can comfortably cross the corridor, with integrated landscaping to support rest, comfort and equitable access throughout the precinct.
		sustainable	The structure uses durable materials, efficient lighting, and modular construction. Retained embankments and native planting minimise land disturbance. Reinforced soil walls reduce embodied carbon. These sustainable approaches reduce waste, promote water efficiency, and support long-term performance aligned with Inland Rail's environmental and resilience objectives.
	Comfortable	enjoyable	The pedestrian experience is enhanced through landscaped buffers, visual permeability along access paths. Open balustrades offer clear views, while lighting improves safety and comfort at night. A calm, legible journey is created with landscape edges and separation from road traffic.
	Walkable	connected	The bridge re-establishes a vital road and pedestrian connection across the rail corridor, linking neighbourhoods, schools, and the town centre. Integrated ramps and stairs connect directly into the local footpath network, supporting walkability, safety, and multimodal access for vehicles, pedestrians, and cyclists.
Connected			
Enduring	Safe	efficient	Precast concrete elements and modular retaining walls ensure efficient delivery and maintenance. Soil-reinforced embankments reduce the need for deep footings. Shared structural components and parapets streamline the build while maintaining a clear and functional layout for both road traffic and pedestrian movement.
		elegant	The bridge adopts a clean, linear form with refined detailing. Recessed parapets, shadow lines, and neutral tones reduce visual weight. Transparent balustrades and smooth transitions between structural elements result in a subtle and sophisticated civic presence that complements its urban context.
		simple	A straightforward layout, integrated ramps, and consistent materials support clarity and ease of use. The structure is reduced to essential components with minimal clutter. The simple form and efficient detailing help improve user legibility and reinforce the design's functional and architectural clarity.
		minimise	The bridge adopts a modular design approach, using consistent parapets, retaining walls, and balustrades to create a coherent visual language. Structural repetition and integrated components reduce clutter and material variation. These efficiencies result in a composed appearance that respects adjacent streetscapes and the station's civic and heritage character.
Connected			
Enhancing	Walkable	honour and learn	The design integrates native and endemic planting to reflect local ecology and its country conncetion. Heritage interpretation opportunities are incorporated at stairs and along pedestrian paths, offering moments to acknowledge the site's rail history and cultural narratives encouraging learning, reflection, and a connection to place through everyday movement.
		visual impact	Reinforced soil walls and recessed parapets reduce bulk, while continuous facia lines create visual unity. Safety screens and balustrades maintain transparency. Landscaping at bridge edges softens the structure's appearance, ensuring the road and footbridge sit lightly within the existing streetscape.
		place-specific	The bridge responds to its setting through material selection, proportion, and alignment with the local street grid. It complements surrounding built form while retaining legibility within the broader precinct. Landscape treatments and simple geometry reflect Edmondson Street's civic and suburban context.
Diverse	Vibrant	integrated	The bridge design integrates road, pedestrian, and landscape elements into one cohesive structure. Ramps, stairs, and retaining walls are unified through consistent detailing. Planting softens transitions, and the structure connects cleanly into existing networks, ensuring functional and visual integration with the surrounding neighbourhood.

Table 10: Edmondson Street bridge and footbridge - principles

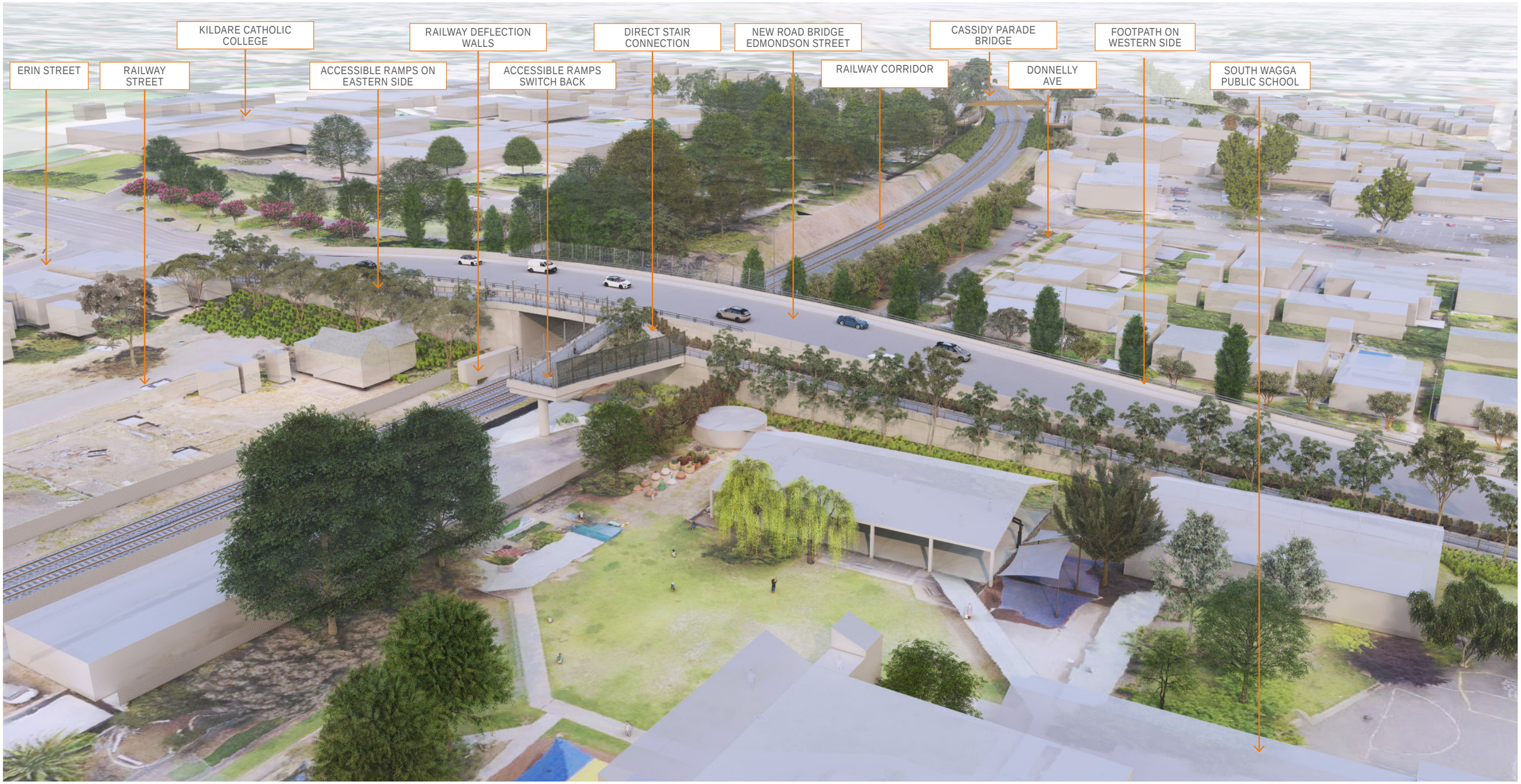


Figure 109: Edmondson Street Bridge and Footbridge - Aerial View

7.1.3.2 Edmondson Street Bridge & Footbridge and Path Connections

The Edmondson Street Bridge & Footbridge provides an upgraded local road connection across the railway corridor, with pedestrian connections on both sides of the bridge. The eastern side features DDA accessible ramps and stairs to provide universal access across the railway corridor. The bridge replaced the existing Edmondson street bridge which will be demolished with the new Sridge designed to improve traffic and pedestrian movement between surrounding residential streets, key community facilities and schools. Its architectural form is simple and integrated, balancing functional requirements with its relationship to the existing urban context.

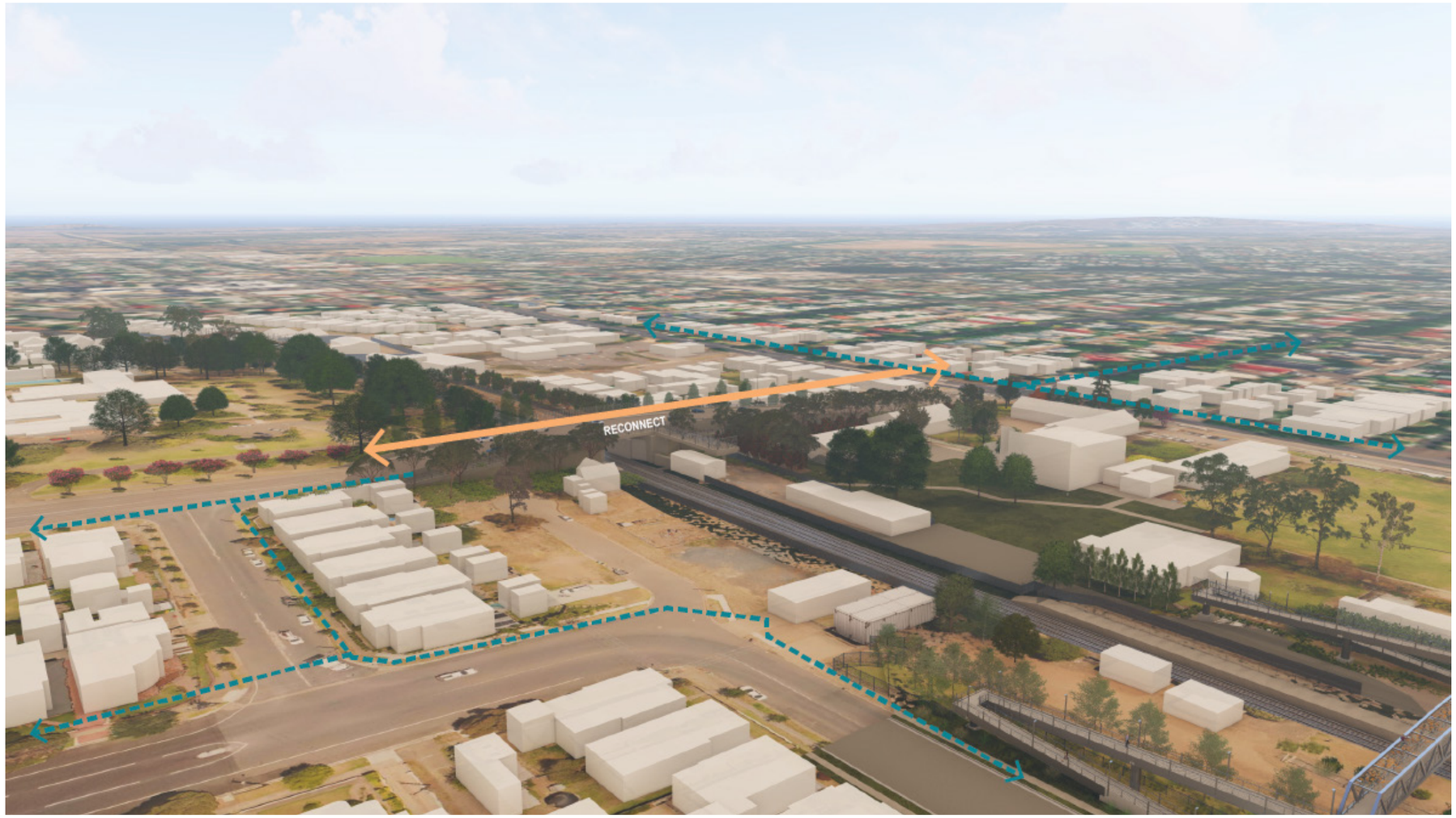


Figure 110: Edmondson Street Bridge and Footbridge - connectivity

7.1.3.3 Edmondson Street Bridge & Footbridge - Bridge Design

The new road bridge provides a direct north–south connection along Edmondson Street, bridging over the rail corridor to restore vehicular and pedestrian access once the existing bridge has been removed. The structure of the bridge includes precast concrete retaining walls and abutment structures along with a concrete plank superstructure over the railway corridor. A footpath on the western side is reinstated with DDA accessible ramps and direct stair connections on the east. At-grade connections are maintained to adjacent streets including Erin Street and Donnelly Avenue, reinforcing local street network continuity. The visual relationship of the overall structure has been integrated with emphasis on the linear arrangement of the concrete parapets, balustrades and safety screens.

The bridge and its paths serve as a critical link between South Wagga Public School, Kildare Catholic College, and the wider neighbourhood. Landscaping and retaining treatments are designed to soften the interface with residential edges and boundaries which maintain a safe and inviting design.

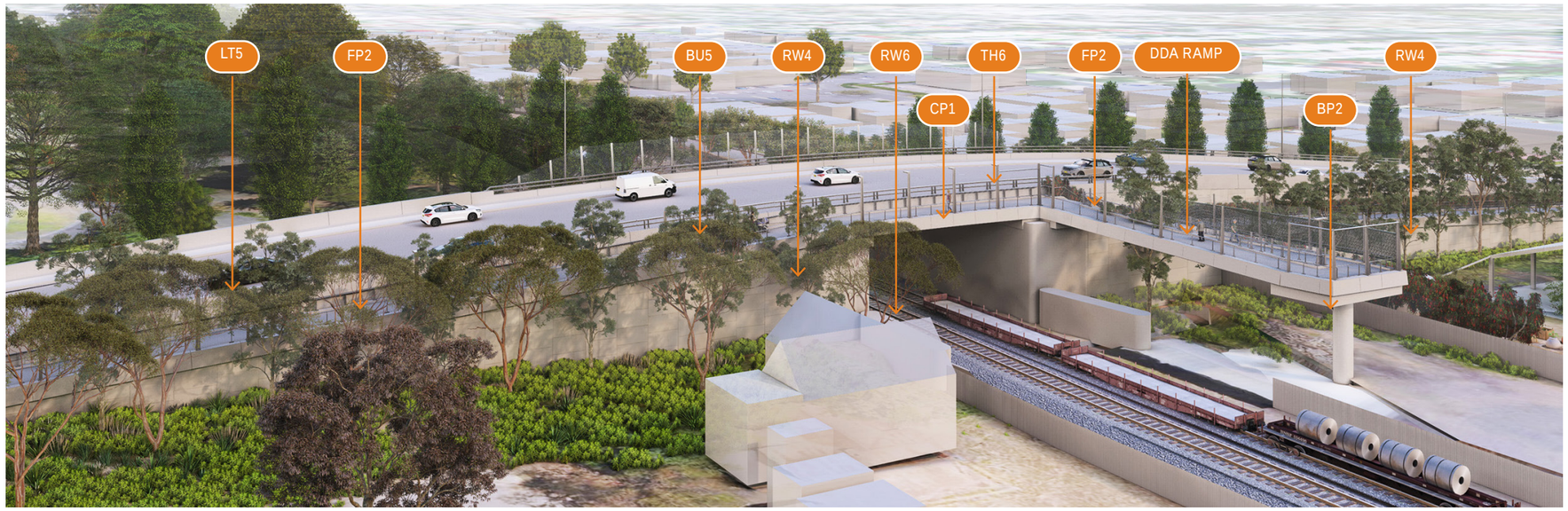


Figure 111: Edmondson Street Bridge and Footbridge - perspective view (east)

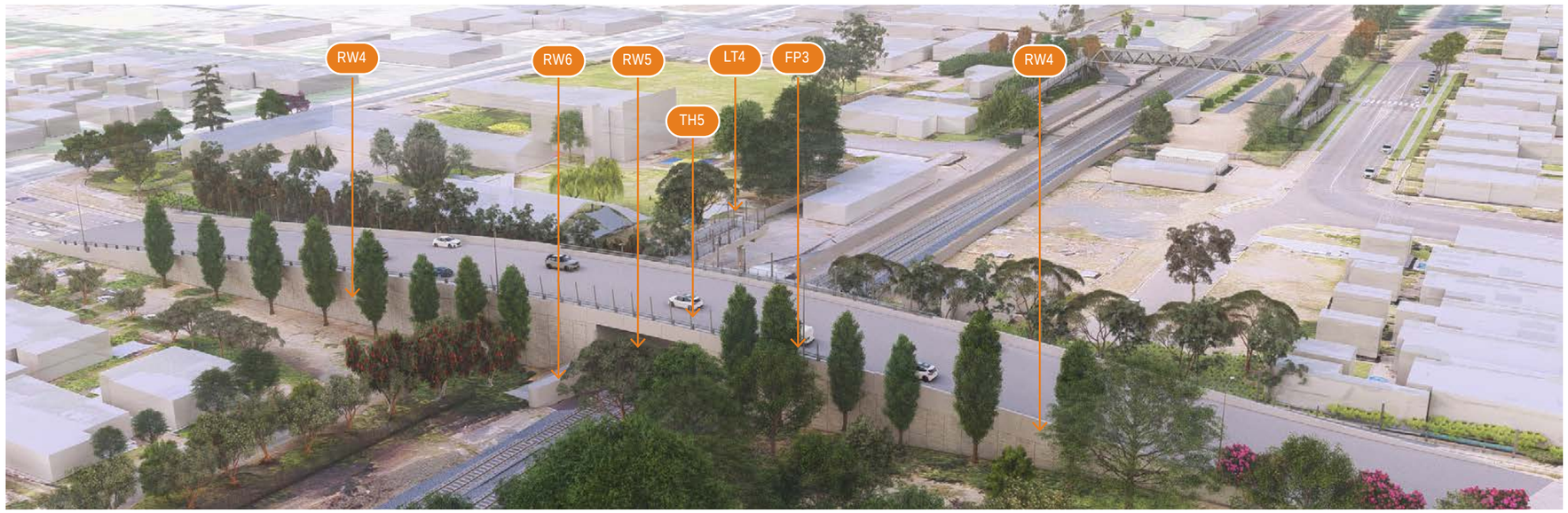


Figure 112: Edmondson Street Bridge and Footbridge - perspective view (west)

7.1.3.4 Bridge Access Ramps

The pedestrian access ramps and stairs at Edmondson Street have been integrated into the road bridge design to create a cohesive and unified visual appearance when viewed from nearby neighbourhoods and public spaces.

Universal access is provided on the eastern side of the bridge, offering DDA-compliant ramps and direct stair connections across the railway corridor. Where the pedestrian ramps sit below the road level, a landscaped buffer has been introduced. This planting softens the space, increases separation from traffic above, and enhances the overall walking experience.

To accommodate the necessary change in height, a switchback ramp has been incorporated adjacent to the railway corridor. The ramp features safety screens and balustrades designed to be visually open, supporting passive surveillance and aligning with CPTED principles, ensuring safety, comfort, and clear sightlines for all users.



Figure 113: Edmondson Street Bridge and Footbridge ramp - internal perspective view

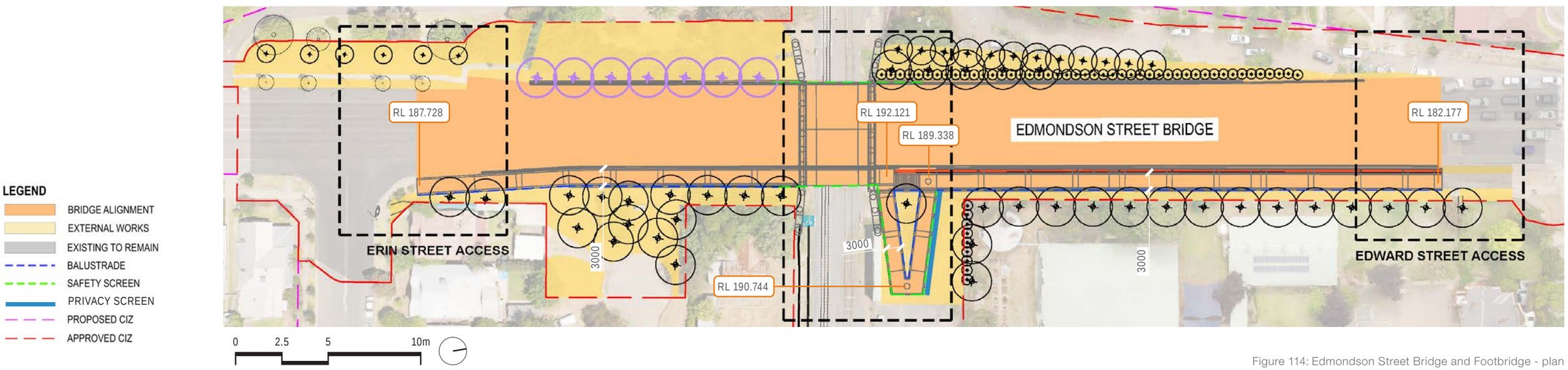


Figure 114: Edmondson Street Bridge and Footbridge - plan



Figure 115: Edmondson Street Bridge and Footbridge - internal perspective view

7.1.3.5 Bridge Abutments

The bridge abutment walls is supported by a structural system of precast concrete reinforced soil walls, designed for both structural performance and visual integration. Each precast panel is nominally 2m x 2m and is horizontally staggered to form a robust and modular retaining structure.

A continuous concrete parapet fascia provides a clean upper edge that enhances visual consistency along the bridge alignment. This element also introduces shadow lines that break up the wall surface, reducing visual bulk and creating a sense of rhythm and scale.

At the base of the wall, dense landscape planting has been incorporated to soften the overall appearance. The interplay of light, shadow, and greenery allows the wall to recede visually and function as a backdrop to the surrounding vegetation.

This design approach supports a more inviting and balanced interface between built infrastructure and the natural environment, contributing positively to the local streetscape character.

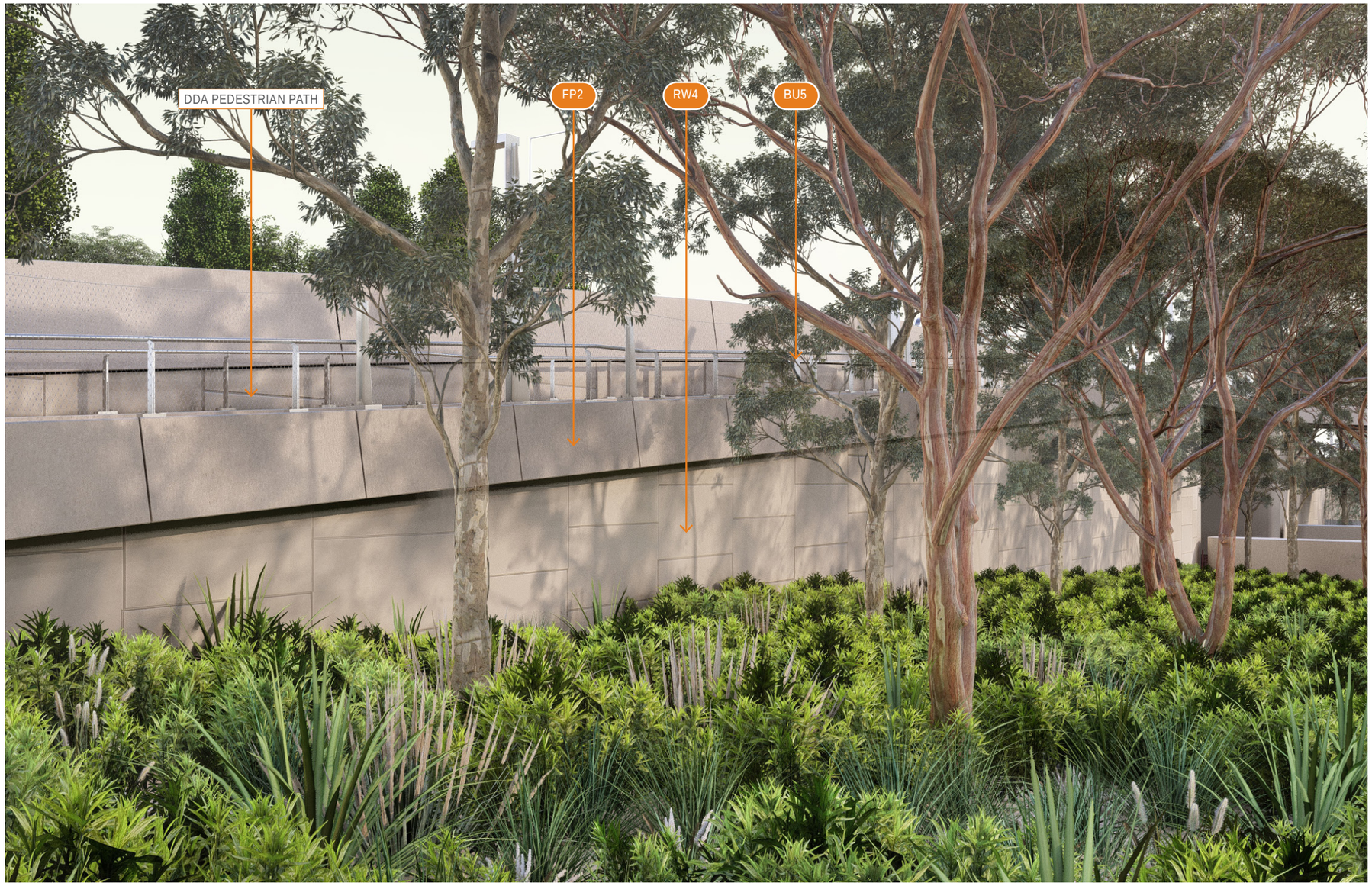


Figure 116: Edmondson Street Bridge and Footbridge - perspective view

7.1.3.6 Privacy Screens

Prvacy screens are incorporated into the bridge to enhance privacy ramps to mitigate overlooking into school from switch back and to increase safety with full height anti throwscreen at switch back.

As a CPTED measure, privacy screens ensure ramps provide a safe and legible journey as well as to guarantee visual cues and sightlines are maintained along pathways and at junctions and corner to mitigate opportunistic crime and anti-social behavior.

Privacy screens also provide an opportunity to incorporate heritage interpretation colours and patterns

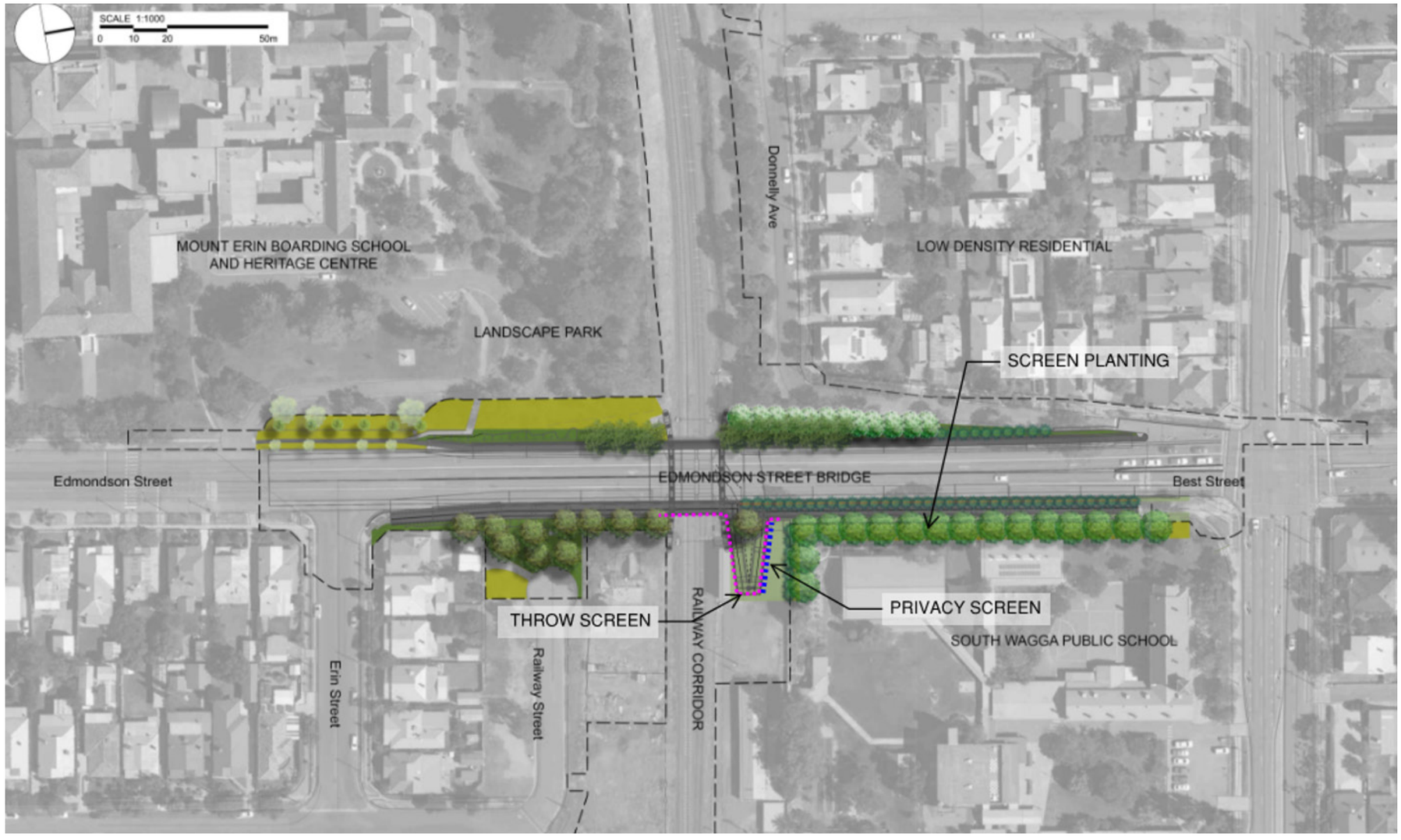


Figure 117: Edmondson Street Bridge and Footbridge - key plan



Figure 118: Edmondson Street Bridge and Footbridge





Privacy Screen

Maintaining privacy is provided at the ramp switch back to adjacent South Wagga Public School, an integrated privacy screen with decorative colour and perforations is adopted at the ramp edges to offer discretion and opportunities of overlooking the school yard without compromising light or spatial quality of the ramp user experience.

Figure 119: Edmondson Street Bridge and Footbridge - privacy screen

User Experience

The privacy screen has been developed to provide dual functionality of minimising overlooking into the school yard at the ramp switchback and to also extended to a height to prevent objects to be cast into the school yard. The privacy screen extends down and terminates above the ramp kerb maintaining a visual slot to enhance CPTED outcomes to provide a visual reference for path users navigating the paths.

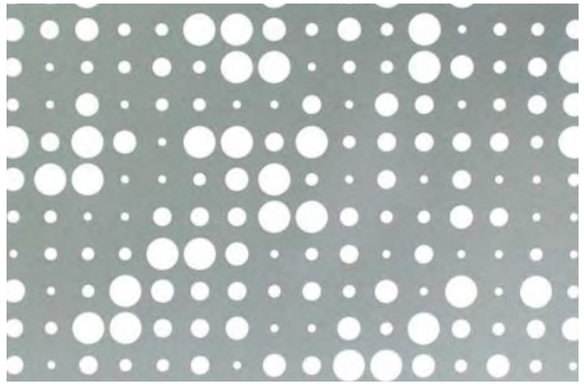
Figure 120: Edmondson Street Bridge and Footbridge - user experience

Materiality

Inspiration:

During consultation with the Aboriginal community in Wagga Wagga, the Eucalyptus green was proposed as a culturally significant colour as suitable for this location. AS Eucalyptus trees are deeply connected to Aboriginal spiritual healing practices and are often burned in smoking ceremonies. This colour was a suitable choice for the overall Wagga Wagga theme of 'Ceremony'.





Material: Aluminium

Perforated Pattern: Circular hole patterns

Transparency: 22% open area/78% solid over the panel

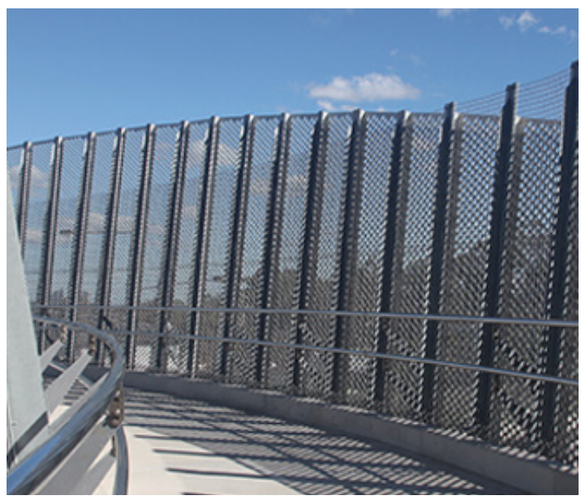


Application: Powdercoating

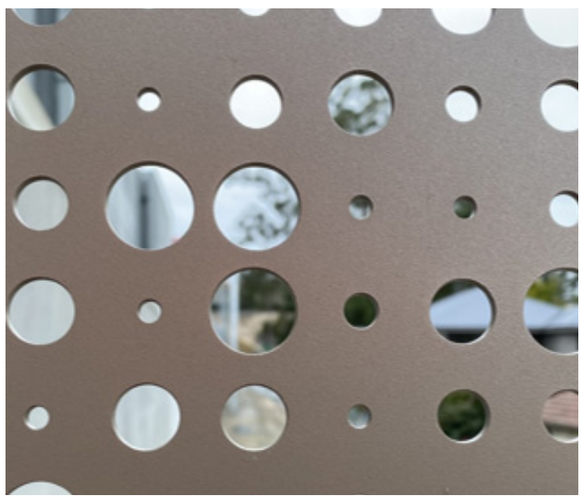
Colour Inspiration: Eycalyptus Leaves

Built Examples

- Level of privacy can be controlled with perforated materials
- Balance between opaque and transparency needs to be considered to suit site context and conditions
- Privacy is controlled at close proximity of the screen to obstruct views, level of transparency can be seen at a distance to maintain CPTED requirements.







7.1.3.7 Edmondson Street Bridge & Footbridge - Elements

Refer to Chapter 8 Details for Kit of Parts.

CODE	DESCRIPTION	FINISH
CD1	CONCRETE RAMP DECK	SLIP RESISTANT BROOM FINISH
HR1	950 HIGH HANDRAIL AND POST	GALVANISED STEEL
HR2	950 HIGH HANDRAIL AND POST ON BRIDGE	GALVANISED STEEL
LT1	STANDARD SAFETY SCREEN POST WITH INTEGRATED LIGHTING	PAINTED POSTS WITH MESH INFILL PANEL AND COLOUR MATCH LIGHT FITTING
LT2	STANDARD SAFETY SCREEN BRIDGE POST WITH INTEGRATED LIGHTING	PAINTED POSTS WITH MESH INFILL PANEL AND COLOUR MATCH LIGHT FITTING
SS1	STRUCTURAL STEEL BEAM - PAINTED	PAINTED METAL STRUCTURAL STEEL - RECESSIVE COLOUR - MIO PAINT SYSTEM
RW1	PRECAST CONCRETE - PAINTED	CLASS 2 - CONCRETE WITH PAINT FINISH FOR ANTI GRAFFITI
CF1	ARTC STANDARD FENCING - CORRIDOR	COLOUR: BLACK POSTS AND CHAINLINK MESH
BU5	1.2 HIGH BALUSTRADE - TENSILE MESH	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS
TH1	FULL HEIGHT SAFETY SCREEN - TENSILE MESH	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS
PS2	PERFORATED ALUINIUM PROVACY SCREEN	POWDERCOATED METAL

Table 11: Edmondson Street bridge and footbridge - elements

7.1.4 Wagga Wagga (Mothers) Footbridge

The Wagga Wagga (Mothers) Footbridge is located adjacent to the Wagga Wagga Railway station, and links the pedestrian Station Place access point in the north, to Railway Street to the south.

The existing footbridge spans over the Main South line at Chainage 521.190km. This existing bridge, which is of concrete construction, and which includes a main span over the rail corridor and access ramps on each side, has inadequate clearance to meet the Inland Rail F2M double stacked rollingstock outline clearance requirement.

The proposed solution is to demolish the existing bridge, which has a vertical clearance of ~5.25m, and construct a new footbridge with a minimum clearance of 7.1m over the Main Line to allow the passage of double stack rail traffic underneath the bridge.

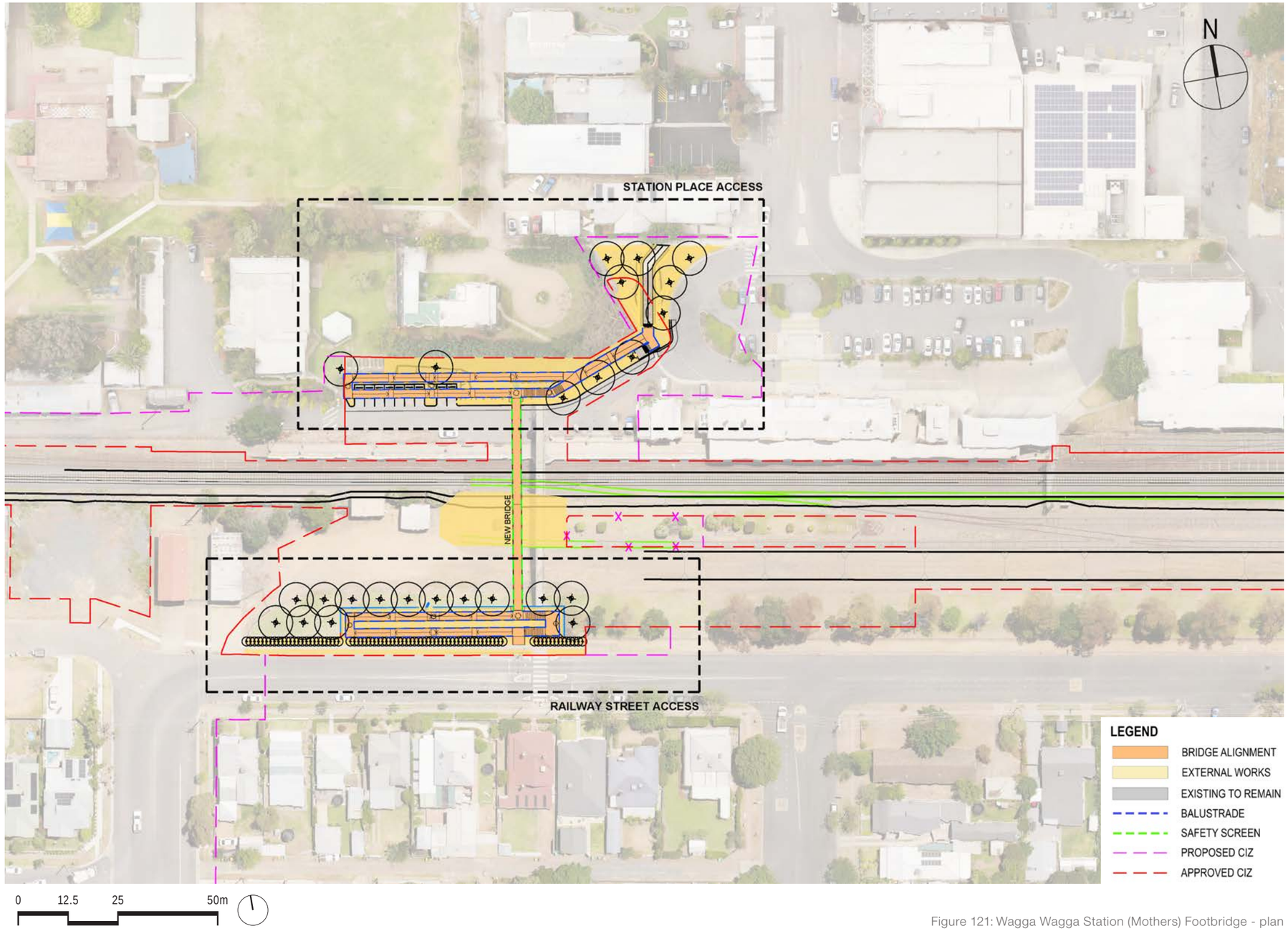


Figure 121: Wagga Wagga Station (Mothers) Footbridge - plan

7.1.4.1 Wagga Wagga (Mothers) Footbridge Principles

CPFP PRINCIPLES	PROJECT PRINCIPLES	WAGGA WAGGA STATION (MOTHERS) FOOTBRIDGE
Enhancing Connected Vibrant Walkable Comfortable	inclusive	The footbridge includes universally accessible DDA-compliant ramps and stairs, with rest points and handrails. Clear circulation paths and passive surveillance improve safety and ease of use. It supports seamless, equitable access between the northern civic precinct and southern residential neighbourhoods across the railway corridor.
	sustainable	Durable materials and modular construction reduce waste and enable long-term efficiency. The use of precast elements and considered landscaping limits site disturbance. Low-maintenance finishes and efficient lighting systems align with sustainability targets while integrating greenery and shade into the station precinct.
	enjoyable	The bridge offers expansive views of the heritage station and surrounds. Landscaping, rest points, and interpretation elements create an engaging journey. Visually open balustrades and a safe, legible path enhance comfort and enjoyment for pedestrians moving between key community, civic, and residential areas.
	connected	The bridge re-establishes critical pedestrian connectivity across the rail corridor, linking Railway Street and the northern station forecourt. It connects key destinations including TAFE, the civic precinct, and nearby schools, ensuring strong links between neighbourhoods, public transport, and Wagga Wagga's town centre.

CPFP PRINCIPLES	PROJECT PRINCIPLES	WAGGA WAGGA STATION (MOTHERS) FOOTBRIDGE
Enduring Safe	efficient	A modular design with shared piers and integrated access systems streamlines construction. Precast components reduce material use and speed up delivery. The structure efficiently accommodates grade changes while supporting rail operations, minimising disruption during installation and long-term maintenance.
	elegant	The footbridge's simple alignment, slim profile, and refined materials provide an elegant civic form. Transparent balustrades and understated colour tones complement the historic railway setting. The architectural language is restrained, allowing the heritage station to remain the visual focal point.
	simple	A direct bridge alignment and consistent structural detailing promote intuitive use. The layout is clear and efficient, with minimal visual clutter. This simplicity supports legibility, accessibility, and a calm public realm, helping people move confidently across the corridor.
	minimise	The bridge adopts a kit-of-parts approach, consolidating structural elements into a unified family of forms. The truss structure maximises span length, reducing the number of piers within the rail corridor. Consistent detailing, modular components, and minimal clutter ensure a refined appearance that respects the precinct's visual and heritage character.

CPFP PRINCIPLES	PROJECT PRINCIPLES	WAGGA WAGGA STATION (MOTHERS) FOOTBRIDGE
Diverse Enhancing Connected Vibrant Walkable	honour and learn	The bridge honours local heritage by maintaining views to the historic station and integrating interpretive elements about Wagga Wagga's rail history. Material choices and landscape cues reflect the precinct's past while supporting opportunities to learn about its transport and civic legacy.
	visual impact	The structure maintains a low visual profile with lightweight elements and subdued colours. Visual transparency, soft landscaping, and shadow relief from fascias reduce dominance. The bridge is visually recessive, respecting the prominence of nearby heritage buildings and civic structures.
	place-specific	The bridge responds to the unique character of the Wagga Wagga Station precinct. Its alignment, scale, and materiality reflect the site's civic and historical importance. Connections to Railway Street and integration with adjacent public spaces support place-making and contextual sensitivity.
	integrated	The bridge integrates pedestrian circulation, station access, and landscape design into a cohesive public realm. Structural and architectural components work in unison, with consistent materials and finishes. Pathways and planting tie into existing networks, ensuring the bridge feels embedded in the local setting.

Table 12: Wagga Wagga Station (Mothers) Footbridge - principles

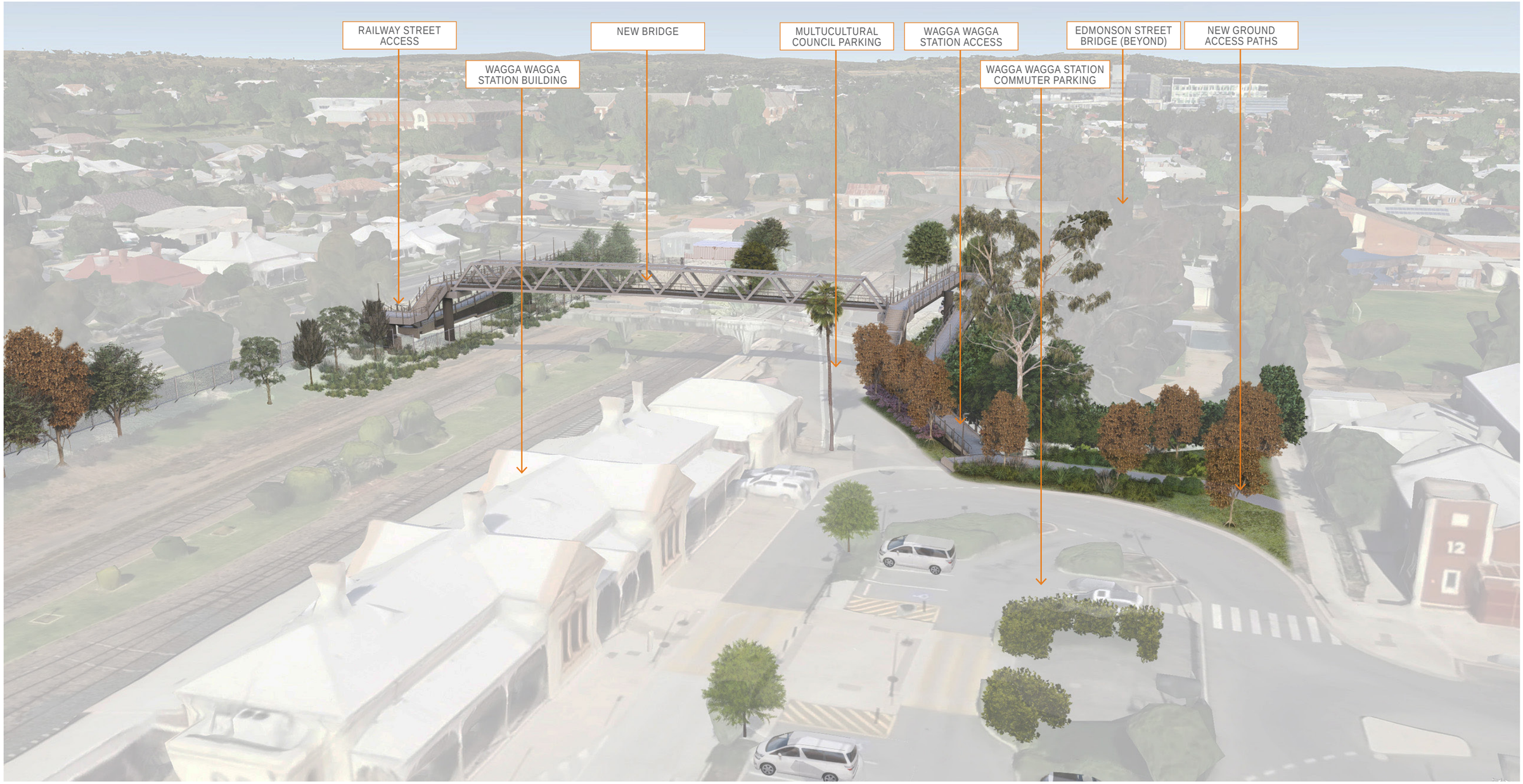


Figure 122: Wagga Wagga Station (Mothers) Footbridge - perspective view



Figure 123: Wagga Wagga Station (Mothers) Footbridge - connection diagram

7.1.4.2 Railway Street Access

The proposed access ramp at Railway Street side is positioned adjacent to Railway Street with the access structure integrates both direct access stairs and accessible ramps with allows for a DDA-compliant and inclusive route to the new pedestrian bridge, ensuring accessibility for all users.

The access is designed with a single entry point leading to the direct stair access to the bridge span and an alternative accessible ramp with a single switch back return, the arrangement allowing for a compact footprint offering choice and convenience.

Landscaping is provided at the base of the ramps to integrate the structure with the streetscape of Railway Street and enhancing the pedestrian experience with shade trees provided to maximise coverage over the ramps allowing for dappled shade.

The overall length of the ramps and stairs has been optimised to achieving the required height transitions to the bridge for the vertical clearance requirements for double stack freight trains.

Key features:

- DDA-compliant access through ramp and stair combination
- Straightforward circulation with a clear, linear path to the bridge
- Sensitive landscaping and retaining walls to manage level changes and improve amenity
- Human-scaled design that promotes visibility, safety, and comfort
- The design ensures a legible, accessible, and contextually responsive transition between the streetscape, residential neighbourhood, station, and new bridge infrastructure.



Figure 124: Wagga Wagga Station (Mothers) Footbridge - Railway Street access - perspective view

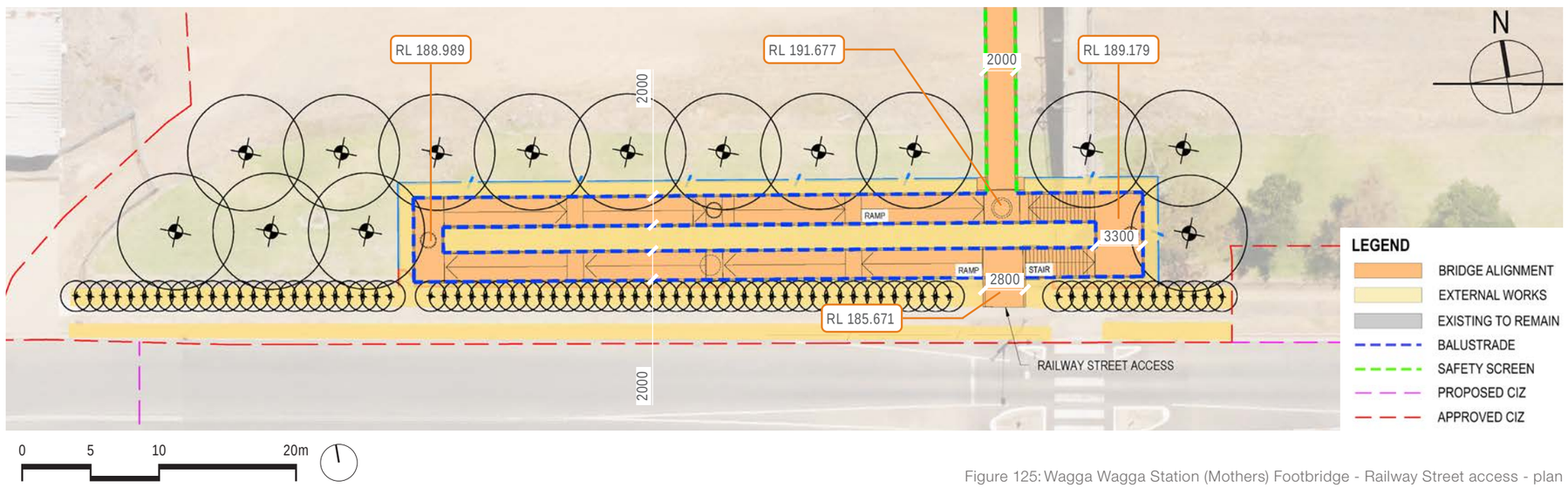


Figure 125: Wagga Wagga Station (Mothers) Footbridge - Railway Street access - plan

7.1.4.3 Wagga Wagga Station (Mothers) Footbridge

The main bridge span at Wagga Wagga Station is designed to provide safe, accessible pedestrian movement across the railway corridor, while accommodating the double stack freight train operational requirements of the rail network. The bridge structure is a Warren Truss, selected for its structural efficiency over long spans and constuctability. It is height elevated to allow adequate vertical clearance for double-stacked freight trains, future-proofing the structure against growing freight rail demands. The truss design ensures visual lightness and transparency, supporting a more open and inviting user experience while maintaining robustness.

Design Composition

The alignment of the bridge maintains a similar location of existing station bridge which ties in with the symmetrical access ramps on the Railway Street Side and Wagga Station Side, the bridge design has carefully detailed terminations that transition to the bottom chord of the truss to integrate with the adjacent ramps structures. The bridge elements have been developed to maintain lightness and visual transparency for the bridge users with safety screen materials which are visually transparent to ensure CPTED principles integrated with the overall design. The bridge truss and its articulate provides a sense of order and rhythm with its built form as it spans over the railway corridor.

User Experience and Accessibility

The design is DDA compliant, ensuring inclusive access for all users with a straight, legible route across the tracks, enhancing wayfinding. Safety is supported by clear sightlines, visually permeable safety screens, and width to support two way pedestrian movements.

This bridge serves as both a practical piece of transport infrastructure and a respectful architectural response to its heritage-rich setting within the Wagga Wagga Station precinct.



Figure 126: Wagga Wagga Station (Mothers) Footbridge - perspective view

Internal Pedestrian Experience

The bridge's internal walkway is designed to create a light, open and inviting environment for users. The key design feature is the integration of tensile mesh infill along the truss structure, which offer maximum visual transparency, enhancing openness and safety by maintaining clear sightlines to the surroundings and uninterrupted views of the Wagga Wagga railway precinct and wider landscape on railway street and the station precinct, providing a pedestrian journey with a strong visual connection to Wagga Wagga Station and their desire lines.

A shaded structure overhead increases pedestrian amenity with the shade structure made from pre-finished metal panels which will be influence by the Aboriginal cultural narrative providing comfort through dappled shade without compromising light or visibility.

Together, these elements support a visually porous and user-friendly experience, where commuters and visitors alike can feel safe, comfortable and engaged with their environment.

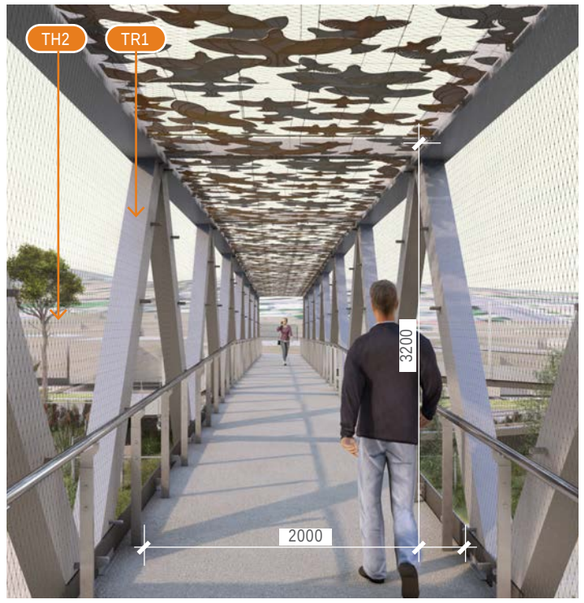


Figure 128: Wagga Wagga Station (Mothers) Footbridge - internal elevation

Pier and Headstock Design

The bridge is supported by circular piers with an concrete headstocks integrated with the access landings which is shaped to reduce the perceived mass of the structure. Design characteristics include:

Circular pier profiles, which present a softer and more sculptural form, reducing visual dominance within the open rail corridor landscape and the streetscape.

Concrete headstock, integrated with the access ramp landings to minimise visual bulk and refined structural design.

The alignment of truss chords above the piers is tapered down transitions, reinforcing the bridges main span over the railway corridor and to provide a cohesive bridge appearance with its adjacent access structures

This combination of detailing and structural design results in an low-impact pier that complements both the railway context and the functional infrastructure of the bridge site.



Figure 129: Wagga Wagga Station (Mothers) Footbridge - bridge pier and headstock

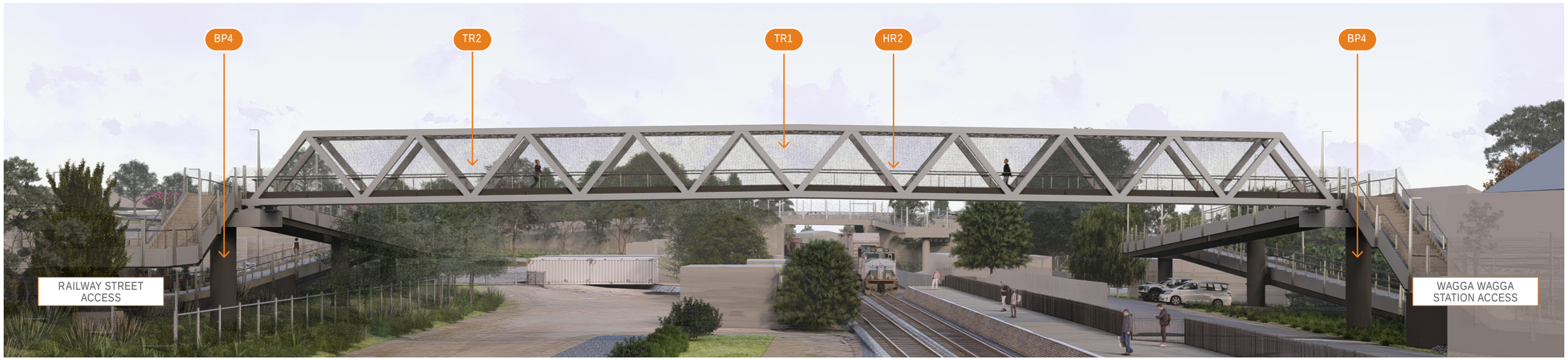


Figure 127: Wagga Wagga Station (Mothers) Footbridge - elevation

7.1.4.4 Wagga Wagga Station Access

The access ramp at Wagga Wagga Station side provides a connection between the station precinct and the new pedestrian bridge. Positioned adjacent to and set back from the railway platform, the access integrates direct stair and ramp connections to create a universally accessible route for all users, including those requiring DDA-compliant access.

The access is defined by a single entry point on the primary path, leading to both a direct stair connection and switchback ramp. This arrangement offers flexibility and space efficiency, allowing for choice in movement and a compact footprint.

The ramp geometry has been designed to meet the vertical clearance required for double-stacked freight trains, while ensuring the ramps remain user-friendly and inviting. Overall structure has been designed to transition seamlessly between the station environment and new bridge gradually increasing in height away from the Wagga Wagga Station Buildings to preserve the heritage character of the station precinct.

Key Design Elements:

- **Universal access:** DDA-compliant ramp and stair connection.
- **Linear circulation:** Clear, direct alignment to the bridge enhances legibility.
- **Landscape integration:** Retaining walls and planting manage level changes and provide visual relief.
- **Human-scaled design:** Prioritises comfort, safety, and visibility.
- **Contextual response:** Ensures a smooth transition between station, and infrastructure.

This access solution prioritises usability, safety, and local character, enhancing the experience for all pedestrians moving through the Wagga Wagga Station Precinct.



Figure 130: Wagga Wagga (Mothers) Footbridge station access - perspective plan

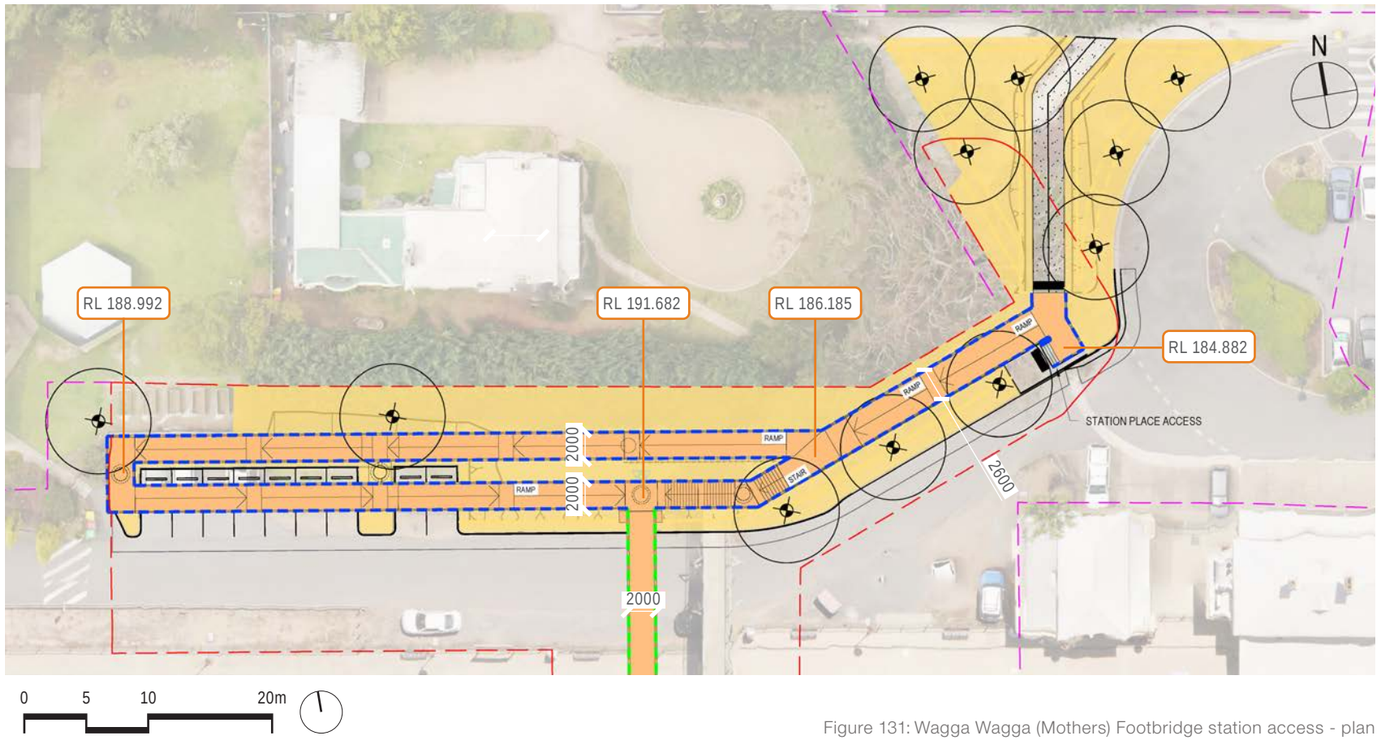


Figure 131: Wagga Wagga (Mothers) Footbridge station access - plan



Figure 132: Wagga Wagga Station (Mothers) Footbridge

7.1.4.5 Wagga Wagga (Mothers) Footbridge - Elements

Refer to Chapter 8 Details for Kit of Parts.

CODE	DESCRIPTION	FINISH
CD1	CONCRETE RAMP DECK	SLIP RESISTANT BROOM FINISH
CP1	COMPOSITE LIGHTWEIGHT BRIDGE DECK PANELS	SLIP RESISTANT FINISH IN LIGHT GREY COLOUR TO MATCH CONCRETE
TH2	FULL HEIGHT TRUSS BRIDGE SAFETY SCREEN INFILL - TENSILE MESH	STAINLESS STEEL MESH INFILL FIXED TO STRUCTURE
FP1	DECORATIVE METAL FACIAL PLATE	PAINTED STEELWORK
HR1	950 HIGH HANDRAIL AND POST	GALVANISED STEEL
HR2	950 HIGH HANDRAIL AND POST ON BRIDGE	GALVANISED STEEL
LT1	STANDARD SAFETY SCREEN POST WITH INTEGRATED LIGHTING	PAINTED POSTS WITH MESH INFILL PANEL AND COLOUR MATCH LIGHT FITTING
LT3	TRUSS BRIDGE LIGHTING	PROPRIETARY - COLOUR MATCH LIGHT FITTING
BP3	STEEL BRIDGE PIER - SHARED CENTRAL PIER	PAINTED METAL STRUCTURAL STEEL - RECESSIVE COLOUR - MIO PAINT SYSTEM
BP4	CONCRETE BRIDGE PIER - CIRCULAR FORM WITH INTEGRATED LANDING HEADSTOCK	CLASS 2 - CONCRETE -NATURAL CONCRETE
BP7	STEEL BRIDGE PIER - INTEGRATED WITH MID LANDING STRUCTURE	PAINTED METAL STRUCTURAL STEEL - RECESSIVE COLOUR - MIO PAINT SYSTEM
SS1	STRUCTURAL STEEL BEAM - PAINTED	PAINTED METAL STRUCTURAL STEEL - RECESSIVE COLOUR - MIO PAINT SYSTEM
RW1	PRECAST CONCRETE - PAINTED	CLASS 2 - CONCRETE WITH PAINT FINISH FOR ANTI GRAFFITI
CF1	ARTC STANDARD FENCING - CORRIDOR	COLOUR: BLACK POSTS AND CHAINLINK MESH

Table 13: Wagga Wagga Station (Mothers) footbridge - elements

7.1.5 Kemp Street Bridge and Footbridge

The Kemp Street Bridge is located in the town of Junee, connecting Ducker Street in the east to Olympic Highway and Seignior Street to the west.

The existing Kemp Street Bridge spans over Edgar Street and the Main South line across Junee Yard. This bridge, which is of steel construction, has inadequate clearance for the Inland Rail F2M double stacked rollingstock outline.

The proposed solution is to demolish the existing bridge and construct a new bridge with a clearance of 7.1m over the Main Line to allow the passage of double stack rail traffic underneath the bridge. The pedestrian footpath is to be located on the road bridge from the western end of the bridge, and then extend north after crossing the tracks, tying into the intersection of Edgar Street and Hill Street.

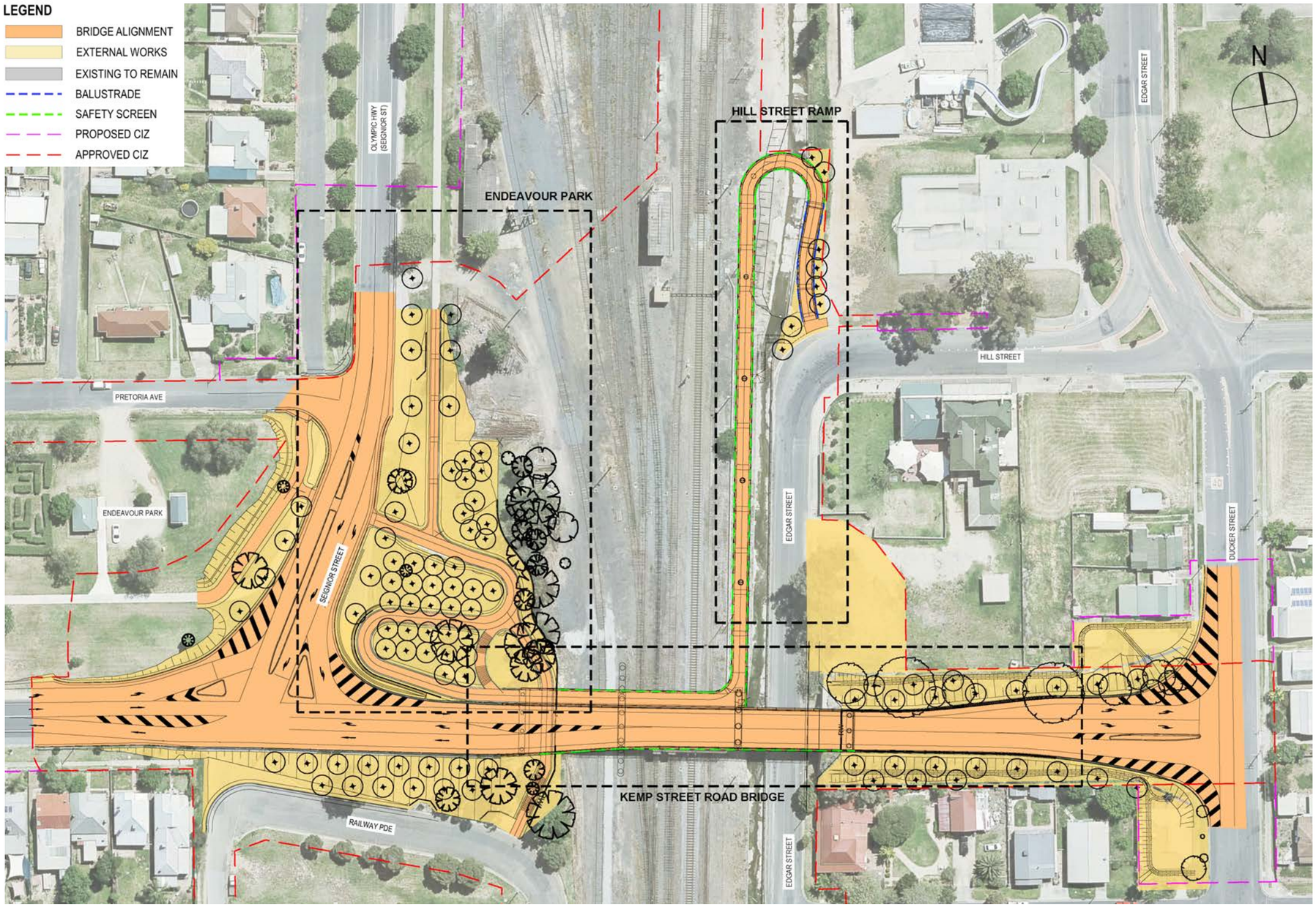


Figure 133: Kemp Street Bridge and Footbridge - plan

7.1.5.1 Kemp Street Bridge and Footbridge Principles

CPFP PRINCIPLES		PROJECT PRINCIPLES	KEMP STREET BRIDGE AND FOOTBRIDGE
Enhancing	Vibrant	inclusive	Universal access is embedded through DDA-compliant footpaths, graded ramps, handrails, and safe crossings. The surrounding landscape reinforces this inclusivity with legible paths, tree shaded footpaths, rest points, and generous open space edges—ensuring all users can move comfortably and confidently between neighbourhoods, across the bridge, and into the Junee centre.
		sustainable	The design prioritises longevity and low impact through modular and repeatable components to reduced material use. Surrounding landscapes incorporate native planting and passive irrigation, supporting biodiversity and stormwater performance. Together, the design delivers long-term environmental resilience with minimal maintenance and a sensitive response to site conditions.
	Comfortable	enjoyable	Pedestrian paths with transparent safety screens offers comfort, views, and protection. This experience extends into surrounding landscaped areas with canopy trees, seating, and planted embankments—creating moments of pause and making the bridge crossing an integrated and pleasant part of daily movement through the neighbourhood.
		connected	The bridge re-establishes a key east–west vehicle connection across the railway, linking Kemp and Edgar Streets. New pedestrian pathways provide direct access to the Junee Civic and Recreational Centre, skate park, and schools—enhancing walkability and reconnecting previously divided areas through clear, accessible, and community-serving infrastructure.
Connected	Walkable		
Enduring	Safe	efficient	The bridge structure uses precast elements and reinforced soil embankments to streamline construction, reduce material use, and minimise disruption to rail operations. The landscape is designed for ease of maintenance with resilient planting, natural grade transitions, and functional public space.
		elegant	The bridge's clean lines, integrated piers, and shadow-casting parapets give it a composed quality. The landscape reinforces this elegance through rhythmic tree planting, restrained materials, and flowing paths.
		simple	The design provides a clear structural alignment, unified detailing, modular and consistent materials. This simplicity with direct path and alingment supports ease of use and navigation while allowing the bridge seamlessly integrate with the local context.
		minimise	A family of consistent elements—parapets, blade piers, barriers—reduces visual complexity. The kit-of-parts approach streamlines construction and minimises structural clutter. Repetition and simplicity across bridge and footpath components allow the design to blend with its surroundings, while adjacent landscape treatments soften transitions and further reduce perceived bulk.
Diverse	Vibrant	honour and learn	Interpretive and cultural opportunities are embedded within the surrounding landscape, using native plant species, reuse of exisitng hertiage lighting and matieals in seating, and integrated signage to reflect local stories and connection to place encouraging reflection while passing through.
		visual impact	A recessive colour palette, fine detailing, and clean form reduce the bridge's visual dominance. Surrounding greenery, canopy trees, and layered vegetation help frame and visually contain the structure. This integrated approach allows the bridge sits lightly in its environment and enhances rather than disrupts the local streetscape.
Enhancing	Walkable	place-specific	The bridge responds to local needs by establishing direct pedestrian access across the rail corridor with connections to the Junee civic and recreational buildings, skate park, and school. The surrounding landscape reinforces this connectivity, enhancing movement patterns of the local community
Connected		integrated	Structural, pedestrian, roacd and landscape elements are designed as one system. Bridge edges flow into planted embankments and walkable public space, while materials and levels remain coordinated. The result is a seamless interface between infrastructure and place, where users move effortlessly through a unified and coherent public environment.

Table 14: Kemp Street bridge and footbridge - principles

7.1.5.2 Kemp Street Bridge

The Kemp Street Bridge establishes an enhanced piece of infrastructure that significantly improves local connectivity and accessibility across the railway corridor in Junee. The design introduces a combined road and pedestrian bridge that enables safe and efficient use for vehicles, and pedestrians. Replacing the existing bridge, it reinstates and upgrades a vital connection between residential neighbourhoods and the town's civic and recreational precincts—including the Junee Skate Park, public pool, Junee Public School, and the broader train station precinct.

Access is supported by linear, DDA-compliant ramps that provide a gentle gradient and seamless integration with the surrounding public domain. These ramps are framed within a landscaped setting, offering a green and welcoming entry experience for all users. On the eastern side, landscaped access paths connect the bridge with the realigned Olympic Highway and integrate with Endeavour Park, allowing the new green infrastructure to act as an extension of the park and contribute to Junee's wider green network.

The bridge also spans an existing stormwater channel at Hill road, with DDA-compliant ramps providing the main pedestrian circulation which follow desire lines toward the bridge, provision has also been made for a future direct stair connection—identified in Section 9.4.3—which will further improve legibility and user choice, offering a more direct link and increasing movement efficiency across the site.

Overall, the Kemp Street Bridge and Footbridge design aims to delivers a legible, inclusive and integrated urban response that strengthens Junee's neighbourhood-to-neighbourhood connections that reinforces the structure and identity of the town.

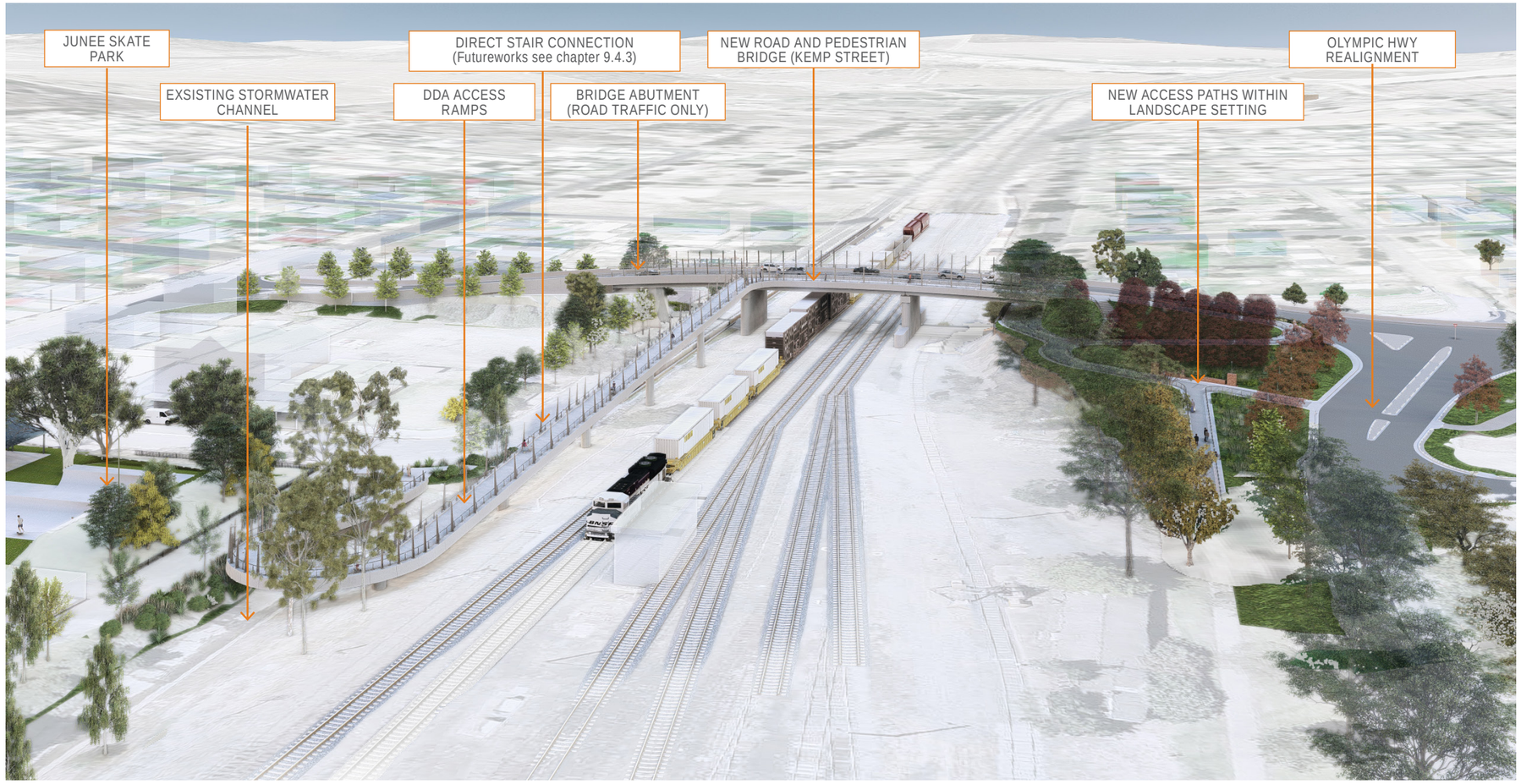


Figure 134: Kemp Street Bridge and Footbridge - perspective view

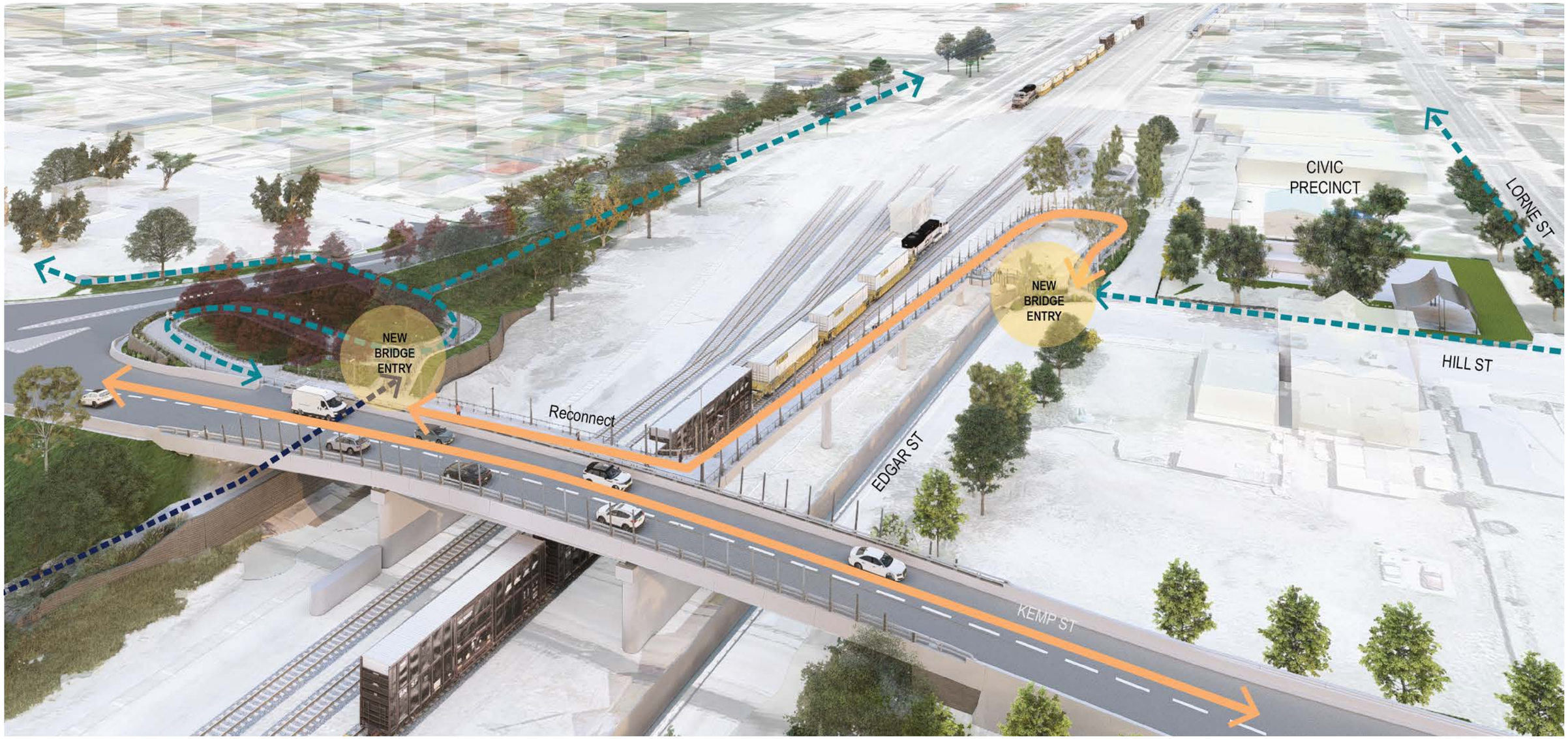


Figure 135: Kemp Street Bridge and Footbridge - connection diagram

7.1.5.3 Hill Street Pedestrian Ramps

The Hill Street pedestrian ramps are a key part of the Kemp Street Bridge design, linking the neighbourhood to Junee's civic destinations such as the public pool, skate park, school, and railway precinct.

The design provides a generous and visible pathway between Hill Street and these community facilities, supported by gently curved ramps that follow pedestrian desire lines and integrate sensitively into the surrounding streetscape.

As part of the future works provision (see chapter 9.4.3), a direct stair connection is proposed adjacent to the ramp at a central node, offering an alternative path to improve legibility and user choice.

The pedestrian environment is supported by landscaped areas at the base of the ramps that provide shade and soften the infrastructure's appearance, ensuring the route remains welcoming and comfortable.

The bridge structure adopts an integrated design approach, with concrete parapet fascias concealing the depth of the steel superstructure and integrated circular piers without headstocks are adopted to reduce visual mass.

Visually permeable safety screens ensure compliance with rail corridor standards while preserving views and maintaining a sense of openness across the bridge. Overall, the design aims to delivers a cohesive, and civic-minded infrastructure response to the local context of the Junee township.

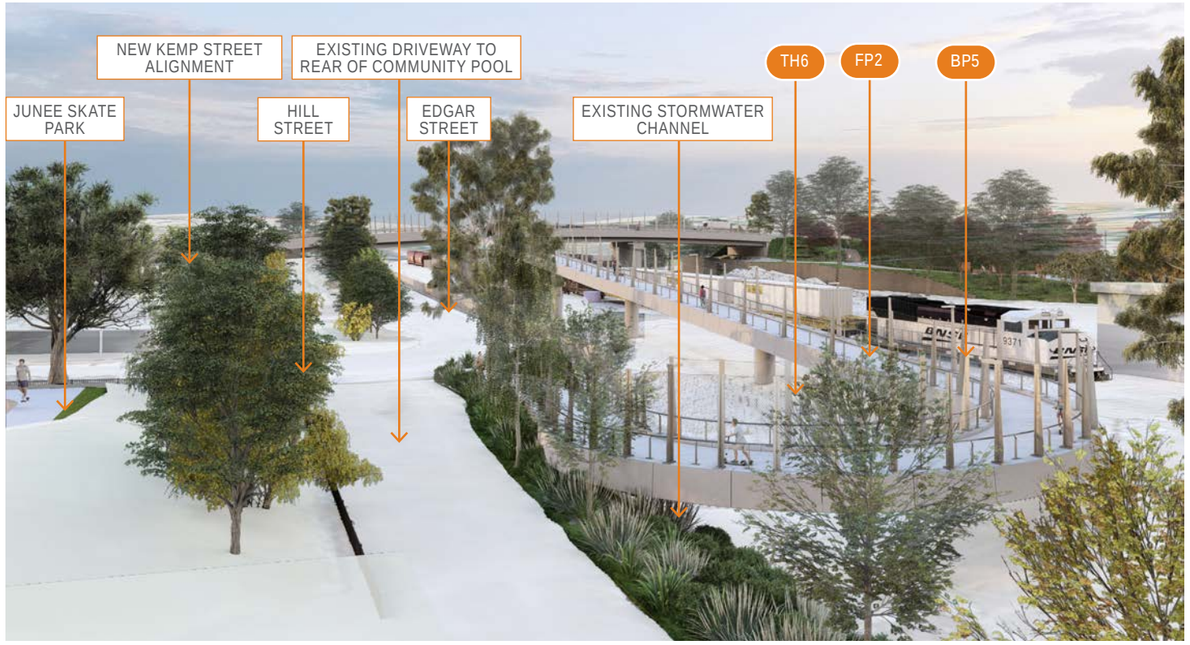


Figure 136: Hill Street Pedestrian ramps - perspective view

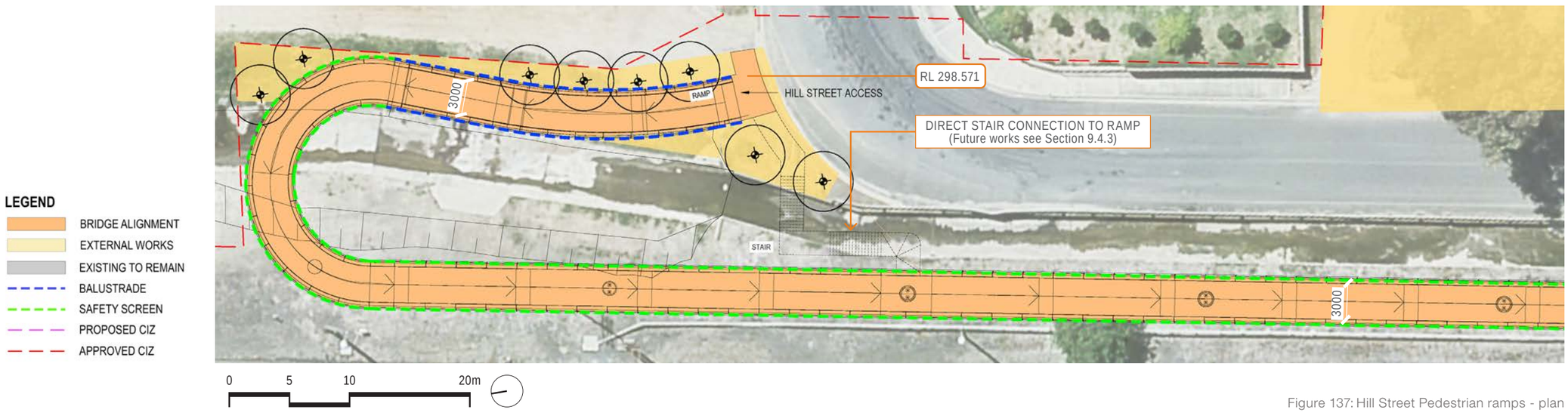


Figure 137: Hill Street Pedestrian ramps - plan



Figure 138: Hill Street Pedestrian ramps to Kemp Street Bridge - perspective view



Figure 139: Hill Street Pedestrian ramps to Kemp Street Bridge - perspective view

7.1.5.4 Kemp Street Road Bridge

The Kemp Street Road Bridge provides vehicular connection over the railway corridor and Edgar Street, with the new bridge restoring east-west access across Junee. The bridge has been designed with increased vertical clearance to accommodate double-stacked freight trains, ensuring long-term operational compatibility with the freight network.

The superstructure of the bridge is concrete Super-T girders with concrete traffic barriers with extended parapets that maintain a continuous and linear edge expression, visually reducing the structural bulk and enhancing the simplicity of the bridge profile.

The bridge is supported by two concrete blade piers with rounded edges, offering a softened visual presence that complements the adjacent circular piers used in the pedestrian ramp structures. This cohesive language between vehicle and pedestrian elements strengthens the visual continuity of the overall bridge form.

Safety screens are installed on both sides of the roadway, sharing a consistent and visually permeable design aesthetic with the pedestrian safety screens to ensure safety without compromising openness or sightlines.

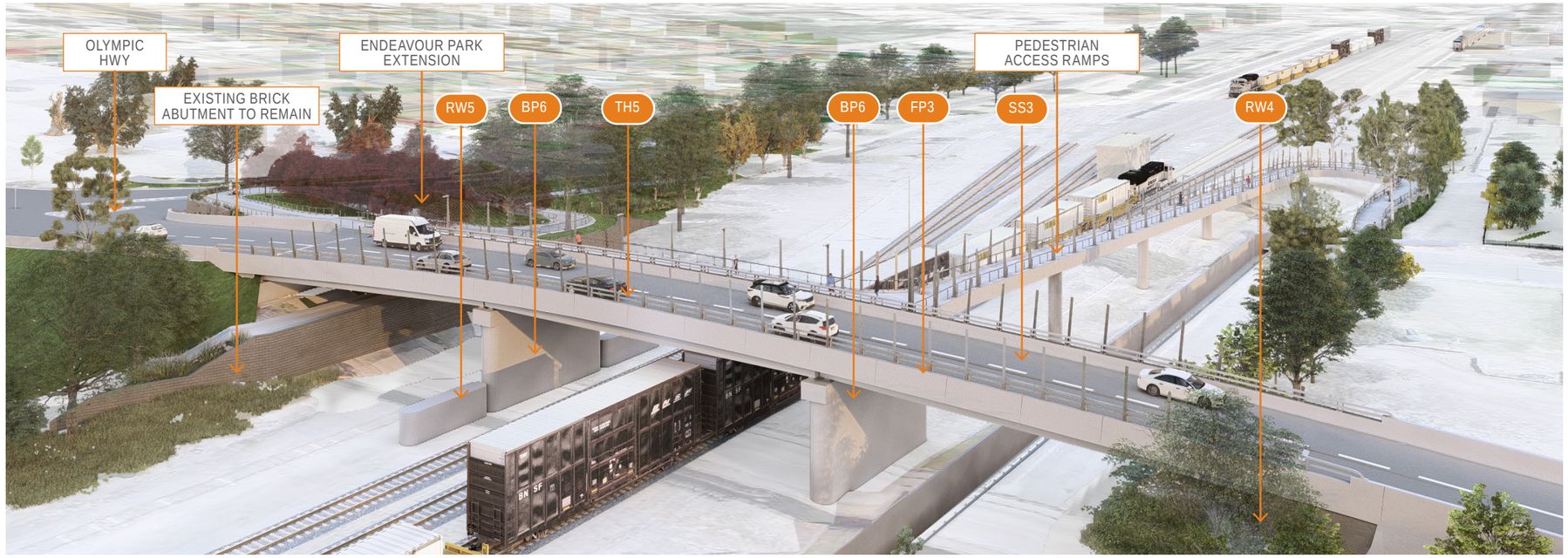


Figure 140: Kemp Street Bridge and Footbridge - perspective view

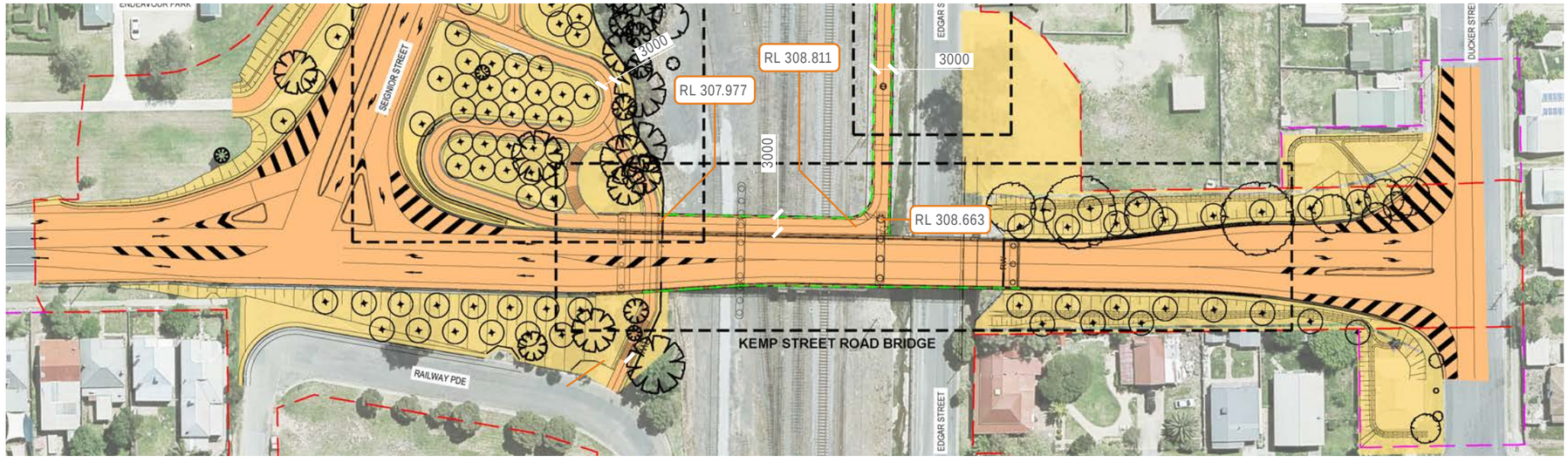


Figure 141: Kemp Street Bridge and Footbridge - plan

Pedestrian Journey

The walkway consists of full-height safety screens, which provide essential protection while maintaining visual permeability and open views toward the surrounding landscape. A continuous handrail system enhances accessibility and supports users of all mobility levels. The pathway is physically separated from the adjacent roadway by concrete performance barriers, ensuring a clear division between pedestrian and vehicle zones.

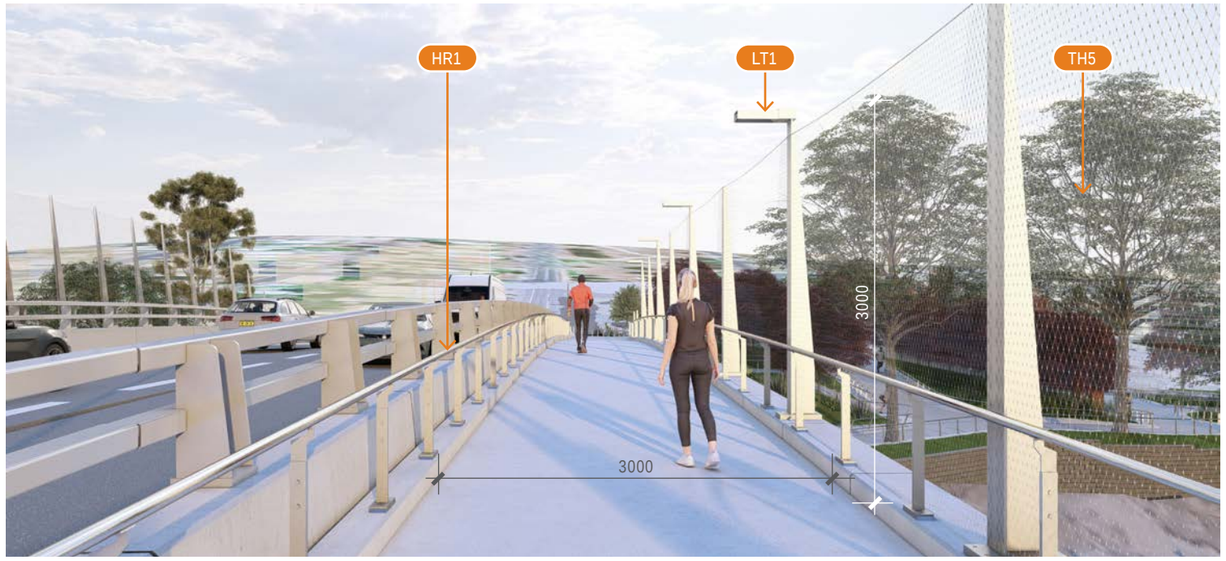


Figure 142: Kemp Street Footbridge - internal perspective view

Ducker Street Abutments

The Ducker Street abutments are constructed with precast concrete panels used for the reinforced soil retaining walls along the road alignment. The continuity of the bridge barriers at the abutments ensures a consistent linear edge expression from the bridge spans over the railway through to ground level, reinforcing the linear nature of the structure. The concrete parapet design introduces a shadow line, helping to visually reduce the perceived bulk of the bridge abutment when viewed from the surrounding neighbourhood, and contributing to a more refined, recessive profile within the streetscape. Landscaping treatments are introduced at the base of the abutments to soften the interface with adjacent properties and contribute to the landscape character of the Junee Shire.



Figure 143: Kemp Street Footbridge - perspective view

7.1.5.5 Endeavour Park - Entrance

The Endeavour Park entrance has been designed to offer at grade access to the Kemp Street Bridge and enhances accessibility between Endeavour Park and the Olympic Highway, offering a shaded, meandering pedestrian link to the bridge. The design lifts the ground profile to tie in with the new bridge and create a smooth, accessible connection across the site.

The path gently ascends through an open landscape framed by tree plantings, guiding users towards the bridge via a series of accessible routes that cater to both active movement and passive rest. The landscape typology includes an orchard of blossom trees and eucalyptus that frame Endeavour Park and provide seasonal interest, colour, and shade. This is set within a natural grassland meadow to reflect the southwestern slopes character.

A retaining wall along the eastern path edge protects existing eucalypts, while the native shrub and grass planting along the rail corridor reinforces a naturalistic transition zone.

A key feature of this space is a heritage rest area, incorporating seating walls, heritage lighting, and salvaged brick paving, which celebrate the site's railway legacy and reinforce the cultural identity of Junee.

Altogether, the entrance forms a highly legible and layered public space that is functional, inclusive, and interpretive.

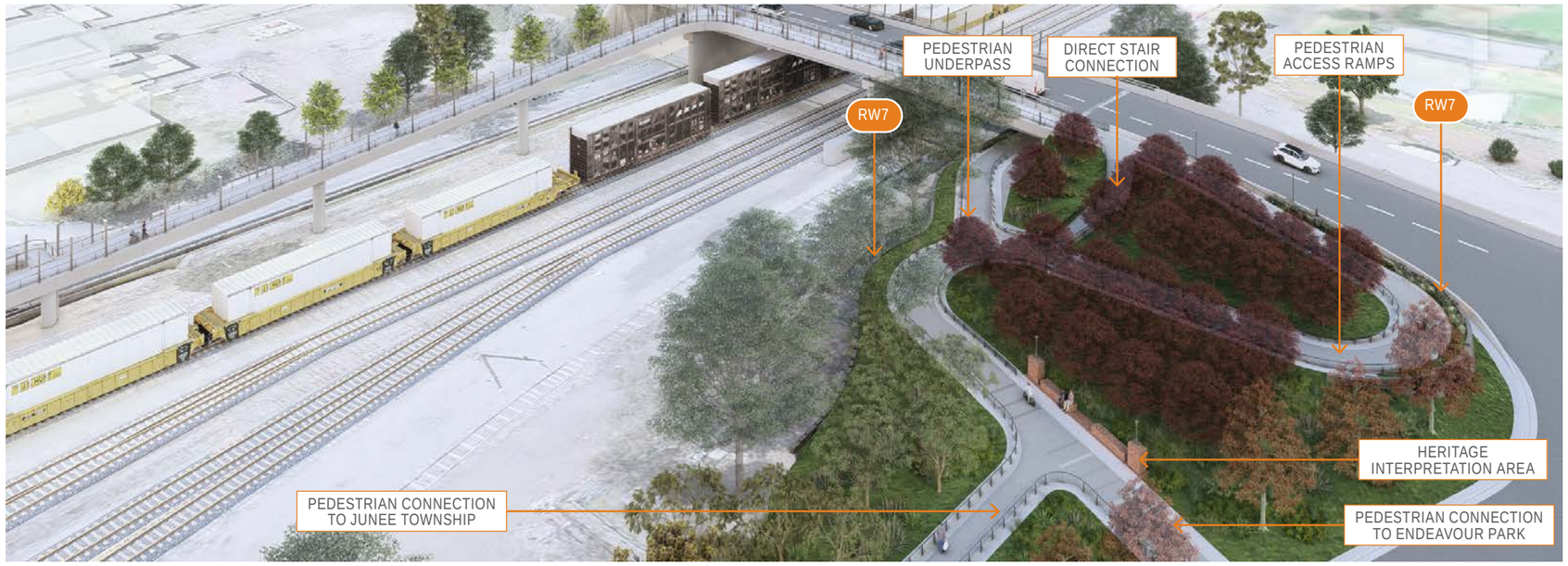


Figure 144: Endeavour Park entrance - perspective view

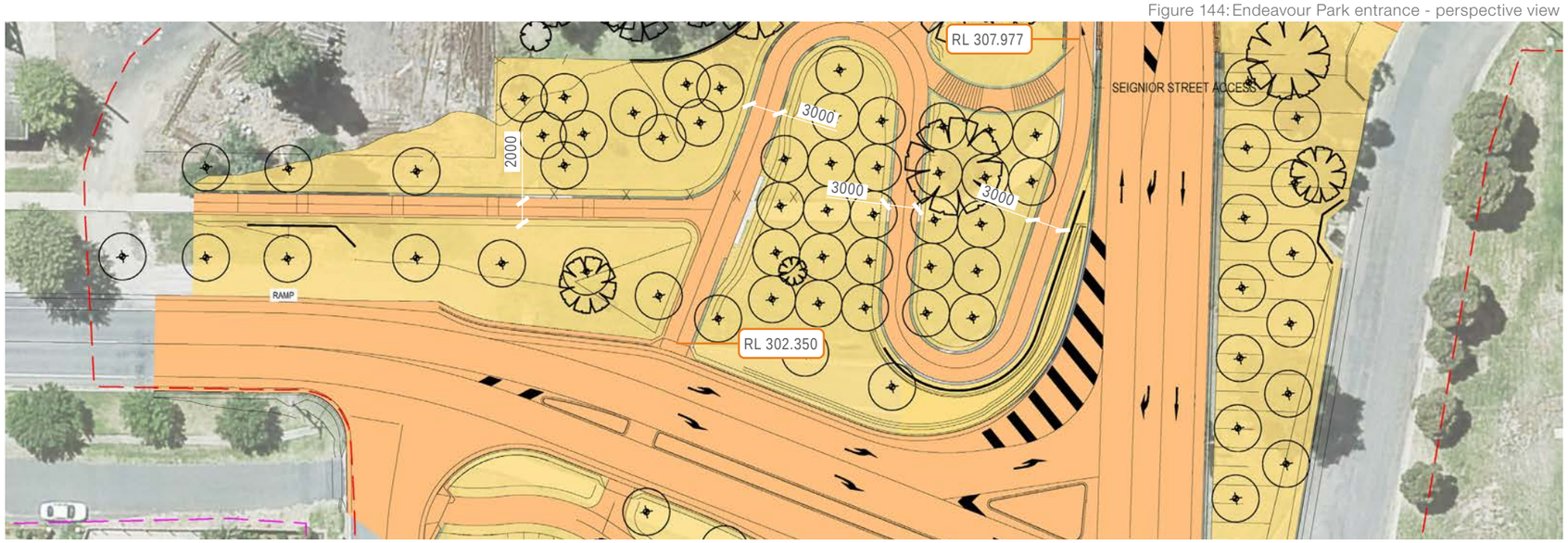


Figure 145: Endeavour Park entrance - plan



Figure 146: Endeavour Park entrance - perspective view

Endeavour Park - Heritage Interpretation

The reconstructed bridge lighting and brick plinths are relocated to the park adjacent to the footpaths with the addition of a new brick bench which use salvaged materials and is laid in a herringbone and header courses patterns.

The heritage light fixtures are mounted on their existing brick pedestals and add a distinctive civic character and contribute to a sense interpretation and along the journey.

Interpretive inlays embedded within the path pavement enhances the user experience by sharing stories of the area's rail history.



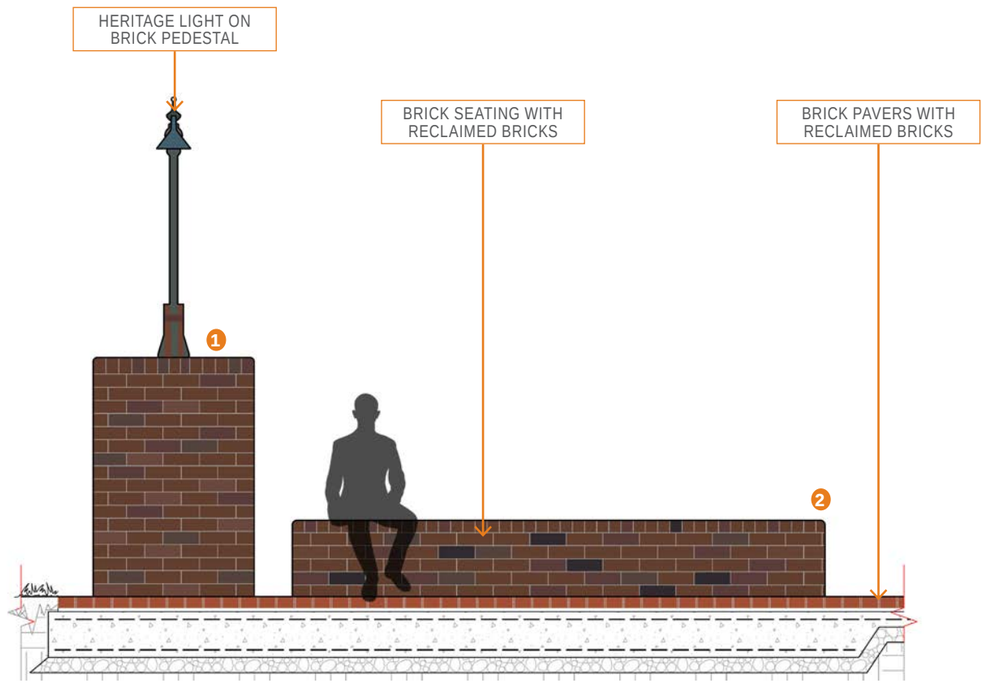


Figure 147: Endeavour Park entrance - heritage light and seating elevation

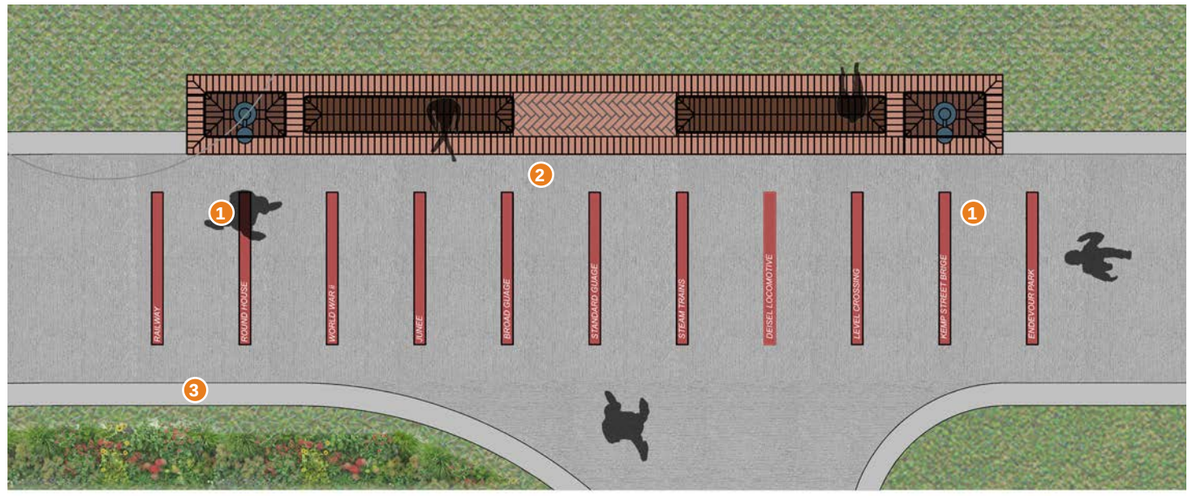


Figure 148: Endeavour Park entrance - heritage interpretation plan



Figure 149: Endeavour Park entrance - heritage interpretation perspective view

7.1.5.6 Kemp Street Bridge and Footbridge - Elements

Refer to Chapter 8 Details for Kit of Parts.

CODE	DESCRIPTION	FINISH
CD1	CONCRETE RAMP DECK	SLIP RESISTANT BROOM FINISH
TH5	FULL HEIGHT BRIDGE SAFETY SCREEN INFILL - TENSILE MESH - ON BARRIER	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS
BU5	1.2 HIGH BALUSTRADE - TENSILE MESH - ON CONCRETE FACIA	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS
FP2	DECORATIVE CONCRETE FACIA WITH PARAPET	CLASS 2 - CONCRETE -NATURAL CONCRETE
FP3	CONCRETE ROAD BARRIER WITH PARAPET	CLASS 2 - CONCRETE -NATURAL CONCRETE
HR1	950 HIGH HANDRAIL AND POST	GALVANISED STEEL
HR2	950 HIGH HANDRAIL AND POST ON BRIDGE	GALVANISED STEEL
LT1	STANDARD SAFETY SCREEN POST WITH INTEGRATED LIGHTING	PAINTED POSTS WITH MESH INFILL PANEL AND COLOUR MATCH LIGHT FITTING
LT2	STANDARD SAFETY SCREEN BRIDGE POST WITH INTEGRATED LIGHTING	PAINTED POSTS WITH MESH INFILL PANEL AND COLOUR MATCH LIGHT FITTING
LT4	STREET LIGHTING FIXED TO BRIDGE	PROPRIETARY LIGHT FITTING ON GALVANISED STEEL POLE
LT5	PATH LIGHTING FIXED TO BRIDGE	PROPRIETARY LIGHT FITTING ON PAINTED STEEL POST
BP5	INTEGRAL STEEL BRIDGE PIER	CLASS 2 - CONCRETE - NATURAL CONCRETE
BP6	CONCRETE BLADE PIER	CLASS 2 - CONCRETE - NATURAL CONCRETE
SS3	CONCRETE SUPER T GIRDER	CLASS 2 - CONCRETE - NATURAL CONCRETE
SS4	STEEL BOX GIRDER	PAINTED METAL STRUCTURAL STEEL - RECESSIVE COLOUR - MIO PAINT SYSTEM
RW4	PRECAST CONCRETE REINFORCED SOIL WALL - PAINTED	CONCRETE WITH PAINT FINISH FOR ANTI GRAFFITI
RW5	CONCRETE RETAINING WALL / DEFLECTION WALL	CLASS 2 - CONCRETE -NATURAL CONCRETE
RW7	KEYSTONE GRAVITY RETAINING WALL	INTEGRAL COLOURED CONCRETE WITH SPLIT FACE UNITS
CF1	ARTC STANDARD FENCING - CORRIDOR	COLOUR: BLACK POSTS AND CHAINLINK MESH

Table 15: Kemp Street bridge and footbridge - elements

7.2 Landscape Design

7.2.1 Albury Station Footbridge

Albury Station Footbridge is located at Albury Station and links the existing TfNSW-owned bridge over the Hume Highway in the east, with Railway Place in the west. Interface works associated with the footbridge upgrades provides ramped access which ties into the existing shared paths connections and landscaped corridor on the eastern bridge approach at Kenilworth Street, and west at Railway Place.

The landscape strategy adopted is one focused on reducing the impact of the structural intervention of the ramps and bridge on the adjoining residential and station precincts. While an existing structure exists to provide this connection, the extent and nature of the proposed changes alters the existing relationship of the bridge and its connections to their surroundings, through the introduction of new structures to facilitate the establishment of an accessible path of travel across the corridor.

The implementation of the revegetation and planting works is consistent with TfNSW Landscape Design Guide and is to be undertaken in accordance with TfNSW R178 and R179 :

- A 75mm - 100mm mulch layer, over topsoil over a cultivated subgrade.
- Groundcovers are planted as tubestock at 6/m^2 and shrubs are planted at 1.5 plants/m^2.

Species are responsive to the climatic conditions and reflects plants which are occurring within the general proximity of the site to ensure a contextual link.

The bridge structure comprises two sides and a central rest point each of which have differing identities and functions:

Kenilworth Street

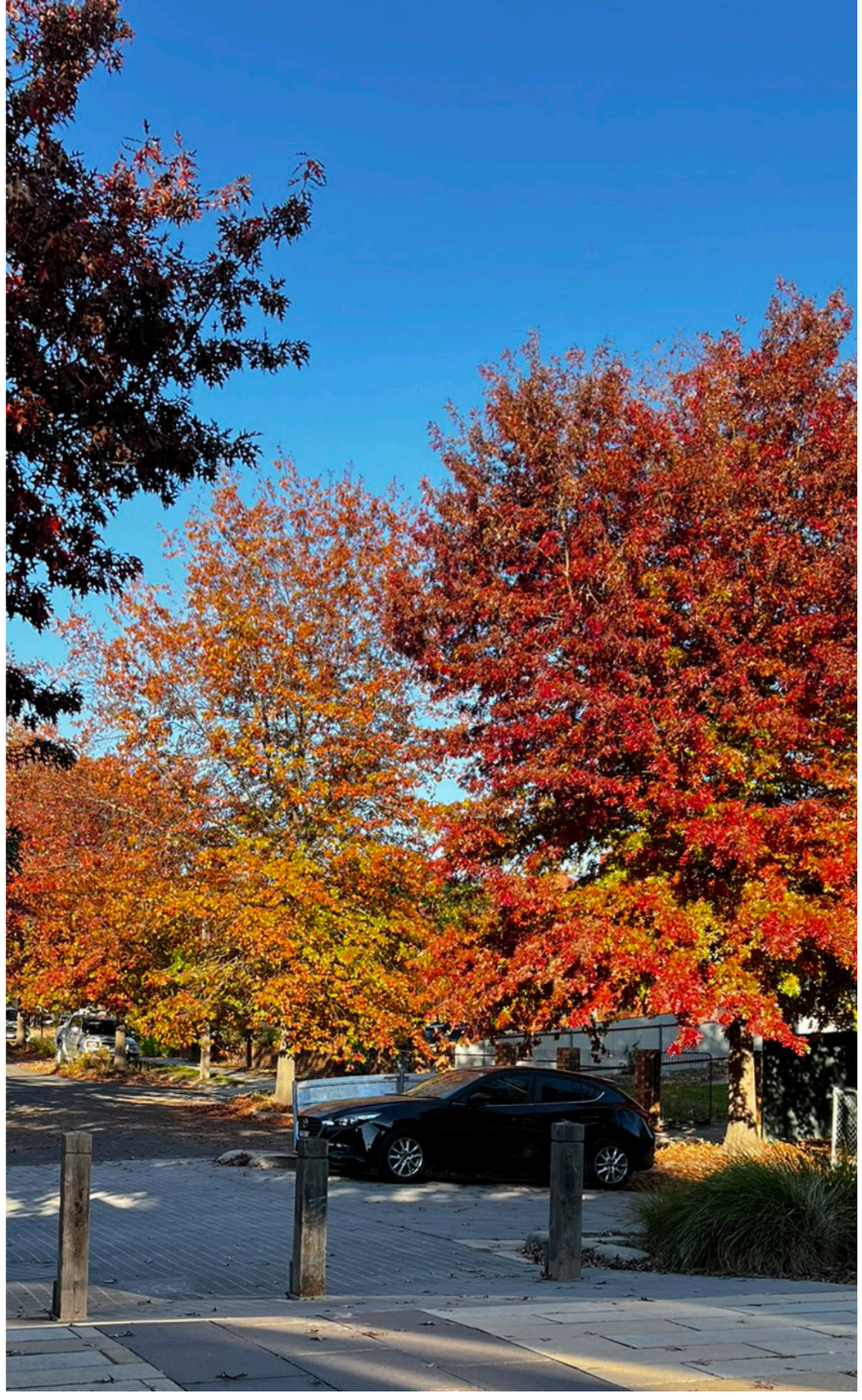
The Kenilworth Street side involves the provision of an accessible ramp to an existing bridge. The works occur within the linear parkland created as part of the Albury bypass project. The intent of the landscape response is to integrate the new structural elements within this landscape setting through the provision of garden beds to mitigate the scale of the structures and trees to provide shade to the access ramp and a focus for way finding. The species used are selected to reflect that of the existing parkland and include *Ulmus parvifolia* and *Quercus rubra*.

Rail Corridor

The new rail over bridge occurs at the connection of the existing pedestrian over bridge over the Hume Highway. At this point a rest area is adopted enabling the interpretation of the rail setting, its response to Country and an acknowledgement of the importance of this point in the railway in the development of the nation. The landscape response facilitates this opportunity by providing a canopy of the dominant tree species within the floodplain including *Eucalyptus albens* (White Box), *Eucalyptus camadulensis* (River Red Gum), and *Eucalyptus polyanthemo*s (Red Box) set within the native grassland of the region.

Railway Place

The bridge lands within a constrained environment of Railway Place where a stair currently is located. The ramps and stair facilitate a more equitable access over the Bypass and Railway corridor. The arrangement provides a compact footprint with limited increase in infrastructure towards the historic station building. Landscape is integrated with the ramps to both reduce the scale and mass of the structure as well as to provide shade to the ramps and stair. Planting includes the provision of trees (*Quercus palustris sp*) to mitigate the visual bulk of the structure.



7.2.1.1 Tree Replacement Strategy

As part of the Project's commitments and the UMM all trees removed for the Project works are to be replaced at a ratio of 2 to 1 with a tree defined in LV10 as a woody perennial plant above 3m in height.

At the Albury site there are a total of 9* trees and woody perennials to be removed as part of the construction works for the new bridge. These will be replaced with a minimum ratio of 2 new trees including woody perennials planted for every tree removed within the site.

TREE REMOVAL AND REPLACEMENT	
Trees removed	9*
Proposed trees	12*
Proposed woody perennials above 3m	66*

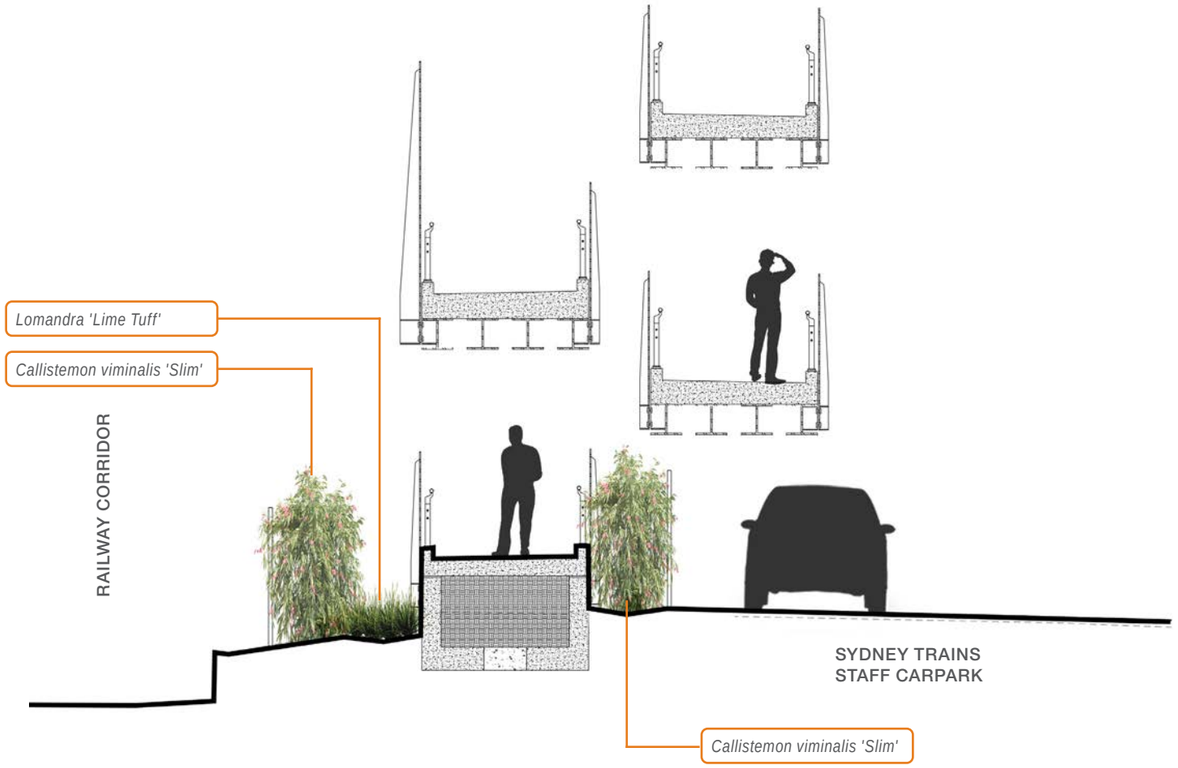
* Numbers are indicative at time of documentation and may change as part of construction process



LEGEND

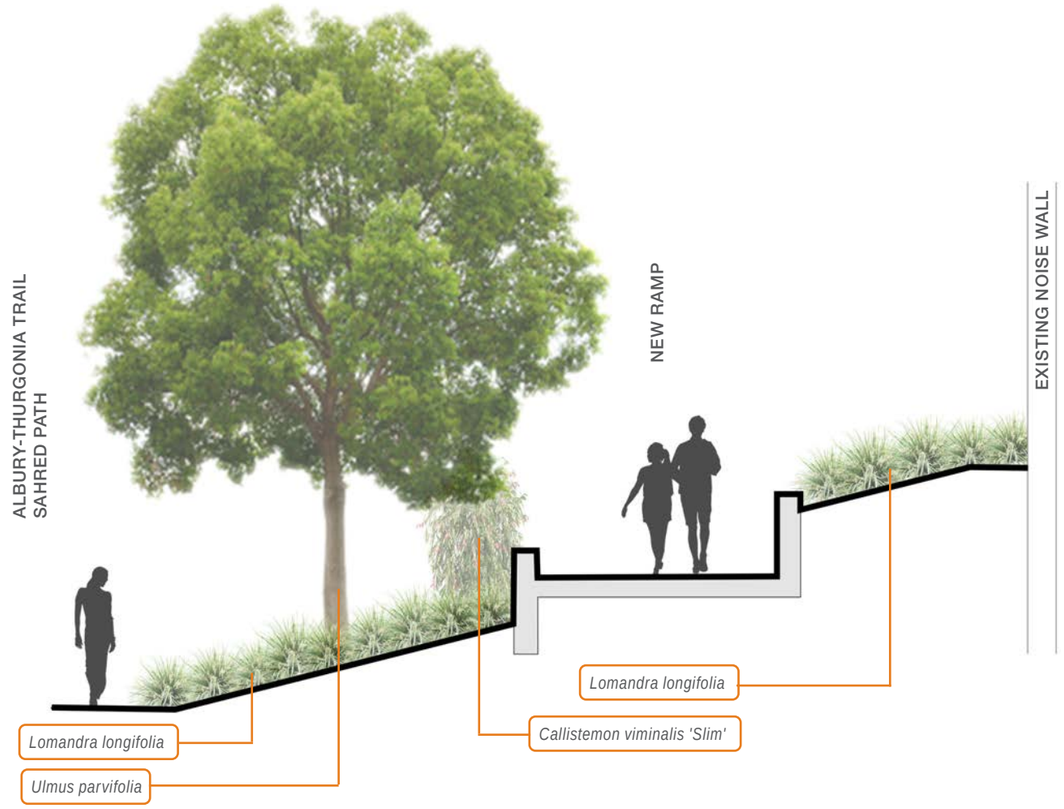
- SITE BOUNDARY
- FEATURE GARDEN BED MIX
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- EXISTING TREE RETAINED
- *Quercus palustris - 100 Litre*
- *Quercus palustris* 'Pringreen' - 100 litre
- *Ulmus parvifolia - 100 litre*
- *Callistemon viminalis -200mm*
- *Eucalyptus albens*
  Eucalyptus camaldulensis - 100 litre
  Eucalyptus polyanthemos

Figure 150: Albury Station Footbridge - landscape plan



LANDSCAPE SECTION - ALBURY STATION RAMPS

Figure 151: Albury Station Footbridge ramps - landscape section



LANDSCAPE SECTION - KENILWORTH ST RAMP

Figure 152: Kenilworth Street ramps - landscape section

7.2.1.2 Planting Schedule

BOTANIC NAME	COMMON NAME	DENSITY/CTS	MATURE SIZE H X W	INSTALL SIZE Pot - Height - Cal.
TREES				
Eucalyptus albens	White Box	AS SHOWN	15-25 x 10-15 m	100 litre
Eucalyptus camaldulensis	River Red Gum	AS SHOWN	20-30 x 15-21 m	100 litre
Eucalyptus polyanthemos	Red Box	AS SHOWN	10-20 x 6-10 m	100 litre
Quercus palustris	Pin Oak	AS SHOWN	15-25 x 9-15 m	100 litre
Quercus palustris 'Pringreen'	Pin Oak 'Green Pillar'	AS SHOWN	14 x 3 m	100 litre
Ulmus parvifolia	Chinese Elm	AS SHOWN	15 x 10m	100 litre
SHRUBS				
Callistemon viminalis 'Slim'	Bottlebrush	AS SHOWN	3 x 1-1.3 m	200mm
BOTANIC NAME	COMMON NAME	DENSITY	MATURE SIZE H x W	POT SIZE
GARDEN BED MIX				
SHRUBS / GRASSES / GROUNDCOVERS				
Cymbopogon refractus	Barbed Wire Grass	3 /m2	1 x 0.5	Tubestock
Lomandra longifolia	Spiny-headed Mat-rush	3 /m2	0.5-1 x 0.1-1.2	Tubestock
Lomandra longifolia x confertifolia ssp. pallida 'Lime Tuff'	Lime Tuff	2 /m2	0.4 x 0.4	Tubestock
Loropetalum chinense var. rubrum 'Crimson Fire'	Chinese Fringe Flower	1 /lm	1.2 x 1.2-1.5	Tubestock
Nandina domestica 'Obsession'	Sacred Bamboo	2 /m2	0.6-0.9 x 0.6-0.9	Tubestock
Themeda triandra	Kangaroo Grass	3 /m2	0.4-0.6 x 0.5-0.7	Tubestock

* Subject to availability.
Note: Refer to Appendix 5 for Landscape Detailed Plans

Table 16: Albury Station - planting schedule



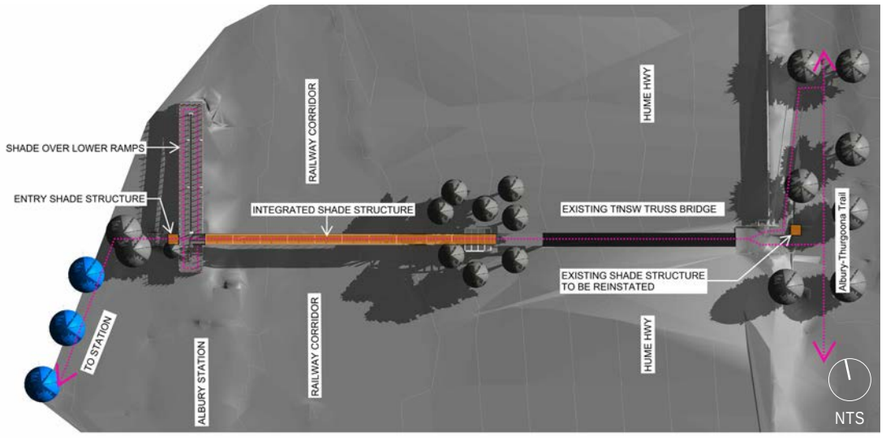
7.2.1.3 Albury Station Footbridge - Canopy Shadow Study

- Tree shadows are indicative of mature growth, as per plant schedules.
- Tree spacing has been optimised to reflect available soil volumes and operational constraints. Spacings are indicated as 7m CTS
- Tree placement is as close to the path as possible, to maximise shade.
- Shade on bridge is augmented by shade integrated with structural forms .

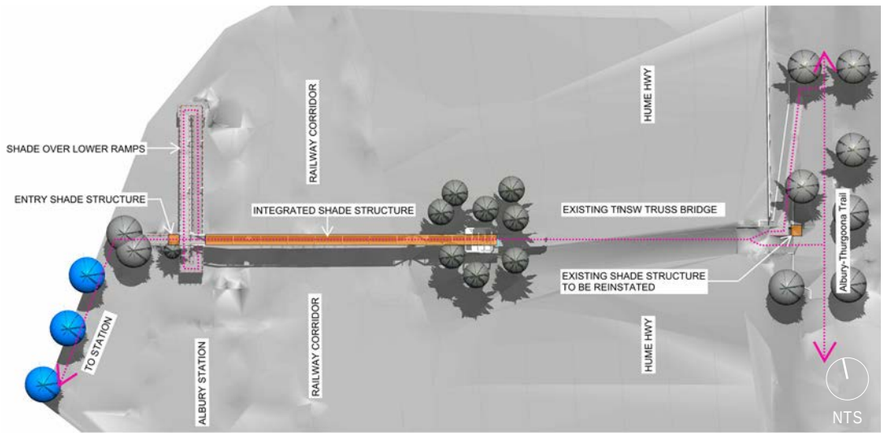
NOTE: Shade structures are to be delivered as part of future works refer to Section 9.3 of the UDLP.

		SHADE PERCENTAGE			
TIME OF DAY	**DISTANCE (M)**	**9AM**	**12PM**	**3PM**	**AVG.**
Albury					
Distance from Riverina Hwy to Railway Place/Bridge (by others)	122	0%	30%	40%	23%
Forecourt at bridge	16	100%	40%	100%	80%
Distance up ramps (exposed to sky)	66	5%	0%	15%	1%
Distance across bridge	56	Over Head Structure			
Rest Area	6	100%	80%	30%	70%
Albury Bypass Bridge (existing bridge)	60				
Lineal parkway ramp	36	50%	30%	60%	46%

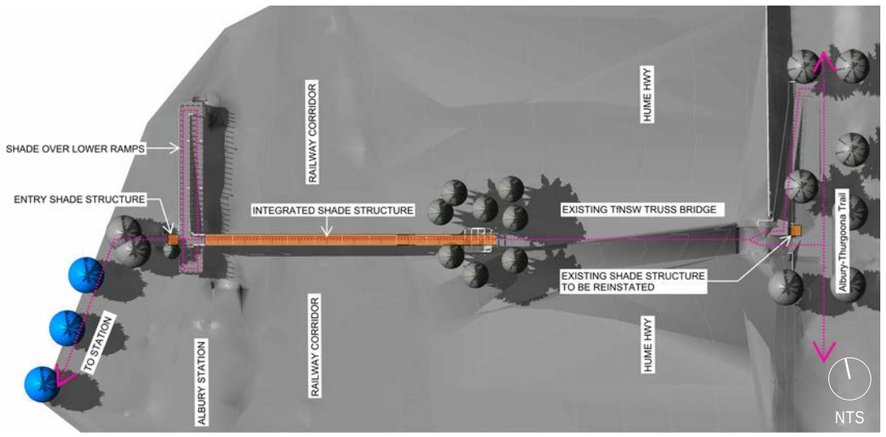
Table 17: Albury Station Footbridge - canopy shadow study



ALBURY STATION FOOTBRIDGE | Shadow Diagram - 9am February



ALBURY STATION FOOTBRIDGE | Shadow Diagram - 12pm February



ALBURY STATION FOOTBRIDGE | Shadow Diagram - 3pm February

LEGEND

PEDESTRIAN PATH

Figure 153: Albury Station Footbridge - canopy shadow diagrams

7.2.2 Cassidy Parade Footbridge

The landscape strategy adopted is one focused on reducing the impact of the structural intervention of the ramps and bridge on the adjoining residential precinct. While an existing structure exists the extent and nature of this is considerably different particularly in terms of impacts on Cassidy Parade. It includes:

- Capitalising on existing landscape character that helps with visual continuity between the northern and southern neighbourhoods
- Providing screening to adjoining community including the schools and residential neighbourhoods
- Provision of shade and canopy cover where possible to reduce the heat island effect
- Incorporation of trees where possible to mark entry connections off the bridge to surrounding streetscape and neighbourhoods
- Use of low-maintenance species for trees, shrubs and ground covers that are robust and drought free to account for climate change effects and reflect the indigenous plant community of the site.

The bridge structure comprises two sides of differing identities and functions:

Northern side - Brookong Avenue

- The bridge lands within a constrained easement between an industrial compound and residential properties. This is a constrained access in which there is insufficient space for landscape. Landscape reinstatement at this side involves the reinstatement of the verge to match the conditions which exist within Brookong Ave and the stabilisation of the batters within ARTC with a native grass mix - responsive to climate and minimal maintenance inputs.

Southern side - Cassidy Parade

- This is largely a rear or side access road with no direct visual relationship between the residences and the works. Despite this there are still significant impacts to the character of the street, through the introduction of ramps and clearing of trees The landscape design has responded to this reinstating canopy trees to both ground, screen and provide shade to the ramp. Garden beds along the retaining wall also reduce the impact of this new structure.

Southern side - Kildare Street Park

- Kildare Street Park is to be reinstated with park embellishments to enhance the sense of place and community. Screen planting is to be provided at the rail corridor boundaries to enhance the user experience and landscape setting of the park which will tie into the local character of the street scape and neighbouring Erin Earth Park. Park elements will explore nature play as part of the exploration of a response to nature.
- The design proposal for Kildare Street Park will undergo and be informed by community and stakeholder consolation including council and TfNSW. Wider consultation will be provided through the urban design landscape plan. Discussions have been held with the indigenous community, Council and Erin Earth to establish values and directions which could be pursued as part of the space.
- Rephrase as: The implementation of the revegetation and planting works is consistent with TfNSW Landscape Design Guide and is to be undertaken in accordance with TfNSW R178 and R179.
- Garden bed has assumed a 75mm - 100mm mulch layer, over topsoil over a cultivated subgrade.
- Groundcovers are planted as tubestock at 6/m^2 and shrubs are planted at 1.5 plants/m^2.
- Species selection is suited to the climatic conditions and reflects vegetation occurring within the general proximity of the site to ensure a contextual link and enable interpretation and education of the users of the space.



7.2.2.1 Tree Replacement Strategy

As part of the Project's commitments and the UMM all trees removed for the Project works are to be replaced at a ratio of 2 to 1 with a tree defined in LV10 as a woody perennial plant above 3m in height.

At the Cassidy Parade site there are a total of 28* trees and woody perennials to be removed as part of the construction works for the new bridge, these will be replaced with a minimum ratio of 2 new trees planted for every tree removed within the site.

TREE REMOVAL AND REPLACEMENT	
Trees removed	28*
Proposed trees	18*
Proposed woody perennials above 3m	56*

* Numbers are indicative at time of documentation and may change as part of construction process

LEGEND

- SITE BOUNDARY
- DECOMPOSED GRANITE
- CONCRETE PATH
- MULCH
- SALVAGED BRICK SEAT
- NATURE PLAY PLAYGROUND
- GARDEN BED MIX
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- VERGE GARDEN BED MIX
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- RAIL LANDSCAPE - HYDROMULCHING
  100mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- *Eucalyptus albens - 100 litre*
- *Eucalyptus blakelyi - 100 litre*
- *Callistris glaucophyll*
  Casuaurina cunninghamianaa - 100 itre



Figure 154: Cassidy Parade Footbridge - landscape plan



Figure 155: Kildare Street pocket park - landscape plan



Figure 156: Kildare Street pocket park - perspective view



Figure 157: Kildare Street - perspective view

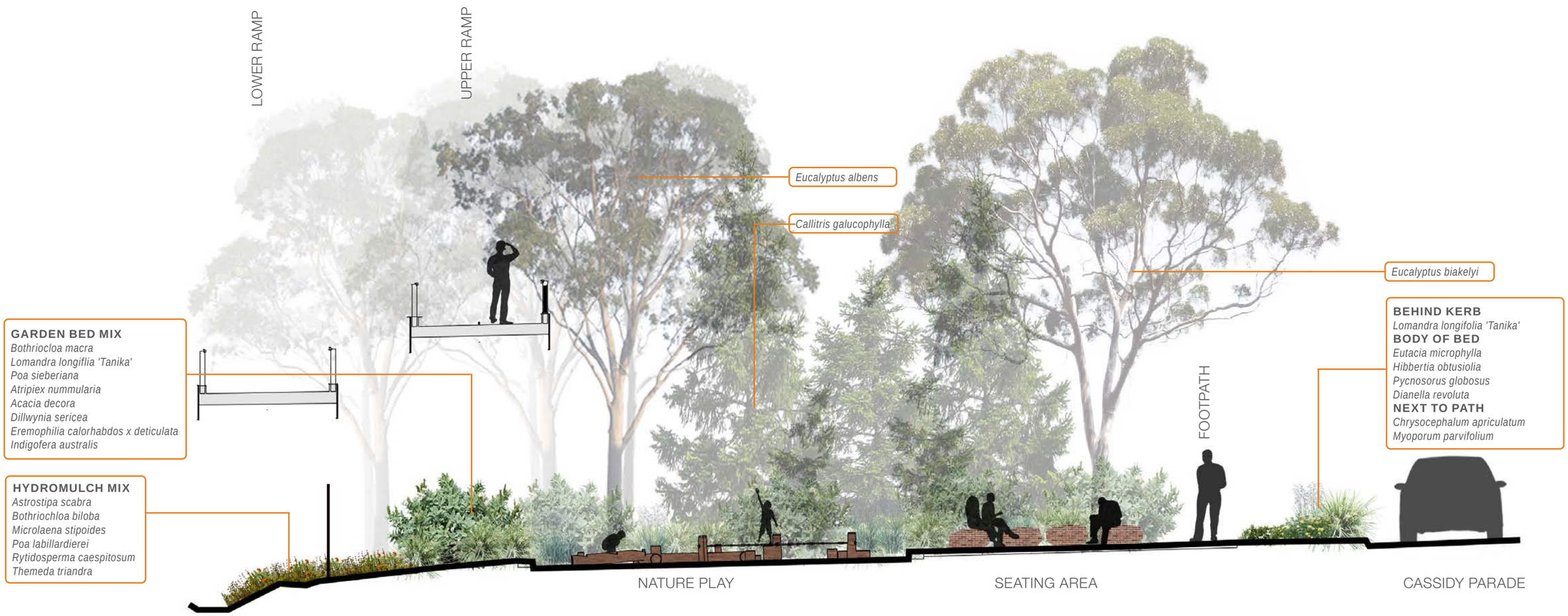


Figure 158: Kildare Street pocket park - landscape section

7.2.2.2 Planting Schedule

BOTANIC NAME	COMMON NAME	MATURE SIZE (m)			POT SIZE
		H	x	W	
TREES					
Callitris glaucophylla	White Cypress Pine	15-20	x	2-3	100 litre
Casuarina cunninghamiana	River Oak	10-35	x	4-15	100 litre
Eucalyptus albens	White Box	15-25	x	10-15	100 litre
Eucalyptus blakelyi	Blakely's red gum	20	x	15	100 litre

BOTANIC NAME	COMMON NAME	DENSITY		MATURE SIZE (m)			POT SIZE
				H	x	W	
GARDEN BED - MIX A							
SHRUBS							
Atriplex nummularia	Old Man Saltbush	1.5	/m^2	3	x	5	150mm
Acacia decora	Western Silver Wattle	1.5	/m^2	1.5-3	x	1.5-3	150mm
Callistemon pallidus	Lemon Bottlebrush	1.5	/m^2	3-4	x	2-3	150mm
Dillwynia sericea	Showy Parrot-pea	1.5	/m^2	0.5-1.5	x	0.5-1.5	150mm
Dodonaea viscosa ssp cuneata	Wedge-leaf Hop Bush	1.5	/m^2	3	x	2	150mm
Einadia nutans	Climbing saltbush	1.5	/m^2	0.1	x	0.8	150mm
Eremophila calorhabdos x denticulata	Emu Bush	1.5	/m^2	2	x	1	150mm
Eremophila deserti	Turkeybush	1.5	/m^2	3	x	2	150mm
Grevillea lanigera	Woolly Grevillea	1.5	/m^2	0.3-0.6	x	0.3-0.6	150mm
Indigofera Australis	Austral indigo	1.5	/m^2	1-2	x	1-2	150mm
GRASSES / GROUNDCOVERS							
Bothriochloa macra	Red Grass	6	/m^2	0.2-1	x	0.2	Tubestock
Dianella revoluta var revoluta	Flax Lily	6	/m^2	0.5-1	x	1-2	Tubestock
Lomandra longifolia 'Tanika'	Mat-rush	6	/m^2	0.5-0.6	x	0.6-0.8	Tubestock
Themeda triandra	Kangaroo Grass	6	/m^2	1	x	0.6	Tubestock
Xerochrysum viscosum	Sticky Everlasting Daisy	6	/m^2	0.2-0.9	x	0.3-0.8	Tubestock
GARDEN BED - MIX B							
Chrysocephalum apiculatum	Yellow buttons	3	/m^2	0.4-0.6	x	0.5-0.9	Tubestock
Dianella revoluta var revoluta	Flax Lily	6	/m^2	0.5-1	x	1-2	Tubestock
Eutaxia microphylla	Small-leaved mallee-pea	6	/m^2	0.2-1.5	x	0.5-1.5	Tubestock
Hibbertia obtusifolia	Hoary Guinea-flower	6	/m^2	0.5-0.6	x	1-1.5	Tubestock
Lomandra longifolia 'Tanika'	Mat-rush	6	/m^2	0.5-0.6	x	0.6-0.8	Tubestock
Myoporum parvifolium	Creeping Boobialla	1.5	/m^2	0.15-0.3	x	1-3	Tubestock
Pycnosorus globosus	Billy Buttons	6	/m^2	0.5-0.75	x	0.3	Tubestock
Xerochrysum viscosum	Sticky Everlasting Daisy	6	/m^2	0.2-0.8	x	0.3-0.8	Tubestock
GARDEN BED - MIX C							
Lomandra longifolia 'Tanika'	Mat-rush	6	/m^2	0.5-0.6	x	0.6-0.8	Tubestock
Myoporum parvifolium	Creeping Boobialla	1.5	/m^2	0.15-0.3	x	1-3	150mm

BOTANIC NAME	COMMON NAME	AREA /m²		INSTALLATION SIZE
TURF				
Zoysia Sp.		0		1m2 Turf rolls

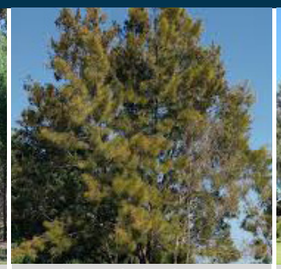
* Subject to availability.
Note: Refer to Appendix 5 for Landscape Detailed Plans

CASSIDY PARADE PEDESTRIAN BRIDGE

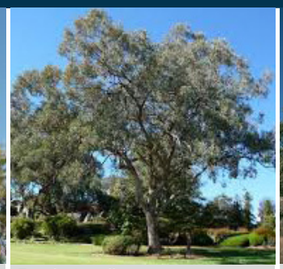
TREES



Callistris glaucophylla
White Cypress Pine



Casurina cunninghamiana
River Oak



Eucalyptus albens
White Box



Eucalyptus blakeyi
Blakely's Red Gum

SHRUBS



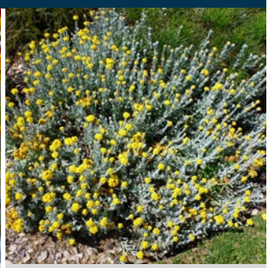
Acacia decora
Western Silver Wattle



Callistemon pallidus
Lemon Bottlebrush



Dillwynia sericea
Showy Parrot-pea



Chrysocephalum apiculatum
Common Everlasting



Eremophila calorhabdos x denticulata
Emu Bush



Indigofera Australis
Austral Indigo



Eutaxia microphylla
Small-leaved mallee-pea



Eremophila deserti
Turkeybush



Grevillea lanigera
Woolly Grevillea



Dodonaea viscosa ssp cuneata
Wedge-leaf Hop Bush



Atriplex nummularia
Old Man Saltbush

Table 18: Cassidy Parade footbridge - planting schedule

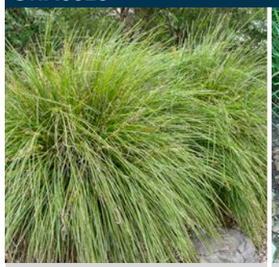
7.2.2.3 Seeding Schedule

SPECIES	COMMON NAME
HYDROMULCHING	
COVER CROP	
Echinochloa utilis (Sep-Mar) *or Lolium multiflorum (Apr-Aug)* *or Secale cereale (Apr-Aug)*	
Cynodon dactylon	
Trfolium pratense	
NATIVE GRASSES	
Austrostipa scabra	Speargrass
Bothriochloa biloba *or macra*	Lobed Blue Grass Red Grass
Microlaena stipoides	Weeping Grass
Poa labillardierei	*Tussock Grass*
Rytidosperma caespitosum *or setaceum*	*Wallaby grass* *Small flowered wallaby grass*
Themeda triandra	*Kangaroo Grass*

* Subject to availability

Table 19: Cassidy Parade footbridge - seeding schedule

GRASSES



Lomandra longifolia 'Tanika'
Mat-rush



Dianella revoluta var revoluta
Flax Lily



Poa sieberiana
Blue Tussock Grass



Bothriochloa macra
Red Grass



Austrostipa scabra
Rough Speargrass



Microlaena stipoides
Weeping grass

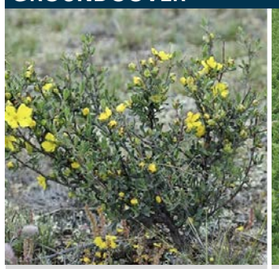


Rytidosperma setaceum
Bristly Wallaby Grass

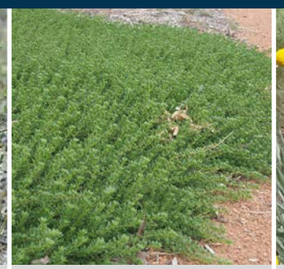


Themeda triandra
Kangaroo Grass

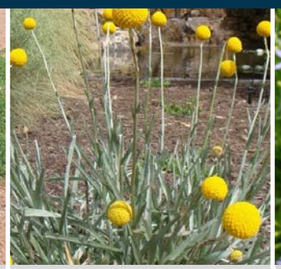
GROUNDCOVER



Hibbertia obtusifolia
Hoary Guinea-flower



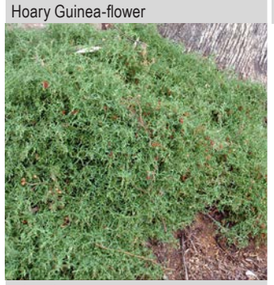
Myoporum parvifolium
Creeping Boobialla



Pycnosorus Globosus
Billy Buttons



Xerochrysum Viscosum
Sticky Everlasting Daisy

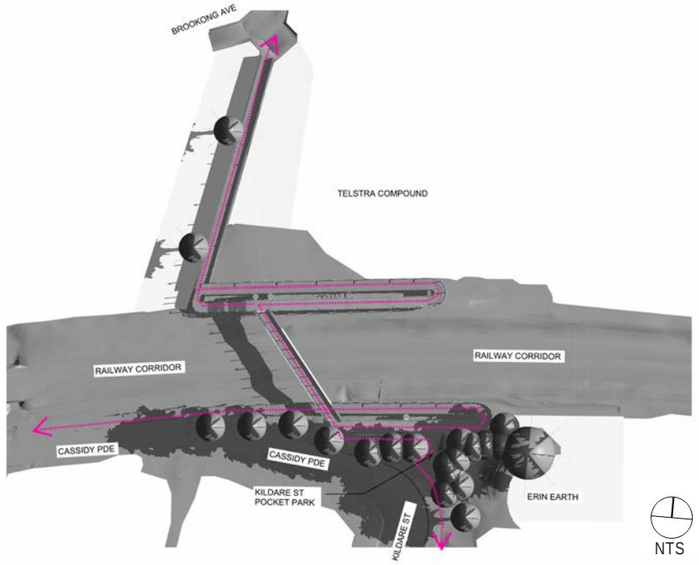


Einadia nutans
Climbing saltbush

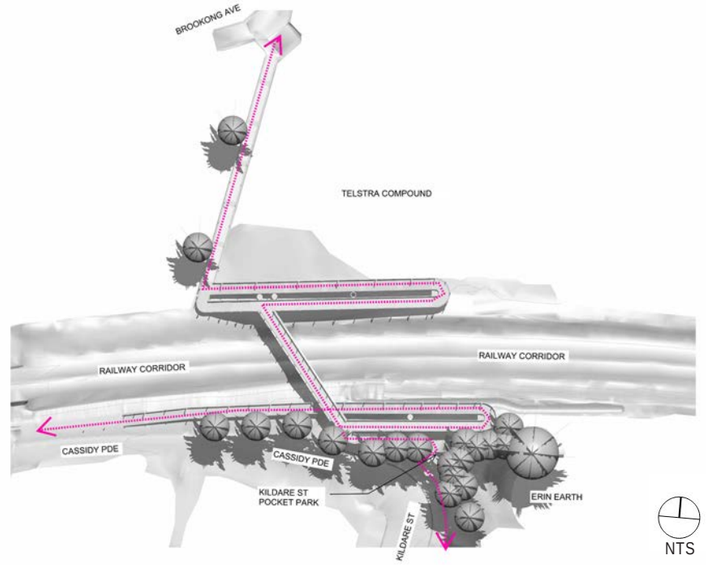
7.2.2.4 Cassidy Parade Footbridge - Canopy Shadow Study

- Tree shadows are indicative of mature growth, as per plant schedules.
- Tree spacing has been optimised to reflect available soil volumes and operational constraints. Spacings are indicated as 7m CTS.

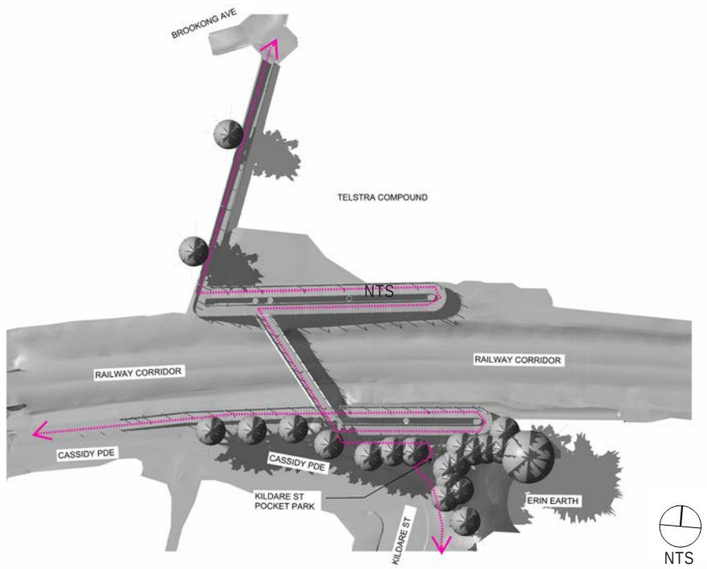
NOTE: shade structures are not proposed as they would increase bulk, reduce visibility, and add to program delay and cost.



CASSIDY PARADE FOOTBRIDGE | Shadow Diagram - 9am February



CASSIDY PARADE FOOTBRIDGE | Shadow Diagram - 12pm February



CASSIDY PARADE FOOTBRIDGE | Shadow Diagram - 3pm February

LEGEND

PEDESTRIAN PATH

		SHADE PERCENTAGE			
TIME OF DAY	DISTANCE (M)	9AM	12PM	3PM	AVG.
Cassidy					
North Side of Rail Line					
From Brookong Ave to ramp	63	40%	3%	60%	34%
From Brookong Ave ramp and across bridge	137	Exposed to the sky			
South Side of Rail Line					
Ramps from bridge to Cassidy Street and nothern verge of Cassidy Street	156	60%	15%	20%	32%

*Shading is measured both from structures and trees.

Table 20: Cassidy Parade footbridge - canopy shadow study

7.2.3 Edmondson Street Bridge & Footbridge

The street bridge and footbridge have been designed to integrate with the overall context and character of Edmondson Street. This has been achieved both through the landscape palette but also the way in which the structure is integrated into its broader context through its stepped profile.

The landscape palette has been developed to be responsive to the cultural landscape adjacent as well as reflective of the indigenous landscape which would have once occurred on the site. A key objective of the design has been the provision of canopy trees to facilitate the provision of shade both to the pedestrian path network as well as the broader bridge itself.

The landscape strategy adopted is one focused on reducing the impact of the structural intervention of the ramps retaining walls and bridge. It includes:

- Capitalising on existing landscape character that helps with visual continuity between the northern and southern neighbourhoods
- Providing screening to adjoining community including the schools and residential neighbourhoods
- Provision of shade and canopy cover where possible to reduce the heat island effect
- Incorporation of trees where possible to enhance surrounding streetscape and neighbourhoods
- Use of low-maintenance species for trees, shrubs and ground covers that are robust and drought free to account for climate change effects

The bridge structure comprises two sides of differing identities and functions:

Southern side of Edmondson Street bridge

- It comprises a streetscape in which street trees are reinstated providing a scale and presence which grounds the bridge structure in the landscape. *Corymbia maculata* is proposed as the dominant species to integrate with the streetscape to the south strengthening the overall character of the streetscape.
- At the ground plain a mass planted garden bed is proposed. This steps from low planting to shrubs at the back and provides screening of the infrastructure beyond. Species proposed are derived from the Blakeley's redgum yellow box gum woodland.

Northern side of Edmondson Street bridge

- Screening is provided between the boundary and the bridge, maintaining the existing character of Little Best Street, and South Wagga Public School.
- Little Best Street has adopted Largestroemia indica reflecting the existing street tree opposite and the presence of an overhead power line. Within South Wagga Public School Corymbia maculata continues the overall streetscape
- The implementation of the revegetation and planting works is consistent with TfNSW Landscape Design Guide and is to be undertaken in accordance with TfNSW R178 and R179.
  - » Garden beds have assumed a 75mm - 100mm mulch layer, over topsoil over a cultivated subgrade.
  - » Groundcovers are planted as tubestock at 6/m^2 and shrubs are planted at 1.5 plants/m^2.
- Species selection has adopted species suited to the climatic conditions and occurring within the general proximity of the site to ensure a contextual link. Where opportunity has allowed native seed will be collected and grown on for use within the works.



7.2.3.1 Tree Replacement Strategy

As part of the Project's commitments and the UMM all trees removed for the Project works are to be replaced at a ratio of 2 to 1 with a tree defined in LV10 as a woody perennial plant above 3m in height.

At the Edmondson Street site there are a total of 38* trees and woody perennials to be removed as part of the construction works for the new bridge, these will be replaced with a minimum ratio of 2 new trees planted for every tree removed within the site.

TREE REMOVAL AND REPLACEMENT	
Trees removed	38*
Proposed trees	54*
Proposed woody perennials above 3m	162*

* Numbers are indicative at time of documentation and may change as part of construction process

LEGEND

- SITE BOUNDARY
- CONCRETE PATH
- GARDEN BED MIX
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- NATIVE GRASSES MIX
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- RAMP GARDEN BED MIX
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- TURF - ZOYSIA SP.
  100mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- EXISTING TREE RETAINED
- *Brachychiton populneus ssp Populneus - 100 litre*
- *Melaleuca linarifolia - 100 litre*
- *Corymbia maculata, Eucalyptus albens - 100 litre*
- *Lagerstroemia indica - 100 litre*
- *Pyrus calleryana 'Capital' - 100 litre*
- *Callistemon viminalis -200mm*



Figure 159: Edmondson Street Bridge and Footbridge - landscape plan

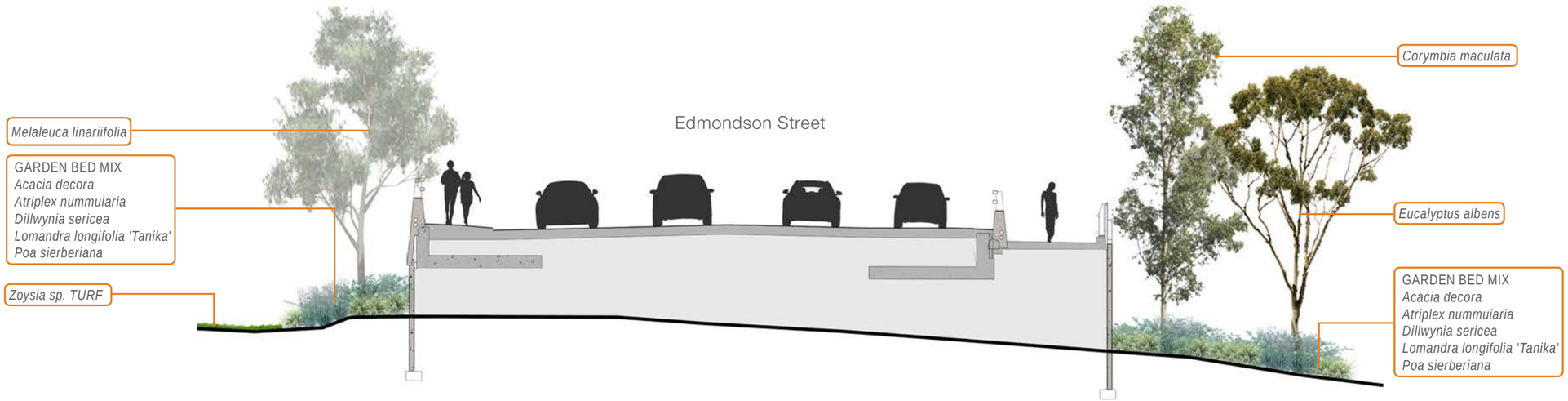


Figure 160:East of railway corridor - landscape section

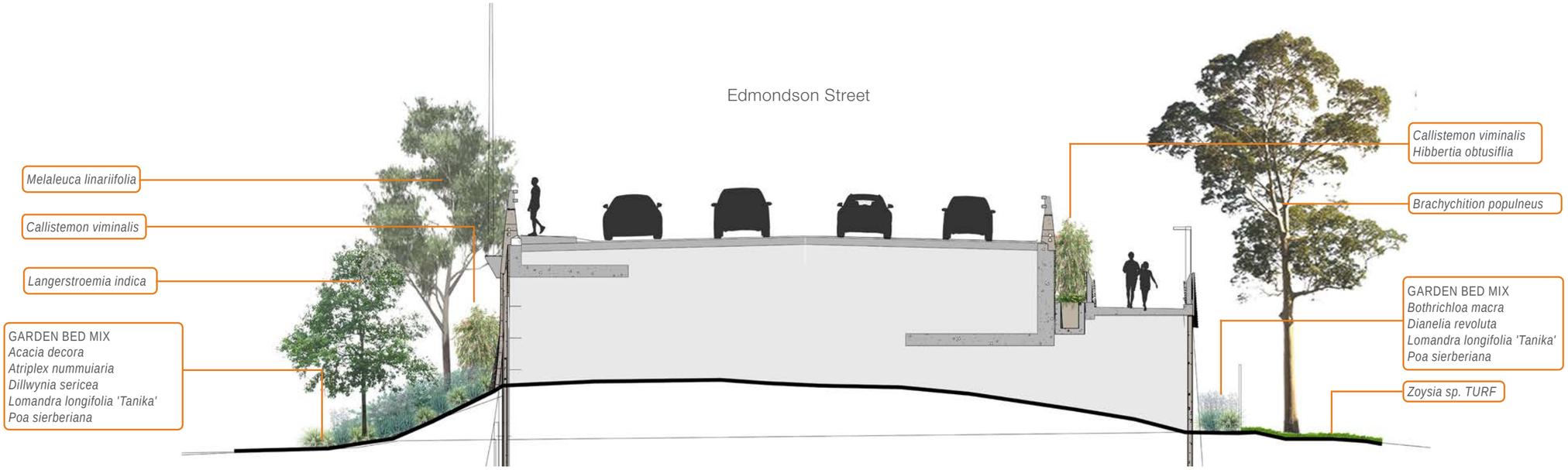


Figure 161: North of railway corridor - landscape section

7.2.3.2 Planting Schedule

BOTANIC NAME	COMMON NAME	MATURE SIZE (m) H	x	W	POT SIZE
TREES					
Brachychiton populneus ssp Populneus	Kurrajong Tree	20	x	6	100 litre
Eucalyptus albens	White Box	15	x	10	100 litre
Corymbia maculata	Spotted Gum	15	x	7	100 litre
Lagerstroemia indica	Crepe-myrtle	7	x	7	100 litre
Melaleuca linariifolia	Snow-in-Summer	7	x	6	100 litre
Pyrus calleryana 'Capital'	Ornamental Pear	10	x	3	100 litre
SHRUBS					
Callistemon viminalis 'Hannah Ray'	Bottlebrush	4	x	3	200mm

BOTANIC NAME	COMMON NAME	DENSITY		MATURE SIZE (m) H	x	W	POT SIZE
GARDEN BED - MIX A							
SHRUBS							
Atriplex nummularia	Old Man Saltbush	1	/m^2	3	x	2-4	Tubestock
Dillwynia sericea	Showy Parrot-pea	1	/m^2	1	x	1	Tubestock
Acacia decora	Western Silver Wattle	1	/m^2	4	x	3	Tubestock
GRASSES							
Lomandra longifolia 'Tanika'	Mat-rush	4	/m^2	1.5	x	1.3	Tubestock
Themeda triandra	Kangaroo Grass	4	/m^2	0.4	x	0.4	Tubestock
GARDEN BED - MIX B NATIVE GRASSES							
GRASSES							
Lomandra longifolia 'Tanika'	Mat-rush	4	/m^2	1.5	x	1.3	Tubestock
Dianella revoluta var revoluta	Flax Lily	4	/m^2	1	x	2	Tubestock
Themeda triandra	Kangaroo Grass	4	/m^2	0.7	x	0.5	Tubestock
Bothriochloa macra	Red Grass	4	/m^2	1	x	0.4	Tubestock
PLANTER BOX							
SHRUBS							
Callistemon viminalis 'Wildfire'	Wildfire Bottlebrush	1	/m^2	4	x	2	200mm
GROUNDCOVERS							
Hibbertia obtusifolia	Guinea Flowers	4	/m^2	0.6	x	1	Tubestock

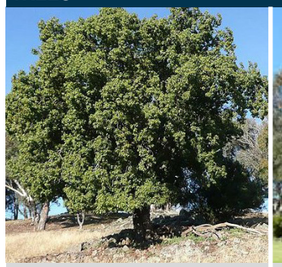
BOTANIC NAME	COMMON NAME	AREA /m²		INSTALLATION SIZE
GRASSING				
Zoysia Sp.		1616		1m2 Turf rolls

* Subject to availability.
Note: Refer to Appendix 5 for Landscape Detailed Plans

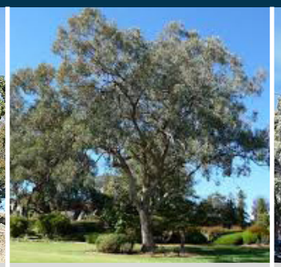
Table 21: Edmondson Street bridge and footbridge - planting schedule

EDMONDSON STREET BRIDGE & FOOTBRIDGE

TREES



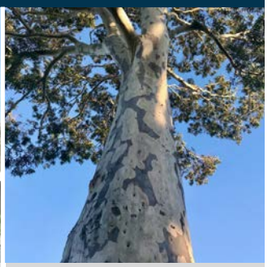
Brachychiton populneus
Kurrajong Tree



Eucalyptus albens
White Box



Melaleuca linariifolia
Snow-in-Summer



Corymbia maculata
Spotted Gum

TREES

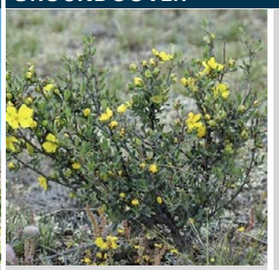


Lagerstroemia indica
Crepe-myrtle



Pyrus calleryana 'Capital'
Ornamental Pear

GROUNDCOVER



Hibbertia obtusifolia
Guinea Flower

GRASSES



Lomandra longifolia 'Tanika'
Mat-rush



Dianella revoluta var revoluta
Flax Lily



Poa sieberiana
Blue Tussock Grass



Bothriochloa macra
Red Grass

SHRUBS



Atriplex nummularia
Old Man Saltbush



Callistemon viminalis
Bottlebrush



Acacia decora
Western Silver Wattle

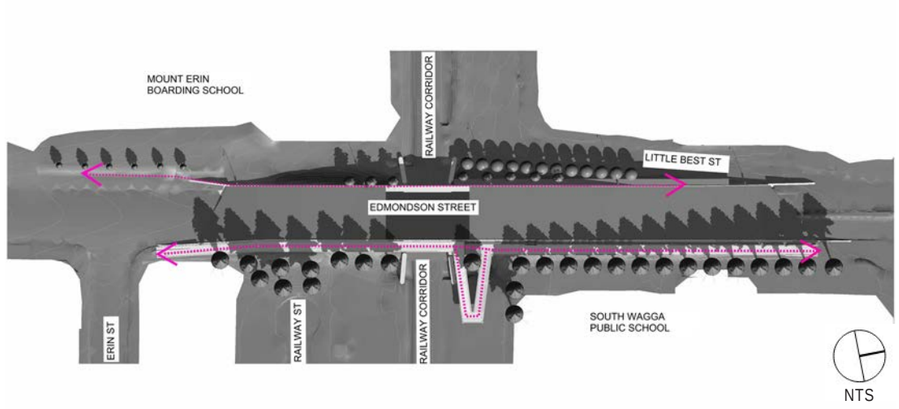


Dillwynia sericea
Showy Parrot-pea

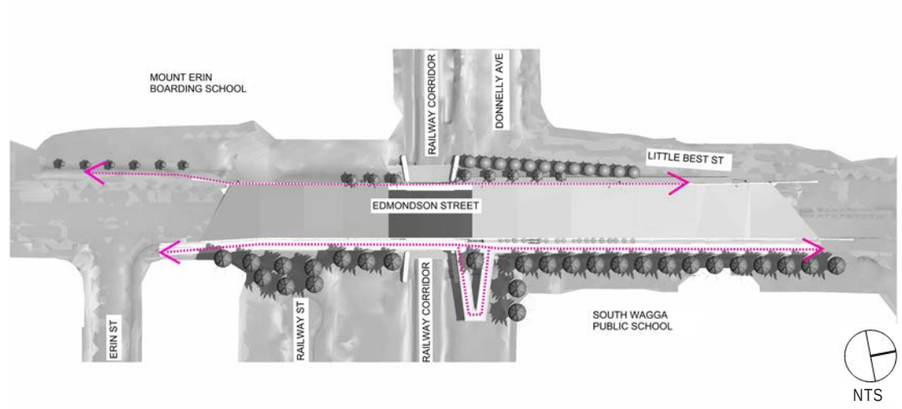
7.2.3.3 Edmondson Street Bridge & Footbridge - Canopy Shadow Study

- Tree shadows are indicative of mature growth, as per plant schedules.
- Tree spacing has been optimised to reflect available soil volumes and operational constraints. Spacings are indicated as 7m CTS
- Tree placement is as close to the path as possible, to maximise shade.
- Trees to the north of the rail line proposed within school land due to spatial constraint within corridor

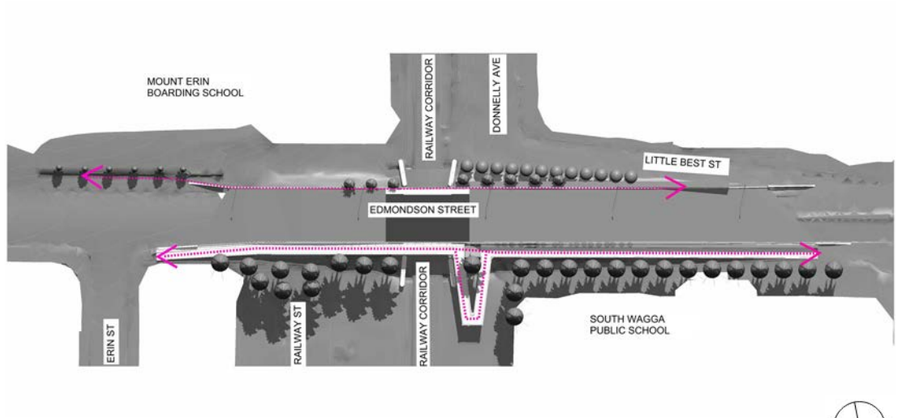
NOTE: Permanent shade structures are not proposed as they would increase bulk, reduce visibility, and add to program delay and cost



EDMONDSON STREET BRIDGE & FOOTBRIDGE | Shadow Diagram - 9am February



EDMONDSON STREET BRIDGE & FOOTBRIDGE | Shadow Diagram - 12pm February



EDMONDSON STREET BRIDGE & FOOTBRIDGE | Shadow Diagram - 3pm February

LEGEND

PEDESTRIAN PATH

Figure 162: Edmondson Street bridge and footbridge - canopy shadow study

		SHADE PERCENTAGE			
TIME OF DAY	DISTANCE (M)	9AM	12PM	3PM	AVG.
Edmondson					
North of bridge over rail					
Edmondson St - Eastern Side footpath - South Wagga Public School frontage	170	80%	15%	40%	45%
Edmondson St - Western Side footpath	119	0%	0%	5%	2%
Bridge (exposed to the sky)	46				
South of bridge over rail					
Edmondson St - Eastern Side footpath - Residential frontage	80	70%	25%	0%	32%
Edmondson St - Western Side footpath - Mount Erin School frontage	120	1%	5%	25%	10%
Little Best St					
Eastern verge	120	100%	60%	50%	70%

* For Edmondson St assessment is of shade on footpath only. Little Best St assesses shade on verge.

Table 22: Edmondson Street bridge and footbridge - canopy shadow study

7.2.4 Wagga Wagga (Mothers) Footbridge

The landscape strategy adopted is one focused on reducing the impact of the structural intervention of the ramps and bridge. It includes:

- Capitalising on existing landscape character that helps with visual continuity between the northern and southern neighbourhoods
- Providing screening to adjoining community including the schools and residential neighbourhoods
- Provision of shade and canopy cover where possible to reduce the heat island effect
- Incorporation of trees where possible to mark entry connections off the bridge to surrounding streetscape and neighbourhoods, and the provision of shade
- Use of low-maintenance species for trees, shrubs and ground covers that are robust, suited to climatic conditions and drought tolerant to account for Climate Change effects.

The Bridge structure comprises two sides of differing identities and functions.

Railway Street side:

- It comprises a predominantly indigenous native plant palette, responding to the landscape of the rail corridor and contrasting with a more cultural planting response of the station precinct.
- Adopts a streetscape in which street trees are reinstated providing a scale and presence which both grounds the bridge structure in the landscape but also provides shade for its users.
- Continues the existing tree species across the frontage but provides greater indigenous variety to the rear to provide faster growth and shade.
- At the ground plain a mass planted garden bed is proposed. This steps from low planting to shrubs at the back and provides partial screening of the infrastructure beyond, grounding the structure and relating it to its context.

Wagga Wagga side:

- Adopts a cultural landscape response in which the use of cultivars and deciduous plantings link the bridge with the forecourt precinct of the station and the broader urban streetscape of Wagga Wagga.
- The bridge lands within a paved carpark environment off the main arrival forecourt of the station precinct.
- Screening is retained within the adjoining property and augment where required with planting between the boundary and the bridge.
- The termination of the ramp within the forecourt precinct retains the character and feel of plantings within the forecourt carpark.
- The entrance into the carpark is lined by a garden bed and tree planting which provides shade to the ramp leading to the bridge and stairs.

The design performance standards of the works have adopted the following:

- The implementation of the revegetation and planting works is consistent with TfNSW Landscape Design Guide and is to be undertaken in accordance with TfNSW R178 and R179.
- Garden bed has assumed a 75mm - 100mm mulch layer, over topsoil over a cultivated subgrade.
- Groundcovers are planted as tubestock at 6/m^2 and shrubs are planted at 1.5 plants/m^2.
- Address CPTED principles in its approach to access in and around the bridge structure maintaining clear lines of site and avoiding zones which are screened by planting.
- Species selection has been responsive to the overall narrative for the project, is responsive to Country, as well as the cultural context of the site.
- Species selected are suited to the climatic conditions and occurring within the general proximity of the site to ensure a contextual link.



7.2.4.1 Tree Replacement Strategy

As part of the Project's commitments and the UMM all trees removed for the Project works are to be replaced at a ratio of 2 to 1 with a tree defined in LV10 as a woody perennial plant above 3m in height.

At the Wagga Wagga Station site there are a total of 10* trees and woody perennials to be removed as part of the construction works for the new bridge, these will be replaced with a minimum ratio of 2 new trees planted for every tree removed within the site.

TREE REMOVAL AND REPLACEMENT	
Trees removed	10*
Proposed trees	23*
Proposed woody perennials above 3m	85*

* Numbers are indicative at time of documentation and may change as part of construction process



Figure 163: Wagga Wagga (Mothers) Footbridge - landscape plan

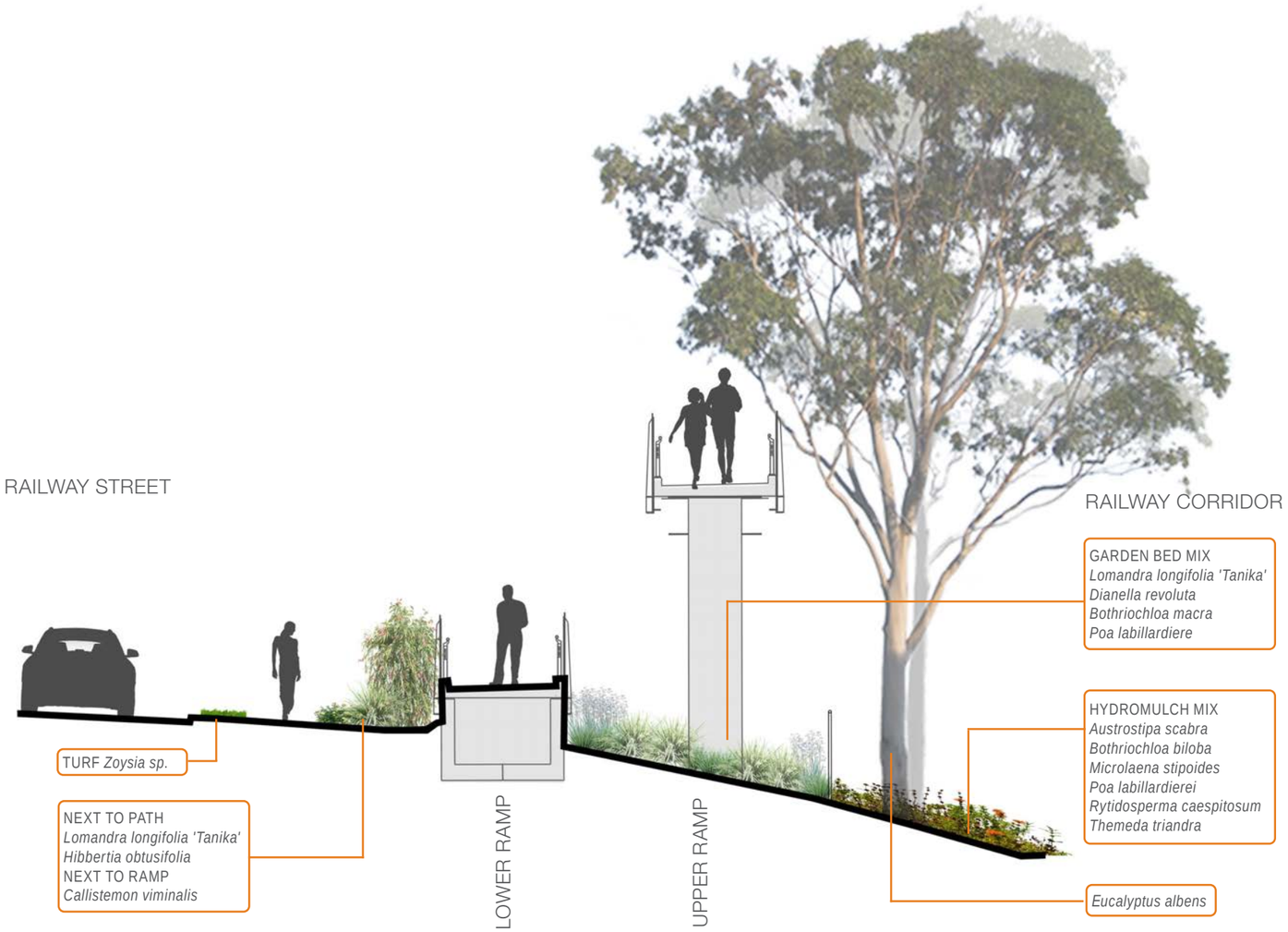


Figure 164: Railway Street - landscape section

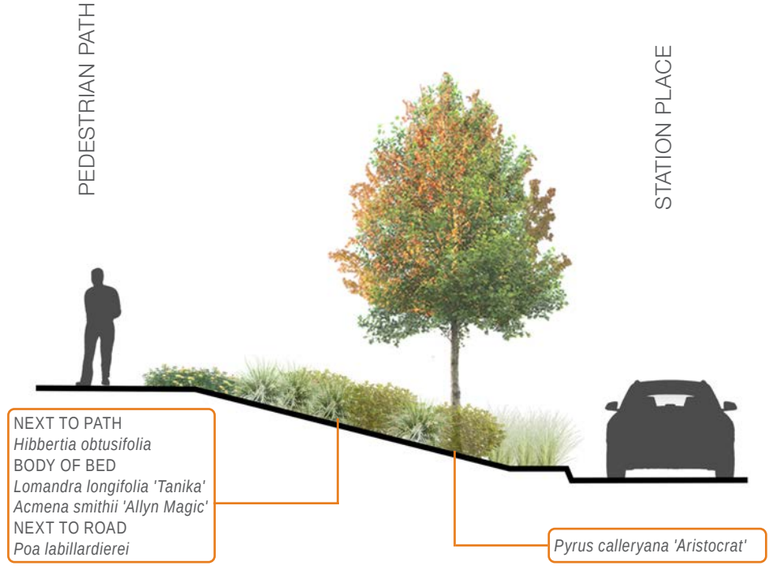


Figure 165: Wagga Wagga (Mothers) Footbridge forecourt side - landscape section



Figure 166: Wagga Wagga (Mothers) Footbridge

7.2.4.2 Planting Schedule

BOTANIC NAME	COMMON NAME	MATURE SIZE H	x	W	POT SIZE
TREES					
Railway Street					
Eucalyptus albens	White Box	15	x	10	100Ltr
Eucalyptus blakeyi	Blakely's Red Gum	20	x	15	100Ltr
Eucalyptus fibrosa	Red Ironbark	20	x	6	100Ltr
Station Precinct					
Pyrus calleryana 'Aristocrat'	Aristocrat Ornamental Pear	10	x	6	100Ltr

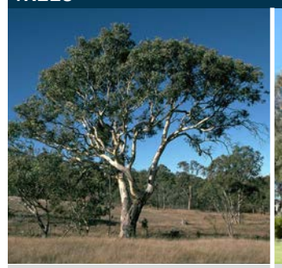
BOTANIC NAME	COMMON NAME	DENSITY		MATURE SIZE H	x	W	POT SIZE
GARDEN BED - MIX A - Station Precinct							
SHRUBS							
Acmena smithii 'Allyn Magic'	Lilly pilly	1.5	/m^2	1	x	0.6	200mm
Hibbertia obtusifolia	Guinea Flowers	6	/m^2	0.4	x	1	Tubestock
GRASSES							
Poa labillardieri	Blue Tussock Grass	6	/m^2	0.8	x	0.6	Tubestock
Dianella revoluta var revoluta	Flax Lily	6	/m^2	0.5	x	1	Tubestock
Bothriochloa macra	Red Grass	6	/m^2	1	x	0.5	Tubestock
Lomandra longifolia 'Tanika'	Mat-rush	6	/m^2	0.8	x	0.6	Tubestock
GARDEN BED - MIX B - Railway St							
SHRUBS							
Callistemon viminalis 'Hannah Ray'	Hannah Ray bottlebrush	800	CTS	3	X	2	200mm
Hibbertia obtusifolia	Guinea Flowers	6	/m^2	0.4	x	1	Tubestock
GRASSES							
Lomandra longifolia 'Tanika'	Mat-rush	6	/m^2	0.8	x	0.6	Tubestock
Dianella revoluta var revoluta	Flax Lily	6	/m^2	0.5	x	1	Tubestock
Bothriochloa macra	Red Grass	6	/m^2	1	x	0.5	Tubestock
Poa labillardieri	Blue Tussock Grass	6	/m^2	0.8	x	0.6	Tubestock

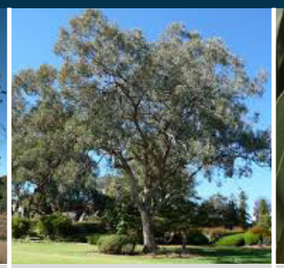
BOTANIC NAME	COMMON NAME	AREA /m²	INSTALLATION SIZE
TURF			
Zoysia Sp.		90	1m2 Turf rolls

* Subject to availability.
Note: Refer to Appendix 5 for Landscape Detailed Plans

WAGGA WAGGA STATION (MOTHERS) FOOTBRIDGE

TREES


Eucalyptus blakeyi
Blakely's Red Gum


Eucalyptus albens
White Box

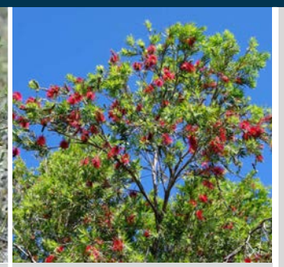

Eucalyptus fibrosa
Red Ironbark


Pyrus calleryana 'Aristocrat'
Aristocrat Ornamental Pear

SHRUBS


Acmena smithii 'Allyn Magic'
Lilly Pilly


Hibbertia obtusifolia
Guinea Flower


Callistemon viminalis 'Hannah Ray'
Hannah Ray Bottlebrush

GRASSES


Lomandra longifolia 'Tanika'
Mat-rush


Dianella revoluta var revoluta
Flax Lily


Poa sieberiana
Blue Tussock Grass


Bothriochloa macra
Red Grass


Austrostipa scabra
Rough Speargrass


Microlaena stipoides
Weeping grass


Rytidosperma setaceum
Bristly Wallaby Grass


Themeda triandra
Kangaroo Grass

Table 23: Wagga Wagga Station (Mothers) Footbridge - seeding schedule

7.2.4.3 Seeding Schedule

SPECIES	
HYDROMULCHING	
COVER CROP	
Echinochloa utilis (Sep-Mar) or Lolium multiflorum (Apr-Aug) or Secale cereale (Apr-Aug)	
Cynodon dactylon	
Trfolium pratense	
NATIVE GRASSES	
Austrostipa scabra	Speargrass
Bothriochloa biloba or macra	Lobed Blue Grass Red Grass
Microlaena stipoides	Weeping Grass
Poa labillardierei	*Tussock Grass*
Rytidosperma caespitosum or setaceum	*Wallaby grass* *Small flowered wallaby grass*
Themeda triandra	*Kangaroo Grass*

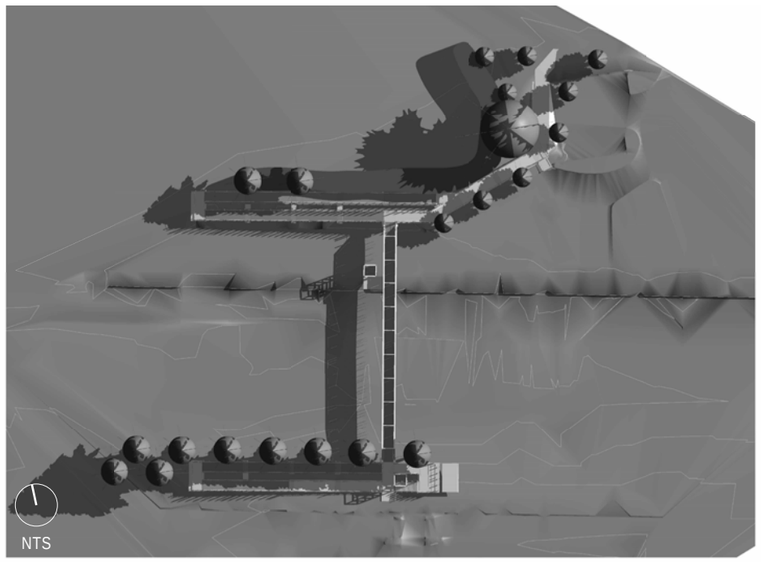
* Subject to availability

Table 24: Wagga Wagga Station (Mothers) Footbridge - seeding schedule

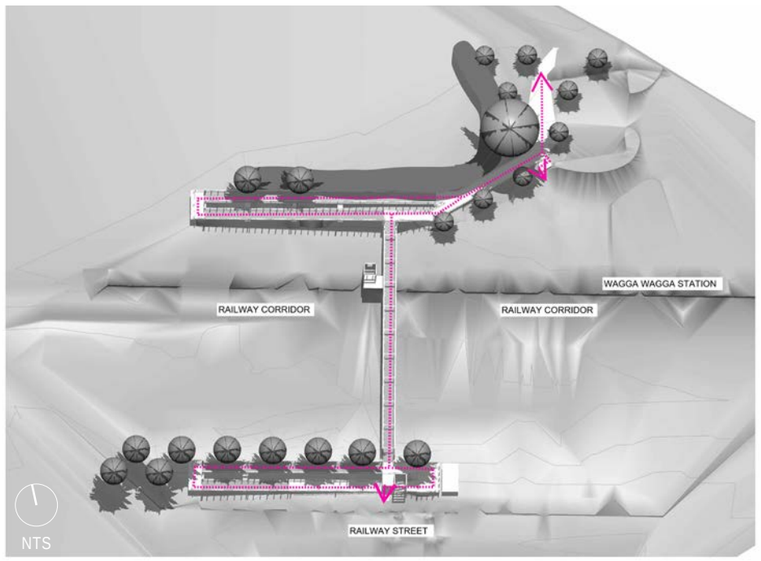
7.2.4.4 Wagga Wagga (Mothers) Footbridge - Canopy Shadow Study

- Tree shadows are indicative of mature growth, as per plant schedules.
- Tree spacing has been optimised to reflect available soil volumes and operational constraints. Spacings are indicated as 7m CTS
- Use of Deciduous trees at the station place provides summer shade and winter sun access.
- On bridge shade structure with interpretive inlays will provide dappled shade across the bridge span.

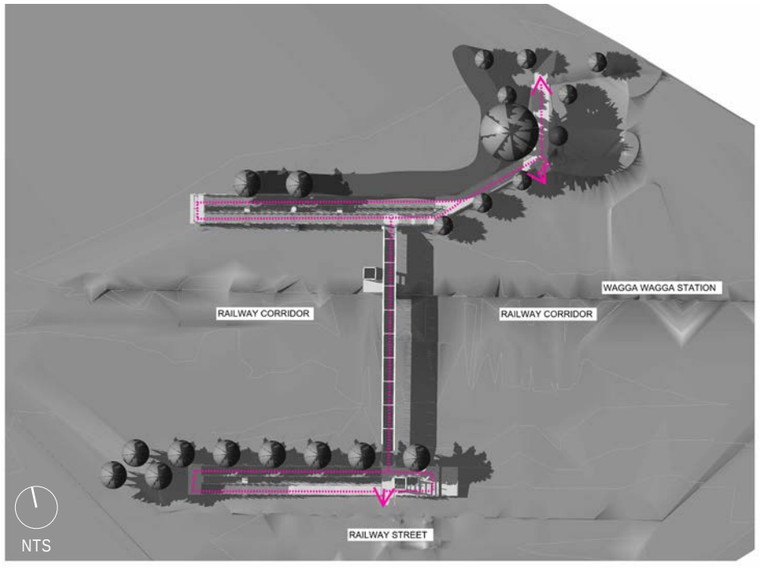
NOTE: shade structures are not proposed as they would increase bulk, reduce visibility, and add to program delay and cost.



WAGGA WAGGA (MOTHERS) FOOTBRIDGE | Shadow Diagram - 9am February



WAGGA WAGGA (MOTHERS) FOOTBRIDGE | Shadow Diagram - 12pm February



WAGGA WAGGA (MOTHERS) FOOTBRIDGE | Shadow Diagram - 3pm February

LEGEND

PEDESTRIAN PATH

Figure 167: Wagga Wagga (Mothers) Footbridge - canopy shadow study

		SHADE PERCENTAGE			
TIME OF DAY	**DISTANCE (M)**	**9AM**	**12PM**	**3PM**	**AVG.**
Mothers Bridge					
North Side of Rail Line					
Distance at grade Ramp Station side	64	50%	40%	60%	50%
Distance at elevated ramps Station side	96	50%	30%	20%	33%
Distance across Bridge	53	Art installation overhead			
South Side of Rail Line					
Distance Railway Street side	109	80%	35%	55%	57%

* Shading is measured both from structures and trees.

Table 25: Wagga Wagga (Mothers) Footbridge - canopy shadow study

7.2.5 Kemp Street Bridge & Footbridge

Kemp Street is a brownfield township development, which is to upgrade the existing bridge and road alignments between Ducker Street and Olympic Highway. The works area is located within an urbanised local road corridor over the existing railway bounded by residential dwellings on the eastern side of Kemp and Ducker Street, and Endeavour Park and residential dwellings fronting Kemp Street to the west.

The landscape approach is to provide a planting pallet which celebrates the local character and amenity of the township and provides visual continuity of Endeavour Park and the adjacent avenue planting of the Olympic Highway to assist with tying into the existing vegetation patterns of the parkland and local streetscapes.

There are several spaces to the overall precinct. The focus being the western edge of the project and the way the bridge and its approaches tie into the existing street and parkland character.

The eastern edge is about the separation of Kemp Street from the adjoining residences as the road passes through to Ducker Street. A localised interface occurs where the pedestrian bridge comes to ground at the Skate Park, corner of Edgar and Hill Streets.

West of the Railway

On the southwestern side of the alignment between Kemp Street and Railway Parade the embankment has been raised to meet the new bridge and so is to be reworked. This includes the incorporation of stairs facilitating access from Railway Parade through under Kemp Street to the Olympic Highway or up to and over the Kemp Street bridge. This edge presently has a number of eucalypts that terminate the view, which are to be removed. These are to be reinstate and increased in density providing separation of the new works from the residential precinct beyond.

The northwestern side of the works is a new parkland reserve. It provides an accessible linkage between Endeavour Park and the community to the west of the Olympic Highway, through to and over the Kemp Street Bridge. This path meanders through the space to achieve accessible grades. This is achieved by filling this zone to lift the ground profile up so that it ties in with the new Kemp Street alignment providing a smooth and integrated landscape setting.

The landscape design response to this parkland has been to provide an orchard of trees which will bookend Endeavour Park which at its western end terminates with a grid of Eucalypts as it transitions out of town. The orchard adopts a blossom tree providing dappled shade, colour and flowers highlighting the seasonal change. This is proposed to be set within a grassland reinforcing the parkland setting.

Along the Olympic Highway a continuation of the Avenue of Pear trees is proposed provide a strong and continuous avenue to this important link.

The heritage of the site is also to be interpreted through heritage inlays along the path and the use of the bridge lighting elements at entry and decision points along the pedestrian access.

Along the rail edge there is a level change delineated by a retaining wall which has been aligned to maximise retention of existing eucalypt trees. The landscape response reflects this transition to the natural vegetation communities by treating the eastern edge of the path and its interface with the rail corridor with a native shrub and grass palette.

West of the Olympic highway the connection to the path from Endeavour Park to the Kemp St bridge path has been regraded to meet accessibility requirements and respond to the new intersection of Kemp Street and the Olympic Highway. Within the park the grass land setting is retained and reinstated to match the existing.

East of the Railway

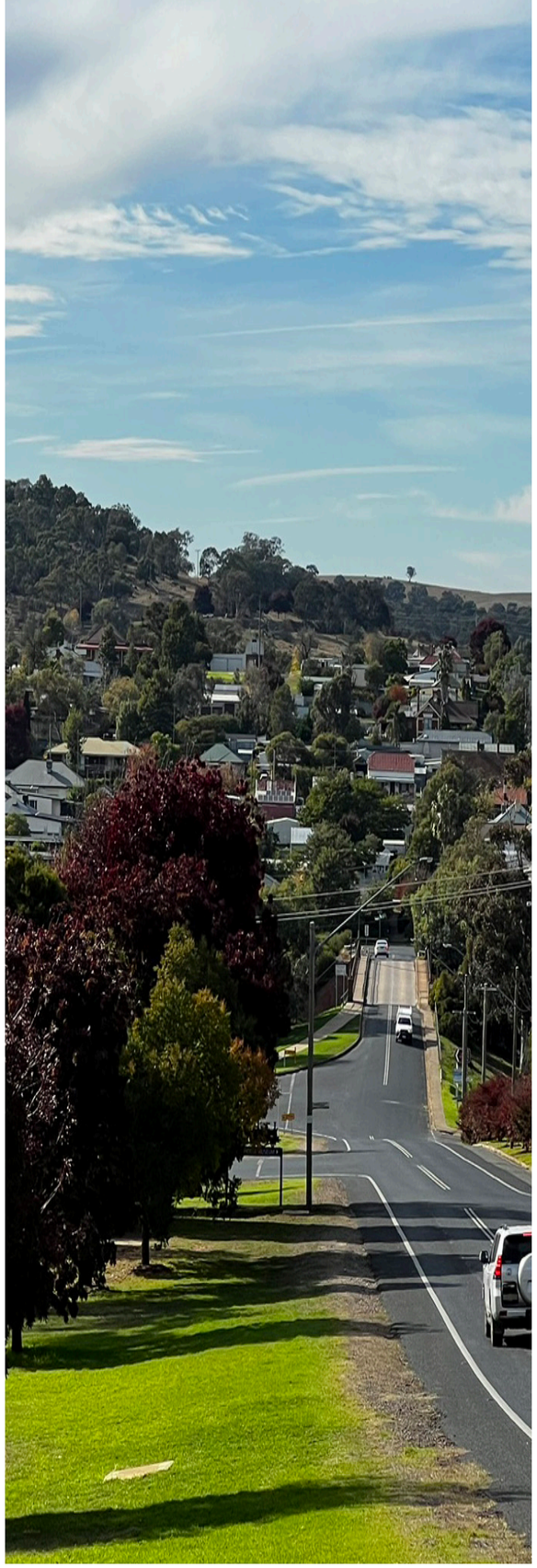
The road alignment of Kemp Street is continued through to Ducker Street but with the new road providing a larger footprint and at a higher elevation. The result of this has been the introduction of walls to support the new road alignment. Batter slopes below this point are at 1:3 providing the opportunity for screen planting to occur between the houses and road.

Brachychiton populensus - Kurrajong trees are proposed to continue the gateway experience of the new bridge and acknowledge the way the road slices through the built fabric with no public address between the housing and the road corridor. This will be underplanted with robust understorey selected to meet the minimal maintenance requirement of the works and the restricted access of the site.

The pedestrian connection comes to ground at the intersection of Edgar and Hill Streets adjacent to the Junee Skate Park. River red gums have been provided at the pedestrian tie in points with the bridges to provide additional shade over the walkways and to enhance the overall recreational precinct, The existing driveway and access to the back of house functions of the recreational centre and pool is maintained.

The implementation of landscape and its design is informed by the TfNSW Landscape Design Guide and to be undertaken in accordance with TfNSW specifications R178 and R179.

- Garden bed has assumed a 75mm - 100mm mulch layer, over topsoil over a cultivated subgrade.
- Groundcovers are planted as tubestock at 4/m^2 and shrubs are planted at 2 plants/m^2.
- Species selection is suited to the climatic conditions and reflects vegetation occurring within the general proximity of the site to ensure a contextual link and enable interpretation and education of the users of the space.



7.2.5.1 Tree Replacement Strategy

As part of the Projects commitment's and the UMM all trees removed for the project works are to be replaced at a ratio of 2 to 1 with a tree defined in LV10 as a woody perennial plant above 3m in height.

At the Kemp Street site there are a total of 52* trees and woody perennials to be removed as part of the construction works for the new bridge, these will be replaced with a minimum ratio of 2 new trees planted for every tree removed within the site.

TREE REMOVAL AND REPLACEMENT	
Trees removed	52*
Trees subject for review	9*
Proposed trees	102*
Proposed woody perennials above 3m	676*

* Numbers are indicative at time of documentation and may change as part of construction process

LEGEND

- CONSTRUCTION IMPACT ZONE
- GARDEN BED
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- TURF - ZOYSIA SP.
  100mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- HYDROMULCHING
  100mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- EXISTING TREE RETAINED
- *Pyrus calleryana - 100 litre*
- *Prunus cerasefera - 100 litre*
- *Eucalyptus blakelyi, Eucalyptus albens - 100 litre*
- *Brachychiton populneus - 100 litre*



Figure 168:Kemp Street Bridge & Footbridge - landscape plan



Figure 169: East of railway corridor - landscape section

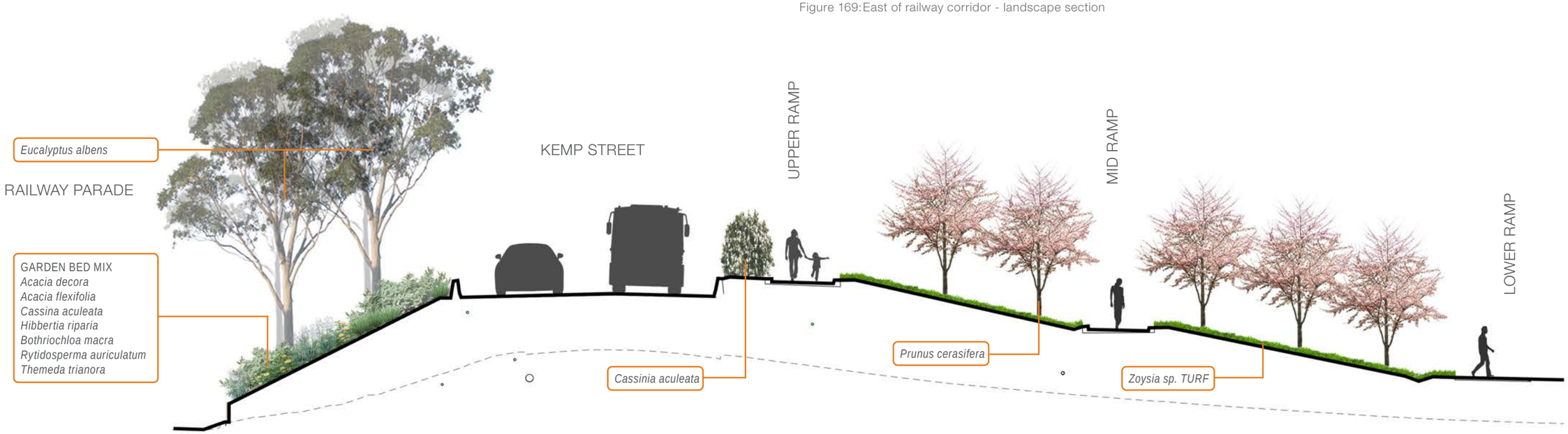


Figure 170: West of railway corridor - landscape section

LEGEND

CONSTRUCTION IMPACT ZONE

GARDEN BED
75-100mm HARDWOOD MULCH OVER
150mm AMELIORATED SITE TOPSOIL OVER
150mm CULTIVATED SUBGRADE

TURF - ZOYSIA SP.
100mm AMELIORATED SITE TOPSOIL OVER
150mm CULTIVATED SUBGRADE

HYDROMULCHING
100mm AMELIORATED SITE TOPSOIL OVER
150mm CULTIVATED SUBGRADE

EXISTING TREE RETAINED

Pyrus calleryana - 100 litre

Prunus cerasefera - 100 litre

Eucalyptus blakelyi, *Eucalyptus albens* - 100 litre

Brachychiton populneus - 100 litre



Figure 171: Endeavour Park access - landscape plan

7.2.5.2 Planting Schedule

BOTANIC NAME	COMMON NAME	DENSITY/ CTS	MATURE SIZE H x W	INSTALL SIZE Pot - Height - Cal.
TREES				
Brachychiton populneus ssp Populneus	Kurrajong	AS SHOWN	8-20 x 5-10 m	100 litre
Eucalyptus albens	White Box	AS SHOWN	12-16 x 10-14 m	100 litre
Eucalyptus blakelyi	Blakely's Red Gum	AS SHOWN	20-25 x 20 m	100 litre
Pyrus calleryana 'Aristocrat'	Aristocrat Callery Pear	AS SHOWN	10-12 x 3-4 m	100 litre
Prunus cerasifera	Cherry Plum	AS SHOWN	4-8 x 3-6 m	100 litre

BOTANIC NAME	COMMON NAME	DENSITY (Qty /m2)	MATURE SIZE H x W	POT SIZE
GARDEN BED MIX				
SHRUBS				
Acacia decora	Showy Wattle	1.5	1-4 x 3-5 m	150mm
Acacia flexifolia	Bent-leaf Wattle	1.5	1-1.5 x 1-2 m	150mm
Cassinia aculeata	Dolly Bush	1.5	2-4 x 1-2 m	150mm
Hibbertia riparia	Erect Guinea-flower	1.5	0.1-1 x 0.3-1 m	150mm
GRASSES/GROUNDCOVERS				
Bothriochloa macra	Red Grass	6	0.2-1 x 0.2 m	Tubestock
Lomandra filiformis ssp coriacea	Wattle Mat-rush	6	0.5 x 0.15-0.2 m	Tubestock
Poa sieberiana	Grey Tussock-grass	6	0.4-1 x 0.3-0.6 m	Tubestock
Rytidosperma auriculatum	Lobed Wallaby Grass	6	0.2-0.5 x 0.1 m	Tubestock
Sorghum leiocladum	Wild Sorghum	6	0.6-1.5 x 0.1 m	Tubestock
Themeda triandra	Kangaroo Grass	6	0.5-1.5 x 0.5 m	Tubestock
Xerochrysum viscosum	Sticky Everlasting	6	0.2-0.8 x 0.3-0.8 m	Tubestock

BOTANIC NAME	COMMON NAME	AREA /m2	INSTALL SIZE
Zoysia Sp.		4100	1m2 Turf Rolls

* Subject to availability.
Note: Refer to Appendix 5 for Landscape Detailed Plans

Table 27: Kemp Street bridge - planting schedule

7.2.5.3 Seeding Schedule

SPECIES	COMMON NAME
HYDROMULCHING	
COVER CROP	
Euchinochloa utilis (Sep-Mar) *or Lolium multiflorum (Apr-Aug)* *or Secale cereale (Apr-Aug)*	Japanese millet Italian ryegrass Rye
Cynodon dactylon	Couch Grass
Trifolium pratense	Red Clover
NATIVE GRASSES	
Austrostipa scabra	Rough Speargrass
Bothriochloa macra	Red Grass
Microlaena stipoides	Weeping Grass
Poa labillardieri	Common Tussock Grass
Rytidosperma setaceum	Bristly Wallaby Grass
Themeda triandra	Kangaroo Grass

* Subject to availability.
Note: Refer to Appendix 5 for Landscape Detailed Plans

Table 26: Kemp Street bridge - seeding schedule

KEMP STREET BRIDGE & FOOTBRIDGE

TREES



Eucalyptus albens
White Box



Eucalyptus blakelyi
Blakely's Red Gum



Pyrus calleryana 'Aristocrat'
Aristocrat Callery Pear



Prunus Cerasifera 'Nigra'
Cherry Plum

SHRUBS



Acacia decora
Western Silver Wattle



Acacia flexifolia
Bent-leaf Wattle



Cassinia aculeata
Common Cassinia



Hibbertia riparia
Erect Guinea-flower

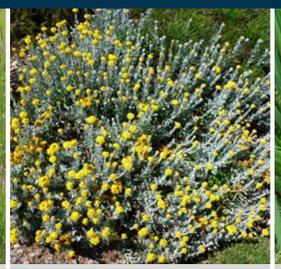
GRASSES / GROUNDCOVERS



Austrostipa scabra
Rough Speargrass



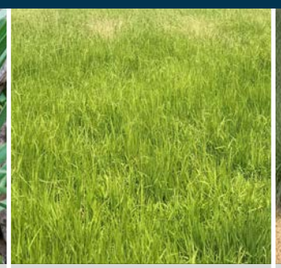
Bothriochloa macra
Red Grass



Chrysocephalum apiculatum
Common Everlasting



Lomandra filiformis subsp coriacea
Wattle Mat-rush



Microlaena stipoides
Weeping grass



Poa labillardieri
Common Tussock Grass



Poa sieberiana
Grey Tussock Grass

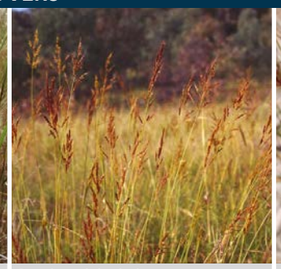


Rytidosperma auriculatum
Lobed Wallaby Grass

GRASSES / GROUNDCOVERS



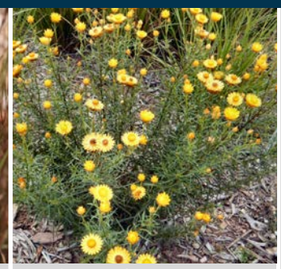
Rytidosperma setaceum
Bristly Wallaby Grass



Sorghum leiocladum
Wild Sorghum



Themeda triandra
Kangaroo Grass

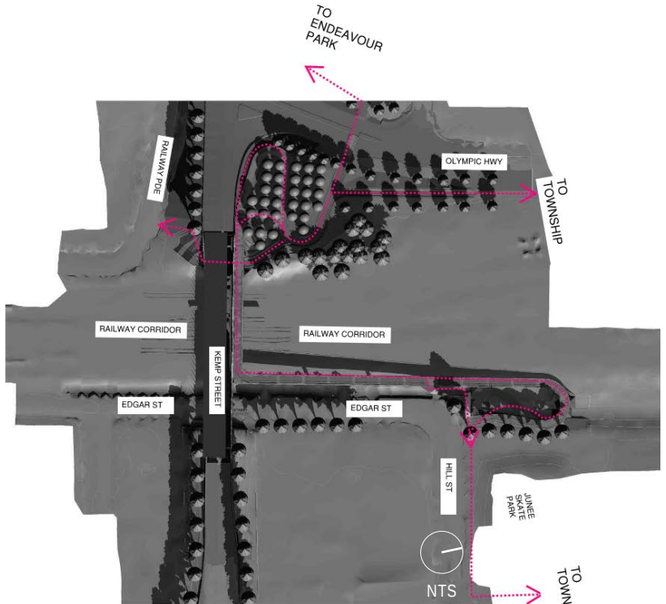


Xerochrysum viscosum
Sticky Everlasting

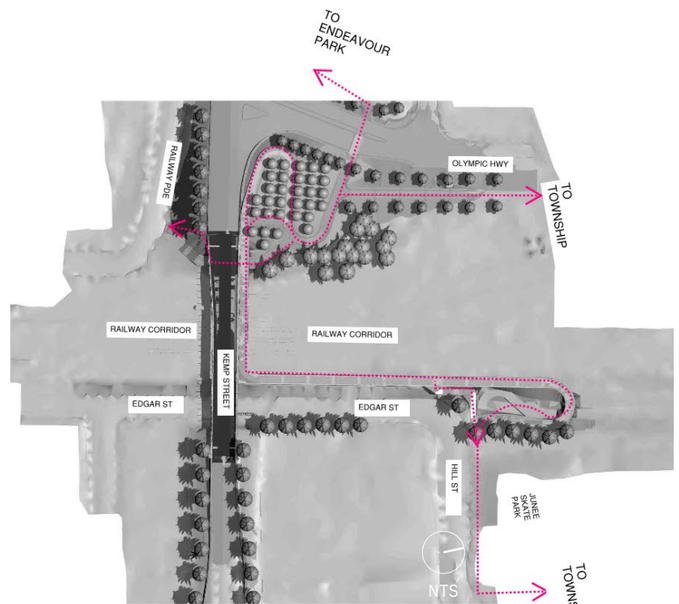
7.2.5.4 Kemp Street Bridge & Footbridge

- Tree shadows are indicative of mature growth, as per plant schedules.
- Tree spacing has been optimised to reflect available soil volumes and operational constraints. Spacings are indicated as 5m CTS
- Tree placement is as close to the path as possible, to maximise shade.
- Deciduous trees have been used to provide seasonal change and solar access during winter

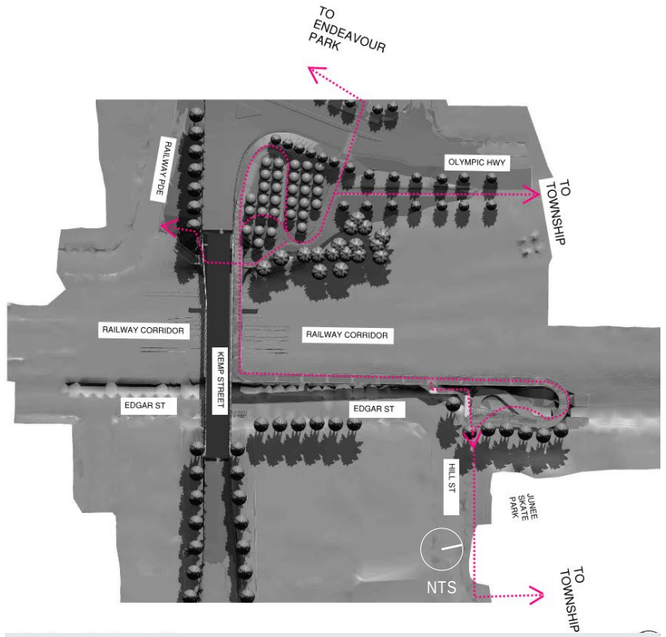
NOTE: shade structures are not proposed as they would increase bulk, reduce visibility, and add to program delay and cost.



KEMP STREET BRIDGE & FOOTBRIDGE | Shadow Diagram - 9am February



KEMP STREET BRIDGE & FOOTBRIDGE | Shadow Diagram - 12pm February



KEMP STREET BRIDGE & FOOTBRIDGE | Shadow Diagram - 3pm February

LEGEND

PEDESTRIAN PATH

Figure 172: Kemp Street bridge - canopy shadow study

		SHADE PERCENTAGE			
TIME OF DAY	**DISTANCE (M)**	**9AM**	**12PM**	**3PM**	**AVG.**
Kemp St					
Olympic Hwy serpentine path at grade	178	70%	5%	20%	32%
Distance from Kemp St to Hill St along bridge	178		Expose to the sky		
Hill St side	48	20%	10%	0%	10%

Table 28: Kemp Street bridge - canopy shadow study

7.3 Landscape Implementation Strategy

This section of the report outlines the Project's landscape implementation strategy for the Project which includes the key areas which have influenced the landscape design response and the implementation of the landscape design as part of construction and operations.

7.3.1 Aboriginal Cultural Heritage

The Albury to Illabo section of the Inland Rail program is situated on the traditional lands of the Wiradjuri people. Their connection to the landscape span vast distances particularly around the rivers as their name describes. Many of the sites relate to Aboriginal heritage and occur within the more forested sites. The landscape interpretation of these sites has been incorporated as part of the broader narrative. A range of species have been identified which have been integrated into the overall design as a key element or just as part of the revegetation process with the relevant communities.

7.3.2 Batter stabilisation

Vegetation is used to stabilise the disturbed soil profile in areas of the corridor after completion of engineering work. Stabilisation encompasses both a combination of seeding and planting works.

Trees and shrubs have been incorporated on batters where free of constraints to provide greater diversity and density of canopy to enhance revegetation outcomes

Seeding of the corridor using a mix comprising of groundcovers and shrubs using a hydromulch treatment forms the key revegetative response.

All plants species with the exception of existing heritage introduced species are selected from plants known to grow naturally within the project area, a full list is outlined at each bridge in section 7.2 of the UDLP. Plant selection of these species has sought to use those species due to the suitability to the climatic and site conditions but also their contribution to biodiversity.

7.3.3 Seed application and establishment

Seeding mixes are consistent with TfNSW's landscape design guidelines for the region and consist of a cover crop – short lived non-native pasture grasses to provide quick establishment and minimise erosion, and a native seed mix, comprised of a mix of native grasses and shrubs. The areas where native grasses are used also may provide opportunities for cultural practices, as part of the ongoing management initiatives, such as cool burning to be undertaken, which help tell the story of harvesting, cropping and agriculture. This would be undertaken within the limitations of the operational requirements of a national rail corridor.

Details of the seeding and planting mix are established as part of the landscape design. A number of different mixes are to be used to reflect the various vegetation communities along the route. These mixes are to be based around the core mix parameters defined above. These communities are generally climax communities and so will need time to develop and to achieve appropriate species diversity.

Where seeding is to be used the following techniques have been adopted:

– Hydromulching – Hydraulic application of mulch matrix, sprayed onto the soil as a slurry which sets to form a layer of protection from erosion incorporating seed and soil ameliorants.

7.3.3.1 Seed collection

The objective of seed collection is to provide seed, which is endemic (ie local to the each site). This is not always feasible given seasonal constraints and nature of seed being collected. Where endemic species are not available or are unable to fulfil the entire requirement, indigenous seed stock is to be used.

Indigenous seed is to be collected from within the same plant community and within the same regional context of the local providence.

7.3.4 Ecological Establishment and Monitoring

In order to ensure complete coverage is achieved in a timely and effective manner and provides ongoing protection and biodiversity benefits, it is important to have a focused maintenance program.

To ensure this a Landscape Management Plan (LMP) has been prepared. This document details the landscape maintenance actions project and covers for a period beyond Practical Completion of the work in accordance with the LMP and the transfer of assets to the relevant authority in accordance with conditions of approval E111.

Key elements covered in this plan include the landscape management including appropriate establishment procedures, fertiliser, pest and disease management. Performance of the landscape establishment could be determined by the TfNSW Modified Landscape Functional Analysis (LFA) Rapid Assessment Technique which is undertaken on a quarterly basis.

7.3.4.1 Weed control

Weed control adopts a systematic approach in order to reduce potential weed impacts in the future. Key to this is ensuring weed control is:

– An integral part of the build process, with weed assessment and management actions undertaken before site clearance during construction in line with the Weed Management Plan (WMP) which is part of the LMP.

– Carried out by the contractor in all areas of the corridor including revegetated and planted areas for a period beyond Practical Completion of the work in accordance with the LMP and the transfer of assets to the relevant authority in accordance with conditions of approval E114.

– The adoption of a strategy which addresses structural weed issues as a focus as opposed to general weed issues. Critical to this process is the acceptance of revegetation as a gradual process which has numerous interactions which influence the landscape response in varying ways. Weed strategies will need to evolve to the various issues that arise from season to season and year to year as the landscape develops.

7.3.4.2 Fauna Strike Mitigation

Fencing has been installed along the corridor which provides security and mitigates risk of fauna strike within the corridor. Maintenance of vegetation offset to fencing is important to ensure they are not breached in any way.

Breaching of fencing may occur when seeded material establishes next to fence lines providing the opportunity for fauna to cross the fence. It may also be facilitated by falling trees or limbs, establishment of taller vegetation and or twinning climbers growing on fence, providing the opportunity for fauna to scramble over the fence structure.

The ongoing maintenance based on fauna types being managed will be critical for the long term success of the fencing and the fauna strike mitigation.

7.3.4.3 Establishment of seeded landscapes

The establishment of seeded landscapes may take some years to establish but that monitoring and appropriate action will be taken to ensure that the desired species mix is established or that soils with seed bank reliance are responding as envisaged. Responses will be gauged against locally successful installations and corrective actions determined to encourage and ensure response achieves the planned intent.

7.3.4.4 Supplementary watering and mulching

The LMP for the project will require that revegetated areas are watered and maintained until plants have become established. If extended periods without rain are experienced during the establishment period then watering will be required to supplement natural rainfall.

7.3.4.5 Fertiliser

Fertilising post landscape installation may be required where specific nutrient deficiencies are identified. The need for additional fertiliser is minimised by the use of slow release fertiliser. Fertiliser may be required to address specific soil and vegetation responses. This may include nitrogen drawn down as a result of mulch in soil media. These issues are addressed as part of the soil amelioration process defined as a result of site soil testing in both the design and construction phases.

7.3.4.6 Pruning and thinning

Pruning and thinning is to form a minor component of maintenance broadly. Pruning may be required to ensure retention of sightlines where trees and seeded shrubs have grown obscuring signage or views around bends or to maintain clearances to fencing or structures.

7.3.4.7 Pests and diseases

Landscape establishment will rely on developing an environmental balance through the establishment of improved habitat conditions. If an outbreak is identified which will impact on the establishment of landscape outcomes an appropriate action plan will be determined.

7.3.4.8 Plant replacements

As part of the monitoring requirements, diseased or dying plants are to be replaced to ensure 80 percent of planting has established after 12 months.

7.3.5 Landscape treatments

Landscape treatments include a combination of seeding and planting. Planting is undertaken in a number of differing ways, as garden beds to address a specific need or as broad scale planting to establish canopy and maintain diversity. Species selection is reflective of the Plant Community types (PCT) encountered within the corridor and adopts an indigenous and endemic plant palette.

7.3.5.1 Seeding treatments

The seed mix must include indigenous non-invasive shrub and grass mix sown at a minimum rate of 8 kg/Ha and cover crop seed mix comprising non-invasive exotic grasses at 20kg/ha.

7.3.5.2 Garden bed treatments

At key locations identified in the landscape plans, including screens from the rail corridor and where residential properties abut garden bed plantings for screening would be adopted.

7.3.5.3 Tree planting

Planting of trees is included to address clear zone requirements, and provide shade onto structures for pedestrians. Broad scale planting will occur outside of clear zones of both the rail corridor, relevant service corridors and furniture that restricts opportunities.

7.3.5.3 Existing tree protection

All existing trees to be retained within and directly adjacent to the construction sites will be protected prior to the commencement of construction in accordance with AS4970-2009 Protection of trees on development sites and monitored during construction.

7.3.6 Topsoil management

7.3.6.1 Topsoil management

The Albury to Illabo section of the Inland Rail program is situated traverses a number of different landscape situations. Consequently, the topsoils within these landscape situations vary significantly in terms of their physical and chemical composition as well as the species of seed they contain. Topsoil is a highly valuable resource that requires management by careful planning, implementation and monitoring to ensure the best use is made of it. Good topsoil management results in cost effective landscape outcomes that require minimal ongoing.

7.3.6.2 Topsoil treatments

The undertaking of a soil pedology study is to occur. This identifies the different soil units and tests a number of samples of the soil within this zone. Samples will be tested of the A and B Horizons in order to determine the soil qualities and the requirements for amelioration in order to support the relevant vegetation communities proposed.

7.3.6.3 Mulches

Vegetation material generated by clearing operations is to be used as mulch in the landscape works, subject to availability.

Wood chip mulch is to be used as a surface cover on planted areas to suppress weeds and retail soil moisture. Composted mulch may to be incorporated in topsoil spread on cut and fill slopes to improve the resistance to surface erosion and assist revegetation.

7.3.7 Drainage and water quality

Drainage work can potentially have a significant influence on the character and appearance of the rail corridor, streetscape and its landscape treatments, as well as influence the movement and usage by terrestrial fauna.

Care has been taken to ensure the drainage design has been considered and integrated with both the formation and structures associated with the road. As part of the drainage response the use of concrete lined drainage channels and rock mattresses has been minimised in favour of vegetated drains or rock armoured channels.

7.3.7.1 Vegetated swales and channels

The design has maximised the use of vegetated channels, helping to clean the water but also integrate the drainage with its landscape context. The vegetated nature of these drains ensures velocities are reduced and the potential for sediment to be removed from the water column is maximised.

7.3.7.2 Concrete lined channels and gutters

Concrete lined channels are to be used where other drainage forms are unsuitable due to:

– Steepness of slope

– Velocity and concentration of flows.

Landscape will be used to help reduce the visual prominence of drains where possible by providing screening or visual foil to the drain.

Water from bridge structures will be dissipated onto Riprap to slow the velocity and then dispersed through mulch bunds and vegetated swales into the landscape beneath.



7.4 Crime Prevention Through Environmental Design

This section outlines the implementation and considerations the Project has made regarding safety and crime prevention in its design. The Project has followed the Crime Prevention through Environmental Design (CPTED) principles in the design and development of each bridge.

CPTED is a strategy focusing on reducing crime through the planning, design and structure of buildings, public infrastructure and places. This strategy is based on the core goal of reducing opportunities for crime through the implementation of appropriate design, movement and place management principles. A well executed built environment incorporating these principles will discourage or impede potential offenders from considering these areas as potential opportunities for crime and anti-social behaviour.

The CPTED principles aim to reduce crime through:

- Increasing the perception of risk to criminals by elevating the possibility of detection
- Increasing the effort required to commit the crime by elevating the time, energy and/or resources required
- Reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'
- Removing conditions that create confusion about required norms of behaviour.

The key CPTED principles are found in the Crime Prevention Guidelines, part of Section 4.15 of the EP&A Act 1979 (CPTED Guidelines) and the Safer by Design, NSW Police policy, and include:

- Territorial reinforcement
- Surveillance
- Access control
- Space/activity management.

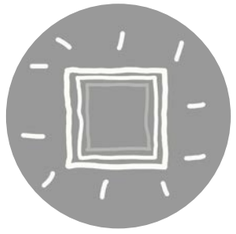
Overarching strategies that have informed the design and application of pedestrian bridges within the Project include:

- Maximising natural surveillance and sightlines for pedestrians to and from the bridge.
- Increasing visibility to and from the bridge through permeable materiality and open walkways
- Provision for lighting along all proposed bridge paths
- Design of clear, predictable routes to avoid entrapment locations supported by wayfinding and signage
- Encourage ongoing support and maintenance to ensure bridges remain clean, inviting and of a high-quality.

Incorporating the CPTED strategies and principles into the design helps to deliver a project that is safe, secure and discourages offenders from identifying potential places for crime and anti-social behaviour. As the Project contains multiple pedestrian bridges, this following sections will provide details for each location and the key aspects that have been informed by the CPTED principles.

These key aspects include:

- Lighting
- Sightlines
- Materiality and visibility
- Pedestrian movement paths
- Passive surveillance
- Co-location
- Graffiti and vandalism.



Territorial reinforcement

Places that are well cared for, well-used and have a sense of community ownership sends positive signals to the community, and people that have ownership of areas are more likely to intervene in crime and provide effective supervision.



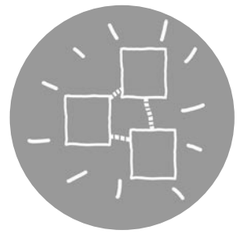
Surveillance

People feel safe in areas when they can see and interact with others, and criminals are deterred from places that are well supervised or have visual permeability. Surveillance can be in the form of natural, technical and formal.



Access control

Access control involves the control, channelling or encouragement of people and vehicles entering and existing the area by wayfinding, formal/informal routes and desire lines. Effective access control can be achieved through the use of physical/symbolic barriers which increases the time and effort criminals need to commit crime.



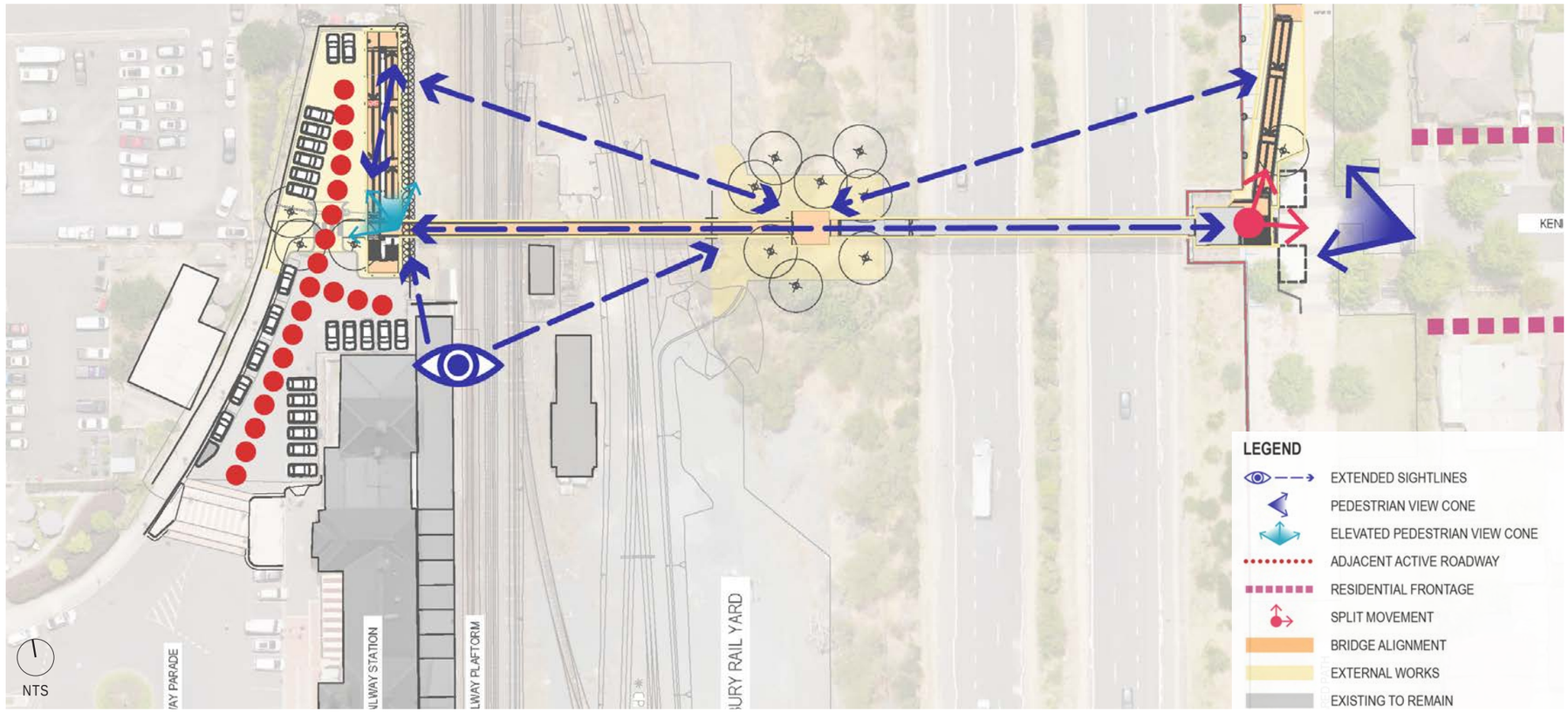
Space/activity management

Space management involves the formal supervision, control and care of the place. The effective use spaces help to maintain and maximise safety, as places that are infrequently used have a higher chance of vandalism and abuse.

7.4.1 Albury Station Footbridge

To achieve the CPTED principles and deliver a safe, secure and usable pedestrian bridge. The following measures have been provided for the Albury Station Footbridge to mitigate the risk of crime:

- Passive surveillance measures with the provision of pedestrian and cyclist movement across the bridge
- Lighting along bridge paths and ramps
- Implementing trusses as the structure and key design element of the bridge to maximise visibility and passive surveillance opportunities to and from the bridge
- Optimisation of the alignment to maintain clear sightlines and avoiding obscured corners or pockets
- Selecting materials for railings and balustrades that have a high degree of visual permeability to allow sightlines through built elements
- Providing alternative routes to facilitate DDA accessibility and movement options to limit potential blockages or entrapment
- Improving passive surveillance opportunities, co-locating bridge users adjacent to people using car parking facilities
- Co-locating the bridge access point near residential housing to increase passive surveillance and develop a sense of community ownership of the space
- Careful selection of patterns, textures, and colours for structures and screens to help deter graffiti and vandalism
- Ensure elevated positions have visibility over the access paths and ramps to enable users to see any potential hazards
- Providing opportunities to involve the community to contribute towards the development of the Project through feedback and community consultation, creating a sense of ownership
- Prepare specifications that require well maintained planting to retain sightlines across the project area.



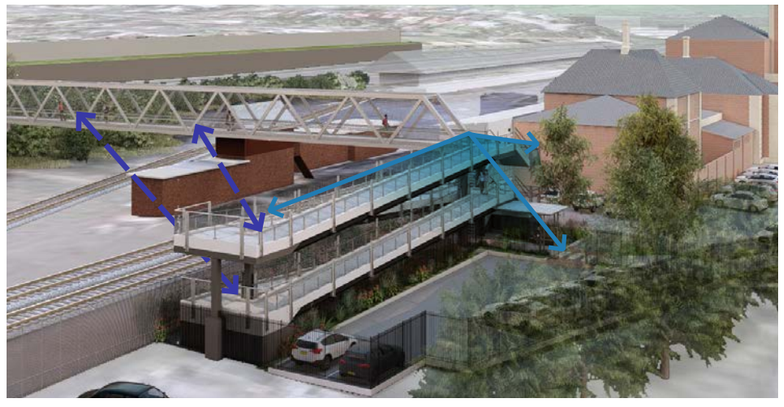


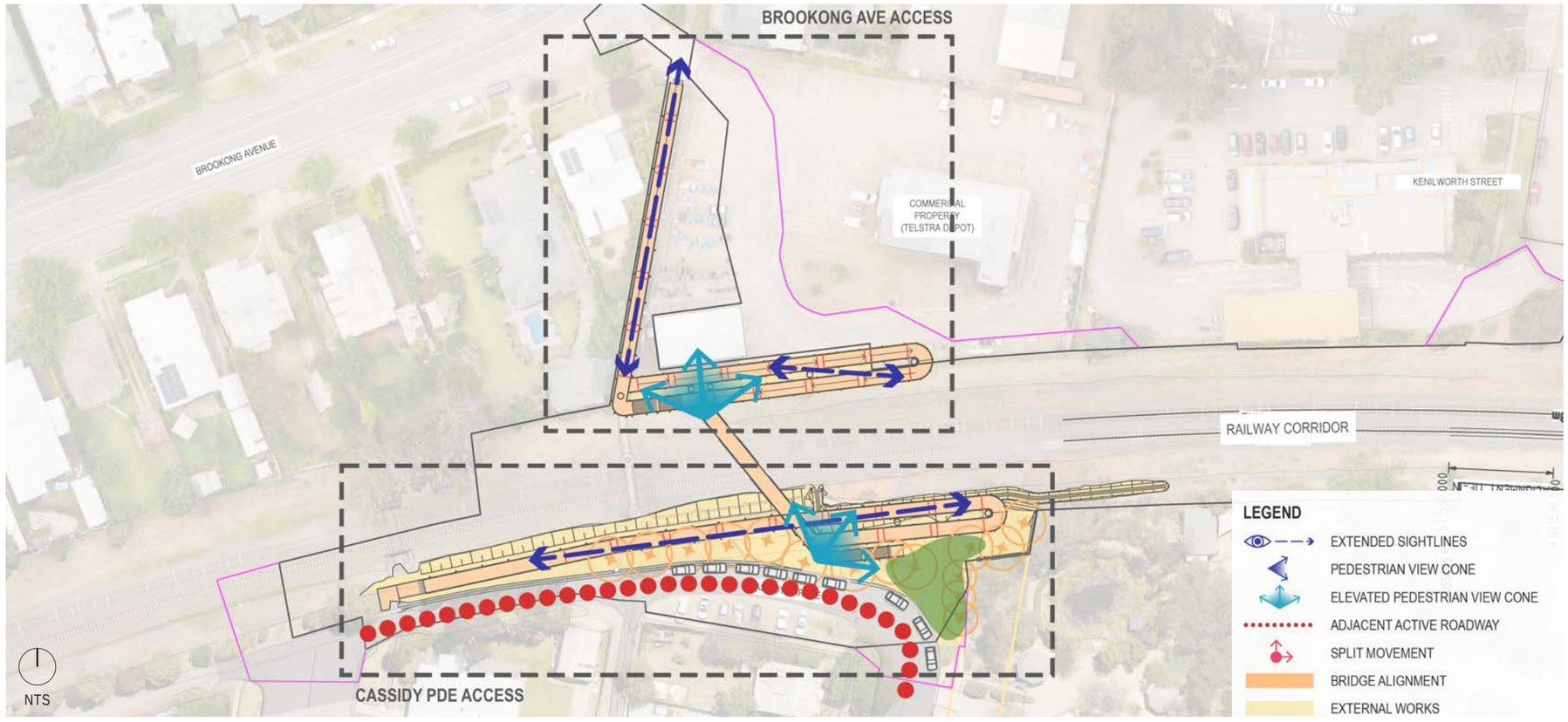


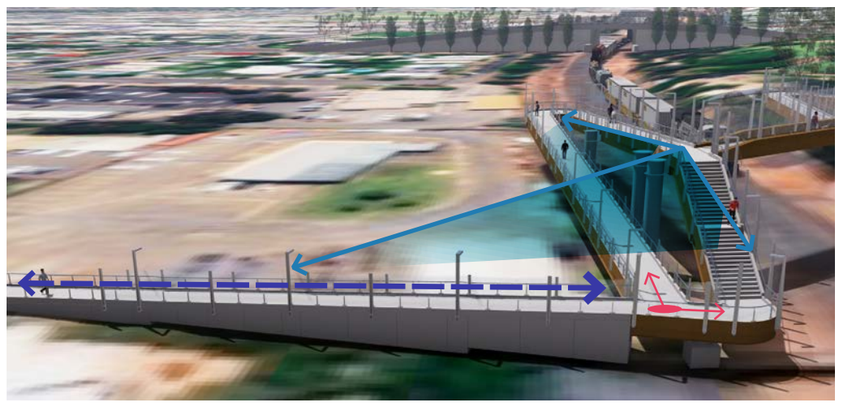
Figure 173: Albury Station Footbridge - CPTED

7.4.2 Cassidy Parade Footbridge

To achieve the CPTED principles and deliver a safe, secure and usable pedestrian bridge. The following measures have been provided for the Cassidy Parade Footbridge to mitigate the risk of crime:

- Passive surveillance measures with the provision of pedestrian and cyclist movement across the bridge
- Lighting along bridge paths and ramps
- Optimisation of the alignment to maintain clear sightlines and avoiding obscured corners or pockets
- Selecting materials for railings and balustrades that have a high degree of visual permeability to allow sightlines through built elements
- Ensuring sightlines extend from the bridge stairs and ramps (north side) along the pedestrian path to Brookong Avenue - locating users within a residential setting for passive surveillance
- Providing alternative routes to facilitate DDA accessibility and movement options to limit potential blockages or entrapment
- Co-locating the bridge access point near an activated residential roadway to increase passive surveillance and develop a sense of community ownership of the space
- Careful selection of patterns, textures, and colours for structures and screens to help deter graffiti and vandalism
- Ensure elevated positions have visibility over the access paths and ramps to enable users to see any potential hazards
- Providing opportunities to involve the community to contribute towards the development of the Project through feedback and community consultation, creating a sense of ownership
- Prepare specifications that require well maintained planting to retain sightlines across the project area.





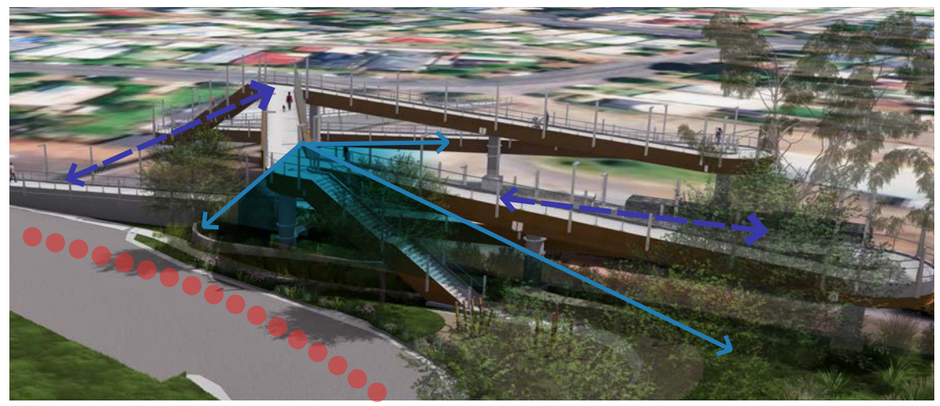
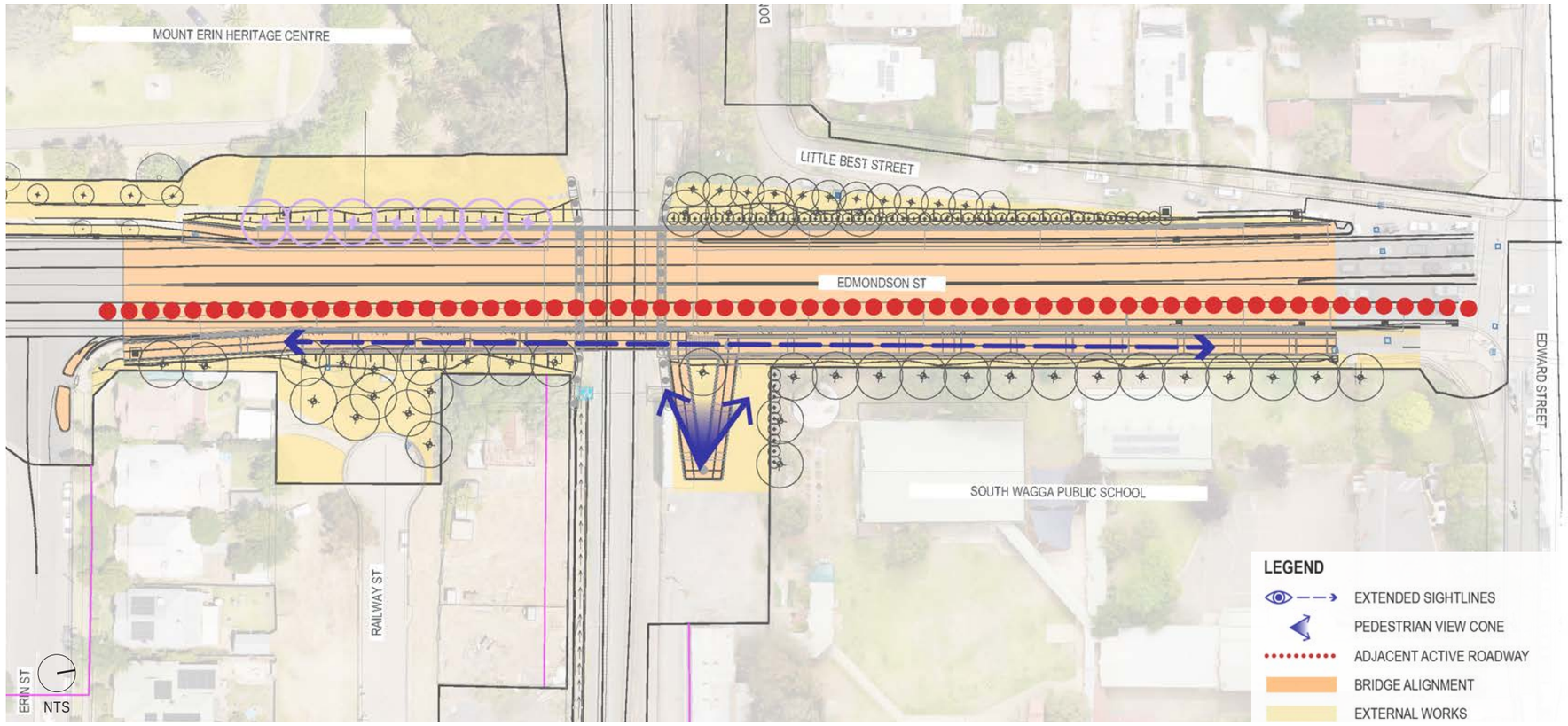


Figure 174: Cassidy Parade Footbridge - CPTED

7.4.3 Edmondson Street Bridge and Footbridge

To achieve the CPTED principles and deliver a safe, secure and usable pedestrian bridge. The following measures have been provided for the Edmondson Street Bridge and Footbridge to mitigate the risk of crime:

- Passive surveillance measures with the provision of pedestrian and cyclist movement across the bridge
- Lighting along bridge paths and ramps
- Optimisation of the alignment to maintain clear sightlines and avoiding obscured corners or pockets
- Selecting materials for railings and balustrades that have a high degree of visual permeability to allow sightlines through built elements
- Providing alternative routes to facilitate DDA accessibility
- Increase passive surveillance opportunities, locating the pedestrian movement along a busy active roadway
- Careful selection of patterns, textures, and colours for structures and screens to help deter graffiti and vandalism
- Providing opportunities to involve the community to contribute towards the development of the Project through feedback and community consultation, creating a sense of ownership.





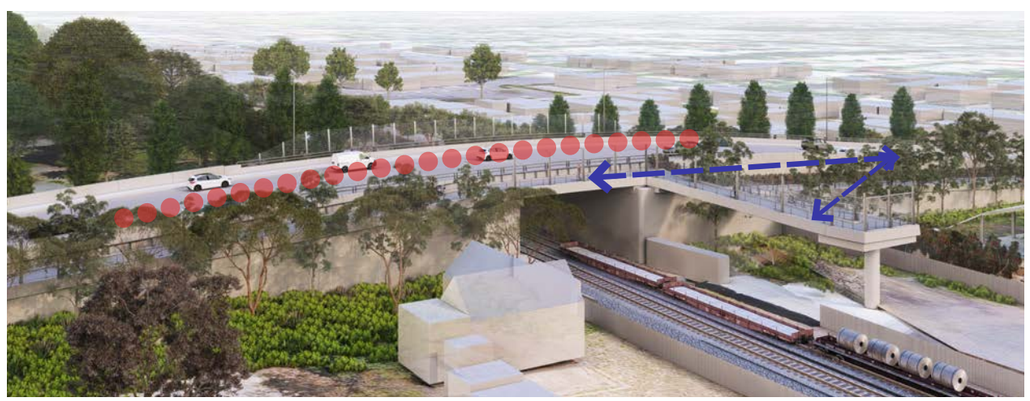


Figure 175: Edmondson Street Bridge & Footbridge - CPTED

7.4.4 Wagga Wagga (Mothers) Footbridge

To achieve the CPTED principles and deliver a safe, secure and usable pedestrian bridge. The following measures have been provided for the Wagga Wagga (Mothers) Footbridge to mitigate the risk of crime:

- Passive surveillance measures with the provision of pedestrian and cyclist movement across the bridge
- Lighting along bridge paths and ramps
- Implementing trusses as the structure and key design element of the bridge to maximise visibility and passive surveillance opportunities to and from the bridge
- Optimisation of the alignment to maintain clear sightlines and avoiding obscured corners or pockets
- Selecting materials for railings and balustrades that have a high degree of visual permeability to allow sightlines through built elements
- Improving passive surveillance opportunities, co-locating bridge users adjacent to people using car parking facilities and the Wagga Wagga Station entrance
- Providing alternative routes to facilitate DDA accessibility and movement options to limit potential blockages or entrapment
- Enabling sightlines from adjacent residential homes and activated roadway to the bridge access ramps
- Careful selection of patterns, textures, and colours for structures and screens to help deter graffiti and vandalism
- Ensure elevated positions have visibility over the access paths and ramps to enable users to see any potential hazards
- Providing opportunities to involve the community to contribute towards the development of the Project through feedback and community consultation, creating a sense of ownership
- Prepare specifications that require well maintained planting to retain sightlines across the project area.

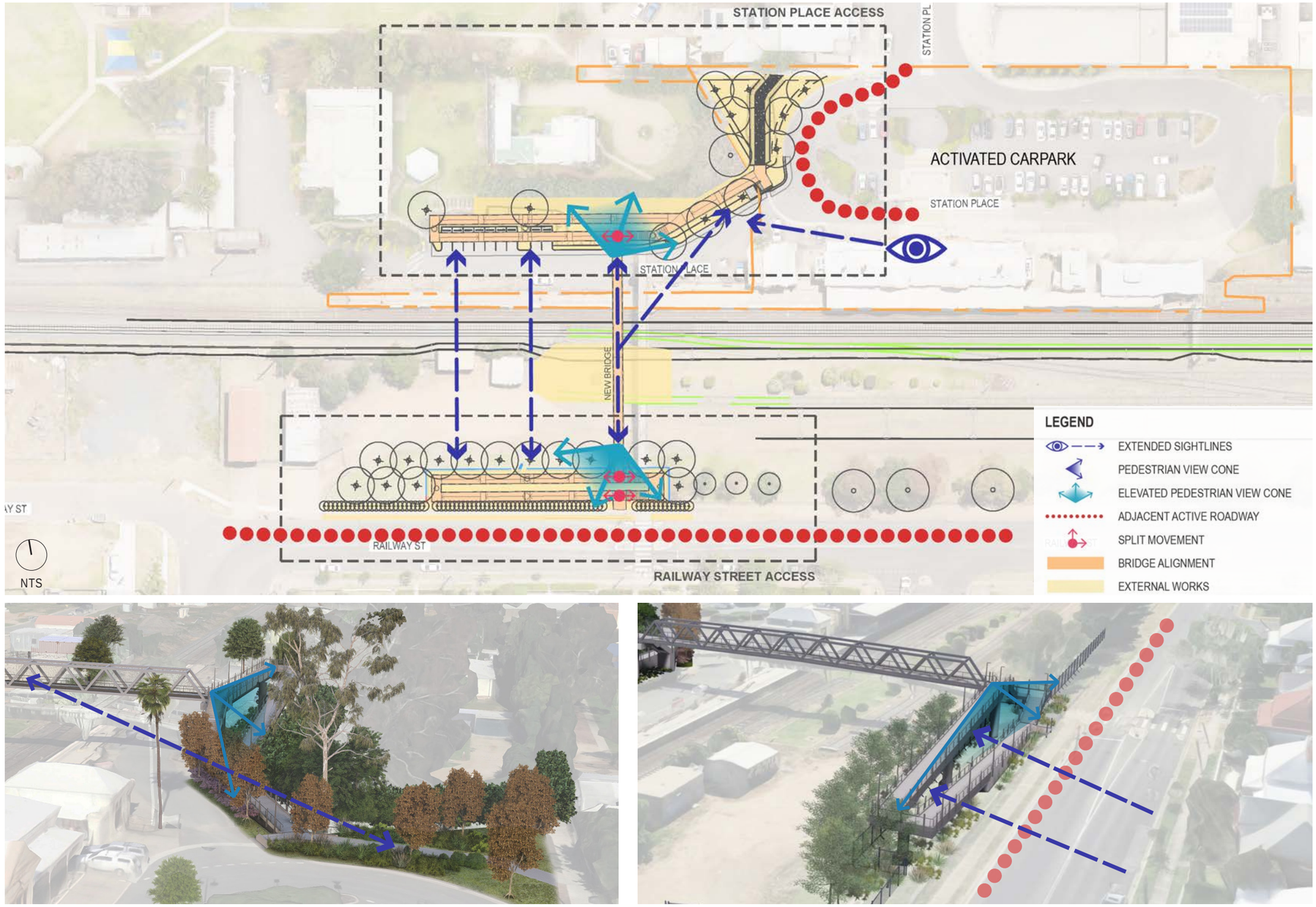


Figure 176: Wagga Wagga Station (Mothers) Footbridge - CPTED

7.5 Heritage Interpretation Implementation

7.5.1 Albury Station Footbridge

Interpretation will be both physical and experiential. Wayfinding and interpretive signage on the new bridge will provide historical context on the break-of-gauge saga, a symbol of intercolonial rivalry and its role in shaping Federation-era politics. The site was pivotal during this time, as Albury functioned as the key interchange point between Victoria's broad gauge and NSW's standard gauge, necessitating labor-intensive transhipment of passengers and goods. The platform's extraordinary length (460m), the grand station building, and remaining infrastructure like signal boxes, crane gantries, and broad gauge sidings serve as physical evidence of this history. These features will be linked through signage and a proposed rail viewing platform timeline.

Aboriginal consultation contributed strongly to the station's interpretive themes. Wiradjuri cultural references including dual naming of nearby landmarks (e.g. Mungabareena), and use of culturally significant colours such as the pink of Kangaroo Grass will be integrated into the bridge design. Ground plane elements may include etched Wiradjuri words or motifs, and signage will acknowledge the area's corroboree grounds and trade routes. The bridge will also serve as a platform for storytelling, visually connecting to significant sites and enabling a layered interpretation of both colonial and pre-contact histories. Materials from the existing bridge (steel and timber) will be reused in landscaping and signage, with remaining components offered to Albury Council or recycled.

The integration of railway heritage with place-based Wiradjuri narratives aims to reinforce Albury's unique identity as a crossing place between states, between past and present, and between cultures.

ALBURY STATION FOOTBRIDGE				
CODE	**INTERPRETATION**	**LOCATION**	**INTERPRETATION THEMES**	**STORIES**
1 Welcome to Country 	A Welcome to Wiradjuri Country sign could be placed on approach to bridge and with integrated artwork on balustrades	Pedestrian ramp entry at Albury Station	**First People** Consultation revealed that the area surrounding the station was an important gathering place for the Wiradjuri and other Aboriginal people to meet, collect resources, and hold corroborees before going to the mountains to gather Bogong moths	To be guided by an Aboriginal Elder
2 Culturally significant colours 	Culturally significant colours / plants	Intermediate rest area	**Gather** Aboriginal people gathered resources from the surrounding grasslands, woodlands and riparian environment, including plants such as Kangaroo Grass	To be guided by an Aboriginal Elder. Use of Kangaroo grass and other local plants within the landscaping and Kangaroo grass pink within the structural elements
3 Ground plane storytelling (change of gauge) 	Rail tracks on ground plane	Intermediate rest area	**Linking a Nation** Consultation and desktop research revealed that Albury Station played an important role in the Federation of Australia	Traditional Warren Truss bridge and re-use of heritage material, such as the timber posts in landscaping and rail tracks on ground plane within the viewing platform to indicate change of gauge
4 Interpretive signs (entwined themes) 	Interpretive signage	Intermediate rest area	**First People/Linking a Nation** Consultation revealed that the rail heritage elements of the yard and the broader landscape are important features and should be part of the narrative	Cantilevered interpretive signage around the viewing platform highlighting historic and Aboriginal POIs, presenting an entwined narrative

Table 29: Albury Station Footbridge - heritage key plan

7.5.2 Cassidy Parade Footridge

The Cassidy Parade Pedestrian Bridge integrates a range of heritage interpretation opportunities that celebrate local history, Aboriginal culture, and community memory through an inclusive landscape design.

Culturally significant colours drawn from native plants like wattle seeds are featured in both structural elements and the surrounding park.

An interactive audio installation within the native landscaping could allow Aboriginal Elders to share traditional plant knowledge, deepening cultural connection. Interpretive signage highlights the sensory and ecological value of local flora, while salvaged materials such as plaques and historic metal gates could be reused within the landscape to honour the bridge's original construction and its legacy of civic action and innovation.

This site honours the legacy of David Cassidy, whose advocacy led to the original bridge's construction, and includes themes of public safety, civic action, and Wiradjuri plant knowledge.

The surrounding landscape could feature bush tucker planting, ground plane artwork, and community-led murals could deepen local engagement and reflect Wiradjuri ecological traditions.

WAGGA WAGGA - CASSIDY PARADE FOOTBRIDGE				
CODE	**INTERPRETATION**	**LOCATION**	**INTERPRETATION THEMES**	**STORIES**
1 Culturally significant colours 	Culturally significant colour	Bridge and landscaping	**Ceremony** Aboriginal people gathered resources from the surrounding grasslands, woodlands and riparian environment, including plants such as Wattle seeds. The Country around Wagga Wagga was used for various ceremonies and corroborees.	To be guided by an Aboriginal Elder. Use of native plants within the landscaping and Wattle Seed yellow/orange within the structural elements.
2 Interactive audio/native plantings 	Interactive audio installation – respecting Aboriginal culture	Within the native landscaping at park	**Ceremony/First People** Consultation revealed that the Wiradjuri people would like to share their cultural knowledge about native plants and present this knowledge orally.	To be guided by an Aboriginal Elder. An audio installation could include audio files of a local Elder talking about selected plants.
3 Interpretive signs 	Interpretive signage	Cassidy Parade approach to ramps.	**First People** Interpretive signage will focus on the sensory plants within the park	Interpretive signs presenting native plant knowledge
4 Reuse of material 	Reuse of material	Planter box at base of pier on Cassidy Parade	**Technology/Engineering** Consultation revealed that the bridge was a very bold and innovative design at the time it was built. This is embodied in the plaque and entrance gates which will be reused	Existing material such as the plaques and metal gates could be reused within the landscaping

Table 30: Cassidy Parade Footbridge - heritage key plan

7.5.3 Edmondson Street Bridge & Footbridge

The Edmondson Street Bridge and Footbridge in Wagga Wagga offers a range of heritage interpretation opportunities that could acknowledge Aboriginal culture, local language, and historic character through landscape and built elements.

Interpretive strategies could include the use of culturally significant colours inspired by local ceremonial practices, Wiradjuri language integrated into stair elements, and a potential pavement mural featuring Indigenous designs.

These are supported by Elder consultation to ensure authenticity and community ownership. Additionally, bricks from nearby heritage buildings may be reused within the landscape to reflect the area's working history and architectural legacy.

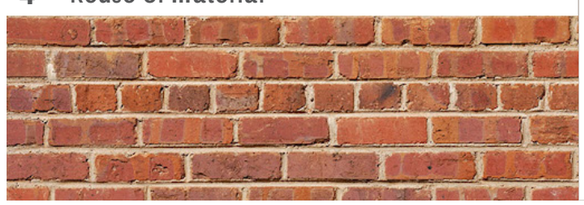
WAGGA WAGGA - EDMONDSON STREET BRIDGE & FOOTBRIDGE				
CODE	**INTERPRETATION**	**LOCATION**	**INTERPRETATION THEMES**	**STORIES**
1 Culturally significant colours 	Culturally significant colour	Bridge and landscaping	**Ceremony** Aboriginal people gathered resources from the surrounding grasslands, woodlands and riparian environment, including plants such as Eucalyptus leaves, which were used for smoking ceremonies.	To be guided by an Aboriginal Elder. Use of native plants within the landscaping and Eucalyptus green within the structural elements
2 Pavement art 	Pavement art	On the northern ramp approaching stairs	**Ceremony/First People** Consultation revealed that the Wiradjuri people would like to share their language and cultural knowledge.	To be guided by an Aboriginal Elder. A ground plane mural could be commissioned featuring a Wiradjuri design
3 Wiradjuri language 	Wiradjuri Words	Stairs within the central part of the bridge	**First People** Consultation revealed that the Wiradjuri people would like to share their language and cultural knowledge.	To be guided by an Aboriginal elder. Use of Wiradjuri words with their pronunciation and English translation could be incorporated into the stairs.
4 Reuse of material 	Reuse of material	Landscaping	**Australians working** Consultation and desktop research revealed that Edmondson Bridge sits close to the Wagga Wagga railway station but is not heritage listed. It is placed close to significant red brick buildings, such as the Mt Erin Convent	The iconic red bricks of the existing abutments could be reused in the landscaping where possible on other project sites.

Table 31: Edmondson Street Bridge and Footbridge - heritage key plan

7.5.4 Wagga Wagga (Mothers) Footbridge

The Wagga Wagga Station (Mothers) Footbridge incorporates heritage interpretation opportunities that could reflect cultural identity, Aboriginal connection to place, and historical events tied to the station.

These could include the use of colours and plantings inspired by the iconic River Red Gums, significant to local Aboriginal birthing traditions, and expressed in both the landscape and structural palette.

Overhead shade elements featuring cut-out birds symbolise themes of ceremony and transition, guided by local Aboriginal knowledge.

Additionally, interpretive signage along the ramp approaches could present intertwined narratives highlighting the experiences of the Stolen Generation and the Wagga Wagga Red Cross League ensuring the site respectfully honours both local Indigenous heritage and broader social history.

WAGGA WAGGA - WAGGA WAGGA (MOTHERS) FOOTBRIDGE				
CODE	**INTERPRETATION**	**LOCATION**	**INTERPRETATION THEMES**	**STORIES**
1 Culturally significant colours 	Culturally significant colours/plants	Bridge and landscaping	**Ceremony** River Red Gums are an iconic part of the riparian landscape around Wagga Wagga and Aboriginal people held ceremonies underneath these trees, and they were also associated with birthing mothers. A rich orangey/brown colour has been chosen to complement the tones of the heritage-listed station, whilst also reflecting the cultural importance of the Binyal/river red gums.	To be guided by an Aboriginal Elder. Use of native plants within the landscaping and tones of River Red Gums within the structural elements
2 Shade art 	Overhead shade art	Truss bridge	**Ceremony/First People** Consultation revealed that the area surrounding the station was an important ceremony place for the Wiradjuri and other Aboriginal people. Use of cut out local birds of all sizes could symbolise the concept of coming and going.	To be guided by an Aboriginal Elder. Cut out elements of local flora or fauna on the overhead screen to provide shade
3 Interpretive signs (entwined themes) 	Interpretive signage	Station side approach to ramps	**Defending Australia/First People** Interpretive signage will focus on an interwoven narrative, featuring the story of the Stolen Generation children, who departed from the Station and the story of the Wagga Wagga Red Cross league who cared for the troops departing and returning from the station	Interpretive signs presenting an entwined narrative of the culturally important events related to the station.

Table 32: Mothers Footbridge - heritage key plan

7.5.5 Kemp Street Bridge & Footbridge

The Kemp Street Bridge and Footbridge in Junee presents a range of heritage interpretation opportunities that could celebrate local identity, Aboriginal culture, and rail history through integrated landscape and structural design elements.

These could include the use of culturally significant colours inspired by the Galah, a Wiradjuri totem animal, embedded storytelling along pedestrian pathways that reference key moments in the region's rail history, and the reuse of site materials as memory triggers within the park landscape.

Collectively, these elements aim to honour the past, engage the community, and promote sustainability in a meaningful and accessible way.

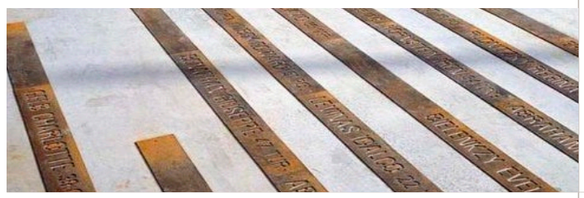
JUNEE - KEMP STREET BRIDGE & FOOTBRIDGE				
CODE	**INTERPRETATION**	**LOCATION**	**INTERPRETATION THEMES**	**STORIES**
1 Culturally significant colours 	Culturally significant colour	Bridge and landscaping	**Hope/First people** The grasslands surrounding Junee are home to numerous species of birds, such as the Galah, which is a Wiradjuri totem animal. Springtime in Junee is colourful and filled with a sense of hope	To be guided by an Aboriginal Elder. The colour of Galah pink will be incorporated into the structural elements of the bridge, which will be enhanced by a mixture of exotic and native plants
2 Ground plane storytelling 	Ground plane storytelling	Walkways within landscaping	**Linking a Nation** A timeline featuring significant points in the rail heritage will be incorporated into the pathways, which will also reflect the Bethungra Spiral	Inserted metal engraved strips showing significant rail events. To be guided by historical societies and research in HIP. Possibly made in construction with Junee Correctional Centre
3 Reuse of material 	Reuse of material	Landscaping within park	**Sustainability** Elements such as the existing heritage lighting and bricks from the existing bridge construction will be retained and reused to act as memory triggers for the local community, landscape species common to the region will be incorporated into the landscaping.	Elements of importance to the local community will be reused to aid as memory triggers and increase sustainability

Table 33: Kemp Street Bridge and Footbridge - heritage key plan

8 Details

8.1 Bridge Components

Chapter 8 of the report illustrates the typical design details of the main components for the footbridges which make up the kit of parts, for UDLP Stage 2.

The kit has been developed to provide a consistent aesthetic which forms a family of elements across the Project.

This chapter outlines the following elements of the design:

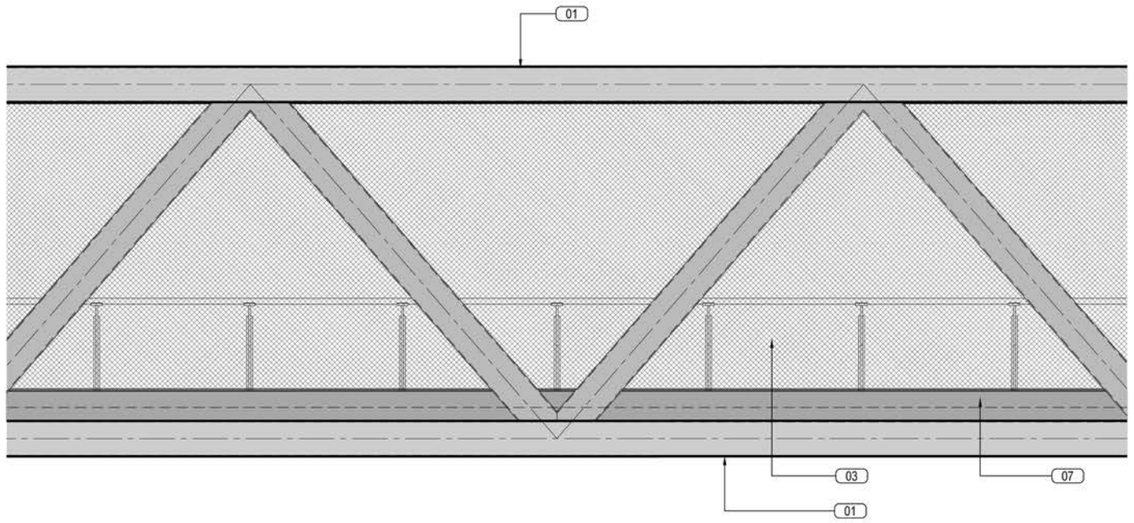
- Typical bridges superstructure details
- Typical piers details
- Typical safety screen details
- Typical balustrade details
- Typical lighting details
- Typical abutments and retaining walls details
- Typical drainage details
- Temporary construction hoardings details.



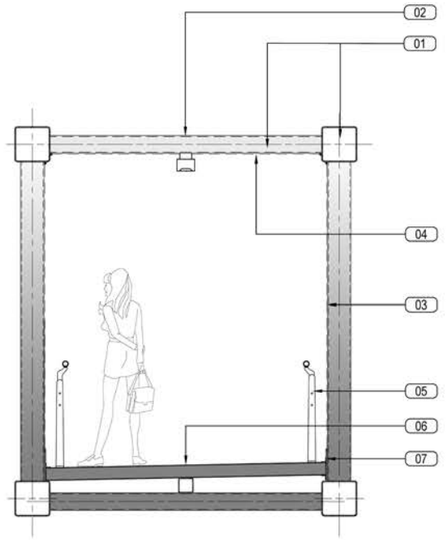
Figure 177: Cassidy Parade Footbridge

8.2 Superstructure

8.2.1 Truss Bridge



TH2 - Truss Bridge safety screen infill - external elevation



TH2 - Truss Bridge safety screen infill
- typical section

KEY NOTES

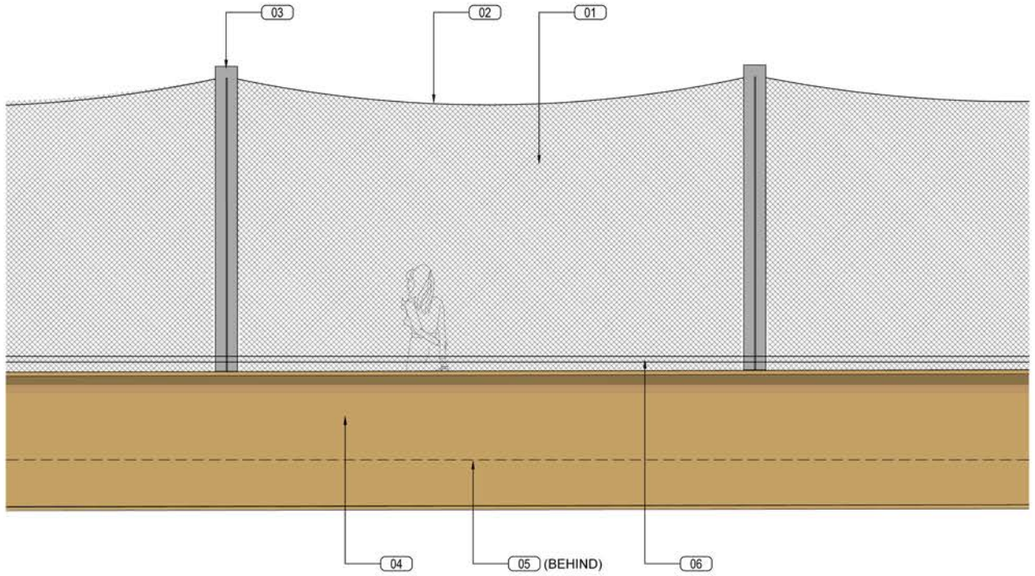
01	SS1 - PAINTED BRIDGE STRUCTURE
02	LT3 - LIGHT FITTINGS FIXED CENTRAL TO BRIDGE CROSS BEAM
03	TH2 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 25 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY
04	TH2 - UPPER SAFETY SCREEN MESH ON INTERNAL SIDE OF STRUCTURE (WAGGA WAGGA STATION FOOTBRIDGE ONLY)
05	HR1 - BRIDGE HANDRAIL EQUALLY SPACED - 900mm HIGH
06	CP1 - TRUSS BRIDGE DECK
07	KP1 - METAL KICK PLATE



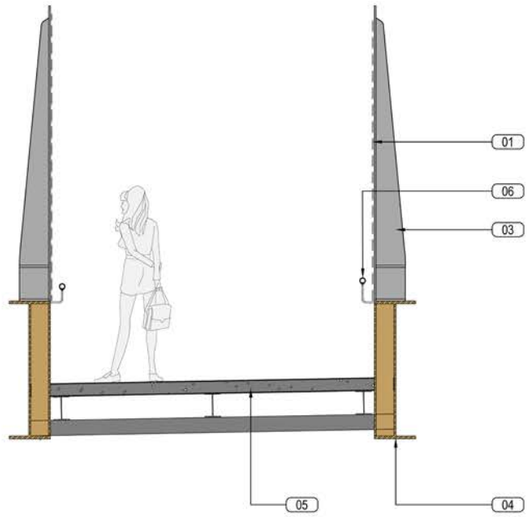
railway bridge

8.2.2 Girder - Through girder bridge





TG1 - Through irder bridge - external elevation



TG1 - Through Girder Bridge - typical section

KEY NOTES

01 TH1 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 25 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

02 TH1 - UPPER TENSION CABLE FIXED TO POST

03 TH1 - PROFILED METAL SAFETY SCREEN POST INTEGRAL TO SUPER STRUCTURE

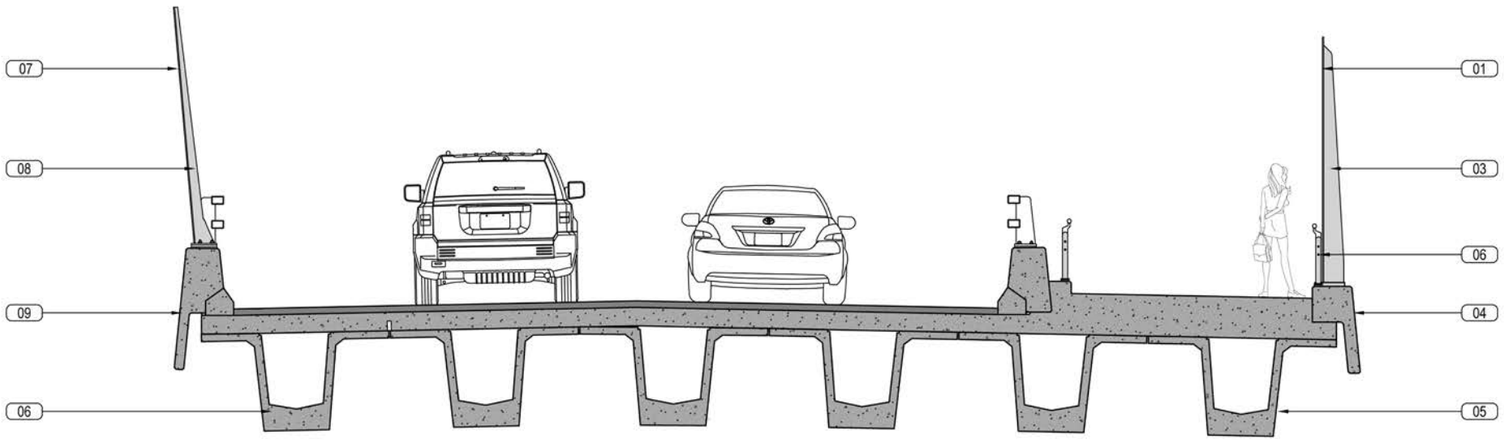
04 SS1 - STRUCTURAL STEEL BEAM (THROUGH GIRDER) PAINTED

05 CP1 - COMPOSITE BRIDGE DECK

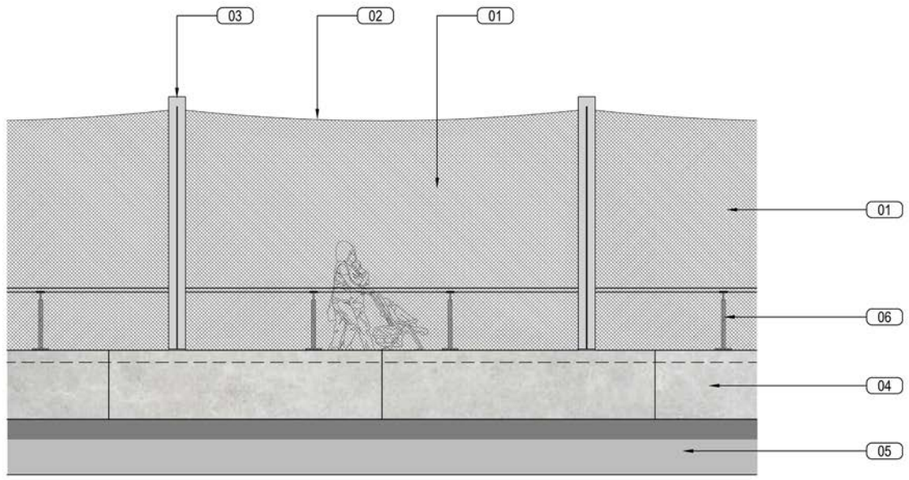
06 HR3 - BRIDGE MOUNTED HANDRAIL EQUALLY SPACED - 900mm HIGH

neighbourhood bridge

8.2.3 Super-T Concrete Girder



Super-T Girder road bridge - typical section



Super-T Girder road bridge - external elevation - pedestrian side

KEY NOTES

01 TH6 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 25 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

02 TH1 - UPPER TENSION CABLE FIXED TO POST

03 TH6 - PROFILED METAL SAFETY SCREEN POST FIXED TO CONCRETE FASCIA

04 FP2 - DECORATIVE CONCRETE FASCIA WITH PARAPET

05 SS3 - CONCRETE SUPER-T GIRDER

06 HR1 - HANDRAIL AND POST EQUALLY SPACED - 900mm HIGH

07 TH5 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 25 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

08 TH5 - PROFILED METAL SAFETY SCREEN POST FIXED TO CONCRETE BARRIER

09 FP3 - CONCRETE ROAD BARRIER WITH PARAPET



road bridge

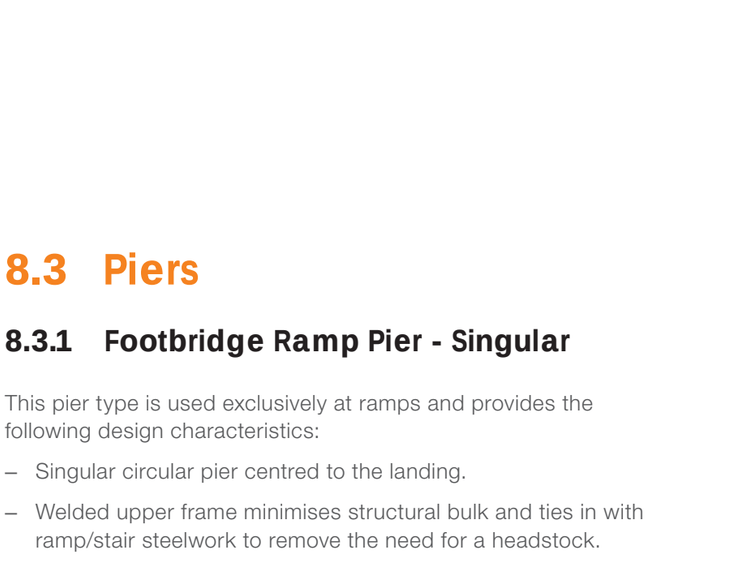
8.3 Piers

8.3.1 Footbridge Ramp Pier - Singular

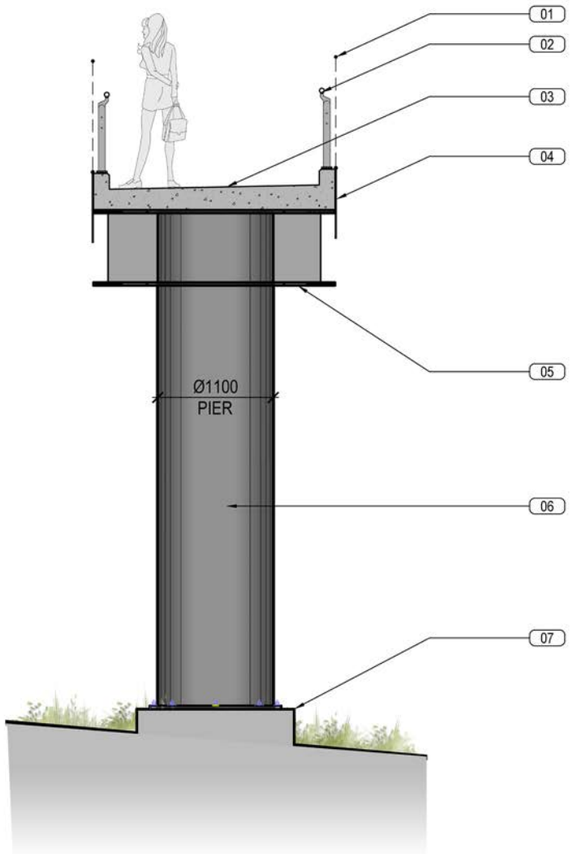
This pier type is used exclusively at ramps and provides the following design characteristics:

– Singular circular pier centred to the landing.

– Welded upper frame minimises structural bulk and ties in with ramp/stair steelwork to remove the need for a headstock.



railway bridge



Typical ramp pier - single support - pier type BP7



KEY NOTES

01 BU1 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 50 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

02 HR1 - 950 HIGH HANDRAIL WITH POST

03 CD1 - CONCRETE RAMP DECK

04 FP1 - DECORATIVE METAL FASCIA PLATE

05 SS1 - STRUCTURAL STEELWORK WITH PAINT FINISH AND INTEGRAL WITH PIER STRUCTURE

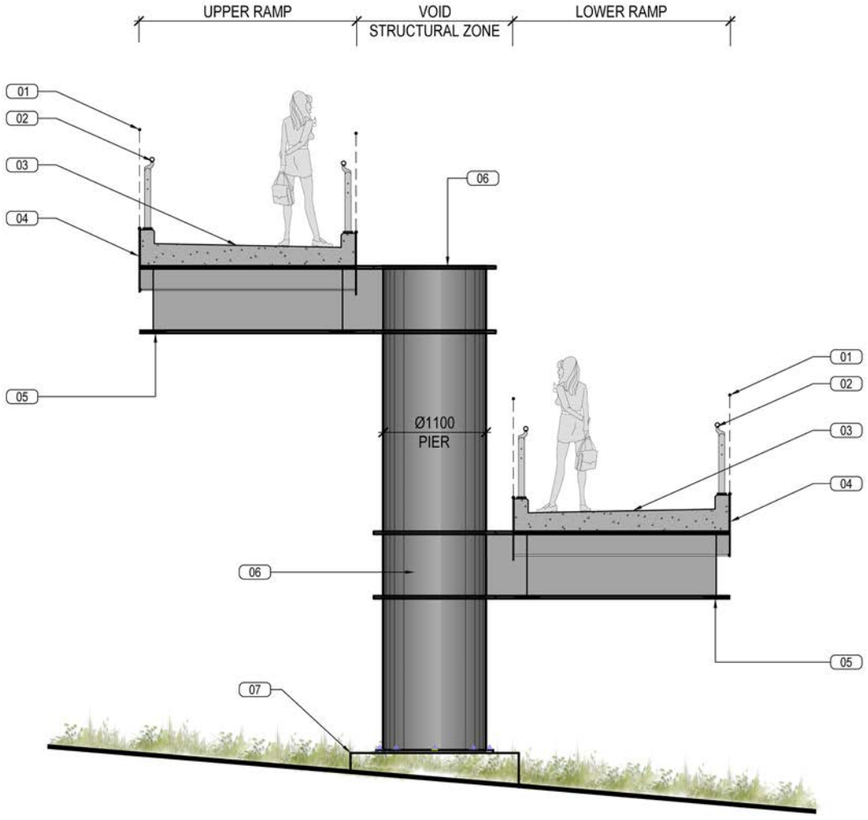
06 BP7 - STEEL BRIDGE PIER INTEGRATED WITH MID LANDING STRUCTURE AND PAINTED

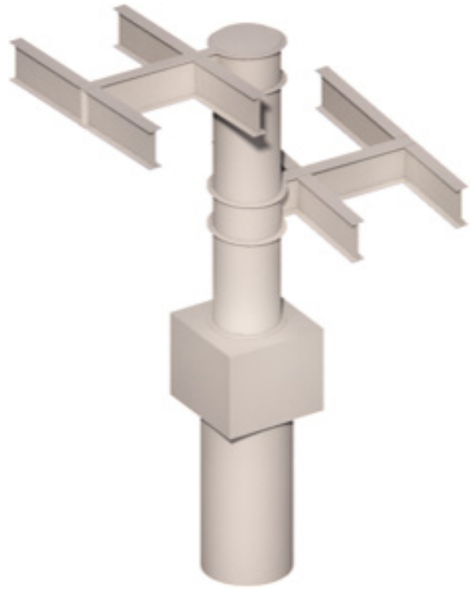
07 CONCRETE FOUNDATION STRUCTURE CONCEALED AT GROUND LEVEL

8.3.2 Footbridge Ramp Pier - Shared Pier

This pier type is used exclusively at ramps at locations where ramps require vertical support and provides the following design characteristics:

– Singular circular pier centred between upper and lower ramps.
– Welded upper frame minimises structural bulk and ties in with ramp/stair steelwork to remove the need for a headstock.





KEY NOTES

01 BU1 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 50 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

02 HR1 - 950 HIGH HANDRAIL WITH POST

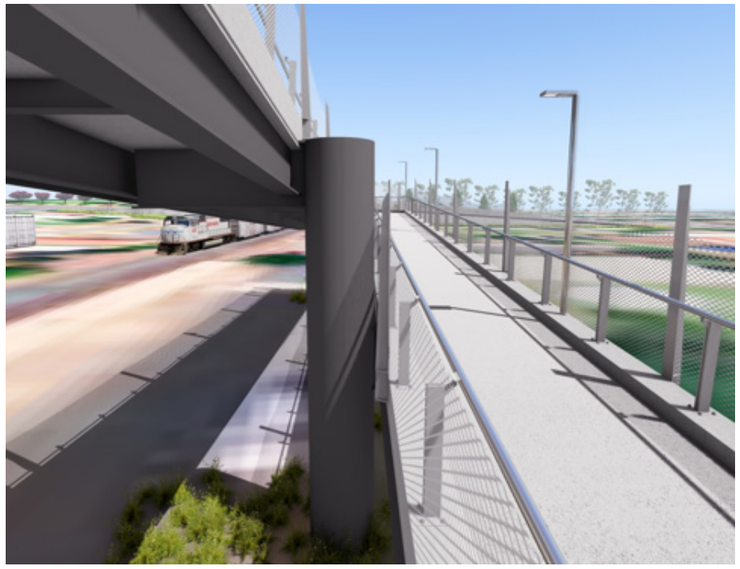
03 CD1 - CONCRETE RAMP DECK

04 FP1 - DECORATIVE METAL FASCIA PLATE

05 SS1 - STRUCTURAL STEELWORK WITH PAINT FINISH AND INTEGRAL WITH PIER STRUCTURE

06 BP3 - SHARED CENTRAL STEEL BRIDGE PIER INTEGRATED WITH LANDING STRUCTURE AND PAINTED

07 CONCRETE FOUNDATION STRUCTURE CONCEALED AT GROUND LEVEL



Typical ramp pier - shared support - pier type BP3

railway bridge

neighbourhood bridge

8.3.3 Footbridge Ramp Pier - Landings and Switch Backs

This pier type is used exclusively at ramp landings and switch backs and provides the following design characteristics:

- Singular circular pier centred to the landing
- Welded upper frame minimises structural bulk and ties in with ramp/stair steelwork to remove the need for a headstock
- Rounded or squared landings.



Square Landing



Rounded Landing

KEY NOTES

01 BU1 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 50 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

02 HR1 - 950 HIGH HANDRAIL WITH POST

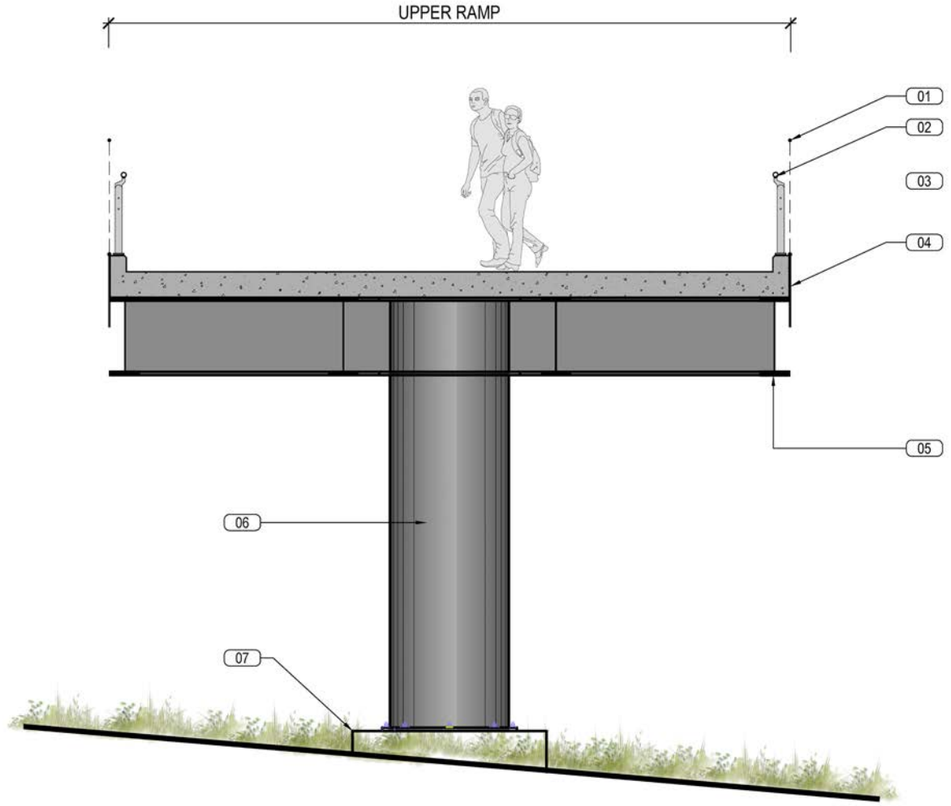
03 CD1 - CONCRETE RAMP DECK

04 FP1 - DECORATIVE METAL FASCIA PLATE

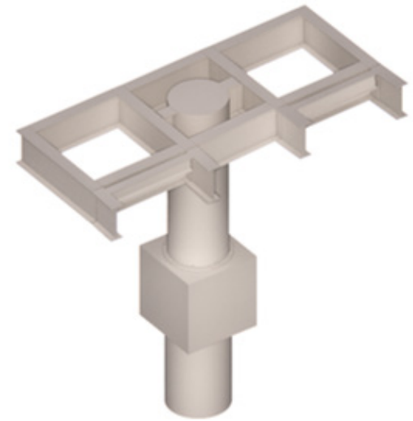
05 SS1 - STRUCTURAL STEELWORK WITH PAINT FINISH AND INTEGRAL WITH PIER STRUCTURE

06 STEEL BRIDGE PIER - INTEGRATED WITH LANDING STRUCTURE WITH PAINT FINISH

07 CONCRETE FOUNDATION STRUCTURE CONCEALED AT GROUND LEVEL



Typical ramp pier - landing - Pier type BP2



Square Landing

railway bridge



Rounded Landing

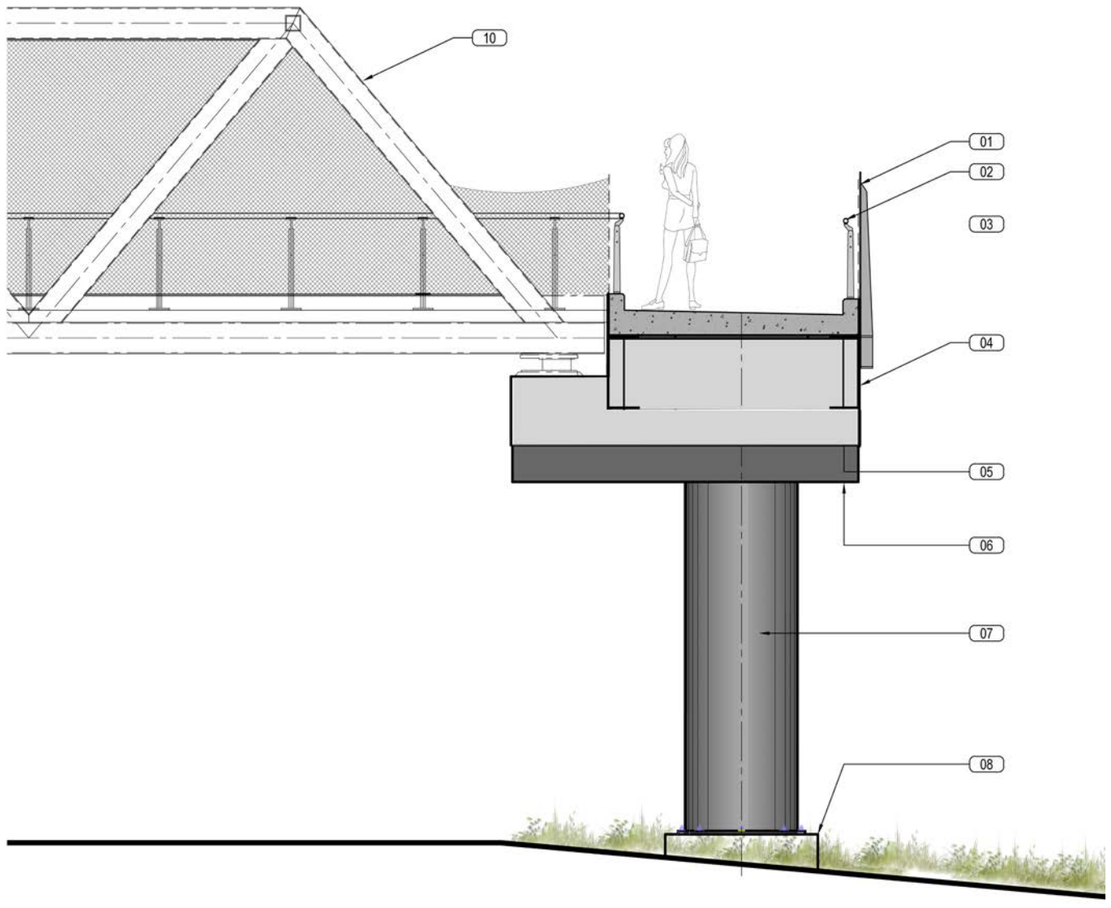
neighbourhood bridge

8.3.4 Footbridge Ramp Pier - Truss Pier

This pier type is used exclusively at ramp landings and switch backs and provides the following design characteristics:

- Singular circular pier centred to the landing
- Welded upper frame minimises structural bulk and ties in with ramp/stair steelwork to remove the need for a headstock.





railway bridge

KEY NOTES

01 BU1 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 50 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

02 HR1 - 950 HIGH HANDRAIL WITH POST

03 CD1 - CONCRETE RAMP DECK

04 FP1 - DECORATIVE METAL FASCIA PLATE

05 SS1 - STRUCTURAL STEELWORK RAMP STRUCTURE ON HEADSTOCK

06 CONCRETE HEADSTOCK DECORATIVE FASCIA PLATE

07 CONCRETE HEADSTOCK WITH PAINT FINISH

08 CIRCULAR CONCRETE PIER WITH PAINT FINISH

09 CONCRETE FOUNDATION STRUCTURE CONCEALED AT GROUND LEVEL

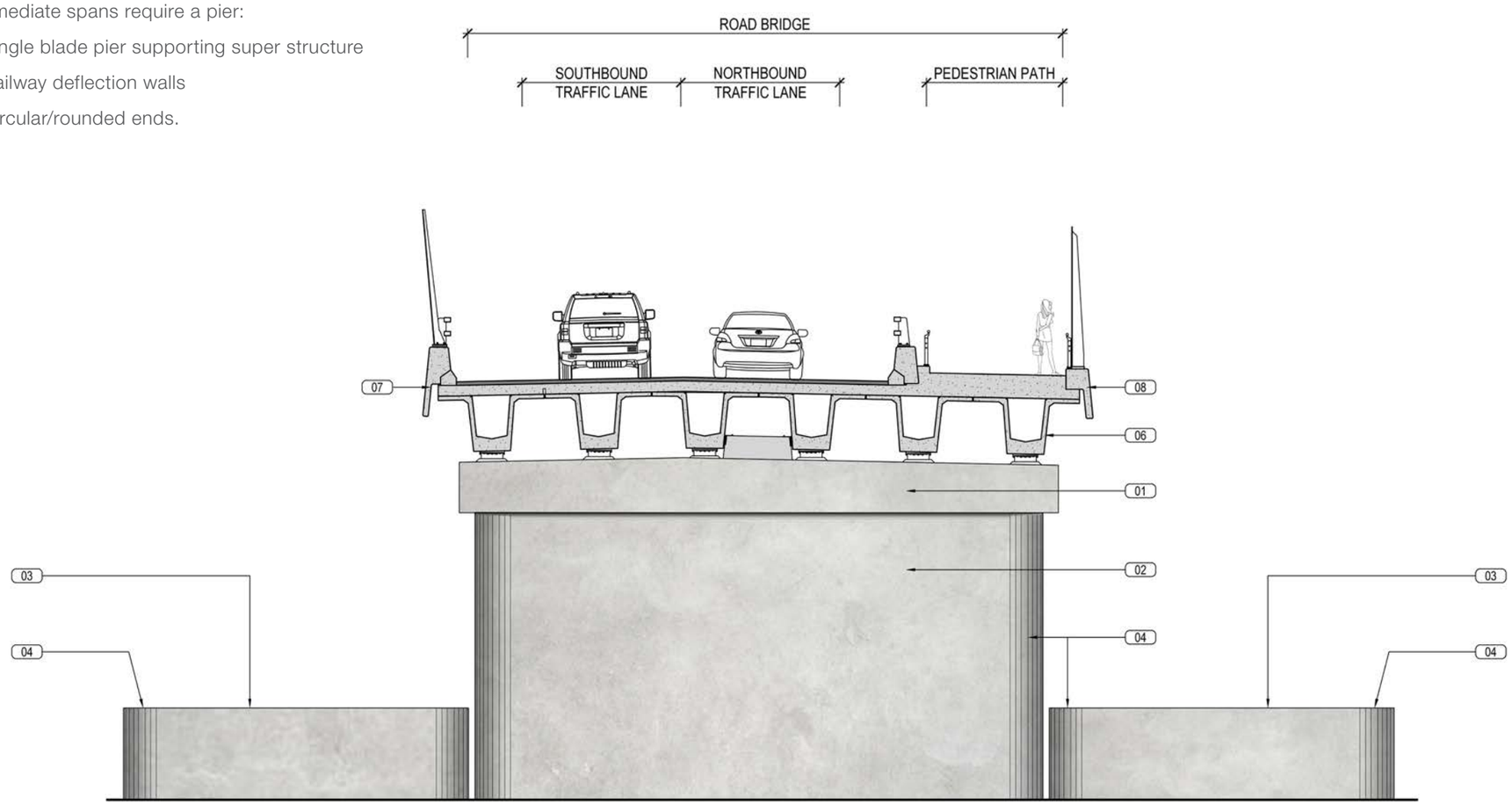
10 TRUSS BRIDGE (WAGGA WAGGA STATION FOOTBRIDGE)

Concrete bridge pier BP4 - Circular form with integrated landing headstock

8.3.5 Road Bridge Pier - Blade Pier

This pier type is used on infrastructure bridges where intermediate spans require a pier:

- Single blade pier supporting super structure
- Railway deflection walls
- Circular/rounded ends.



Concrete bridge pier BP6 - concrete blade pier

road bridge

KEY NOTES

01 CONCRETE HEADSTOCK BRIDGE BEARING SHELF

02 CONCRETE BLADE PIER

03 CONCRETE BLADE RAIL DEFLECTION WALL (REQUIRED WHERE ADJACENT TO RAILWAY CORRIDOR)

04 RADIAL EDGE

05 SS3 - CONCRETE SUPER-T GIRDER

06 SS3 - CONCRETE SUPER-T GIRDER

07 FP3 - CONCRETE ROAD BARRIER WITH PARAPET

08 FP2 - DECORATIVE CONCRETE FASCIA WITH PARAPET



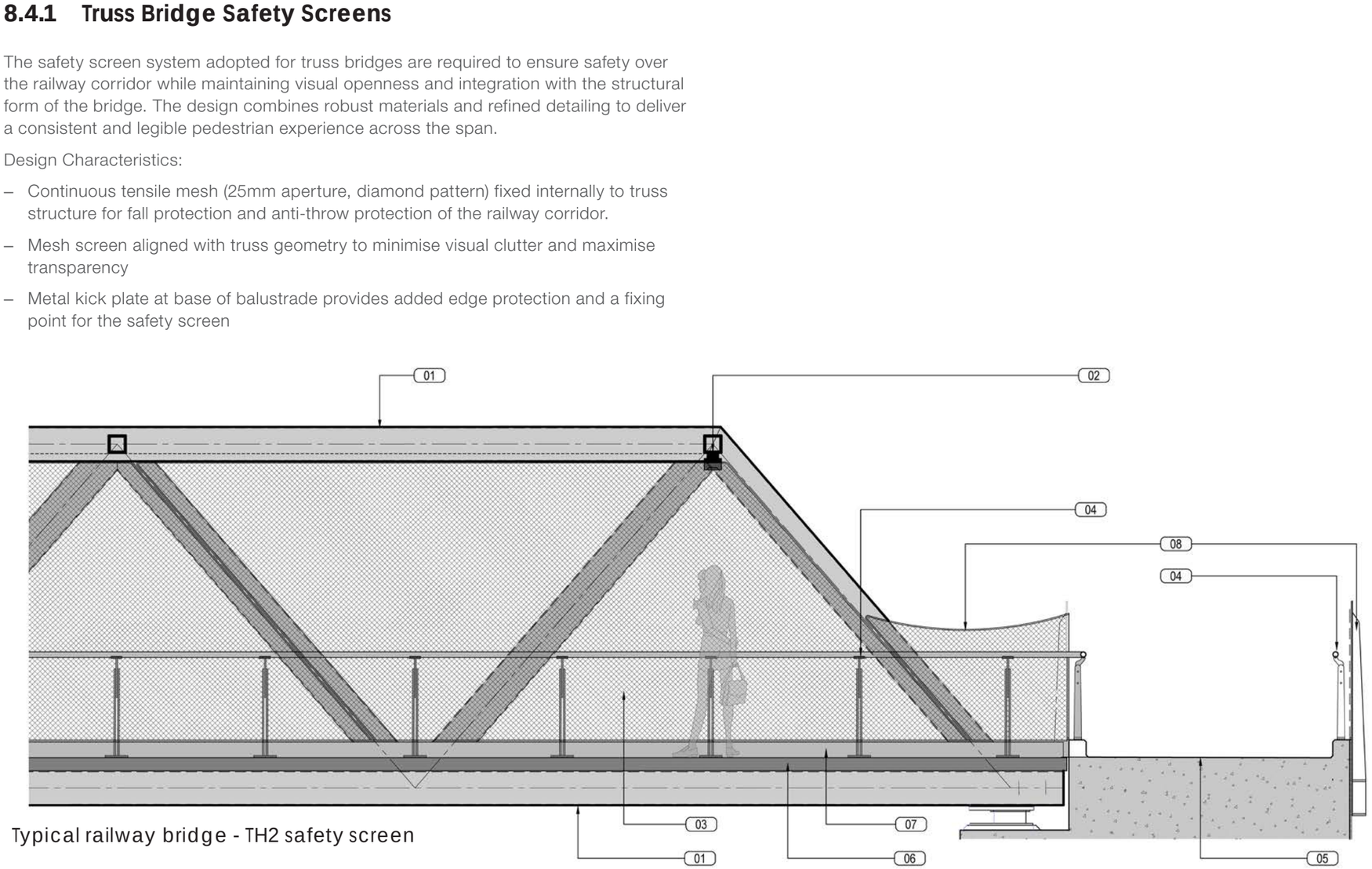
8.4 Safety Screens

8.4.1 Truss Bridge Safety Screens

The safety screen system adopted for truss bridges are required to ensure safety over the railway corridor while maintaining visual openness and integration with the structural form of the bridge. The design combines robust materials and refined detailing to deliver a consistent and legible pedestrian experience across the span.

Design Characteristics:

- Continuous tensile mesh (25mm aperture, diamond pattern) fixed internally to truss structure for fall protection and anti-throw protection of the railway corridor.
- Mesh screen aligned with truss geometry to minimise visual clutter and maximise transparency
- Metal kick plate at base of balustrade provides added edge protection and a fixing point for the safety screen



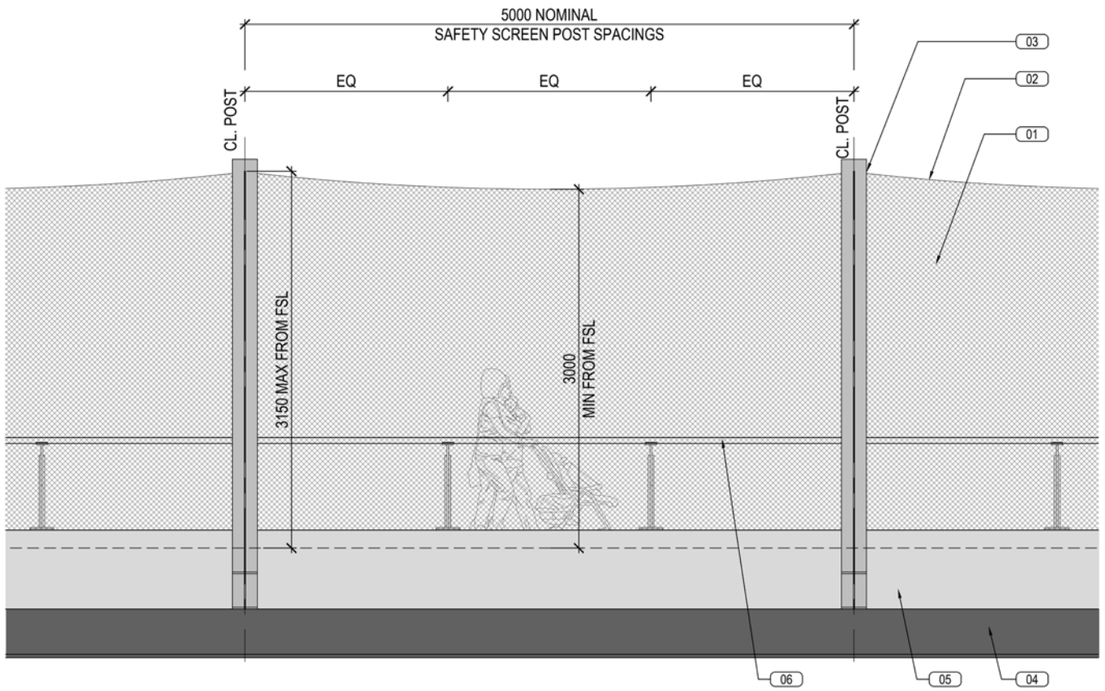
Typical railway bridge - TH2 safety screen

8.4.2 Full Height Safety screens - Side Mounted

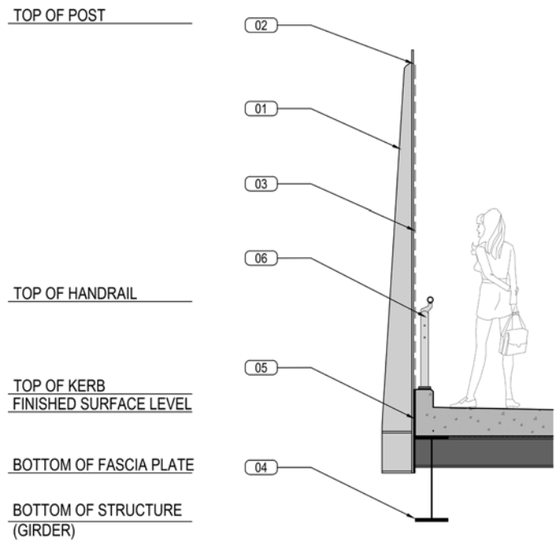
The full height safety screen adopted along footbridge ramps where the ramp alignment is located in close proximity to the railway tracks. The safety screen design provides a visually open barrier which is an integrated suit of elements for the footbridge ramps which ensures fall protection for pedestrians and anti-throw protection of the railway corridor.

Design Characteristics

- Safety screen mesh (TH1) uses tensile mesh in a diamond pattern for high visual transparency and safety screen performance
- Screen is at a nominal 3m above finished surface level to ensure fall protection and anti-throw performance is maintained.
- Posts are profiled metal, fascia-mounted, and spaced at 5m centres for rhythmic consistency
- Upper tension cable provides taut mesh upper support
- Decorative metal fascia plate (FP1) conceals structural fixings of the super structure and integrates the lower mesh support cable to provide a refined edge detail



TH1 - Full Height safety screen - typical elevation



TH1 - Full Height safety screen - typical section

railway bridge

neighbourhood bridge

KEY NOTES

01 TH1 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 25 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

02 TH1 - UPPER TENSION CABLE FIXED TO POST

03 TH1 - PROFILED METAL SAFETY SCREEN POST SIDE MOUNTED TO FASCIA PLATE

04 SS1 - STRUCTURAL STEEL BEAM

05 FP1 - DECORATIVE METAL FASCIA PLATE

06 HR1 - 950 HIGH HANDRAIL AND POST EQUALLY SPACED BETWEEN TH1 POSTS



8.4.3 Full Height Safety screens - Top Mounted

The top-mounted safety screen is used on infrastructure bridge with a concrete parapet edge treatment is used, maintaining a consistent design language across various bridge typologies. The safety screen provides fall protection and visual permeability while integrating cleanly with the bridge's upper surface finish.

Design Characteristics

- Tensile mesh screen (TH6) with diamond-pattern aperture ensures safety and openness
- Mesh fixed to profiled metal posts, top-mounted directly onto the concrete fascia with parapet structure.
- Posts spaced nominally at 5000mm centres for rhythmic and structural consistency
- Posts include upper tension cables to maintain mesh tension and prevent deflection

road bridge

KEY NOTES

01 TH1 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 25 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

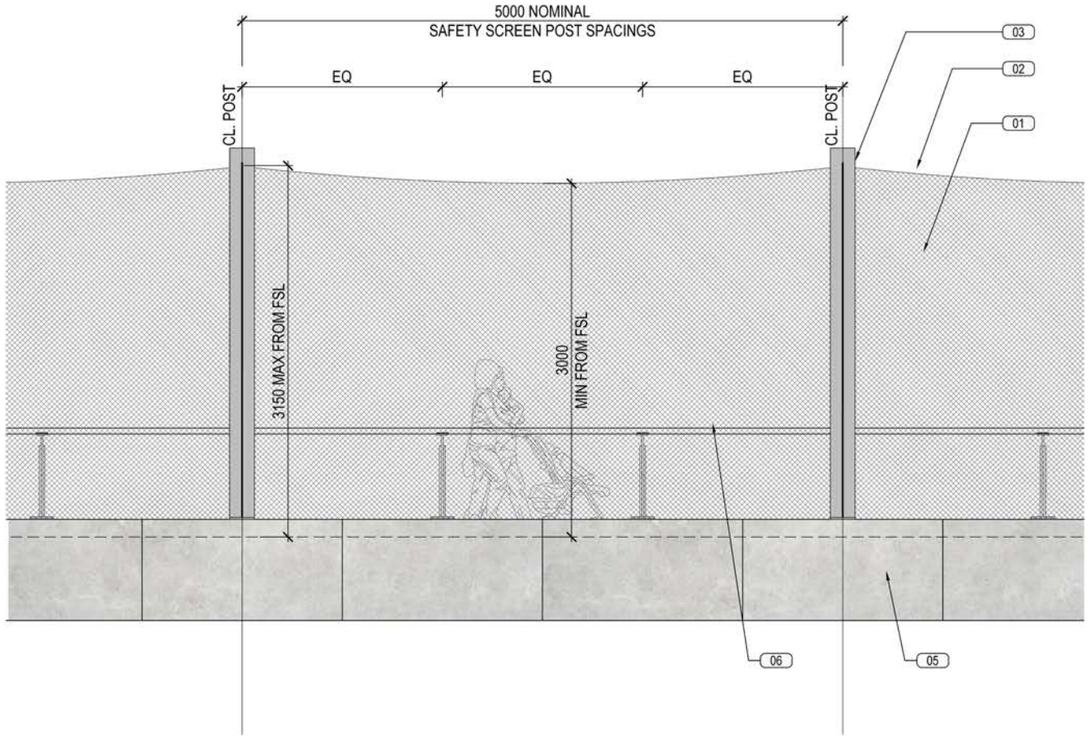
02 TH1 - UPPER TENSION CABLE FIXED TO POST

03 TH1 - PROFILED METAL SAFETY SCREEN POST SIDE MOUNTED TO FASCIA PLATE

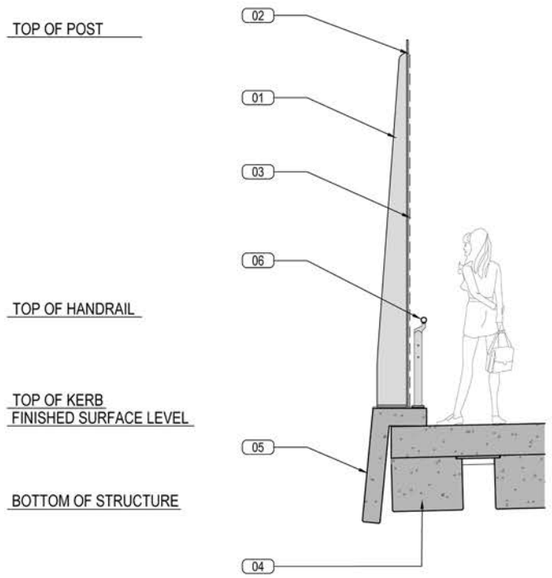
04 STRUCTURAL BRIDGE STRUCTURE SS2 - CONCRETE PLANK STRUCTURE OR SS3 - CONCRETE SUPER-T GIRDER STRUCTURE

05 FP3 - DECORATIVE CONCRETE FASCIA WITH PARAPET

06 HR1 - 950 HIGH HANDRAIL AND POST EQUALLY SPACED BETWEEN TH1 POSTS



TH6 - Full Height safety screen - typical elevation



TH6 - Full Height safety screen - typical section

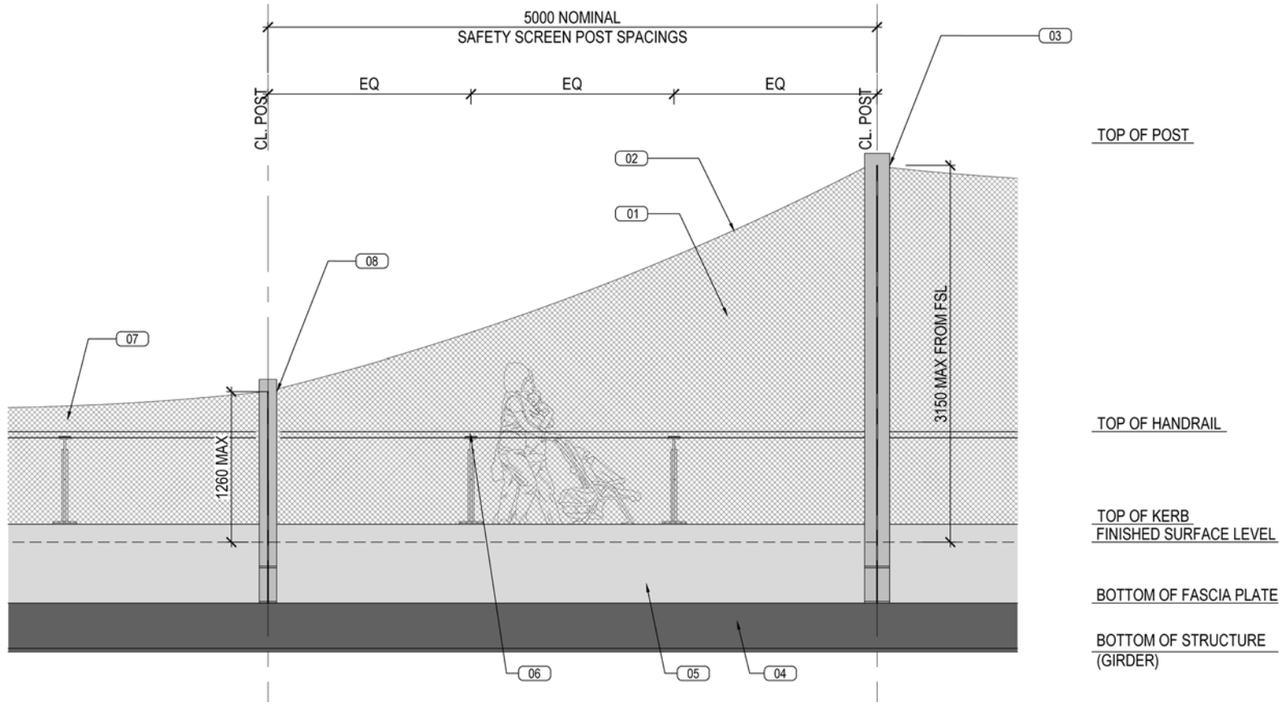


8.4.4 Full Height Safety screens - Typical Transition

Locations where the full height safety screens are no longer mandated, transitions are provided to seamlessly reduce in height to a balustrade to maintain fall protection of pedestrians

Design Characteristics

- Transitions are over a single 5m bay to provide a gradual height change
- Transitions are typical across the side mounted throwscreen and top mounted screens.



TH1 to BU1 - Safety screen to balustrade transition - typical elevation

KEY NOTES

01 TH1 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 25 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

02 TH1 - UPPER TENSION CABLE FIXED TO POST

03 TH1 - PROFILED METAL SAFETY SCREEN POST SIDE MOUNTED TO FASCIA PLATE

04 SS1 - STRUCTURAL STEEL BEAM

05 FP1 - DECORATIVE METAL FASCIA PLATE

06 HR1 - 950 HIGH HANDRAIL AND POST EQUALLY SPACED BETWEEN TH1 POSTS

07 BU1 - BALUSTRADE MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

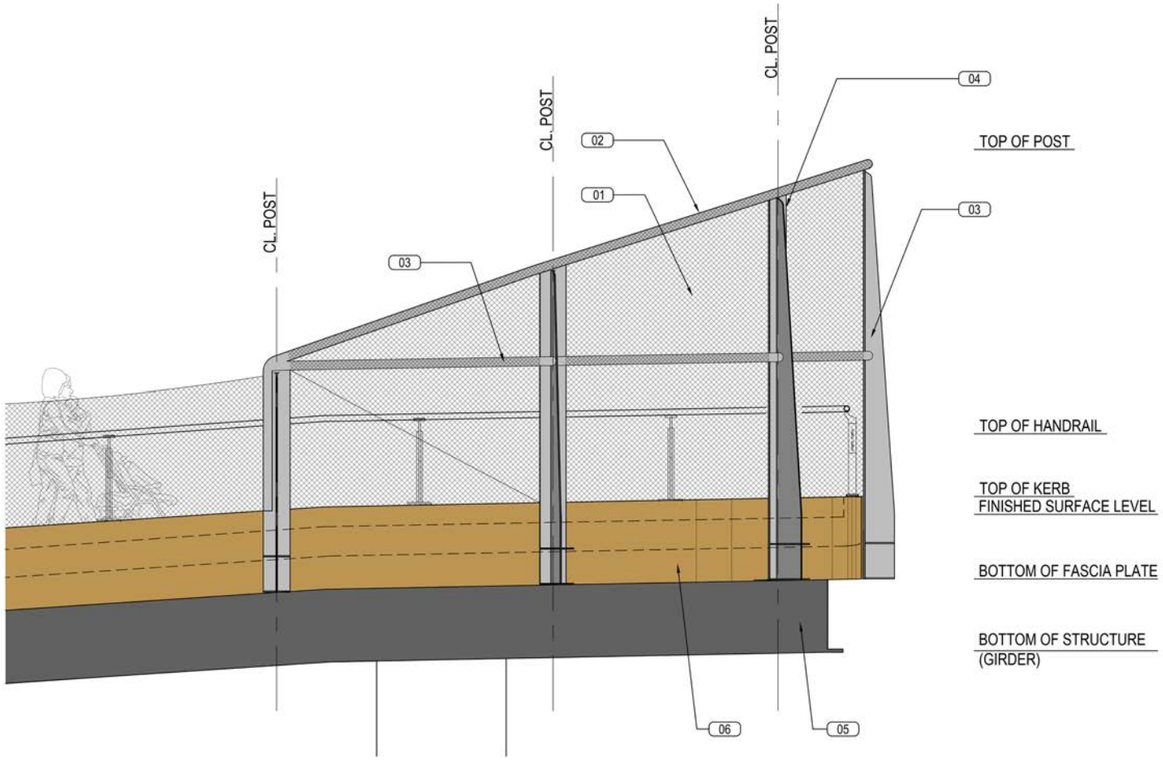
08 BU1 - PROFILED METAL BALUSTRADE POST SIDE MOUNTED TO FASCIA PLATE

8.4.5 Full Height Safety screens - Neighbourhood Bridge Transitions

Locations where the full height safety screens are no longer mandated, transitions are provided to seamlessly reduce in height to a balustrade to maintain fall protection of pedestrians. At the neighbourhood bridge at Cassidy Parade Footbridge, landings have radial edges, the following transition provides a consistent radius for safety screens to seamlessly tie in with the landings.

Design Characteristics:

- Transitions are over a multiple bays bay to provide a gradual height change
- Circular tubes are provided at top and mid spans to shape tensile mesh panels.



TH3 - Safety screen to balustrade transition - typical elevation

neighbourhood bridge

KEY NOTES

01 TH3 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 25 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

02 TH3 - UPPER CIRCULAR SUPPORT TUBE FIXED TO POST AND LACED TO TO MESH

03 TH3 - PROFILED METAL SAFETY SCREEN POST FUL HEIGHT SIDE MOUNTED TO FASCIA PLATE

04 TH3 - TRANSITION POST - PROFILED METAL SAFETY SCREEN POST SIDE MOUNTED TO FASCIA PLATE

05 SS1 - STRUCTURAL STEEL BEAM

06 FP1 - DECORATIVE METAL FASCIA PLATE

07 HR1 - 950 HIGH HANDRAIL AND POST EQUALLY SPACED BETWEEN TH1 POSTS



8.5 Balustrades

8.5.1 Balustrade - Side Mounted

The balustrades design provides a visually open barrier which is an integrated suite of elements for the footbridge ramps which ensures fall protection for pedestrians, and visually ties in with the safety screens with the use of common materials, forms and profiles to ensure a integrated suite of elements.

Design Characteristics

- Balustrade mesh uses tensile mesh in a diamond pattern for high visual transparency
- Screen is at a nominal 1.2m above finished surface level to ensure fall protection performance is maintained
- Posts are profiled metal, fascia-mounted, and spaced at 5m centres for rhythmic consistency
- Upper tension cable provides taut mesh upper support
- Decorative metal fascia plate (FP1) conceals structural fixings of the super structure and integrates the lower mesh support cable to provide a refined edge detail.

railway bridge

neighbourhood bridge

KEY NOTES

01 BU1 - BALUSTRADE MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 50 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

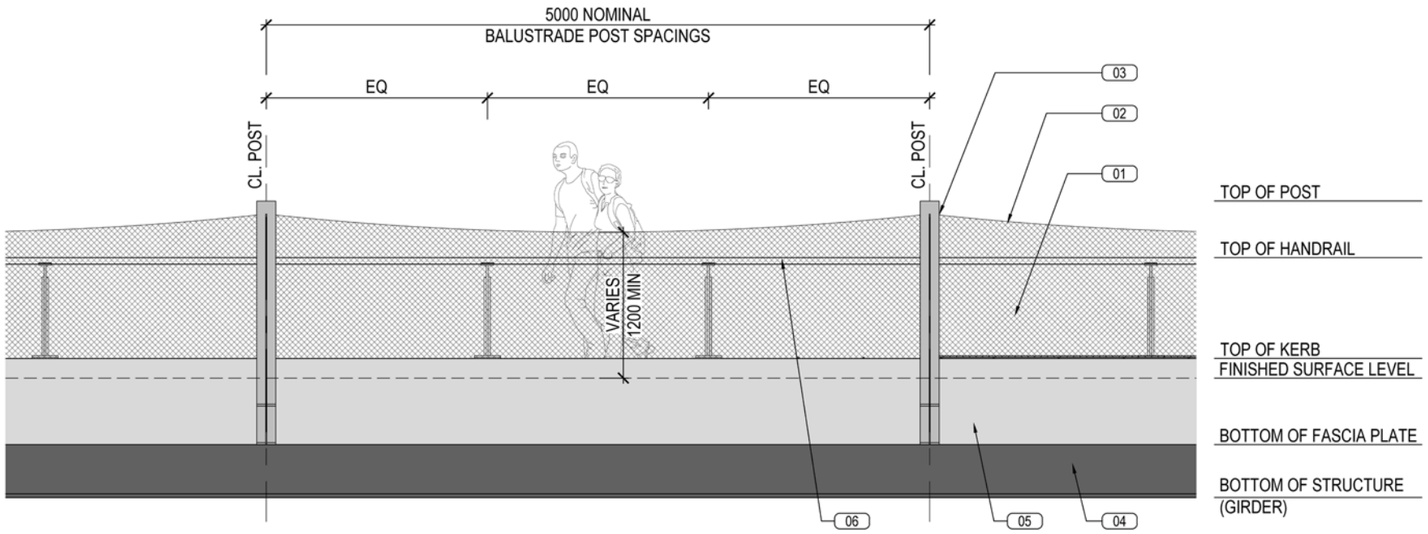
02 BU1 - UPPER TENSION CABLE FIXED TO POST

03 BU1 - PROFILED METAL BALUSTRADE POST SIDE MOUNTED TO FASCIA PLATE

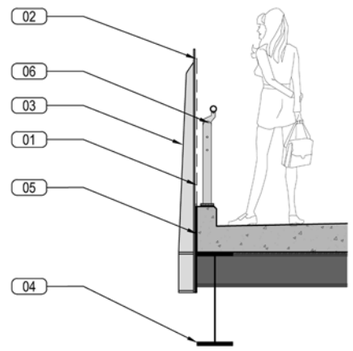
04 SS1 - STRUCTURAL STEEL BEAM

05 FP1 - DECORATIVE METAL FASCIA PLATE

06 HR1 - 950 HIGH HANDRAIL AND POST EQUALLY SPACED BETWEEN TH1 POSTS



BU1 - Balustrade - Tensile Mesh - typical elevation



BU1 - Balustrade - typical section

8.5.2 Balustrade - Top Mounted

The top-mounted balustrade is used on infrastructure bridge with a concrete parapet edge treatment is used, maintaining a consistent design language across various bridge typologies. The balustrades design provides a visually open barrier which is an integrated suite of elements for the footbridge ramps which ensures fall protection for pedestrians, and visually ties in with the safety screens with the use of common materials, forms and profiles to ensure a integrated suite of elements and cleanly with the bridge's upper surface finish.

Design Characteristics

- Balustrade mesh uses tensile mesh in a diamond pattern for high visual transparency.
- Screen is at a nominal 1.2m above finished surface level to ensure fall protection performance is maintained.
- Posts are profiled metal, fascia-mounted, and spaced at 5m centres for rhythmic consistency
- Upper tension cable provides taut mesh upper support
- Decorative metal fascia plate (FP1) conceals structural fixings of the super structure and integrates the lower mesh support cable to provide a refined edge detail.

road bridge

KEY NOTES

01 BU5 - BALUSTRADE MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 50 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

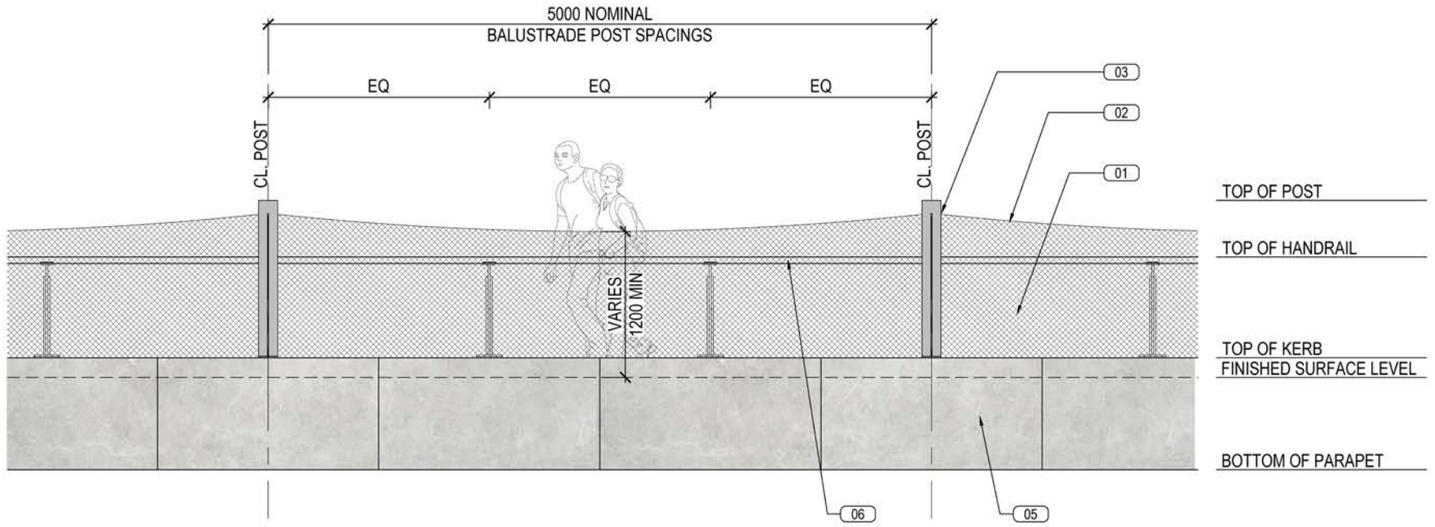
02 BU5 - UPPER TENSION CABLE FIXED TO POST

03 BU5 - PROFILED METAL BALUSTRADE POST SIDE MOUNTED TO FASCIA PLATE

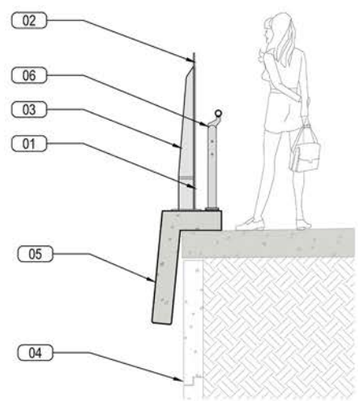
04 STRUCTURAL BRIDGE STRUCTURE SS2 - CONCRETE PLANK STRUCTURE OR SS3 - CONCRETE SUPER-T GIRDER STRUCTURE RW4 - RETAINING WALL

05 FP3 - DECORATIVE CONCRETE FASCIA WITH PARAPET

06 HR1 - 950 HIGH HANDRAIL AND POST EQUALLY SPACED BETWEEN TH1 POSTS



BU5 - Balustrade - Tensile Mesh - typical elevation



BU5 - Balustrade - typical section

8.6 Lighting

8.6.1 Typical Bridge Lighting

Footbridge lighting has been designed to be integrated with the suite of bridge elements, sharing similar details, forms and materiality of safety screens and balustrades. Re-using safety screen posts as light posts with side mounted light fixtures to provide a sense of continuity between elements.

Refer to Appendix 6 for services and conduit detailing.

road bridge

railway bridge

neighbourhood bridge

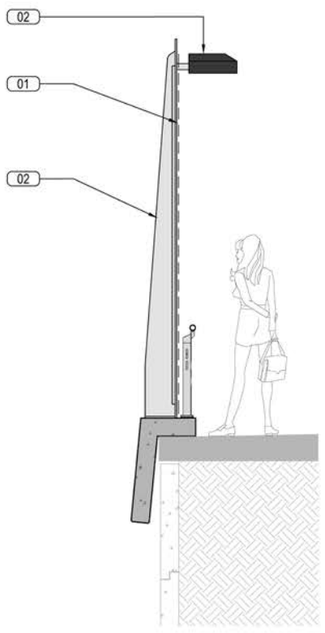
KEY NOTES

01 TH6 - SAFETY SCREEN

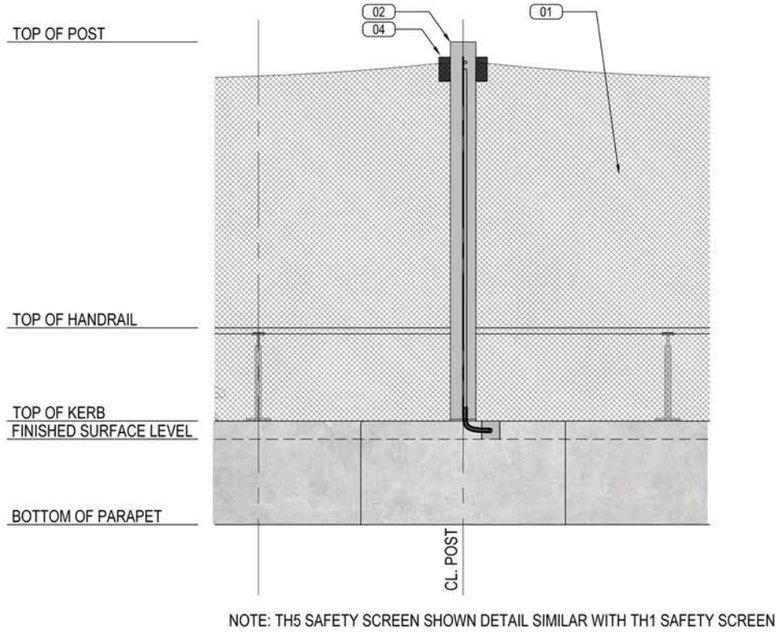
02 TH6 - SAFETY SCREEN POST WITH INTEGRATED LIGHTING

03 BU5 - BALUSTRADE

04 LIGHT FITTING

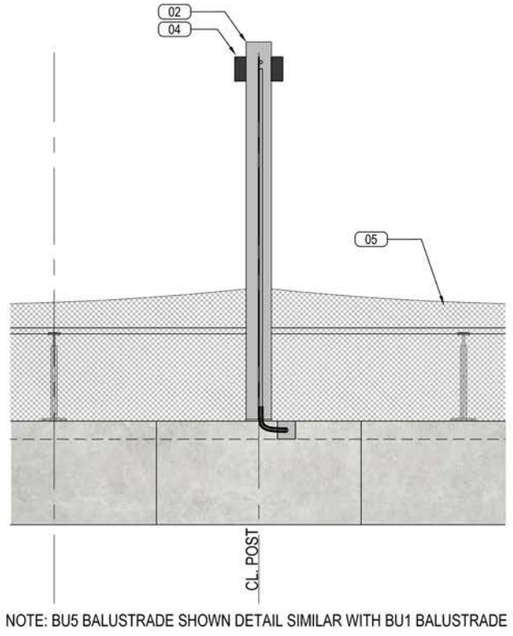


Typical light post section



NOTE: TH5 SAFETY SCREEN SHOWN DETAIL SIMILAR WITH TH1 SAFETY SCREEN

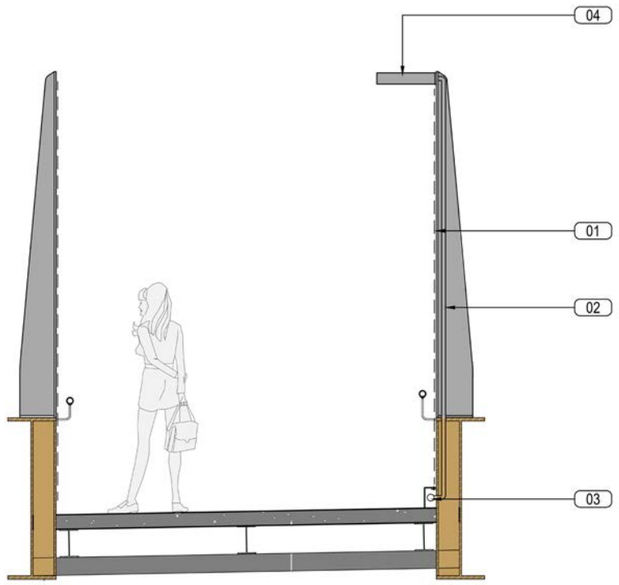
Typical light with safety screen



NOTE: BU5 BALUSTRADE SHOWN DETAIL SIMILAR WITH BU1 BALUSTRADE

Typical light with balustrade

8.6.2 Services



TYPICAL TG1 GIRDER BRIDGE CONDUIT PATH

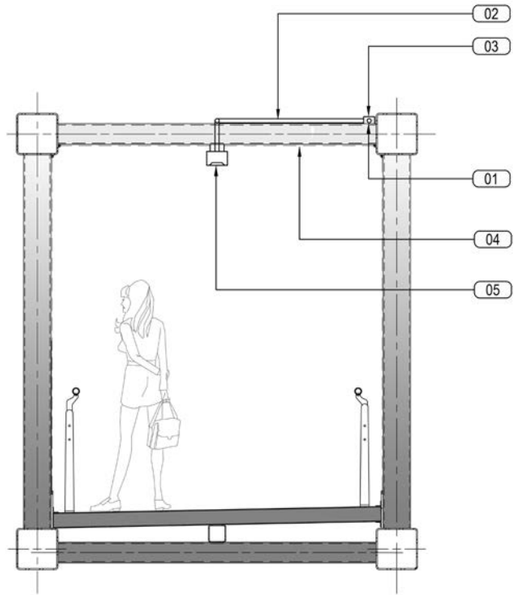
KEY NOTES

01 TH1 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 25 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

02 ELECTRICAL CONDUIT COLOUR MATCHED TO SCREEN POST

03 ELECTRICAL JUNCTION BOX AND METAL CABLE DUCT COLOUR MATCHED TO BRIDGE.

04 LT3 - LIGHT FITTINGS FIXED TO SAFETY SCREEN



TYPICAL TH2 TRUSS BRIDGE CONDUIT PATH

KEY NOTES

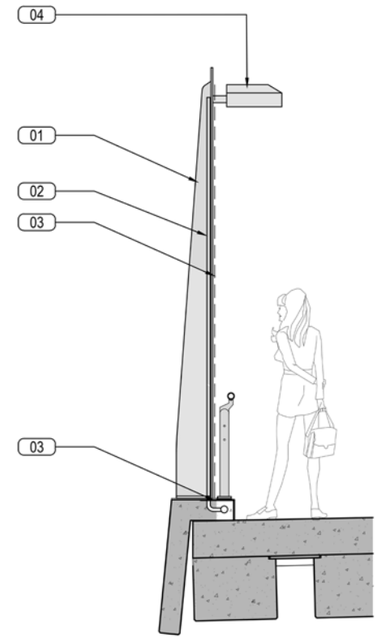
01 ELECTRICAL CONDUIT COLOUR MATCHED TO TRUSS

02 CONDUIT MOUNTED CENTRE TO STEEL BEAM

03 ELECTRICAL JUNCTION BOX COLOUR MATCHED TO TRUSS AND FIXED CENTRAL TO BEAM

04 TH2 - UPPER SAFETY SCREEN MESH ON INTERNAL SIDE OF STRUCTURE (WAGGA WAGGA STATION FOOTBRIDGE ONLY)

05 LT3 - LIGHT FITTINGS FIXED CENTRAL TO BRIDGE CROSS BEAM



TYPICAL INFRASTRUCTURE BRIDGE CONDUIT PATH

KEY NOTES

01 TH1 - SAFETY SCREEN MESH AS CONTINUOUS ELEMENT ON INTERNAL SIDE OF STRUCTURE TENSILE MESH WEBNET 25 APERTURE WITH DIAMOND PATTERN ALIGNED HORIZONTALLY

02 ELECTRICAL CONDUIT COLOUR MATCHED TO SCREEN POST

03 METAL ELECTRICAL JUNCTION BOX CAST IN TO KERB

04 LT3 - LIGHT FITTINGS FIXED TO SAFETY SCREEN

neighbourhood bridge **railway bridge** **road bridge**

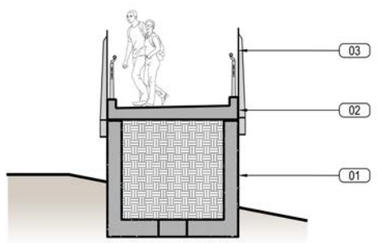
8.7 Abutments and Retaining Walls

8.7.1 RW1 - Typical Footbridge Ramp Retaining Walls

The RW1 retaining wall has been designed as a typical abutment solution for elevated footbridges. It supports the transition from ground level to the bridge ramp while addressing structural, safety, and visual considerations in a compact and effective design.

Design Characteristics:

- Precast Concrete Wall Panels (RW1): These panels form the main retaining structure and are treated with a painted finish. Vertical reveal joints articulate the wall into a clean, ordered pattern, helping to reduce the visual bulk and provide a rhythm along the abutment edge.
- Cast-In Situ Kerb: A reinforced concrete kerb is formed at the top of the retaining wall, defining the edge of the footpath and forming the structural interface with the elevated footbridge ramp.
- Balustrade (BU1): Profiled metal balustrade posts are side-mounted directly onto the precast panels, reducing clutter on the walking surface and ensuring a secure edge protection system for pedestrians.
- Footbridge Elevated Ramp: The retaining wall abuts the inclined ramp, providing ground support while aligning with the rising geometry of the footbridge.



Typical RW1 - section

railway bridge

neighbourhood bridge

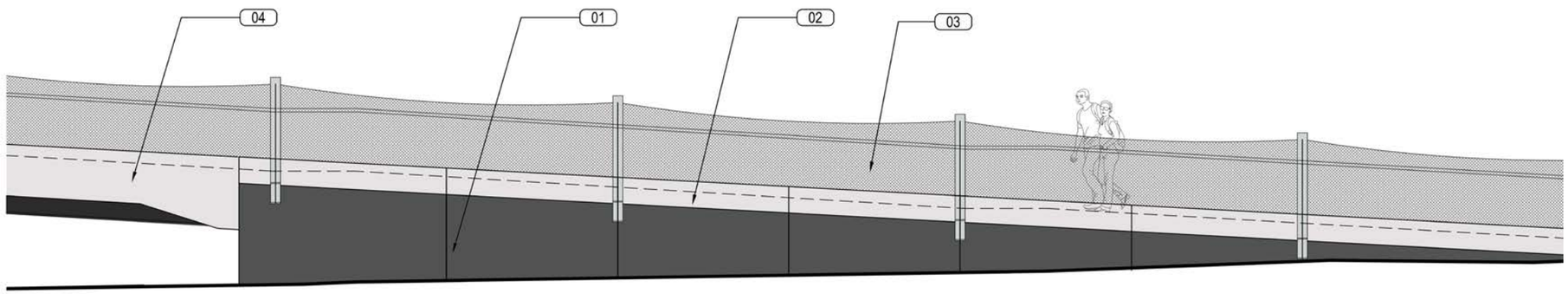
KEY NOTES

01 RW1 - PRECAST CONCRETE RETAINING WALL PANEL WITH APPLIED PAINT FINISH AND VERTICAL REVEAL JOINTS

02 FORMED CAST-IN SITU CONCRETE FOOTBRIDGE KERB

03 BU1 - PROFILED METAL BALUSTRADE POST SIDE MOUNTED TO PRECAST WALL

04 FOOTBRIDGE ELEVATED RAMP



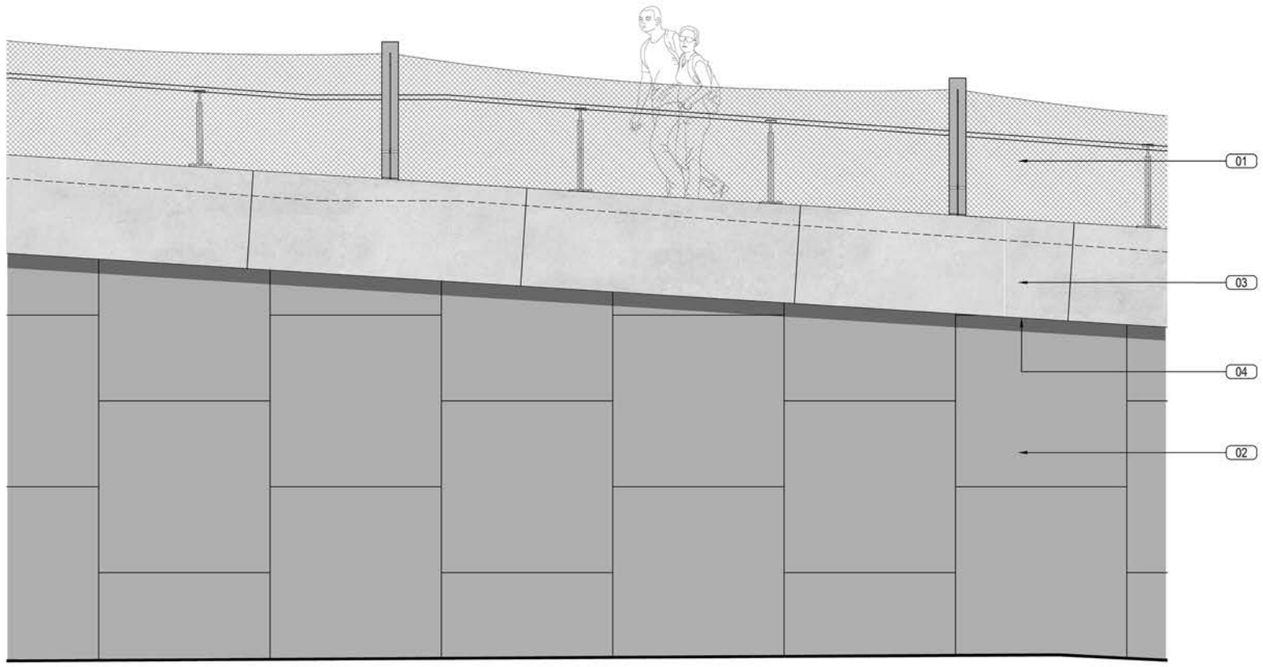
RW1 - typical footbridge abutment retaining wall

8.7.2 Typical Road Bridge Retaining Walls

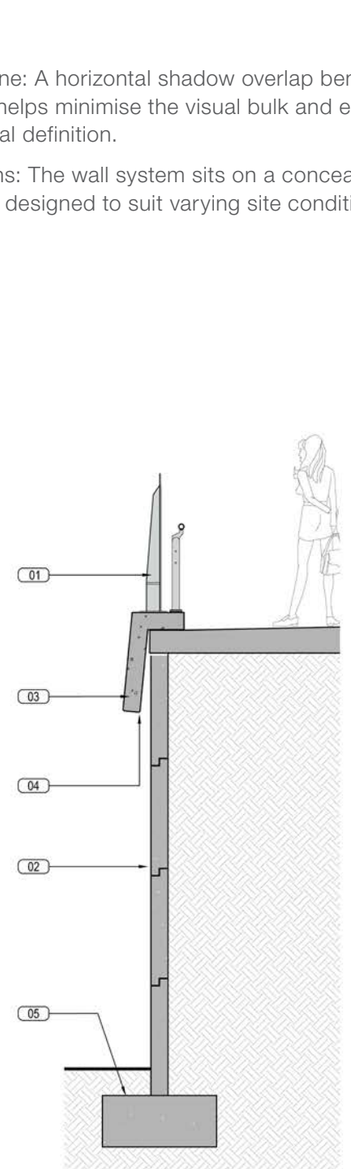
The RW4 retaining wall system is a reinforced concrete wall with precast concrete facing panels and is used exclusively for infrastructure bridges on the project. The system features precast concrete panels nominally sized at 2m x 2m, creating a modular appearance for the wall. These panels are arranged in a vertically stacked profile with distinct reveal joints that articulate the grid pattern and offer subtle visual rhythm along the wall face.

Design Characteristics;

- Precast Panels: Designed for structural integrity and durability, finished with a paint coating suitable for long-term infrastructure use.
- Concrete Fascia or Barrier with Fascia: A top-mounted concrete fascia/barrier provides a neat termination, integrating with the parapet design and visually capping the wall.
- Shadow Line: A horizontal shadow overlap beneath the fascia helps minimise the visual bulk and enhances architectural definition.
- Foundations: The wall system sits on a concealed foundation designed to suit varying site conditions.



RW4 - typical precast concrete reinforced soil wall



RW4 - typical section

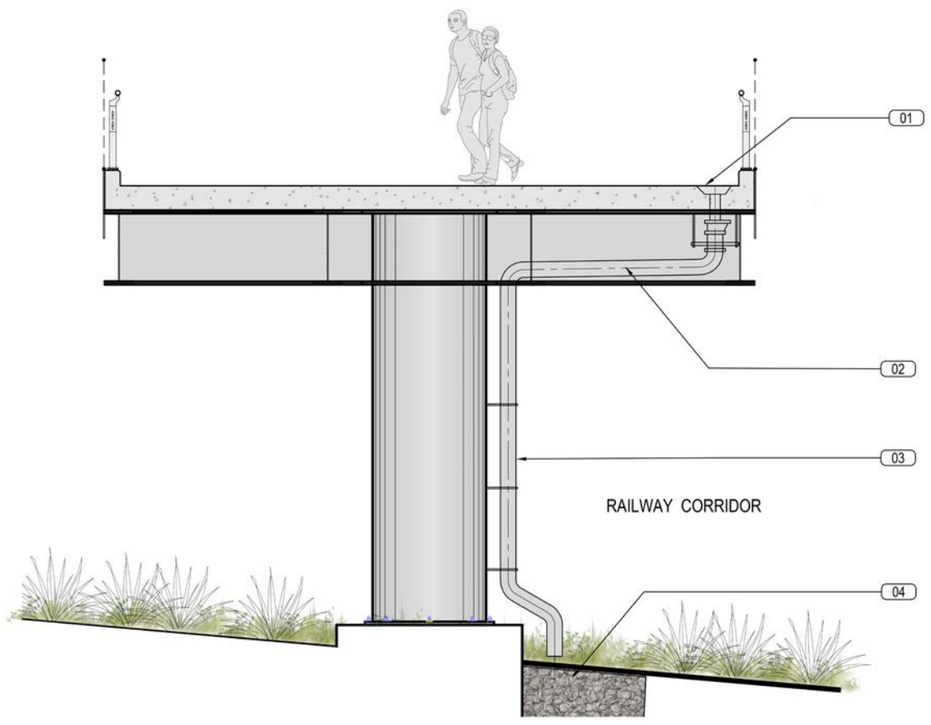
8.8 Drainage

8.8.1 Typical Footbridge Drainage

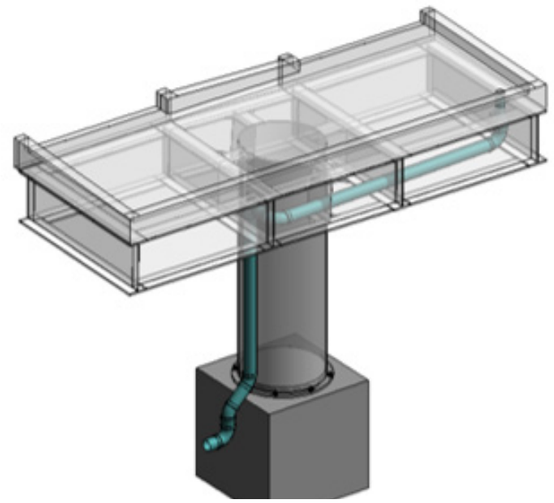
The drainage system for the footbridges has been integrated into the structure to maintain a visually unobtrusive design detail while ensuring effective stormwater management.

Design Characteristics:

- Concealed Downpipes: Drainage downpipes are strategically aligned behind the bridge piers, maintaining a visually uncluttered appearance when viewed from public areas. This discreet placement ensures that services are hidden from public vantage points while maintaining accessibility for maintenance.
- Recessed Scuppers and Grating: Surface water is collected through recessed scuppers located at the landing, which are integrated into the deck finish. These scuppers direct runoff efficiently into the concealed drainage system.
- Pipe Concealment: Pipes are concealed within the structural interfaces to ensure drainage components are hidden behind helping to maintain a streamlined form.
- Drainage to Landscaped Areas: Drainage discharge is directed towards adjacent landscape beds and zones, ensuring that water is absorbed naturally while supporting the planting strategy. Scour protection is incorporated at discharge points to mitigate erosion and protect the integrity of the surrounding landscape.



Typical stormwater drainage detail



KEY NOTES

01 REBATED SCUPPER DRAIN TO COLLECT STORMWATER FROM FOOTBRIDGE WITH HEAL SAFE GRATE

02 DOWNPIPE CONCEALMENT WITHIN RETICULATION WITHIN STRUCTURAL ZONE OF LANDING

03 DOWNPIPE FIXED AND ALIGNED TO THE BACK FACE OF PIER ON NON-CRITICAL FACE AWAY FROM ROADS AND PUBLIC VIEW

04 STORMWATER RUNOFF TO LANDSCAPE ZONE WITH SCOUR PROTECTION AND DISSIPATERS

road bridge

railway bridge

neighbourhood bridge

8.9 Temporary Construction Hoardings

During construction of the bridge sites, temporary construction hoardings are to be erected around the construction site boundaries.

The design details for the temporary hoardings consider opportunities for heritage interpretation and wayfinding elements integrated into to their design, these elements assist guiding pedestrians around the construction sites and to also provide opportunities to enhance the communities understanding and experience of the locality and place.

The following considerations to construction hoardings include:

– Heritage interpretation elements

Consider Information to include archival photographs or graphics representing the history of the area, locality and railway.

– Informational elements

Consider information to include the project information, wayfinding elements to assist pedestrian connectivity with directional arrows to nearest points of interest or connections.

– Cultural interpretation Elements

Consider aboriginal cultural artwork, motifs or graphical elements that have representations to the locality and place.

road bridge

railway bridge

neighbourhood bridge



Figure 178: Example of temporary construction hoarding

Heritage Interpretation Opportunity Image Information Opportunity Cultural Interpretation Image Opportunity

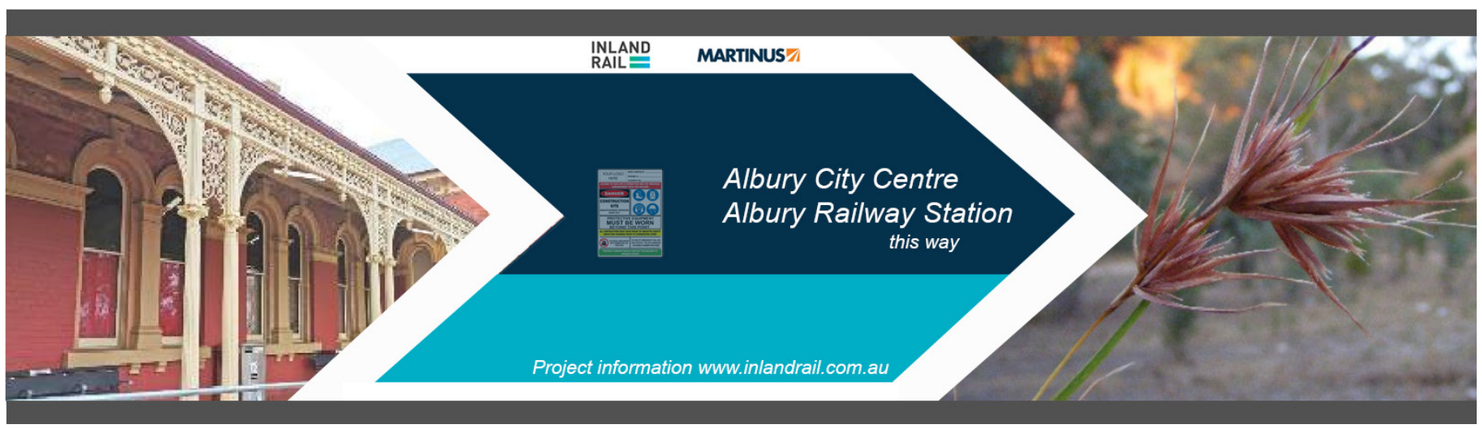


Figure 179: Temporary site holding - opportunity

8.10 Components Matrix

CODE	DESCRIPTION	FINISH	ALBURY	CASSIDY	EDMONDSON	WAGGA WAGGA	JUNEE
FLOOR FINISH							
CD1	CONCRETE RAMP DECK	SLIP RESISTANT BROOM FINISH	■	■	■	■	■
CP1	COMPOSIT LIGHTWEIGHT BRIDGE DECK PANELS	SLIP RESISTANT FINISH IN LIGHT GREY COLOUR TO MATCH CONCRETE	■	■		■	
EDGE PROTECTION							
TH1	FULL HEIGHT SAFETY SCREEN - TENSILE MESH	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS	■	■			
TH2	FULL HEIGHT TRUSS BRIDGE SAFETY SCREEN INFILL - TENSILE MESH	STAINLESS STEEL MESH INFILL FIXED TO STRUCTURE	■			■	
TH3	TRANSION SAFETY SCREEN 1.2 TO FULL HEIGHT - TENSILE MESH - RADIAL	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS		■			
TH4	FULL HEIGHT BRIDGE SAFETY SCREEN INFILL - TENSILE MESH	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS		■			
TH5	FULL HEIGHT BRIDGE SAFETY SCREEN INFILL - TENSILE MESH - ON BARRIER	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS			■		■
TH6	FULL HEIGHT BRIDGE SAFETY SCREEN INFILL - TENSILE MESH - ON CONCRETE FASCIA	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS					
BU1	1.2 HIGH BALUSTRADE - TENSILE MESH	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS	■	■			
BU2	1.4 HIGH REST AREA BALUSTRADE WITH TIMBER TOP RAIL WITH INTEPRETIVE SIGNAGE - TENSILE MESH	STAINLESS STEEL MESH INFILL, PAINTED STEEL POSTS WITH HARDWOOD TOP RAIL	■				
BU3	1.2 HIGH HORIZONTAL WIRE BARRIER WITH INTEGRATED HANDRAIL	STAINLESS STEEL WIRE INFILL WITH PAINTED POSTS AND GALVANISED HANDRAIL	■				
BU4	1.2 HIGH METAL BALUSTRADE WITH VERTICAL ROD BALISTERS - TO MATCH EXISTING	GALVANISED STEEL	■				
BU5	1.2 HIGH BALUSTRADE - TENSILE MESH - ON CONCRETE FASCIA	STAINLESS STEEL MESH INFILL WITH PAINTED STEEL POSTS			■		■
FP1	DECORATIVE METAL FACIAL PLATE	PAINTED STEELWORK	■	■		■	
FP2	DECORATIVE CONCRETE FASCIA WITH PARAPET	CLASS 2 - CONCRETE -NATURAL CONCRETE			■		■
FP3	CONCRETE ROAD BARRIER WITH PARAPET	CLASS 2 - CONCRETE -NATURAL CONCRETE			■		■
HR1	950 HIGH HANDRAIL AND POST	GALVANISED STEEL	■	■	■	■	■
HR2	950 HIGH HANDRAIL AND POST ON BRIDGE	GALVANISED STEEL	■	■	■	■	■
HR3	950 HIGH HANDRAIL - WALL MOUNTED BRACKET	GALVANISED STEEL	■	■			
PS1	2m HIGH PRIVACY SCREEN	DECORATIVE METAL PRIVACY SCREEN PANELS WITH PAINTED STEEL POSTS		■			
LT1	STANDARD SAFETY SCREEN POST WITH INTEGRATED LIGHTING	PAINTED POSTS WITH MESH INFILL PANEL AND COLOUR MATCH LIGHT FITTING	■	■	■	■	■
LT2	STANDARD SAFETY SCREEN BRIDGE POST WITH INTEGRATED LIGHTING	PAINTED POSTS WITH MESH INFILL PANEL AND COLOUR MATCH LIGHT FITTING		■	■		■
LT3	TRUSS BRIDGE LIGHTING	PROPRIETARY - COLOUR MATCH LIGHT FITTING	■			■	
LT4	STREET LIGTHING FIXED TO BRIDGE	PROPRIETARY LIGHT FITTING ON GALVANISED STEEL POLE			■		■
LT5	PATH LIGTHING FIXED TO BRIDGE	PROPRIETARY LIGHT FITTING ON PAINTED STEEL POST		■			■

Table 34: Components Matrix

CODE	DESCRIPTION	FINISH	ALBURY	CASSIDY	EDMONDSON	WAGGA WAGGA	JUNEE
STRUCTURAL							
BP1	CONCRETE BRIDGE PIER - CIRCULAR FORM WITH ARTICULATED HEADSTOCK AND TAPERED ENDS	CLASS 2 - CONCRETE -NATURAL CONCRETE					
BP2	STEEL BRIDGE PIER - INTEGRATED WITH LANDING STRUCTURE	PAINTED METAL STRUCTURAL STEEL - RESSESIVE COLOUR - MIO PAINT SYSTEM					
BP3	STEEL BRIDGE PIER - SHARED CENTRAL PIER	PAINTED METAL STRUCTURAL STEEL - RESSESIVE COLOUR - MIO PAINT SYSTEM					
BP4	CONCRETE BRIDGE PIER - CIRCULAR FORM WITH INTEGRATED LANDING HEADSTOCK	CLASS 2 - CONCRETE -NATURAL CONCRETE					
BP5	INTEGRAL STEEL BRIDGE PIER	CLASS 2 - CONCRETE -NATURAL CONCRETE					
BP6	CONCRETE BLADE PIER	CLASS 2 - CONCRETE -NATURAL CONCRETE					
BP7	STEEL BRIDGE PIER - INTEGRATED WITH MID LANDING STRUCTURE	PAINTED METAL STRUCTURAL STEEL - RESSESIVE COLOUR - MIO PAINT SYSTEM					
SS1	STRUCTURAL STEEL BEAM - PAINTED	PAINTED METAL STRUCTURAL STEEL - RESSESIVE COLOUR - MIO PAINT SYSTEM					
SS2	CONCRETE PLANK STRUCTURE	CLASS 2 - CONCRETE -NATURAL CONCRETE					
SS3	CONCRETE SUPERT T GIRDER	CLASS 2 - CONCRETE -NATURAL CONCRETE					
SS4	STEEL BOX GIRDER	PAINTED METAL STRUCTURAL STEEL - RESSESIVE COLOUR - MIO PAINT SYSTEM					
RW1	PRECAST CONCRETE - PAINTED	CLASS 2 - CONCRETE WITH PAINT FINISH FOR ANTIGRAFFITI					
RW2	PRECAST CONCRETE RETAINING WALL - POST AND PANEL	CLASS 2 - CONCRETE WITH PAINT FINISH FOR ANTIGRAFFITI					
RW3	CAST IN SITU CONCRETE WALL	CONCRETE WITH PAINT FINISH FOR ANTIGRAFFITI					
RW4	PRECAST CONCRETE REINFORCED SOIL WALL - PAINTED	CONCRETE WITH PAINT FINISH FOR ANTIGRAFFITI					
RW5	CONCRETE RETAINING WALL / DEFLECTION WALL	CLASS 2 - CONCRETE -NATURAL CONCRETE					
RW6	CAST IN SITY CONCRETE RETAINING WALL - PAINTED	CONCRETE WITH PAINT FINISH FOR ANTIGRAFFITI					
RW7	KEYSTONE GRAVITY RETAINING WALL	INTERFGRAL COLOURED CONRETE WITH SPLIT FACE UNITS					
TR1	STEEL TRUSS BRIDGE STRUCTURE - WARREN TRUSS	PAITED METAL STRUCTURAL STEEL - MIO PAINT SYSTEM					
TG1	STEEL THROUGH GIRDER BRIDGE STRUCTURE WITH SAFETY SCREEN	PAITED METAL STRUCTURAL STEEL - PAINT SYSTEM					
SITE WORKS							
CF1	ARTC STANDARD FENCING - CORRIDOR	COLOUR: BLACK POSTS AND CHAINLINK MESH					
CF2	ARTC STANDARD FENCING - CORRIDOR	COLOUR: GALVANISED STEEL CHAINLINK FENCE MESH AND POSTS					

9 Future-proofing

9.1 Introduction

Across all bridge sites within the project, future-proofing has been a key consideration in the design process. The bridge designs incorporate flexibility to support future upgrades and adaptations beyond the immediate project scope. These measures aim to enhance long-term amenity, accessibility, and user experience within the wider precincts of the bridge sites.

Design allowances have been made for the possible integration of vertical transport systems such as lifts to support the mobility needs of an ageing population and future increases in patronage across the railway corridors.

Provisions have also been considered for additional shade structures integrated within the design to respond to changing climate conditions, offering improved comfort and resilience of users.

Design features have been included to support broader precinct initiatives outside the project boundary, allowing the infrastructure to further contribute to the surrounding public spaces into the future,

This chapter provides the following future-proofing initiatives at:

Vertical Transportation

- Albury Station Footbridge
- Cassidy Parade Pedestrian Bridge
- Wagga Wagga Station (Mothers) Footbridge.

Increased Shade

- Albury Station Footbridge.

Public Space Initiatives

- Albury Station Railway Precinct
- Edmondson Street Bridge - Erin Street Pedestrian Island
- Kemp Street Footbridge Direct Stair Connection.



9.2 Vertical Transport

As part of the design development across all bridge sites, the potential integration of vertical transport specifically lift systems, has been carefully studied to future-proof the infrastructure for changing community needs. These studies respond to overall bridge alignments, pedestrian movement patterns, and anticipated demographic shifts, particularly increasing accessibility for an ageing population.

The design allowances for potential future lifts have been developed in consultation with the SDRP and key stakeholders to ensure practical and context sensitive design outcomes are achieved.

A summary of the findings is outlined below:

Locations with Future Lift Allowances

– **Albury Station Bridge**

  The bridge provides a key connection between the surrounding neighbourhood and the township and forms a secondary access point to Albury Railway Station. Future patronage projections and demographic trends, particularly an ageing population, support the inclusion of a future lift to enhance universal accessibility across the corridor.

– **Cassidy Parade Bridge**

  Connecting Brookong Avenue to Cassidy Parade, this bridge supports neighbourhood-to-neighbourhood movement. Potential expansion of the nearby Wagga Wagga Health Precinct further underpins the importance of future proofing for lifts, enabling improved access for health related and mobility impaired users.

– **Wagga Wagga Station Bridge**

  This bridge serves a similar role to Albury, forming a link between the township and surrounding neighbourhood, and acting as a secondary access point to the Wagga Wagga Railway Station. Consideration of future needs especially increased use by elderly residents supports provision for a lift to be installed to enhance long-term accessibility in the future.

Locations Where Lifts Are Not Required

– **Edmondson Street Bridge**

  The bridge follows a direct alignment with the road and incorporates straight, compliant ramp access on both sides of the railway. The integration of a lift is not seen to offer significant additional benefit, given the existing movement patterns and effective ramp configuration.

– **Kemp Street Bridge**

  This bridge provides a connection from the neighbourhood to the township via linear ramps on each side. Due to site constraints, including proximity to Edgar Street traffic and limited available space, safe and effective lift integration is not feasible. The pedestrian desire lines are well served by the proposed ramp arrangement.



Figure 180: Albury Station Footbridge - future lift



Figure 181: Cassidy Parade Footbridge - future lift



Figure 182: Wagga Wagga (Mothers) Footbridge - future lift

9.2.1 Albury Station Footbridge - Future Lift

As part of the design development process and in response to stakeholder feedback, future lift provision have been incorporated to allow for the future installation of a lift at the western end of the Albury Station Footbridge. This design allowances respond to long-term accessibility needs, particularly for an ageing population and future increases in rail patronage, while also addressing key spatial constraints within the precinct.

The proposed lift location sits adjacent to the Sydney Trains carpark entry and has been identified as the most viable site within the available site boundary. The design allows for a future upper landing to be integrated with the existing bridge alignment while minimising disruption to carpark circulation and turning areas below.

Due to spatial limitations and the short length of the eastern ramp, a future lift has not been considered feasible on the eastern side. This approach ensures accessibility can be enhanced over time in a manner that is safe, practical, and complementary to the operational requirements of the station precinct.

Albury Station site

- Located on Sydney Trains Land
- Ground Connection to Albury Station Precinct and main pedestrian circulation route
- Single side access arrangement
- Self supporting lift shaft
- New upper landing cantilevered from new lift shaft
- Modifications to handrails at landing locations.

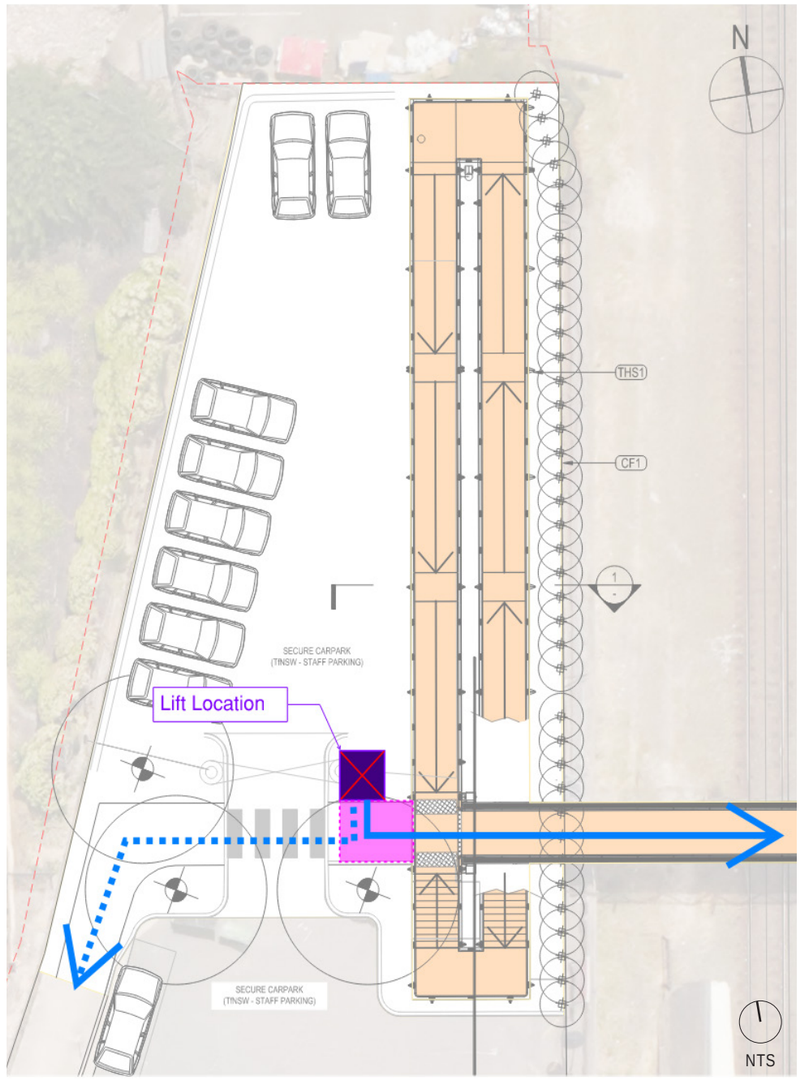


Figure 183: Plan - Albury Station future lift location



Figure 184: Perspective view - Albury Station future lift location



Figure 185: Perspective view - Albury Station future lift location

9.2.2 Cassidy Parade Pedestrian Bridge - Future Lifts

As part of the ongoing design response to stakeholder feedback and the SDRP review process, provisions have been incorporated to allow for the future installation of lifts at both ends of the Cassidy Parade Pedestrian Bridge.

These design allowances respond to future accessibility needs, particularly in relation to anticipated growth of the Wagga Wagga Health Precinct and the demographic shift toward an ageing population.

The diagram illustrates proposed lift locations on the Cassidy Parade side and Brookong Avenue side of the bridge, including key considerations such as land ownership, structural integration, and modifications required to landings and handrails. These measures ensure the infrastructure remains adaptable and inclusive for future users.

Cassidy Parade Side

- Located on Council Land
- Ground Connection to Kildare Street Pocket Park and main pedestrian circulation spaces
- Single side access arrangement
- Self supporting lift shaft
- New upper landing cantilevered from new lift shaft
- Modifications to handrails at landing locations.

Brookong Avenue Side

- Lift Shaft located on adjacent Telstra site compound boundaries (subject to future land ownership)
- Connection to lower ramps and landings
- Single side access arrangement
- Self supporting lift shaft
- New upper landing cantilevered from new lift shaft
- New Lower landing cantilevered from new lift shaft to tie in with ramps
- Modifications to handrails at landing locations.



Figure 186: Perspective view - Cassidy Parade Footbridge - future lift location

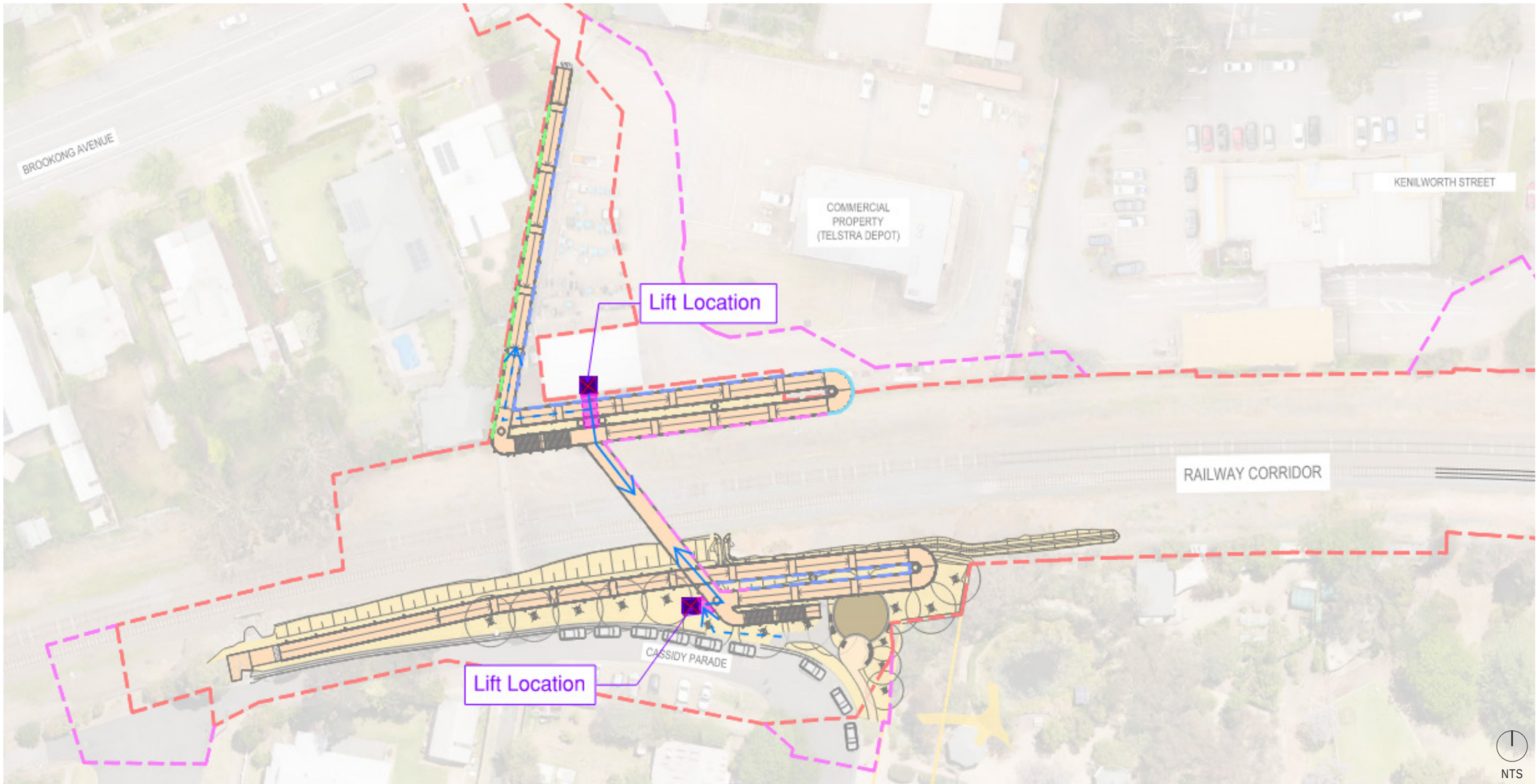


Figure 187: Plan - Cassidy Parade Footbridge - future lift location



Figure 188: Perspective view - Brookong Avenue side - future lift location



Figure 189: Perspective view - Cassidy Parade side - future lift location

9.2.3 Wagga Wagga Station (Mothers) Footbridge - Future Lifts

As part of the design development process and in response to stakeholder feedback, provisions have been incorporated to allow for future installation of lifts at both ends of the Mothers Footbridge in Wagga Wagga, this future-proofing approach allows the infrastructure to adapt over time to meet community needs, ensuring long-term accessibility and inclusive design outcomes which respond to long-term accessibility needs, particularly for an ageing population and increased station patronage, while also aligning with SDRP feedback.

The proposed lift locations are situated on ARTC land at both the Railway Street and Station Platform sides, with access provided to the newly formed ramps and the bridge deck between the bridge trusses. The integration of future lift shafts, featuring cantilevered landings, tensile mesh balustrades, and adjustments to handrails and safety screens complement the new bridge design to provide a cohesive design when implemented. The future lift placement ensures a continuous accessible path of travel that complies with AS1428.1 requirements for clearances and widths, supporting future enhanced DDA-compliant connectivity across the railway corridor without impacting adjacent property access.

Railway Street Side

- Located on ARTC Land
- Ground Connection to Railway Street and main pedestrian circulation spaces
- Single side access arrangement
- Self supporting lift shaft
- New upper landing cantilevered from new lift shaftw
- Access between truss structure on bridge
- Modifications to handrails and safety screens.

Station Side

- Lift Shaft located on ARTC Land
- Ground connection adjacent to ramps
- Single side access arrangement
- Self supporting lift shaft
- New upper landing cantilevered from new lift shaft
- Access between truss structure on bridge
- Modifications to handrails and safety screens.

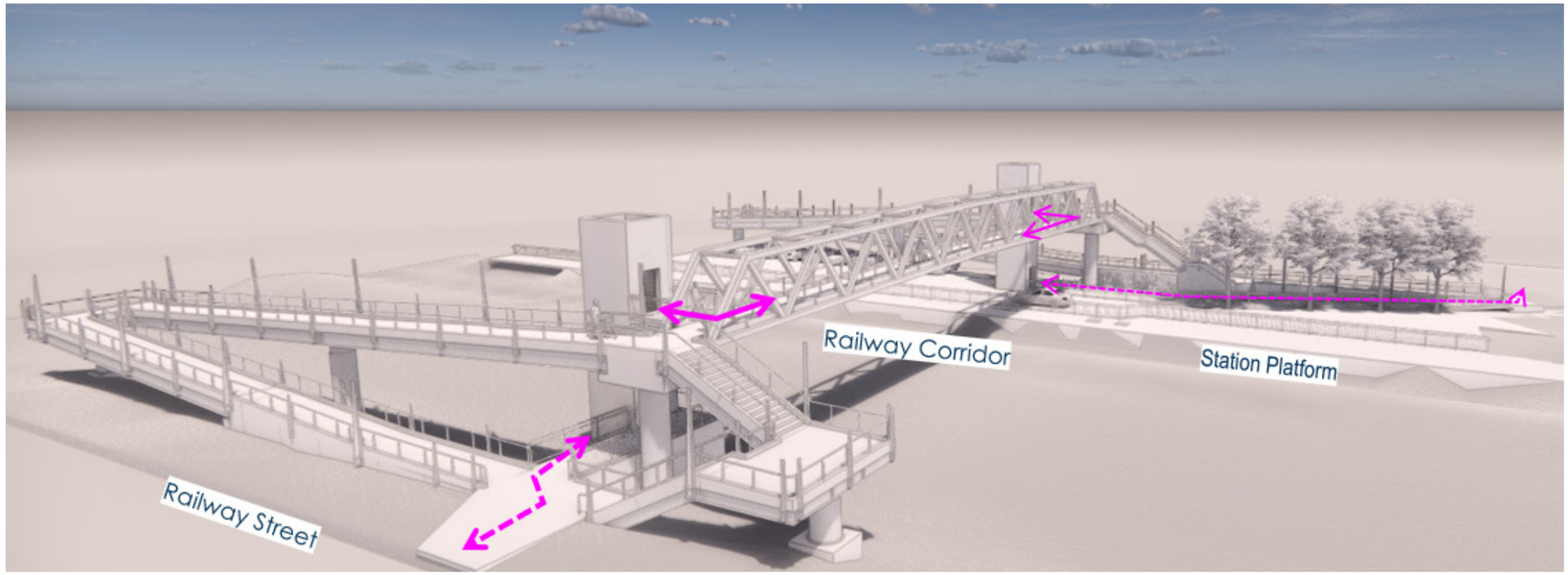


Figure 190:Future lift strategy

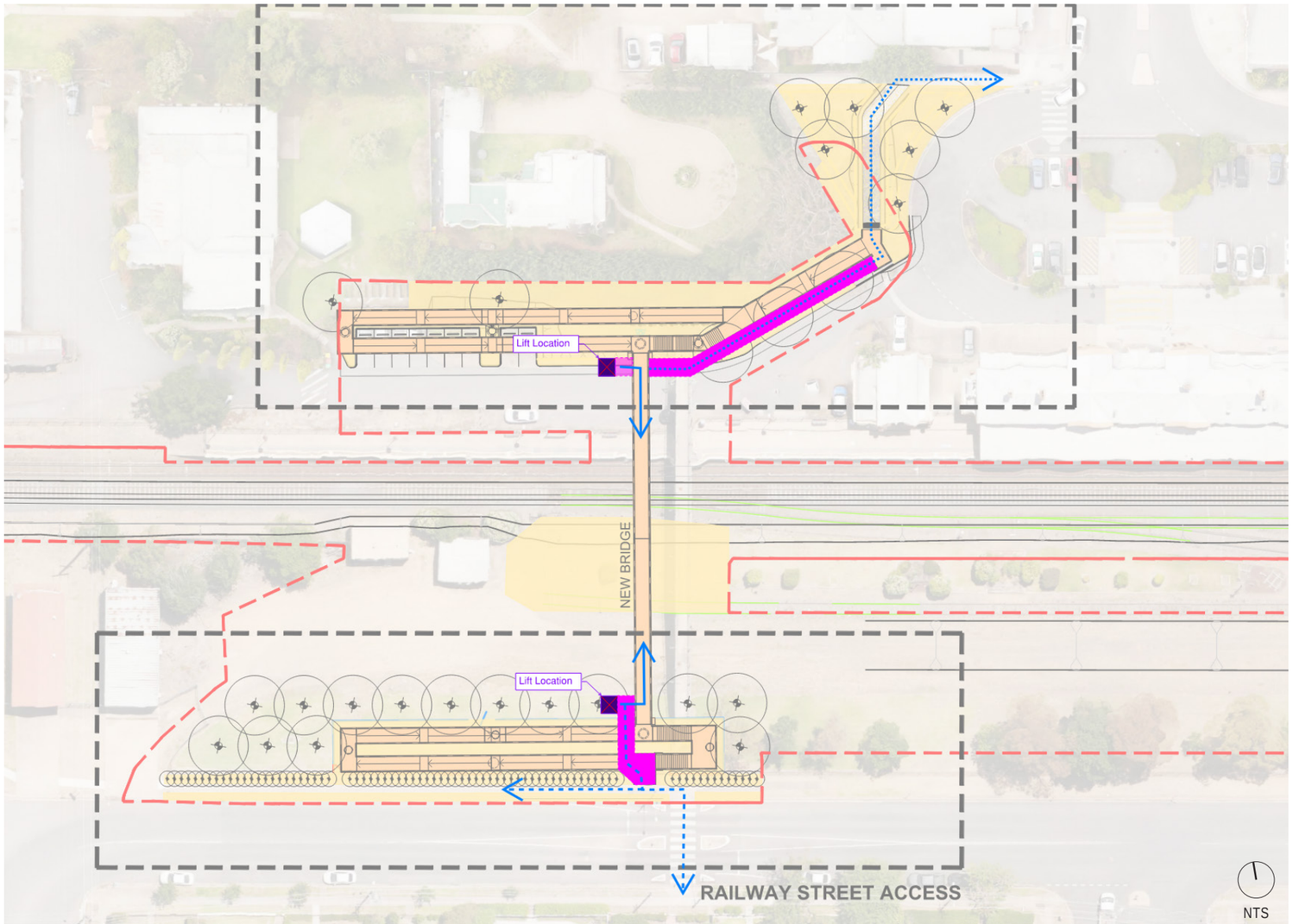






Figure 191: Plan - Wagga Wagga Station Footbridge - future lift location



Figure 193: Perspective view - Wagga Wagga Station future lift



Figure 192: Elevation - Wagga Wagga Station future lift



Figure 194: Perspective view - Wagga Wagga Station future lift



Figure 195: Perspective view - Wagga Wagga Station side

9.3 Albury Station Bridge - Future Shade Canopy

As part of the design development process and in response to stakeholder feedback and the SDRP, the bridge design incorporates allowances for a future canopy structure to be delivered by others increases pedestrian amenity with the shade structure made from pre-finished metal panels with opportunities of cultural interpretation installations as cut outs, providing comfort without compromising light or visibility. The intent is to provide continuous shade from the bridge to the adjacent rest area, enhancing user comfort and supporting long-term amenity. While the canopy is not included in the current scope of works, provisions have been made to enable its future integration. This includes minimising the need for additional structural supports by allowing attachment to the existing bridge structure. Any future installations are encouraged to ensure visual integration with the existing elements, maintaining a clear, uncluttered design while improving the usability of the bridge and surrounding public domain.

Design Considerations

- Shade structure additional supports provide a cantilevered roof fixed to new bridge beams, allowances for future connections have been integrated into the current design.
- Roof structure cladding made of metal sheet cladding fixed to the soffit of the truss bridge to present as a continuous element over the railway corridor
- Opportunity for cultural interpretation on roof cladding with perforations and cutouts to represent cultural patterning and motifs to be developed with community.
- Cut out and perforations allows for dappled light to penetrate the shade structure for natural light and opportunity for shadow play on the walking surface of the bridge.



Figure 196: Albury Station future shade canopy in rest area

9.4 Local Works

9.4.1 Albury Station Approach

As part of future public domain improvements at Albury Station that is outside of the project boundaries, landscape integration initiatives are proposed as part of future works to enhance the station approach and improve the arrival experience to the new bridge entry.

These works include the introduction of planting at the termination points of parallel parking bays adjacent to footpaths, helping to soften the edge of the roadway, provide visual relief, and improve pedestrian amenity.

In addition, future landscape planter beds are proposed along the existing fence line to extend the green corridor toward the bridge entrance.

To enhance connectivity to the rear and back edge of the Albury Station platform, proposed additional line marking to denote pedestrian access in combination with accessible features as required.

These future initiatives aim to create a more inviting, connected, and landscape responsive public space, supporting public amenity and reinforcing the connection between the station, the bridge, and the broader urban setting.

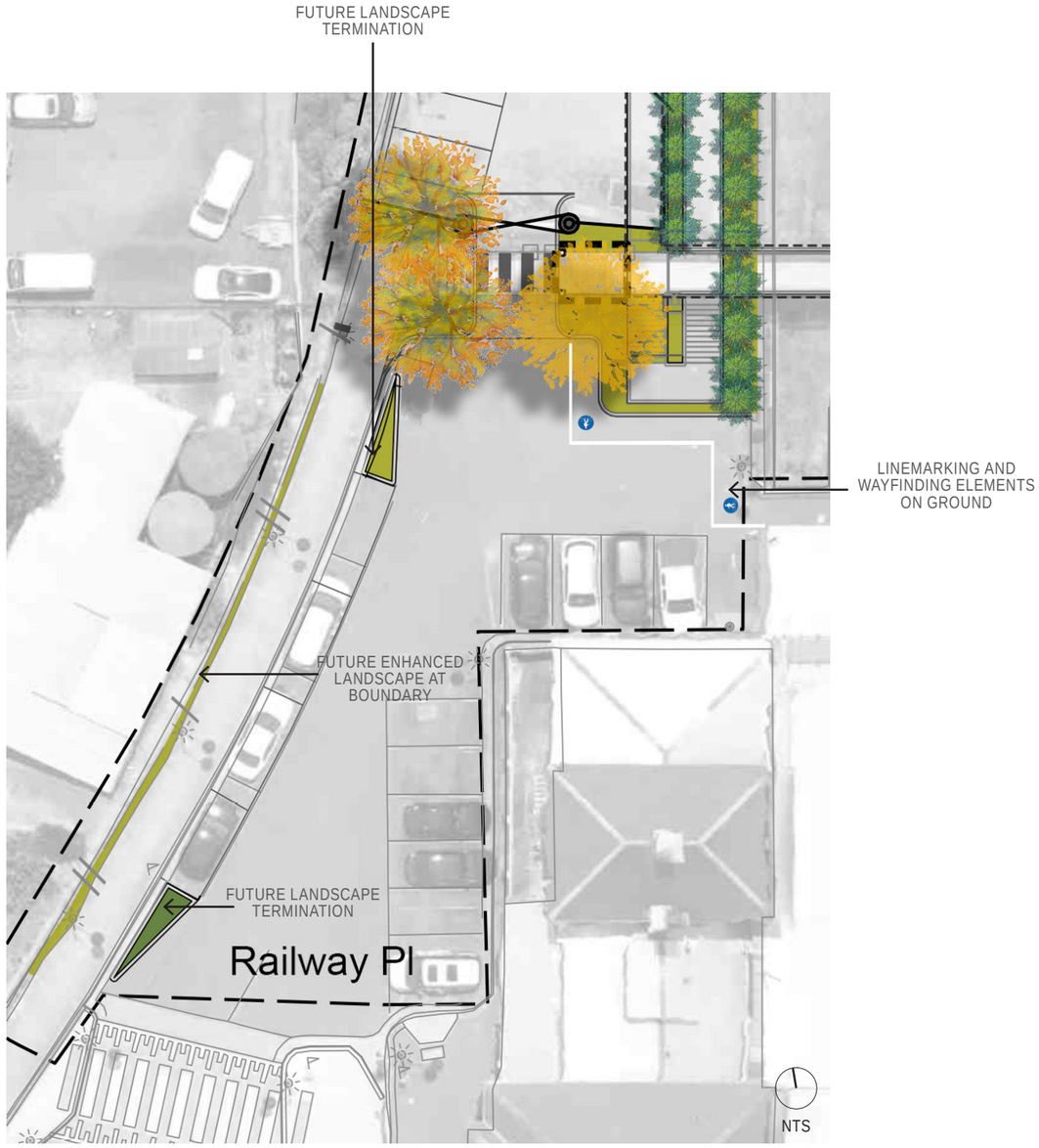


Figure 197: Plan - Albury Station approach

9.4.2 Edmondson Street Bridge - Erin Street Pedestrian Island

As part of future public domain enhancements at the termination of the Edmondson Street Bridge, a new landscaped pedestrian island is proposed at the Erin Street crossing.

This initiative aims to improve pedestrian safety and amenity by providing a refuge point that shortens the crossing distance and offers a more comfortable and legible transition between the bridge connection and surrounding neighbourhood.

The design introduces a raised green verge with low-height planting, enhancing visual quality while reinforcing the pedestrian priority at this location.

This future intervention supports walkability, promotes safer pedestrian movement across Erin Street, and complements the broader improvements associated with the Edmondson Bridge works.

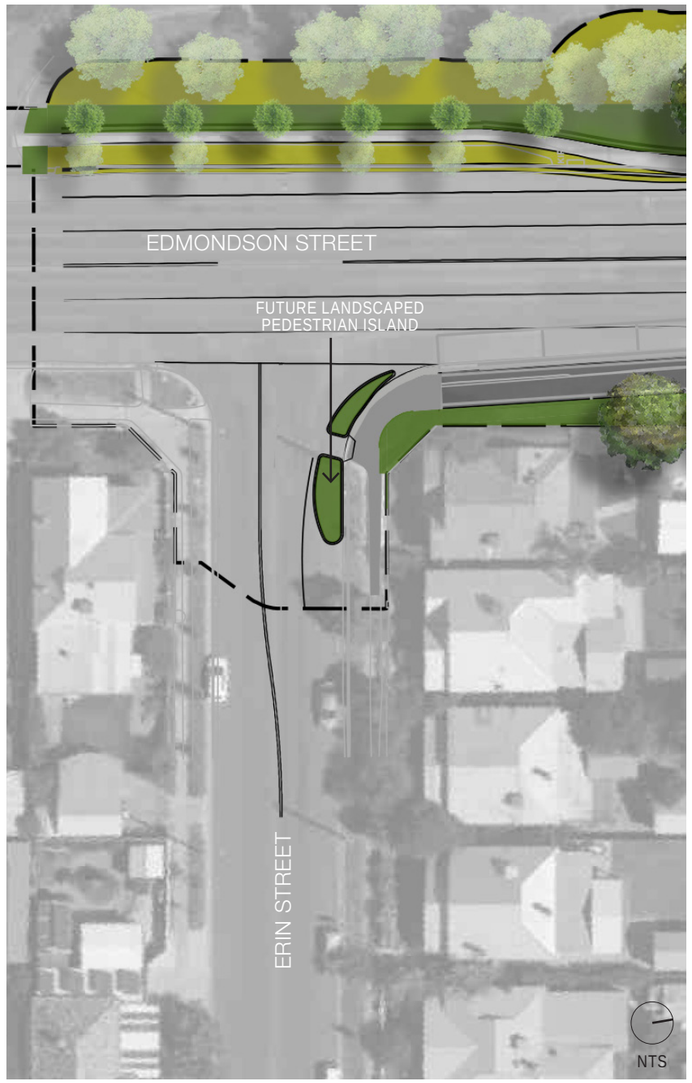


Figure 198: Erin Street pedestrian island - plan

9.4.3 Kemp Street Bridge and Footbridge Direct Stair Connection

As part of future public domain enhancements at the termination of the Kemp Street Footbridge ramps, a new direct stair connection between the ground and the upper footbridge ramp is proposed.

This initiative aims to improve pedestrian connectivity and amenity by providing a direct stair connection that shortens the walking length of non-ambulent pedestrians, the new stairs will be constructed in accordance with AS1428.1 requirements for stairs.

This future intervention supports walkability, promotes more pedestrian choice for movements across the railway corridor, and complements the broader improvements associated with the Kemp Street Bridge and Footbridge works.

The proposed stairs were not included in the current design as the distance saved for pedestrians was minimal compared to the cost of constructing a stair over an existing stormwater channel.

As the footbridge is owned by Council, timeframes to implement the stairs will need to be established by Junee Shire Council. No timeframe has been identified at this stage. As part of stakeholder consultation regarding the future delivery of the stair council raised no objections.





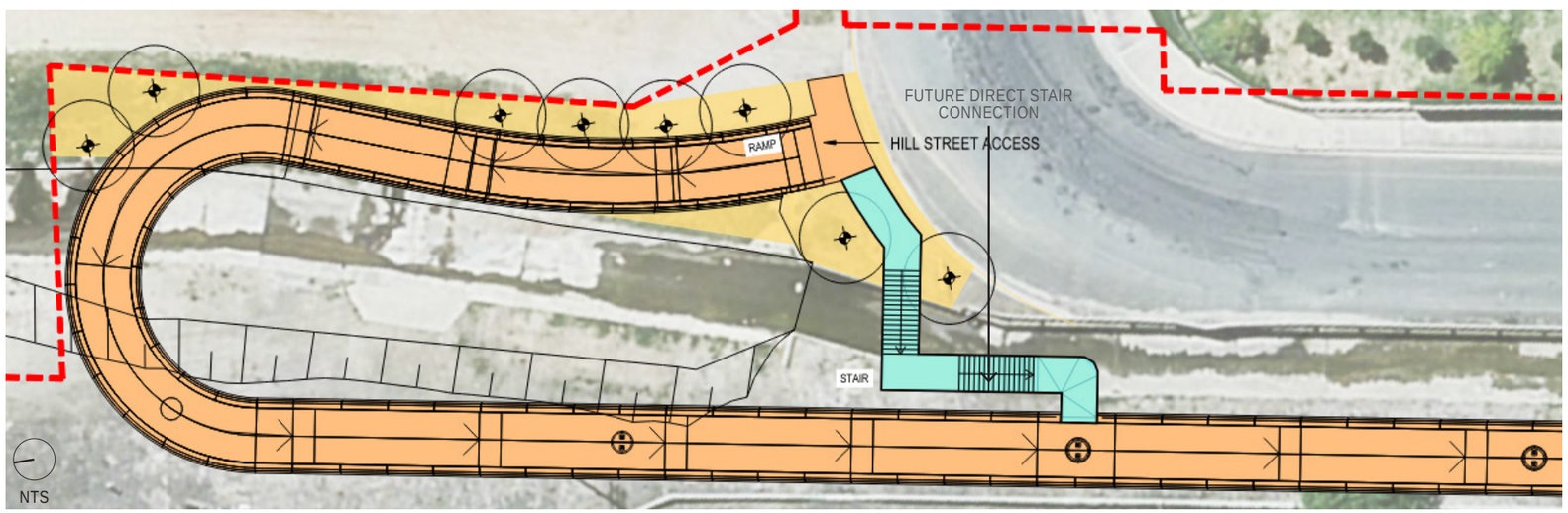


Figure 199: Kemp Street Footbridge - direct stair connection diagram

10 Materials

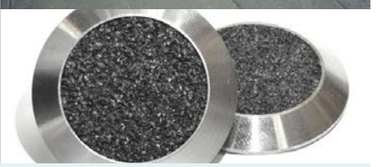
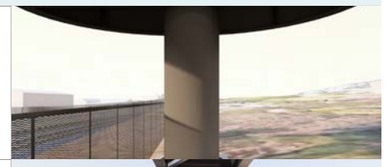
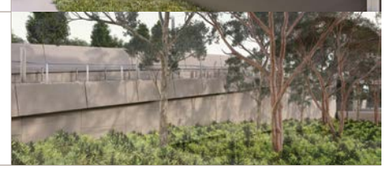
ELEMENT		MATERIAL	DESCRIPTION	REFERENCE
Floor Finishes				
	Footpaths and Ramps	Concrete	Cast in situ with broom finish	
	Composite Deck	Fibre Reinforced Plastic	FRP decking across footbridge spans over rail	
	Tactile Ground Indicators	Stainless Steel	TGSI to AS1428.4	
Edge Protection				
	Safety Screens Mesh	Stainless Steel	Webnet tensile mesh	
		Painted Metal*	Decorative paint treatment for posts	
	Balustrade	Stainless Steel	Webnet tensile mesh	
		Painted Metal*	Decorative paint treatment for posts	
	Privacy Screen	Decorative Metal	Decorative paint treatment	
	Handrails	Galvanised Metal	Galvanised rails and posts	
Footbridge Edge Treatments				
	Fascia Plate	Painted Metal*	Decorative paint treatment	
	Concrete Fascia	Concrete	Natural concrete / Class 2 Natural Grey Cement	

Table 35: Materials

ELEMENT		MATERIAL	DESCRIPTION	REFERENCE
	Concrete Barrier	Concrete	Natural concrete / Class 2 Natural Grey Cement	
Piers				
	Steel Piers	Painted Metal*	Micaceous Iron Oxide Paint Treatment (Painting in accordance with AS2311 and TfNSW Technical Specification TS 01746)	
	Concrete Piers	Concrete	Natural concrete / Class 2 Natural Grey Cement	
		Painted Concrete	Natural concrete / Class 2 with applied paint treatment (Painting in accordance with AS2311 and TfNSW Technical Specification TS 00081)	
Retaining Walls				
	Insitu Concrete	Concrete	Natural concrete / Class 2 with applied paint treatment (Painting in accordance with AS2311 and TfNSW Technical Specification TS 00081)	
	Precast Concrete	Concrete	Natural concrete / Class 2 with applied paint treatment (Painting in accordance with AS2311 and TfNSW Technical Specification TS 00081)	
	Reinforced Soil Walls	Concrete	Natural concrete / Class 2 with applied paint treatment (Painting in accordance with AS2311 and TfNSW Technical Specification TS 00081)	

ELEMENT		MATERIAL	DESCRIPTION	REFERENCE
	Keystone	Concrete	Preparatory concrete blocks in charcoal	
Structure				
	Structural Steelwork	Painted Metal*	Micaceous Iron Oxide Paint Treatment in recessive colour	
	Concrete Plank Structure	Concrete	Natural concrete / Class 2 Finish: Natural Grey	
	Concrete Super T	Concrete	Natural concrete / Class 2 Natural Grey Cement	
	Steel Box Girder	Painted Metal*	Micaceous Iron Oxide Paint	
	Truss Bridge	Painted Metal*	Micaceous Iron Oxide Paint Treatment	
	Through Girder	Painted Metal*	Micaceous Iron Oxide Paint Treatment	
Site Works				
	Fencing	Painted Metal*	STD-T0194 - chain link fence	
		Galvanised Metal	STD-T0194 - chain link fence	

*Paint colour will be nominated following artist engagement through the EOI process (refer Chapter 4.4.1)

11 Conclusion

The Urban Design and Landscape Plan (UDLP) for Stage 2 of the Albury to Illabo enhancement project sets out a place-based approach that carefully balances engineering needs with community, cultural and environmental outcomes. Each of the five bridge sites—at Albury, Wagga Wagga and Junee—has been designed to enhance local connectivity, create safer and more accessible public spaces, and respect the unique character of each township.

The design presented in this report demonstrates that a comprehensive vision for the corridor has been established, recognising the strategic significance and potential of the project. This vision not only addresses the immediate objectives but also looks beyond the brief, setting a forward-thinking framework for future developments. The Project serves as a benchmark for similar enhancement projects, offering a model for creating an integrated approach that aligns with linear infrastructure projects. It highlights the importance of considering both functional and aesthetic elements in shaping a cohesive and sustainable development that enhances the overall user experience and connects with the surrounding environment.

The bridges form a family of structures that share a clear and consistent design language, yet are individually tailored to their surroundings. This includes a focus on user comfort, visual transparency, and the integration of landscape elements that support biodiversity and reflect the cultural and natural heritage of the Wiradjuri Country through which the railway passes.

The project has been shaped by ongoing consultation with community members, local councils, heritage experts, First Nations representatives and the State Design Review Panel. The result is a cohesive corridor-wide design that celebrates local identity, strengthens neighbourhood connections, and contributes to Inland Rail's broader vision of delivering sustainable and meaningful infrastructure for regional NSW.

Through this design, the bridges not only meet today's functional requirements for double-stacked freight rail but also leave a legacy of improved public amenity, cultural interpretation, and landscape integration that will serve communities well into the future.

The design presented in this report is compliant with the MCoA and the UMM.



Types of Works iconography

A2I | Albury to Illabo

Urban Design and Landscape Plan
Appendix 1 Design Consultation Register



MARTINUS INLAND RAIL

Inland Rail and Martinus - Council Meeting Minutes

Attendees:
MR - Martinus Rail
IR - Inland Rail
WWCC - Wagga Wagga City Council
ACC - Albury City Council
GHC - Greater Hume Council
LC - Lockhart Shire Council
JSC - Junee Shire Council

Note: The minutes include discussions involving design of returned assets to Councils.

Meeting Date	Council	Site	LX	Design Discussion Detail	Design Response/ Action	UDLP Stage
8-May-24	Wagga Wagga City Council	Cassidy Pde		MR queried the purpose of the U-rails in front of Telstra compound. Council to confirm.	The U-rails are used to protect pedestrians from cars entering/ existing Telstra compound. The design has replaced these U-rails with compliant U-rails.	Stage 2
8-May-24	Wagga Wagga City Council	Edmondson Street		WWCC flagged the design and posted speed is 50/50 even though on the MIRDA it states 40/50. MR confirmed design to date has been based off MIRDA requirements provided by IR and agreed with WWCC. Erin Street resident – MR have updated the design not requiring a retaining wall. The pram ramp is proposed to be moved. This will have marginal impact on the landscaping in front of 11 Erin St. MR Comms team to engage with the resident.	The design of the over bridge has been based off the design speeds in the MIRDA 40/50. The overbridge design will be captured in the UDLP however the design speeds are irrelevant to Urban Design and Landscape	Stage 2
8-May-24	Wagga Wagga City Council	Edmondson Street		WWCC queried the TfNSW preferred 2D layout concept design for the bridge presented at the last Technical workshop by TfNSW. TfNSW have flagged the layout they proposed factoring in projected future growth. MR advised that a separate DDA FB structure will make it difficult to future-proof/ widening the bridge at a later stage MR proposed WWCC consider a non DDA on-bridge path. WWCC to discuss internally with council and provide feedback.	The footbridge is DDA compliant. Future proofing of the overbridge has been allowed for by integrating the footbridge with the overbridge structure	Stage 2
4-Jun-24	Wagga Wagga City Council	Cassidy Pde		MR - Is there any other key documents given the general feedback from SDRP 1 not liking the overall layout. WWCC will send the active travel plan. MR asked if entry/exit points for Cassidy Pde are fixed or if there are alternatives council may accept. WWCC advised they would be open to discussions for alternative entry/exit point for the footbridge. WWCC advised MR should have a meeting with WWCC Active Travel manager.	Alternate entry/exit points were explored but not taken on board. These concepts will not be included in the UDLP.	Stage 2
4-Jun-24	Wagga Wagga City Council	Cassidy Pde		MR advised there is a maximum 2.4m clear width available along the Telstra compound which is less than the 3m prescribed in the MIRDA. WWCC advised it seemed ok/acceptable. MR noted 2.4m was less than the 3m prescribed in the MIRDA.	2.4m has been accepted by Council for Tesltra compound portion of ramp. The remainder of footbridge is 2.5m to align with Active Travel Link width	Stage 2
1-Jul-24	Wagga Wagga City Council	Wagga Sites		MR met with council to discuss pedestrian connectivity on 20th June 2024 (4:30pm). Key discussions and agreements during the meeting were: 1. Fox St connectivity wasn't viable due to concurrent works. 2. DDA required across all 3 bridges. 3. Council to send the draft mobility plan.	Fox St connection was explored to avoid relocation of the gas but not deemed viable.	Stage 2
3-Aug-24	Wagga Wagga City Council	Wagga Station Footbridge		MR queried if an access point behind the skatepark would be acceptable to JSCC Council suggested it would not be as trucks accessed the back side of the recreation centre.	The footbridge is being designed to tie into Hill Street footpath network, and not the back of the recreational area.	Stage 2
3-Aug-24	Junee Shire Council	Kemp St		MR asked JSC to confirm if they are also reviewing the design for the footbridge from maintainability perspective given it will be a JSC asset. JSC: JD advised the footbridge is proposed to be owned and maintained by TfNSW. IR - The MIRDA states JSC will own the footbridge	Ownership discussion with JSC are ongoing as of May 2025	Stage 2
3-Aug-24	Junee Shire Council	Kemp St		MR - The position of the footbridge around the skatepark is based on community feedback and a better outcome from CPTED and safety perspective. ZC mentioned there was a DDA compliant solution on the original design with DDA compliant footpath separated from the traffic on the bridge by levels and barriers.	JSC have requested no pedestrian access through to Ducker to not limit future development, therefore this design has not been explored. This is dependent on JSC agreeing to own the footbridge that connects to the Skatepark.	Stage 2
8-Aug-24	Wagga Wagga City Council	Wagga Station Footbridge		WWCC queried if MR can plant trees on top of the HP gas as shown on renders, along Railway Street. The HP gas is located on Railway Street. MR to work closely with APA on confirming planting.	MR consulted with APA and trees cannot be planted within 3m of the gas. The trees have therefore been replaced with shrubs in accordance with APA	Stage 2
8-Aug-24	Wagga Wagga City Council	Wagga Station Footbridge		WWCC queried if there was room for mobility scooter turning circles on the ramps and bridge. MR to check and confirm.	MR emailed turning circle plans for 2 different scooter mobiles showing room for this movement	Stage 2
8-Aug-24	Wagga Wagga City Council	Wagga Station Footbridge		MR presented SDRP 3 renders of Cassidy Pde. MR – Width of Cassidy Pde ramp is currently uniform width through ramp and the bridge itself (2.4m between handrails). MR requested confirmation from WWCC if that would be the desired outcome or if the widths should be maximised where possible, up to 3m. WWCC to confirm.	2.5m width can be achieved between handrails in all areas except the ramp along Tesltra compound due to boundary constraints.	Stage 2
3-Sep-24	Junee Shire Council	Kemp St		Martinus presented updated renders of the combined footbridge and Kemp St bridge design. JSC advised they had no concerns regarding the proposed layout. There were no concerns raised with the proposed footbridge layout and	Ducker St urban design and landscape interface will be in included in the UDLP	Stage 2

3-Sep-24	Junee Shire Council	Kemp St		JSC inquired about provision for the access under the road bridge from Railway Pde side. MR confirmed that this connection wasn't within MR scope but it hasn't been precluded by the works.	The underpass has been included in the design	Stage 2
3-Oct-24	Wagga Wagga City Council	Edmondson Street		Martinus presented current design for 66kV and gas relocation which likely head towards IFC. MR have taken on feedback regarding location of 66kV pole on Little Best St.	Location of 66KV and gas will be captured in the landscape design as it impacts size and location of trees	Stage 2
3-Oct-24	Wagga Wagga City Council	Cassidy Pde		WWCC - Are there any license agreements that may need to be created for council access within the rail corridor for maintenance. Main concern around where the land access is being acquired from Telstra/ beneficiaries of easement being created under ARTC/IR for constructing the bridge.	Land access agreements are on going with IR. Maintenance access point will be included in UDLP.	Stage 2
3-Oct-24	Wagga Wagga City Council	Cassidy Pde		Martinus provided overview of parking options WWCC – noted that a wider roadway and no footway on the northern side of Cassidy Pde, adjacent to the ramp, is preferred MR – described the speed cushion design	2-way traffic has been maintained	Stage 2
3-Oct-24	Junee Shire Council	Kemp St		MR issued the SDRP 3 pack to Council for review and provided an update on the overall design progress. JSC - no issues were raised by Council	Note	Stage 2
3-Oct-24	Junee Shire Council	Kemp St		MR – regarding SDRP advice about future proofing a lift at Kemp st bridge, while MR explained the lift is not in the Contractors scope, MR can look at a future location if Council would like. There is no room for one along the bridge and footpath running along Edgar St. JSC enquired about the maintenance of the lifts. Council would not take the ownership. JSC – While a lift is not top of Councils minds, JSC would be open to provision for one.	Lift space proofing will be included in the UDLP. Kemp St however does not have a viable location which has been acknowledged by JSC and SDRP.	Stage 2
3-Oct-24	Junee Shire Council	Kemp St		Martinus discussed with Council the bussing proposal during construction to maintain connectivity JSC - Council are aware Kemp bridge will be out of action and open to bussing.	Connectivity during construction is not an urban design and landscape issue however the bussing solution will be briefly mentioned in the UDLP.	Stage 2
3-Oct-24	Wagga Wagga City Council	Edmondson Street		Council - will there be DDA footpath leading to Railway St? IR - No. We are not looking at a double ramp to Erin and Railway St. It was looked at a long time ago but discounted for varies reasons (connectivity, gas, property impact etc.)	Note	Stage 2
3-Oct-24	Wagga Wagga City Council	Edmondson Street		MR – is the closure of Erin Street on the community radar. The question is being asked as it is the only opportunity identified that would potential lesson the grades on Edmondson bridge. JSC – Explained that the community is not expecting closure of Erin Street and buses also use the street.	A Condition of Approval was to minimise impact to Erin Street so closure has not been considered	Stage 2
3-Oct-24	Wagga Wagga City Council	Edmondson Street		Council queried if there would be a road safety audit done on the design. MR - Yes it is done on the PDR design	Note	Stage 2
3-Oct-24	Wagga Wagga City Council	Cassidy Pde		WWCC queried if Martinus had considered the SDRP comment regarding provisions of lifts? MR -Would Council maintain a lift? WWCC - No MR - We have looked at future lift options but consider it not visible without changing the current footbridge alignments. Any change to alignment would impact design program.	Lift space proofing will be included in the UDLP for Cassidy and Mothers. There was no viable location at Edmondson St.	Stage 2
31-Oct-24	Junee Shire Council	Kemp St		Martinus presented SDRP 4 slides for Kemp St bridge JSC flagged TfNSW has had previous concerns about safe crossing at Seingor/Olympic St location. MR confirmed TfNSW will be consulted with through the WAD process.	A refuge has been provided in the design	Stage 2
31-Oct-24	Junee Shire Council	Kemp St		Martinus asked feedback on the desire line presented to SDRP JSC - Yes it is correct and notes that the Railway Pde users would use the underpass.	Desire lines will be included In UDLP.	Stage 2
31-Oct-24	Junee Shire Council	Kemp St		JSC concerned that a rest stop and curve at the Pier intersection might be cluttered	The rest stop has been removed at this junction	Stage 2
31-Oct-24	Junee Shire Council	Kemp St		JSC is really happy with the underpass design in Kemp St bridge and acknowledged it would not be DDA due to stairs. JSC noted that they may look at constructing a DDA ramp in future.	A non-DDA underpass is in the design.	Stage 2
31-Oct-24	Junee Shire Council	Kemp St		Martinus asked about the use of inmates for the maintenance of the garden. JSC - comfortable with the idea. JSC - inmates currently have worked on the adventure park down in Junee under G.O. But did stop about 12 months ago.	Any inmate involvement will be progressed through the implementation of the HIP	Stage 2
31-Oct-24	Junee Shire Council	Kemp St		MR - (Presented the heritage interpretation slide) JSC - any talk of heritage or architectural elements to the bridge structure? MR - using tensile mesh as a safety screen JSC - any decorative steel elements? Council would prefer something architectural so it doesn't look bland. MR – The SDRP will review and provide feedback on 31/10.	MR have proposed to re-use the heritage lights on the Kempt Street bridge in Endeavour Park	Stage 2
31-Oct-24	Junee Shire Council	Kemp St		JSC advised they would not own the lift if there were to be installed at Kemp St FB in previous meeting. MR – Provision/future proofing to be a question for future owner of the asset. JSC have confirmed they do not want to own the asset. MR to check with TfNSW and close this comment if no asset owner wishes for future proofing. This bridge is significant distance from the	Lift space proofing will be included in the UDLP. Kemp St however does not have a viable location which has been acknowledged by JSC and SDRP.	Stage 2
31-Oct-24	Junee Shire Council	Kemp St		JSC would look at maintaining the lights and in keeping with the character of the heritage yard. JSC purchased heritage street lights from the City of Sydney – Delphine Anatole, (02) 9265 9364,	Modern lights will be used on the bridge. Some heritage lights in the landscape.	Stage 2

7-Nov-24	Albury City Council	Albury Footbridge		MR – How did you find the SDRP meeting went? ACC – Happy with design however further discussion required on lifts. No one wants to currently own the lifts but unsure where the final decision will land in terms of provision for lifts. MR – Provision of lifts is currently being worked through. Feedback from Council will be required on maintenance, access and landscaping. ACC – There has been representation from the disability groups regarding the lifts. These groups view the lifts to be included in design.	Lift space proofing will be included in the UDLP.	Stage 2
7-Nov-24	Albury City Council	Albury Footbridge		ACC– Was there any discussions regarding the artwork at the SDRP? MR – Yes, that was a comment and items are being worked through in design.	art and heritage interpretation is being implemented through the HIP	Stage 2
7-Nov-24	Albury City Council	Albury Footbridge		MR presented the shelter options over the rest area ACC – There has been representation from the disability groups regarding the lifts. These groups view the lifts to be included in design. Seating and shelter design should be shared with ACC access team for review. Is there any opportunity for seating on ramps on the railway	Shelter is outside MR scope of works however the design will not preclude shelter being added by Others. The future shelter will be include in the UDLP.	Stage 2
8-Nov-24	Wagga Wagga City Council	Edmondson Street		MR provided WWCC with a design update on Edmondson Street vertical road geometry alignment, nominated K – value. MR described the approach for deriving vertical curve geometry. MR explained a k-value of 4 would lead to an increase in curve length and impacts to Erin Street WWCC to review provided information and advise on acceptability of 28.078m curve length and associated k=2.479 value.	WWCC has reviewed - Okay w the K-value, noting its not a local road, it's a Collector. Technical aspects of road design not included in the UDLP	Stage 2
8-Nov-24	Wagga Wagga City Council	Cassidy Pde		MR – Erin Earth has a property fence that does not run along the cadastral boundary. There is a clash for permanent works where the existing fence sits. WWCC advised council would like to lead the discussions with Erin Earth and would require further information from MR. Not sure if there	Discussion with Erin Earth are ongoing. A final location for the fence will be included in UDLP Stage 2	Stage 2
8-Nov-24	Wagga Wagga City Council	Cassidy Pde		MR provided overview of parking options on Cassidy Pde WWCC – noted that a wider roadway and no footway on the northern side of Cassidy Pde, adjacent to the ramp, is preferred, as opposed to a one-way with a road cushion as shown in PDR design. The plan is to have active travel on Norman St (both ways). WWCC – preference is for no footpath and increased roadway width between Norman end of footbridge and Kildare Park	No change to existing car parking. 2-way traffic has been maintained.	Stage 2
8-Nov-24	Wagga Wagga City Council	Wagga Station Footbridge		want 3m anti-throw screens or the standard 1.2m barriers. The bridge is currently designed to AS5100. WWCC -Lower height screen will be acceptable (1.4m H). Main concern is around maintainability. MR – the screen infill is proposed to be tensile stainless mesh which is very hard to vandalise. TfNSW are also rolling it out due to its	Martinus emailed locations where tensile has been used	Stage 2
8-Nov-24	Wagga Wagga City Council	Wagga Station Footbridge		MR – Presented location of trees and landscaping as presented to the SDRP. WWCC – Does this bridge require special access requirements for maintaining the landscape? IR -This can perhaps be included in land access agreement with council for the works. It can also go as an addendum to the existing Interface Agreement. WWCC – Acknowledged this new bridge will have landscaping and electrical costs. Current bridge cost nothing. Would there be any fees to be paid to ARTC for access?	Final landscape design and maintenance access will be captured in the UDLP. The corridor fence has been relocated so WWCC can gain access to columns without accessing the corridor.	Stage 2
8-Nov-24	Wagga Wagga City Council	Wagga Station Footbridge		WWCC – Main issue is around vandalism and maintenance of the bridge. Section adjacent to Railway St is ok. However, section in the rail corridor will be harder to maintain. MR - The Project can explore including the columns/piers into Heritage Art Strategy which would discourage vandalism.	Per above. No art on columns has been considered in the HIP.	Stage 2
3-Dec-24	Wagga Wagga City Council	Edmondson Street		SDRP have commented on safe access for Erin/Edmondson St. In order to maintain existing levels on Erin Street a blister is proposed for one side only to reduce overall length of travel across Erin Street. There is no mid road refuge (refuge island) proposed based on the design. MR to coordinate a separate session to go through it once MR/IR have discussed and are able to present something to Council.	Safe crossing at Erin Street will be included in the UDLP and consultation strategy with WWCC.	Stage 2
3-Dec-24	Wagga Wagga City Council	Wagga Sites		MR - SDRP requesting future lifts at all bridge locations. There will be some proposed concepts at the next SDRP - Meeting 5	Lift space proofing will be included in UDLP Stage 2	Stage 2
3-Dec-24	Wagga Wagga City Council	Edmondson Street		WWCC - Can the plants in the planter be high enough to cover the wall so the wall cant get graffiti	landscape species will be consulted with Council for final acceptance.	Stage 2
10-Dec-24	Junee Shire Council	Kemp St		JSC - Main item of interest was the safe crossing at Seignior St. JSC – No concerns with refuge proposed. Has this been socialised with other parts of Council such as the Traffic Committee. MR – This will need to be approved by TfNSW first. Is there any other groups interested in this?	A refuge has been included in design for TfNSW review	Stage 2
10-Dec-24	Junee Shire Council	Kemp St		Regarding future lifts, there is no desire line or logical location for a lift at Kemp Street. Therefore the SDRP pack excludes provision for a lift at Kemp St. JSC - Happy for this to be resolved with SDRP. Council has no concerns.	Lift space proofing will be included in UDLP Stage 2	Stage 2
10-Jan-25	Wagga Wagga City Council	Edmondson Street		MR - Safe pedestrian crossing was carried out by MR. This assessment looked at several options for SDRP consideration. The proposed solution is to have edge blisters to reduce the distance for pedestrian to cross. The best location for blisters is to be calculated based on swept paths. This is likely to be a raised blister proposed in consultation with WWCC. WWCC – While swept paths give some idea of the way vehicles turn, the actual may be slightly different. Interested in a copy of the assessment.	Safe crossing at Erin Street will be included in the UDLP and consultation strategy with WWCC.	Stage 2
10-Jan-25	Wagga Wagga City Council	Cassidy Pde		MR to confirm Right of carriage for maintenance of Cassidy Pde Fb by Council, ensuring: - bridge piers are accessible for council without accessing the rail corridor. - license agreements that may need to be created for council access within the rail corridor for maintenance are amended.	Maintenance access to piers will be captured in UDLP	Stage 2
4-Feb-25	Albury City Council	Albury Footbridge		ACC – Council are generally satisfied with design. However, they would like to be involved with specification of plant species. DN – Species for vegetation have been provided in the latest slide deck (to be shared on 09/01) for Albury CC team. Landscape PDR drawings will be provided May 2025 for formal comment	MR will consult with Council on the landscape design	Stage 2
10-Feb-25	Wagga Wagga City Council	Wagga Sites		WWCC had a Wagga Access Consultation Group (13th Feb). Group wanting to see at least one (1) bridge with a lift system. Other concerns around length of ramps without shelter. There was no stop-off area for rest. Feedback provided to MR.	Lift space proofing will be included in UDLP Stage 2. All bridges have additional shade from trees. Mothers bridge has dappled shade from	Stage 2

10-Feb-25	Wagga Wagga City Council	Wagga Sites		WWCC concerns 1. Access via Telstra compound for the bridge at Cassidy 2. Mother's bridge access to structure and landscape not on Council land/ within rail corridor 3. Concerns on future proofing for the lifts for Mother's Bridge	Access will be included in UDLP along with lift future proofing.	Stage 2
10-Feb-25	Wagga Wagga City Council	Edmondson Street		MR – What is the mechanism for IFC? Does council sign off at some point? WWCC – As per MIRDA, the process is to close out comments for design. MR – There are concerns around land ownership and access.	Noted. Ownership diagrams will be included in UDLP	Stage 2
10-Feb-25	Wagga Wagga City Council	Edmondson Street		MR – Comment on privacy screens on the footbridge on Edmondson St. Does WWCC have any concerns in having discussions with local community on privacy screening. Feedback from SDRP factored in that CPTED/Passive Surveillance is better when there is more visibility or transparency. WWCC – No concerns with commencing discussions with local stakeholders.	Discussions on privacy with neighbours is ongoing and will be captured in UDLP Stage 2	Stage 2
10-Feb-25	Wagga Wagga City Council	Cassidy Pde		MR – Erin Earth discussions are ongoing to include re-placement of a fence to allow for construction and final infrastructure. The biggest concern is proximity of the footbridge to their planting. They are interested in visual appearance of the structure with shadowing/appearance. WWCC – Currently Council do not maintain that garden. Council are happy for the fence to be re-placed at a location that's suitable for Erin Earth. There will be an elevated ramp next to the property so they may want it in a location where people cannot jump over and into their property.	Discussions with Erins Earth on going. Final fence location and landscape design will be captured by the UDLP	Stage 2
10-Feb-25	Wagga Wagga City Council	Cassidy Pde		MR - Cassidy Footway connection. Does Council prefer the connection is to Norman Street or Kildare? WF – WWCC preference is to pull the connection away from Norman St potentially by shortening the footbridge and connecting to existing footpath on the other side of Cassidy Pde. Council does not want to impact current 2-way road traffic movement.	2-way traffic is maintained. A footpath will not connect Norman St and Kildare Park	Stage 2
11-Mar-25	Junee Shire Council	Kemp St		Council will normally take the design to Traffic Committee. Next Traffic Committee meeting in July (1st Thursday). They are the approving authority for signage and any pedestrian safety related items.	Noted	Stage 2
17-Mar-25	Albury City Council	Albury Footbridge		Martinus stated SDRP approval in principle came in late December for Albury Footbridge. It will be another 4-weeks until PDR design has progressed.	Noted	Stage 2
4-Apr-25	Junee Shire Council	Kemp St		Council queried if the underpass is DDA compliant. Martinus stated the footpath grades are, however the handrails and kerbs are not include as the underpass was not include in Martinus scope of works and therefore the requirement for DDA was also not included. The design does not preclude DDA compliance from being carried out in future (DDA compliance for ramps except the stairs component).	Non -DDA underpass is in the design	Stage 2
5-Apr-25	Junee Shire Council	Kemp St		Council have confirmed ownership of lighting on the pedestrian overpass. Council have also confirmed ownership of the footbridge if 8% grades can be achieved on the overbridge on the Ducker Street approach.	Noted. Ownership will be included in UDLP Stage 2	Stage 2
14-Apr-25	Wagga Wagga City Council	Edmondson Street		WWCC queried if the plants in the planter can be replaced with brick pavement so we don't have to maintain them. MR - The planter has been approved by the SDRP and it improves user experience.	Planter will be documented. Low maintained plants will be provided.	Stage 2
12-Dec-25	Junee Shire Council	Kemp St		ND Presented slides for upcoming SDRP. Main items to be addressed was around safe crossing at Seignior St. There is likely introduction of blisters proposed in design. The Olympic Hwy intersection design will need to be approved by TfNSW first. Council stated the Traffic Committee comprised of council rep, councillors and TfNSW would need to see this. Inland Rail stated the design will likely to be approved via the WAD process based on the Master Framework Deed (MFD) with TfNSW following close out of strategic design comments.	Refuge for safe crossing is with TfNSW for review	Stage 2
03-Apr-2025	Wagga Wagga City Council	Wagga Sites		Design renders were presented. Wagga Wagga CC asked if these renders could be shared. Martinus agreed and will share renders with IR and WWCC.	Share renders with IR/WWCC	Stage 2
03-Apr-2025	Wagga Wagga City Council	Wagga Sites		WWCC asked about flood modelling. Martinus responded that the Environmental team has the data. DN to follow up with them and provide to WWCC.	Chase Enviro team for flood model	Stage 2
03-Apr-2025	Wagga Wagga City Council	Edmondson Street		Nichole Darke asked Council if they would like Martinus to explore the blister on Erin St for improved safety crossing as presented to the SDRP. WWCC queried why no refuge was provided in the middle of pedestrian crossings rather than on the side. Nichole Darke explained why this was not possible and will follow up with evidence.	Martinus to provide WWCC with safe crossing investigations	Stage 2
17-Apr-2025	Albury City Council	Albury Footbridge		Council to provide comments on bridge, however returned works to council in the area is landscaping. Council to provide feedback once plans received. ACC mainly interested in plantation.	MR will consult with Council on the landscape design	Stage 2
17-Apr-2025	Albury City Council	Albury Footbridge		Only council feedback is around graffiti and graffiti removal for the bridge.	Noted. Strategies around anti-graffiti will be included in the UDLP	Stage 2
17-Apr-2025	Albury City Council	Albury Footbridge		Council feedback on landscaping between the noise wall and the ramp. Only concern is access to maintain.	landscape grades will be accessible.	Stage 2
1-Aug-25	Junee Shire Council	Kemp St		IRPL raised reason for deletion of the skatepark (eastern) stair. IRPL confirmed there was no objection raised from JSC technically. Understood it would block access to open drain.	Design to remove the stair in the next submission	Stage 2

Inland Rail and Martinus - Council Meeting Minutes

Attendees:
MR - Martinus Rail
IR - Inland Rail
WWCC - Wagga Wagga City Council
ACC - Albury City Council
GHC - Greater Hume Council
LC - Lockhart Shire Council
JSC - Junee Shire Council
SWPS - South Wagga Public School

Note: The minutes include discussions on landscape and privacy with returned works owners and Stakeholders

Meeting Date	Stakeholder	Site	Design Discussion Detail	Design Response/ Action	UDLP Stage
29/05/2025	JSC	Kemp St	ACC - Happy with grass reinstatement of the Council owned LOTs at the intersection of Ducker Street	MR to document accordingly	Stage 2
29/05/2025	JSC	Kemp St	ACC - Will the gums be too big along Kemp Street at the intersection of Ducker and Railway St. Council concerned about bank stabilisation	MR will review any clashes with services and will provide alternative smaller tree options for Council to select from, maintaining the native theme. MR recommends increased quantity to maintain screening	Stage 2
29/05/2025	JSC	Kemp St	JSC - No comment on skatepark end as long as the driveway access is maintained	landscape design does not impact driveway access to the back of skatepark.	Stage 2
29/05/2025	JSC	Kemp St	JSC - Will you establish irrigation or tap into existing into irrigation	MR - request plans and information on existing Council irrigation design ACTION for Council to issue to MR	Stage 2
29/05/2025	JSC	Kemp St	JSC - Suggest do not include a native grass approach without irrigation. We will struggle from community with the native grass approach as it will present as unmaintained/ The Township is manicured MR - Understands it is a different look - intent is to create contrast between old and new. It also addresses maintenance issue on a steeper slope JSC - A native garden would work on a 1:2 batter. Native garden preferred over native grasses JSC - We manage 4:1 slopes for native grasses MV - Is there an opportunity to use the kangaroo grass in a manicured approach. Would you be open to a hybrid? JSC - Yes happy to stagger. Primary interest will be edge of path to the road. Ok with corridor to be native. Please forward grass seed option for Council review that can be mowed.	ACTION - grass seed option for Council review to be sent to Council for selection	Stage 2
29/05/2025	JSC	Kemp St	Landcare is active and have been supporting watering-in for establishment	Noted	Stage 2
29/05/2025	JSC	Kemp St	JSC- What is the keystone retaining wall finish? ST - involved in retaining wall construction and can assist in the delivering the wall if needed. Have done keystone walls also. Have used light grey generally.	MR issued keystone colour and finish for review. We can replicate similar colour with what is in community already	Stage 2
29/05/2025	JSC	Kemp St	MR presented the re-use design for the heritage lights and abutment brick JSC - Likes the heritage light and seating. Seating may not get utilised.	Noted	Stage 2
5/06/2025	WWCC/ ARTC	Wagga Wagga Station FB	MR Landscape architects presented Wagga Wagga Station Footbridge landscape design		Stage 2
5/06/2025	WWCC/ ARTC	Wagga Wagga Station FB	MI - questioned the need for the trees along the driveway. Is there enough space for light trucks entering the driveway for garbage. ZC - please refer 5-0052-210-DAL-W8-DR-2111 for location of kerb and planter	ACTION - CM+ to produce a section through the driveway for DDR and confirm clearances	Stage 2

5/06/2025	WWCC/ ARTC	Wagga Wagga Station FB	ND - Purpose of meeting is to confirm maintenance responsibility. There is an establishment period before it is handed to those responsible for maintenance.	Note	Stage 2
5/06/2025	WWCC/ ARTC	Wagga Wagga Station FB	ND - SDRP pushed for more tree canopy and shade	Note	Stage 2
5/06/2025	WWCC/ ARTC	Wagga Wagga Station FB	MS - would prefer no trees ND - SDRP may not approve the Urban Design and Landscape Plan if we took away the trees that were presented at the 6 meetings	Tree reduction will be reviewed if they are not contributing to shade. Shadow diagrams will be added to the DDR packages.	Stage 2
5/06/2025	WWCC/ ARTC	Wagga Wagga Station FB	WF - agree in principle with yellow ground covered area along Railway Parade noting the interface agreements needs to be updated to reflect this. If the trees within ARTC land needs trimming/ maintenance, Council will send through order to ARTC to do the works	Note. ACTION for IR to update Interface Agreement	Stage 2
5/06/2025	WWCC/ ARTC	Wagga Wagga Station FB	MI - is the gum species the most suitable with respect to minimising maintenance ME - All trees require similar level of maintenance	ME - All trees require similar level of maintenance	Stage 2
5/06/2025	WWCC/ ARTC	Wagga Wagga Station FB	MI - Can the tree roots cause damage to road pavement ME - we have created linear planter for the trees along the road. Can create a container for the roots. Trees selected do not have an aggressive root system or known for upsetting pavement	DDR to include pavement protection measures	Stage 2
5/06/2025	WWCC/ ARTC	Cassidy FB	ND - The footbridge is a Council asset.	Note	Stage 2
5/06/2025	WWCC/ ARTC	Cassidy FB	ME - regarding play equipment looking at off the shelf nature play equipment WF - refer comments on PDR regarding fall compliance. HP - No issue from my perspective ME - We will develop this nature play concept further at DDR	Nature Play park will be developed through DDR and IFC.	Stage 2
5/06/2025	WWCC/ ARTC	Cassidy FB	WF - concerned with how close the gum trees are to the footbridge, regarding falling branches and structural damage by the root system. ME - Has there been any issues with the gum tree proposed?	Tract to adopt root barriers where there is a risk of damage	Stage 2
5/06/2025	WWCC/ ARTC	Cassidy FB	WF - If the trees are proposed for shade, can a shadow diagram be provided. As trees are to the south, there is little shade benefit. Preference is to reduce the trees near infrastructure.	MR to review shadow diagram and reduce tree extents near footpath if shade is not being provided	Stage 2
5/06/2025	WWCC/ ARTC	Cassidy FB	ST - were covered walkways considered? ND - covered walk ways would have increased visual bulk, as well as increased scope ST - believes covered walkways may be less maintenance than trees	Covered walkways is not in Project scope	Stage 2
5/06/2025	WWCC/ ARTC	Edmondson St	WF - Has Essential Energy approved the plans ME - sections showing clearance requirements are included on the drawings.	PDR design to be issued to Essential Energy	Stage 2
5/06/2025	WWCC/ ARTC	Edmondson St	ND - Is Council happy with Little Best species HP - Yes	Little Best tree species approved	Stage 2
5/06/2025	WWCC/ ARTC	Edmondson St	ND - Is ARTC happy with the single tree within the switchback? MI - Yes albeit it will be hard to get to	Tree within switchback approved	Stage 2
5/06/2025	WWCC/ ARTC	Edmondson St	WF - Noting establishment period, how much maintenance will be required after that ME - Should not need much watering after establish WF - What is the growth rate? ME - 10-15 years until fully grown	MR to provide watering requirements in the DDR	Stage 2
5/06/2025	ACC	Albury FB	SM - What height is the rest area? ND - 6-7m off ground ME - existing trees is scrappy and not tall growing. We are proposing tall trees for shade.	MR trees will provide shade and protection for the rest area	Stage 2
5/06/2025	ACC	Albury FB	SM - Is ARTC aware they need to maintain the trees in the corridor for establishment ND - there is an establishment period by MR/IR, after that there should be very little maintenance	MR will document establishment period requirements on the IFC drawings	Stage 2
5/06/2025	ACC	Albury FB	BH - Note a single species on the eastern ramp planter. Can we have a bit more variation?	ACTION - BH to provide options for the western for suitable species	Stage 2
5/06/2025	ACC	Albury FB	BH - Happy with colour and variation of species on the western side	Note	Stage 2
5/06/2025	ACC	Albury FB	ME - For western side, once established, there should be little maintenance other then a tidy up and rubbish	Note	Stage 2

5/06/2025	ACC	Albury FB	ND - Passed on ST feedback that they were concerned with sight lines regarding interface with the trees and the ST carpark entry. ME - The trees reduce scale of the ramps, creates amenity and shade and we would recommend they stay. Trees have a better sight lines than shrubs.	Landscape design will maintain entry trees and provide sight line plans to Sydney Trains to confirm no issue.	Stage 2
18/06/2025	South Wagga Public School	Edmondson St	MR - Presented the landscape proposal as a privacy screen to South Wagga Public School (SWPS). While the School was happy to take free trees, they were not optimistic it would resolve privacy in the short term. 3m throw screens (tensile mesh) were requested on the footbridge to prevent objections being thrown into the school property. Immediate solution for privacy were to be explored.	Action for Martinus to amend design to include 3m screens along the ramp switch back. MR to seek approval from the Department of Education for the landscape design proposal within the school property	Stage 2
10/10/2025	South Wagga Public School	Edmondson St	MR/IR meet again with SWPS to discuss privacy concerns from the switchback. MR explored at-property privacy options but concluded a fixed privacy screen on the switch back would be the best outcome for the school as it would eliminate additional maintenance within the school. A concept for a perforated screen was presented on the switch and the Principle welcomed the approach. The parents raised no objections. The vegetation screening was imprtant to include as well as previously presented	Action for Martinus to amend design to include the privacy screen on the switch back.	Stage 2

Transport for NSW

3 June 2025

WST24/00003/079 | SF2024/002449

Ms Cassandra Hodges
Project Manager
Inland Rail Pty Ltd
290 Clarinda Street
PARKES NSW 2870

Dear Ms Hodges,

SSI-10055; Albury to Illabo Inland Rail Project; Albury Station footbridge landscape design review comments

Transport for NSW (TfNSW) received the Albury Station footbridge landscape design package from Inland Rail Pty Ltd (IRPL) on 12 May 2025 via Aconex (IR2140-TRANSMIT-002813).

TfNSW has reviewed the designs with respect to any potential impacts on road safety and makes no comments in this regard.

The table in 5-0052-210-ELE-B3-DR-2003_A.pdf lists *E. camaldulensis* (River Red Gum) as Red Oak. Please confirm which species the design intends to incorporate.

While the landscaped areas and new section of pedestrian bridge will be maintained by ARTC, TfNSW questions the choice of *E. camaldulensis* (River Red Gum close to the footbridge. Mature river red gum trees are very large and have the potential to drop large branches, creating a potential safety risk to the bridge and pedestrians.

Should you require further information in relation to this matter, please contact the undersigned via: development.inlandrail@transport.nsw.gov.au or on 0417 125 741.

Yours sincerely,

Howard Orr
Manager Development Services – Inland Rail
Planning, Integration and Passenger
Transport for NSW

Transport for NSW

3 June 2025

WST24/00003/078 | SF2024/002449

Ms Cassandra Hodges
Project Manager
Inland Rail Pty Ltd
290 Clarinda Street
PARKES NSW 2870

Dear Ms Hodges,

SSI-10055; Albury to Illabo Inland Rail Project; Kemp St bridge landscape design review comments

Transport for NSW (TfNSW) received the Kemp St bridge and footbridge landscape design package from Inland Rail Pty Ltd (IRPL) on 12 May 2025 via Aconex (IR2140-TRANSMIT-002810).

As the landscaped areas and pedestrian bridges will be Council assets to maintain, TfNSW has reviewed the designs only with respect to any potential impacts on road safety and makes the following comments.

The design proposes pear trees to be planted behind the kerb adjacent to Seignior Street. The design will need to consider hazard free zone requirements and ensure that these are achieved.

Furthermore, Kemp Street is a heavy vehicle route. The design and location of the plantings need to consider heavy vehicles and ensure trees are set back sufficiently to not result in vehicles striking tree branches once established.

Please update the plans to show Safe Intersection Sight Distance and Approach Sight Distance sight lines on the plans to ensure the plantings are outside of these envelopes.

Should you require further information in relation to this matter, please contact the undersigned via: development.inlandrail@transport.nsw.gov.au or on 0417 125 741.

Yours sincerely,

Howard Orr
Manager Development Services – Inland Rail
Planning, Integration and Passenger
Transport for NSW

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Transport for NSW

28 April 2025

WST24/00003/069, 070 & 071 | SF2024/002449

Ms Cassandra Hodges
Project Manager
Inland Rail Pty Ltd
290 Clarinda Street
PARKES NSW 2870

Dear Ms Hodges,

SSI-10055; Albury to Illabo Inland Rail Project; Wagga Wagga precinct pedestrian bridges landscape designs review

Transport for NSW (TfNSW) received from Inland Rail Pty Ltd (IRPL) the landscape design packages for:

1. Cassidy Parade bridge on 15 April 2025 (IR2140-TRANSMIT-002645**)**,
2. Wagga Wagga Station (Mothers) bridge on 16 April 2025 (IR2140-TRANSMIT-002651), and
3. Edmondson St pedestrian bridge on 16 April 2025 (IR2140-TRANSMIT-002658).

As the landscaped areas and pedestrian bridges will be Council assets to maintain, TfNSW has reviewed the designs only with respect to any potential impacts on road safety, such as reduced sight distances or obscured visibility for drivers.

TfNSW has not identified any issues of relevance to road safety and therefore makes no comment on the landscape designs.

Should you require further information in relation to this matter, please contact the undersigned via: development.inlandrail@transport.nsw.gov.au or on 0417 125 741.

Yours sincerely,

Howard Orr
Manager Development Services – Inland Rail
Regional and Outer Metropolitan
Transport for NSW

A2I | Albury to Illabo

Urban Design and Landscape Plan
Appendix 2 SDRP Matrix



MARTINUS INLAND RAIL

ALBURY TO ILLABO - SDRP LETTER RESPONSES - 1 to 6

Issued with UDLP Stage 2

Rev 0 - 25/07/2025

SDRP	Letter No.			Description	Design team response	Status	UDLP Stage
Design Development and Project delivery							
SDRP 1	As noted previously, the current proposal appears to have been largely engineering-led, when a more collaborative, cross-disciplinary approach is considered best practice. There is also a risk that public art, which has yet to be considered, becomes an applied treatment to mitigate and mask poorly resolved design outcomes, rather than a meaningful legacy of the Inland Rail project.				A more urban design led collaborative and cross-disciplinary approach has been developed and demonstrated in SDRP 2 onwards. Public art approach reconsidered and developed from SDRP2 onwards.	closed	UDLP Stage 1
SDRP 1	36			Establish an integrated and collaborative design team for the next stages of this project:	The design team was presented in SDRP1. Design optioneering has been undertaken subsequently to develop the design. The Design Team will be described in UDLP Stage 1	closed	UDLP Stage 1
SDRP 1		a		including suitably experienced and qualified designers for the detailed design (landscape architects, urban designers, and architects and designers with heritage expertise) to work with the project engineers,	as per above	closed	UDLP Stage 1
SDRP 1		b		program engineering (including civil and structural) work concurrently with architectural, urban and landscape designs,	An integrated urban design led approach has been developed post SDRP1 to achieve a balanced engineering, urban, architectural and landscape design outcome and demonstrated in SDRP 2 onwards.	closed	UDLP Stage 1
SDRP 1		c		expand the design team's scope to include the public domain design of the rail-crossing precincts, as well as corridor-wide design strategies.	Noting station precinct upgrades are outside the Project scope. A holistic corridor wide approach has been developed post SDRP1 to include corridor-wide strategies and public domain integration initiatives that can be incorporated by Others outside this Project.	closed	UDLP Stage 2
SDRP 1	37			Consider opportunities to integrate public art for better place-based outcomes:	Public Art process established in SDRP 2 as part of the consultation strategy is ongoing with updates on consultation and identification of opportunities for heritage interpretation identified in SDRP 2,3 and 4. The Heritage Interpretation Plan has been included with SDRP 5 info pack. Final outcome of consolation will be captured in UDLP Stage 2	closed	UDLP Stage 2
SDRP 1		a		initiatives should be planned and developed in early stages of the project and integrated with other disciplines,	Consultation strategy was developed post SDRP 1 with updates on consultation presented at SDRP 2,3 and 4	closed	UDLP Stage 2
SDRP 1		b		there may be opportunities to incorporate this in the Connecting with Country strategy,	Considered and adopted, and demonstrated in subsequent SDRP's.	closed	UDLP Stage 1 and 2
SDRP 1		c		accelerate the strategy for integrated public art (e.g. explore opportunities beyond bridge screens, e.g. via landscape, urban and precinct designs),	Considered and adopted, and demonstrated in subsequent SDRP's.	closed	UDLP Stage 1 and 2
SDRP 1		d		where possible, build on existing local art strategies or programs.	Art consultation is ongoing and will be summarised in UDLP Stage 2.	closed	UDLP Stage 2
SDRP 1	38			Ongoing design review will be required as this project proceeds. Scope of review should include items covered in this letter i.e. corridor wide as well as specific rail crossing sites.	Refer this Letter Matrix	closed	UDLP Stage 1 and 2
SDRP 1	It is recommended that the project return to the SDRP following further development. In addition to the issues outlined above, the following should also be addressed:				N/A	closed	N/A
SDRP 1		-		Provide an outline of the forward procurement plan to demonstrate how continuity across packages and any project staging will be achieved.	The UDLP has been broken into Stage 1 (non-footbridge sites), Stage 2 (footbridges) and Stage 3 (noise walls). This strategy allows the commencement of non-footbridge sites early February.	closed	UDLP Stage 1

SDRP 1		-		Provide a summary of consultation with LGAs, with regards to community feedback on proposed rail crossings, noise walls and the design of other interventions.	The project has consulted on the reference design by WSP with LGAs and wider community through the Projects EIS approval. This is captured in the consultation summary report within the EIS and response to submissions https://www.planningportal.nsw.gov.au/major-projects/projects/inland-rail-albury-illabo The project has also consulted with LGAs for 30% and 70% detailed design. With regard to noise walls, consideration of noise walls as mitigation measures is subject to the completion of further noise assessment activities in line with the Conditions of Approval. Noise walls are one of the available mitigation options, with possible arrangements identified in the noise assessment report accompanying the Preferred Infrastructure Report. Noise walls will be captured in UDLP Stage 3	closed	Nil (Refer EIS Submissions)
SDRP 1		-		Clearly illustrate project boundaries.	Included in subsequent SDRP 2,3,4. Refer to CIZ in legends on all plans.	closed	UDLP Stage 1 and 2
SDRP 1		-		Provide views from street level eye-height to demonstrate visual impact.	Included in subsequent SDRP's.	closed	UDLP Stage 2
SDRP 2	33			Ensure ongoing coordination between government agencies (including TfNSW and local Councils) to achieve holistic place-based outcomes (Movement and Place) that are seamless across ownership boundaries.	Demonstrated via consultation updates in subsequent SDRP presentations. Council minutes were provided with SDRP 4 information to provide evidence of consultation regarding lifts, along with a matrix of consultation on SDRP 4 - Info pack page Page 7. Additional minutes and presentations can be provided to SDRP at request for evidence of consultation with TfNSW, Councils and RAPS	closed	UDLP Stage 1 and 2
SDRP 2	34			Discuss opportunities with ARTC for ongoing landscape management along the length of the corridor.	Ownership information was included in SDRP 4 defining ARTC boundaries. Consultation with ARTC regarding maintenance of landscape within the corridor at Wagga Fb and Albury Fb is ongoing and will be captured in UDLP 2. For Corridor Wide, landscape management will be in accordance with Project is following the Inland Rail Landscape and Rehabilitation Strategy and Framework.	closed	UDLP Stage 1 and 2
SDRP 2	35			Ensure ownership diagrams clarify which elements will return to TfNSW or other agency ownership on completion of the project.	Ownership diagrams were included in SDRP 4	closed	UDLP Stage 2
SDRP 2	36			Ensure that, irrespective of project procurement strategies, there is design continuity and coordination across tender packages, project staging etc.	The Kit-of-Parts approach allows for design continuity and coordination across tender packages	closed	UDLP Stage 2
SDRP 2	37			For future presentations, please provide the following:	N/A	closed	N/A
SDRP 2		a		(Post meeting note) Images of precedents that illustrate design intent and ambition, and benchmark design quality for proposed works – e.g. ramps, bridges, integrated artworks, abutment walls.	Acknowledged and provided in subsequent SDRP 3 and 4. Precedent images will be provided in the UDLP Stage 1 and 2 to set quality benchmark.	closed	UDLP Stage 1 and 2
SDRP 2		b		To assist with community consultation (UDLP) and future SDRPs, ensure consistent drawing orientation (e.g. north up the page) and provide scale bars.	Acknowledged and updated in subsequent SDRP's 3 and 4 where feasible however it is not always possible due to linear plans	closed	UDLP Stage 1 and 2
SDRP 2		c		Views from street level (eye level) to demonstrate visual impact.	Included in subsequent SDRP's 3 and 4.	closed	UDLP Stage 2

SDRP 3	1			In further developing the design, ensure there is a clearer line of sight to and coherence between decision-making processes, how these translate into the design concept and the way the project is presented and drawn. Demonstrate this with:	Achieved with the development of the narrative and design objectives and principles	closed	UDLP Stage 1 and 2
SDRP 3		a		a clear logic of how the design principles manifest in the proposed designs	Acknowledged and a refined and a clear set of principles presented in SDRP4. Finessing of Principles will be included in submission of IDLP Stage 1	closed	UDLP Stage 1
SDRP 3		b		a compelling and coherent design concept across all 24 sites	The design narrative has been developed holistically across the corridor and is being refined subject to confirmation by the Elders. The refinement of the narrative has been presented in SDRP4.	closed	UDLP Stage 1 and 2
SDRP 3		c		cohesive proposals that integrate engineering, heritage interpretation, urban, architectural and landscape design.	The cohesiveness between engineering, heritage interpretation, urban, architectural and landscape design has been developed through the narrative which identifies 8 themes which are intertwined and reference heritage and cultural values and storytelling in the engineering, architectural and urban design, with a context based design developed which is site specific, but has a common linear identity which defines the overall character of the corridor. This was presented in SDRP 4.	closed	UDLP Stage 1 and 2
SDRP 3	2			Demonstrate timely coordination, collaboration and responsiveness to engagement with urban design teams in local councils, TfNSW, Sydney Trains, and other stakeholders.	A matrix of meetings with various stakeholders was included in SDRP 4 Info Pack	closed	UDLP Stage 1 and 2
SDRP 3	3			Propose holistic design solutions for the public domain, while maintaining and clearly noting the scope of delivery to the project boundary. Take the lead to illustrate how the project would 'stitch' into the urban fabric to create high quality civic spaces, even if this requires works outside the project boundary. This can be used as a guide by relevant stakeholders and landowners to work toward a unified vision for the place.	Additional sketches of the public domain and tie in's with the scope of the project have been developed and presented in SDRP 4. Additional information for Albury Station was provided in SDRP 5 - clearly defining limit of works.	closed	UDLP Stage 2
SDRP 3	4			Provide a draft UDLP to GANSW prior to formal lodgement. GANSW can provide general guidance on the document structure. If opting for this suggestion, allow sufficient time for GANSW to provide feedback. For clarity, this is a recommendation not a requirement.	A Table of Contents of the UDLP was provided in SDRP 4 as advised by the Government Architects Design Advisor. We understand a review of the UDLP will occur through the submission to Planning Secretary	closed	N/A
SDRP 3	5			Include a plan showing clear ownership boundaries and maintenance responsibilities.	Ownership information was included in SDRP 4	closed	UDLP Stage 2
SDRP 3	6			Explain the public art delivery model and budget.	Public Art delivery model demonstrated in SDRP 4. The art budget is being developed with Inland Rail and will be finalised before artist engagement. The budget will not be captured by the UDLP	closed	UDLP Stage 2
SDRP 3	7			Include elevations, sections (long and short) and plans of bridges in relation to its broader context and public domain.	Include elevations, sections (long and short) and plans were included in SDRP 4 Info pack and Presentation	closed	UDLP Stage 2

Urban Design and Landscape Plan (UDLP)							
SDRP 4	All information to be included in the UDLP must be prepared in consultation with the SDRP via the SDRP sessions. The UDLP should:				Noted.	closed	N/A
SDRP 4	35			Demonstrate how the design of permanent built works and landscape are consistent with the design objectives and principles.	Presented at SDRP 4 and 5. To be included in the UDLP Stage 1 and Stage 2	closed	UDLP Stage 1 and 2
SDRP 4	36			Ensure drawings include the broader context and demonstrate coordination between work packages (e.g. civil, landscape, utilities, Country, art, etc).	Presented at SDRP 4 and 5. To be included in the UDLP Stage 1 and Stage 2	closed	UDLP Stage 1 and 2
SDRP 4	37			Include ownership and maintenance diagrams in section and plan view.	Ownership and Maintenance Plans were provided in SDRP 4 and will be included in UDLP Stage 2	closed	UDLP Stage 2
SDRP 4	38			Ensure the level of quality that will be delivered is communicated. This can be done via more detailed drawings, annotated benchmarks selected in consultation with the SDRP, materials, or typical details, as advised in SDRP2 item 37a.	Noted. Benchmarks will be included to communicate the level of quality in UDLP 1 and 2	closed	UDLP Stage 1 and 2
SDRP 4	39			As per CoA E103, include responses to each SDRP advice item. Note many items from previous letters remain unaddressed. Key unaddressed advice items are noted in this letter. Consider a tabulated structure grouping advice items around advice themes, include reference the SDRP	This Letter Matrix	closed	UDLP Stage 1 and 2
SDRP 4	40			Clearly describe the proposed staging of the UDLP and scope of works applicable to each UDLP stage.	UDLP Staging was presented at SDRP 1and 2. A separate chapter has been provided in the UDLP Stage 1 which outlines the proposed staging of the UDLP and scope of works applicable to each UDLP stage.	closed	UDLP Stage 1
SDRP 4	41			Ensure drawings and renders represent planting installed at day one as well as when planting and tree canopies reach maturity.	Noted. To be included in the UDLP Stage 1 and Stage 2	closed	UDLP Stage 1 and 2
SDRP 4	42			Summarise previous stages of design development that were not reviewed by the SDRP. Explain and illustrate why each rail crossing was retained or removed, the alternative crossing methods tested (including underpasses), and why the proposed crossing method best achieves the urban design objectives and principles. This relates to SDRP1 items 4, 11 and 12.	This work was undertaken as part of reference design by WSP which was then used to achieve the projects EIS approval. Alternative options were assessed and discounted for not being viable due to technical, safety and engineering considerations. This was then used to inform schedule and costings for the project to achieve Inland Rails objectives.	closed	Nil (Refer EIS Submissions)
SDRP 4	43			Although evidence of consultation with Wagga Wagga and Albury Councils was provided, it related to workforce skills and business capacity. Provide evidence of conversations about the urban design of this project.	A matrix will be included outlining the meetings and a summary of comments and design outcomes from he Councils in UDLP Stage 1 and 2. The minutes provided at SDRP 4 did also capture consultation on lifts. Nonetheless, all consultation on urban design will be included in both Stages of the UDLP	closed	UDLP Stage 1 and 2
SDRP 4		-		Provide more detail on SDRP3 item 2.	A matrix of meetings with various stakeholders was included in SDRP 4 Info Pack. A summary of all stakeholder consultation will be provided in UDLP 1 and 2	closed	UDLP Stage 1 and 2
SDRP 5	19			Establish the expected level of finish and quality:	Finishes have been established to maintain a high level of quality and are being documented in the project documentation packages	closed	UDLP Stage 2
SDRP 5		a		Include material specifications.	Material specifications have been included in the documentation packages	closed	UDLP Stage 2
SDRP 5		b		When using benchmark images, ensure it is clear why they are included. Point to specific parts of the images and provide captions.	Noted. Benchmark images have been used in the UDLP 1 and UDLP 2 and specifically referenced.	closed	UDLP 1 and Stage 2

SDRP 5	20		Ensure the visual simplicity of the bridge designs by accounting for and illustrating the locations of any service runs (to accommodate conduits, cables and pipes that are commonly attached to bridges).	Servcies are documented in the documented packages. They will be included in the UDLP Stage 2.	closed	UDLP Stage 2
SDRP 5	21		Illustrate critical clearances and minimum required dimensions, such as the footpath at Cassidy Pde.	Documented in engineering packages. Has been illustrated in UDLP Stage 2.	closed	UDLP Stage 2
SDRP 5	22		Provide records of negotiated agreements with Councils and other asset holders. Include final ownership boundaries and any maintenance agreements.	Noted. Boundaries are shown in the UDLP.	closed	UDLP Stage 1 Stage 2
SDRP 5	23		Ensure all drawings and renders are coordinated and legible. For example, the renders of Kemp St do not show handrails and on the landscape plans the illustrative trees obscure the design of the ground plane.	Noted.	closed	UDLP Stage 2
SDRP 6	The audience for the UDLP is DPHI and the wider community. Its purpose is to illustrate what the project will deliver, communicate the standard of quality, demonstrate that ongoing maintenance considerations have been integrated into the design, and outline areas of responsibility for delivery and maintenance.			Noted.	closed	UDLP Stage 2
SDRP 6	6		Ensure the UDLP:	-	closed	-
SDRP 6		a	Clearly explains the scope of design.	A staging Chapter has been included which describes the scope and their splits in the various staged UDLP's.	closed	UDLP Stage 1 and 2
SDRP 6		b	Includes drawings (plans and sections) that demonstrate how all elements of the design (e.g. bridge structures, hard and soft landscaping, civil designs, etc) come together in an integrated design and well-coordinated manner.	Drawings have been included for the bridges and their immediate tie-in's with existing context, including hard and soft landscaping and civil deisgns to illustrate an integrated design.	closed	UDLP Stage 2
SDRP 6		c	Clearly communicates the level of quality. For example:	-	closed	UDLP Stage 2
SDRP 6		-	Include a sufficient level of detail to describe the quality of materials and joints where materials come together.	Materials section has been included in the UDLP Stage 2. Please refer to Section 10.	closed	UDLP Stage 2
SDRP 6		-	Include material specifications (for built works and landscape elements)	Materials section has been included in the UDLP Stage 2. Please refer to Section 10.	closed	UDLP Stage 1 and 2
SDRP 6		-	Consider including benchmark and precedent examples which are clearly annotated to describe the desired level of finish.	Precedent images have been included in the UDLP Stage 2. Please refer to Sections 7 and 8.	closed	UDLP Stage 2
SDRP 6		d	Clearly illustrates and describes:	-	closed	UDLP Stage 2
SDRP 6		-	site boundaries, construction boundaries and ownership boundaries	Site boundaries, construction and ownership boundaries have been included in the UDLP Stage 2. Please refer to Sections 6.5 and 7.	closed	UDLP Stage 2
SDRP 6		-	which parts of the scope will be delivered by whom and when	Please refer to Sections 6.5 of the UDLP Stage 2.	closed	UDLP Stage 2
SDRP 6		-	who will be maintaining what. Demonstrate adequate access for ongoing maintenance.	Please refer to Sections 6.5 and 7.3 of the UDLP Stage 2.	closed	UDLP Stage 2

SDRP 6		e		Includes maintenance schedules that explain the maintenance regimes required for key components of the design. For example, the frequency for re-painting the bridges, including access.	Please refer to Sections 6.5 and 7.3 of the UDLP Stage 2.	closed	UDLP Stage 2
SDRP 6		f		Uses drawings that can be easily understood by the community.	Noted. Presentation type graphics has been included in the UDLP Stage 2, which can be easily understood by the community.	closed	UDLP Stage 2
SDRP 6			-	Use a consistent visualisation language, for example all renders should be coloured and all proposed elements shown.	Consistent visual language has been used in the UDLP Stage 2, including the use of colour in all renders.	closed	UDLP Stage 2
SDRP 6		g		Orientate drawings consistently (north point is consistently up) and include scale bars.	Incorporated in UDLP Stage 2	closed	UDLP Stage 2
SDRP 6	7			Ensure the interpretation themes and narrative of the Yindyamarra Way (within the UDLP and Heritage Interpretation Plan) are only used to inform the briefs for the artists/architects/landscape architects rather than dictating the design outcomes. (SDRP 5, item 4c).	Noted.	closed	UDLP Stage 2
SDRP 6	8			Clarify which elements of the kit-of-parts have colour applied to them (SDRP 5, item 10).	Please refer to Section 10 of the UDLP Stage 2, which includes the materials finshes and colours.	closed	UDLP Stage 2
Design Objectives and Principles							
SDRP 4	The design principles relating to the design objectives have evolved to be more targeted and design related. Further refinement is recommended:				Noted.	closed	
SDRP 4	44			Finesse the wording of the principles and the descriptors to ensure they are specific to this project and provide measurable criterion.	Principles being finessed for submission in the UDLP Stage 1 and will be presented at SDRP 5.	closed	UDLP Stage 1
SDRP 4		a		Clarify why “enhances” is both an objective and a principle.	Noted. Modified to 'elevate'	closed	UDLP Stage 1
SDRP 4		b		Ensure the details are under the correct heading. For example, consider moving ‘increased width of pathways’ from ‘sustainable’ to ‘inclusive’.	Noted. This amendment will be made with the submission of the UDLP Stage 1 and will be presented at SDRP 5.	closed	UDLP Stage 1
SDRP 4		c		Expand principles relating to connecting with Country to include ‘healthy Country outcomes’ and support for living cultural practices, as suggested by the Connecting with Country framework (section 3.5). Design responses to Country and Aboriginal culture should not be limited to	Noted. This amendment will be made with the submission of the UDLP Stage 1 and will be presented at SDRP 5.	closed	UDLP Stage 1
SDRP 4		d		Note how the project principles are responsive to the strategic vision and objectives within and adjacent to project boundaries, including local council’s relevant guidelines .	Noted. This will be elaborated with the submission of the UDLP Stage 1 and will be presented at SDRP 5. UDLP 2 will outline Councils guidelines for the bridge sites.	closed	UDLP Stage 1 and 2
SDRP 4		e		Clarify principles around visual impact, establishing a clear approach for the visual language of contemporary elements adjacent to heritage elements, aligned with Article 22 of the Burra Charter.	Noted. This will be elaborated with the submission of the UDLP Stage 1 and will be presented at SDRP 5.	closed	UDLP Stage 1
SDRP 4		f		Clarify principles around regenerating landscapes to include increasing landscaped areas and thermal comfort.	Noted. This will be elaborated with the submission of the UDLP Stage 1 and will be presented at SDRP 5.	closed	UDLP Stage 1
SDRP 4		-		Include a principle addressing the kit-of-parts (refer SDRP3,16a).	Noted. This amendment will be made with the submission of the UDLP Stage 1 and will be presented at SDRP 5.	closed	UDLP Stage 1
Connecting with Country							

SDRP 1	1			Prioritise the development of a Connecting with Country strategy. It should:	Prioritised as demonstrated in the subsequent SDRP's.	closed	UDLP Stage 1 and 2
SDRP 1		a		be focused, project specific and reflect an understanding of this project's role in a broader context,	The Martinus and Inland Rail's Stakeholder Team, Design Team and First Nations Advisors are focused on project specific outcomes and understanding of this project's role in a broader context	closed	UDLP Stage 1 and 2
SDRP 1		b		have regard for other Country-related strategies which may be in place for the areas this project impacts,	Being discussed and acknowledged as part of the ongoing consultation initiatives and activities.	closed	UDLP Stage 1 and 2
SDRP 1		c		include opportunities to 'heal Country' - refer to 'Connecting with Country framework' for additional guidance,	Opportunities have been presented at SDRP 3 and 4 by the Project Team. For example smoking ceremony opportunities at The Rock. Healing Country Opportunities will be captured in both Stage 1 and Stage 2 UDLP	closed	UDLP Stage 1 and 2
SDRP 1		d		consider broader cultural narratives across the whole corridor (e.g. significant routes and vistas, how the broader landscape works, multiple languages, Aboriginal engagement with the railway)	Noted and acknowledged and has been captured in the Heritage Interpretation Plan by Ozark which will feed into the UDLP	closed	UDLP Stage 1 and 2
SDRP 1		e		ensure the project does not damage, remove or conceal landscapes and narratives that are significant for Aboriginal communities.	The interventions along the corridor are limited within the existing brownfield rail corridor, and therefore is unlikely to damage, remove or conceal landscapes and narratives that are significant for Aboriginal communities. This will be confirmed through on-going consultation	closed	UDLP Stage 1 and 2
SDRP 1	2			Develop and implement an engagement plan well in advance of finalising the design. Be guided by the Aboriginal cultural consultant's recommendations in terms of establishing and navigating an effective and meaningful engagement process.	Being undertaken via the implementation of the consultation strategy developed and presented, along with the Aboriginal Community and Stakeholder Engagement Strategy Document that was approved by Inland Rail. This document was issued with the information Pack for SDRP 2	closed	UDLP Stage 1 and 2
SDRP 2	1			Prioritise the commencement of the Aboriginal community engagement:	Aboriginal community engagement has been prioritised with engagement status documented at each SDRP 2, 3 and 4. It is acknowledged that consultation will be ongoing.	closed	UDLP Stage 1 and 2
SDRP 2		a		Provide suitable remuneration as a respectful acknowledgement of community time and commitment to this project.	Noted. Gift cards have been given when meeting with Aboriginal communities on the Heritage Interpretation. Discussions regarding other forms of remuneration are being held.	closed	N/A
SDRP 2		b		Empower, incentivise, inspire and excite the community.	Noted and acknowledged. Having project stalls in community events such as the Waluwin festival has generated interest from the community to know more about the project.	closed	UDLP Stage 1 and 2
SDRP 2		c		Allow for design iterations, based on a consultation feedback loop of listen-translate-test-repeat.	Feedback sessions with community undertaken. Feedback sessions with Elders underway. Many heritage Interpretation opportunities have been identified that are not on the critical path which allows for a listen-translate-test-repeat consultation approach.	closed	UDLP Stage 1 and 2
SDRP 2		d		Allow the Aboriginal cultural consultant to guide the process.	Noted. OzArk, ESI and Inland Rail First Nations Advisors are guiding consultation process	closed	N/A
SDRP 2		e		Encourage designers (including architects and landscape architects) to attend engagement workshops to maximise their value.	The Design team is actively involved in the consultation process, and have been regularly attending the engagement workshops. This was conveyed in SDRP 4.	closed	UDLP Stage 1 and 2
SDRP 2	2			(Post meeting note) To minimise consultation fatigue and avoid duplication, build on previous community engagement work when developing the Connecting with Country strategy (e.g. previous TfNSW work on the Transport Access Program at Albury and Wagga Wagga Stations).	Albury Council have provided Heritage Interpretation signage for the 'The Hovell Tree' in Albury. This has provided assistance with the dual naming developments for Murray bridge.	closed	Nil (HIP Rev 3)
SDRP 2	3			Provide a design response that connects to Country and translates narratives into built or landscaped outcomes. Consider:	The Yindymarra Way Narrative and site specific themes were presented at SDRP 4	closed	UDLP Stage 1 and 2

SDRP 2		a		corridor-wide stories (e.g. the journey and stations along the way)	Noted and acknowledged. Presented at SDRP 3 and 4 through the development of themes. Stories will continue to evolve through on-going consultation. The final heritage interpretation plan will capture the outcomes of consultation. This will feed into the UDLP stage 1 and Stage 2.	closed	UDLP Stage 1 and 2
SDRP 2		b		design responses to the rivers and creeks traversed by the railway	Noted and acknowledged. Presented at SDRP 3 and 4 through the development of themes. Stories will continue to evolve through on-going consultation. The final heritage interpretation plan will capture the outcomes of consultation. This will feed into the UDLP stage 1 and Stage 2.	closed	UDLP Stage 1
SDRP 2		c		stories shared by aboriginal and non-aboriginal communities; past, present and future	Noted and acknowledged. Presented at SDRP 3 and 4 through the development of themes. Stories will continue to evolve through on-going consultation. The final heritage interpretation plan will capture the outcomes of consultation. This will feed into the UDLP stage 1 and Stage 2.	closed	UDLP Stage 1 and 2
SDRP 2		d		tangible design outcomes that heal Country, and why Wiradjuri would want to be involved in this healing process	Noted and acknowledged. Presented at SDRP 3 and 4 through the development of themes and heritage interpretation opportunities. . The final heritage interpretation plan will capture the outcomes of consultation. This will feed into the UDLP stage 1 and Stage 2.	closed	UDLP Stage 1 and 2
SDRP 2		e		design responses to culturally sensitive areas.	Noted. The final heritage interpretation plan will capture the outcomes of consultation. This will feed into the UDLP stage 1 and Stage 2.	closed	UDLP Stage 1 and 2
SDRP 2	4			Preference abstract (rather than didactic) interpretation of Country and narratives, and facilitate ongoing cultural practice including:	Noted. The final heritage interpretation plan will capture the outcomes of consultation. This will feed into the UDLP stage 1 and Stage 2.	closed	UDLP Stage 2
SDRP 2		a		opportunities to embed cultural practice in the making and maintenance (e.g. ceremonial smoking, dance, song)	Noted and acknowledged. Given the scope of the project, this will be provided via commentary in the UDLP Stage 2, as opportunities and initiatives.	closed	UDLP Stage 2
SDRP 2		b		opportunities for cultural land management	Noted and acknowledged. To be provided via commentary in the UDLP Stage 2	closed	UDLP Stage 2
SDRP 2		c		rest-points along ramps and bridges that allow for small cultural gatherings perhaps with views to important cultural sites.	Noted and acknowledged. Presents an opportunity at Albury Footbridge	closed	UDLP Stage 2
SDRP 3	8			Accelerate the development and integration of designing with Country processes.	Noted and acknowledged.	closed	N/A
SDRP 3	9			Demonstrate how Country initiatives integrate with the design principles, urban and landscape design and the structural expression of rail crossings and their associated public domains.	Was presented at SDRP 4 and SDRP 5	closed	UDLP Stage 2
SDRP 3	10			Simplify and deliver more meaningful and enduring designing with Country responses.	Was presented at SDRP 4 and SDRP 5	closed	UDLP Stage 2
SDRP 3		a		Preference reducing visual clutter and avoid applied artworks as the main Country response. For example, why use Country graphics on a throw-screen, when the bridge structure could frame views of significant places for the Aboriginal community?	Feedback was taken on board and the clutter was taken from the throw screens as presented at SDRP 4	closed	UDLP Stage 2
SDRP 3		b		Explore how the design of structures and urban and landscape design can also be the main expressions of Designing with Country. A good exemplar of this approach is the Webb Bridge in Victoria, which uses the structure and design of the bridge to tell the story of Koori fishing traps and the gestural flow of the Yarra River below.	The concept of using the structures and urban and landscape design as being the main expressions of Designing with Country were explored. However this concept was not considered to be commensurate with the design response that is context specific. Additionally the structural requirements did not warrant the need to have such large elements which would potentially increase visual bulk.	closed	UDLP Stage 2

SDRP 3	11			Provide a plan locating areas of cultural significance and the areas being protected and enhanced associated with this project.	Areas of significance were identify and presented at SDRP 3 and 4. For example, views to the mountains to get to the Bongong moths from Albury rest platform, and a smoking ceremony opportunity at The Rock Station. This will be captured on a plan in the UDLP Stage 2 once further consultation is had.	closed	UDLP Stage 1 and 2
SDRP 3		a		Illustrate the Designing with Country strategies for these areas. Include the design strategy for 'The Rock', which has been identified as place for truth-telling and living cultural practice.	Areas of significance were identify and presented st SDRP 3 and 4. Opportunities at The Rock and other 'non-bridge' sites will be captured by UDLP Stage 1	closed	UDLP Stage 1
SDRP 3		b		Ensure decisions are led by the community. Use consultation techniques that will result in authentic responses that the community will proudly own. For example, ask non- leading questions.	Advice acknowledged.	closed	N/A
Corridor-wide design strategy							
SDRP 1	There appears to have been little to no attention given to the broader design opportunities from a corridor-wide perspective. For example, the resolution of significant vertical alignment changes, noise wall design and placement, level crossing designs etc, has been predominantly engineering-led, with no consideration of the impacts on towns, residents, the rail passenger experience and ecosystems. No information was provided on the design or location of noise walls, noting that there are several sections of disproportionately high noise walls. These have significant impacts on passenger experience as well as the residential areas they're intended to protect.				Bridges have been redesigned since SDRP 1 with the urban design, architectural and heritage team, in collaboration with the engineers Noise wall modelling will occur following all 24 IFCs are complete in June 2025. Consultation will follow. Noise walls will therefore be captured by UDLP Stage 3 and should not be the subject of SDRP UDLP Stage 1 and 2 advice.	closed	UDLP Stage 2 and 3
SDRP 1	6			Develop a corridor-wide design approach to:	Achieved and presented at SDRP 2, 3 and 4	closed	UDLP Stage 1
SDRP 1		a		maximising connectivity – both visual and physical,	Achieved and presented at SDRP 2, 3 and 4	closed	UDLP Stage 1
SDRP 1		b		appropriate corridor fencing – both permanent and temporary, including fauna crossings, bird protection, and integrated with planting,	Items such as corridor fencing will be included as commentary in the UDLP Stage 1. Fauna crossings were included in SDRP 4 Info pack	closed	UDLP Stage 1
SDRP 1		c		retaining walls, batters etc, noting that shallower landscaped batters or terraced gabion rock retaining walls are typically preferred.	The extent of impact is very minimum without any significant visual impact to the existing environment. Therefore the need to incorporate gabion rock was not warranted. Further explanation to be included in UDLP Stage 1.	closed	UDLP Stage 1
SDRP 1	7			In relation to acoustic impacts:	N/A	closed	N/A
SDRP 1		a		demonstrate the need for noise walls, via a comparative analysis with other forms of noise mitigation,	A preliminary approach to the noise wall design has been undertaken. A summary of the assessment has been included in SDRP 3 Info pack with regard to Inland Rail desktop assessment on the reference design. The exact design for the noise walls is subject to further modelling and consultation which will be undertaken after IFC is complete in Q3 2025.	closed	UDLP Stage 3
SDRP 1		b		provide detail on noise walls, including impacts on existing vegetation, and the design in terms of residents as well as passengers. Refer to the principals contained in TfNSW 'Noise wall design guideline'.	Noise wall modelling will occur following all 24 IFCs are complete in June 2025. Consultation will follow. Noise walls will therefore be captured by UDLP Stage 3 and should not be the subject of SDRP UDLP Stage 1 and 2 advice.	closed	UDLP Stage 3
SDRP 2	5			Develop a suite of more detailed design principles accompanied by design strategies that support the five principles identified. Include:	Objectives and Principles presented in SDRP 3 and 4. Final tweaks will be presented in UDLP Stage 1	closed	UDLP Stage 1
SDRP 2		a		principles across a range of design scales from broader corridor-wide (e.g. a high-quality and coherent passenger experience along the rail journey) through to detailed place-based outcomes (e.g. preserve the cultural integrity of heritage structures and their curtilage)	Objectives and Principles presented in SDRP 3 and 4. Final tweaks will be presented in UDLP Stage 1	closed	UDLP Stage 1

SDRP 2		b		design strategies that contribute to the principles (e.g. minimised ramp profiles and compact footprints).	Objectives and Principles presented in SDRP 3 and 4. Final tweaks will be presented in UDLP Stage 1	closed	UDLP Stage 1
SDRP 2	6			As previously advised (SDRP1, item 37c), prioritise the public art strategy to integrate with project works where possible.	Public art strategy further developed and presented in SDRP 3 and 4	closed	UDLP Stage 2
SDRP 2	7			Reuse salvaged structures (e.g. bridges) and materials - aligning their proposed use with their original use where possible.	Reuse of materials was presented by OzArk at SDRP 2, 3 and 4	closed	UDLP Stage 1 and 2
SDRP 2	8			Develop principles about materiality at abutments. (e.g. masonry for urban settings, regenerated landscape for suburban / rural settings).	Outline concepts presented in subsequent SDRP's, the principles will be included in the UDLP Stage 1	closed	UDLP Stage 1 and 2
Design Principles							
SDRP 3	12			Simplify and unify a set of Design Principles applicable across all 24 sites in this project (line-wide and station specific). These should be universal across any UDLPs submitted.	Objectives and Principles presented in SDRP 3 and 4. Final tweaks will be presented in UDLP Stage 1	closed	UDLP Stage 1
SDRP 3		a		Ensure the Design Principles have an urban design focus. A good example of Design Principles are those listed in the Urban Design Framework for the Victorian Inland Rail. Positive aspects of this example include:	Noted. Objectives and Principles presented in SDRP 3 and 4. Final tweaks will be presented in UDLP Stage 1	closed	UDLP Stage 1
SDRP 3			i	They are succinct, easy to understand and easy to recall when looking at specific design responses. Each principle is associated to an icon further aiding recallability.	Noted, icons were added to objectives/principles in SDRP 4	closed	UDLP Stage 1
SDRP 3			ii	They use a hierarchy of headings to communicate the design principle, its scope and how it manifests in the project.	Noted, illustrated in SDRP 4.	closed	UDLP Stage 1
SDRP 3			iii	They explain how the principles respond to other relevant objectives, strategies and policies.	Noted.	closed	N/A
Design Narrative							
SDRP 4	1			Review how or whether the main project components of urban and landscape design, built form, heritage interpretation and public art contribute to the Yindyamarra Way narrative.	The narrative will be further refined to illustrate the relationship between the main components of urban and landscape design, built form, heritage interpretation and public art, and captured in the UDLP Stage 1 and presented at SDRP 5	closed	UDLP Stage 1
SDRP 4		a		Illustrate this diagrammatically, showing the hierarchy and relationships between the different components and related themes and how they are consistent with the project vision, objectives and principles. For example, include the heritage interpretation plan themes (e.g. linking a nation, Australians	This has been presented across multiple slides. A single diagram to capture all parts was presented in SDRP 5.	closed	UDLP Stage 1
SDRP 4		b		Prioritise design strategies that achieve integrated outcomes over representations of Yindyamarra. For example, if Yindyamarra encompasses the idea of “going slowly” then identify design strategies that help slow people down, rather than only communicating this on a sign.	Presented in SDRP 5.	closed	UDLP Stage 1
SDRP 4		c		Define and communicate the scope of each project component, timing and responsibility for delivery, and mechanisms to ensure the project components complement each other, and deliver a well-coordinated and integrated urban environment. For example, clarify what is being designed now by this project team and what is being designed by an artist.	To be presented in SDRP 5 in the Kit of Parts and bridge plans . Heritage Interpretation Tracker has been issued with SDRP 5 Info pack to identify what elements need to be incorporated in the bridge documentation stage gates (PDR and DDR) and what can be separated out into the overarching landscape and heritage interpretation packages.	closed	UDLP Stage 2

SDRP 5	1		It was noted that other local initiatives are also using the term 'Yindyamarra'. Consider linking and building upon these initiatives to strengthen the impact but maintain the simple and clear approach for this project's narrative.	Text has been included to outline that The Yindyamarra Way narrative developed for the project also provides the opportunity to link with other local initiatives such as the Yindyamarra Sculpture Walk in Albury, holistically connecting the the project themes with the greater region Please refer to Section 4.4 of the UDLP Stage 2.	closed	UDLP Stage 2
SDRP 5	2		Strengthen how themes of water/rivers are integrated into the narrative, given engagement with Aboriginal communities identified its importance.	The water/river themes have been integrated through the landscape design with careful selection of species that reflect the riverina setting. This has been documented in the UDLP Stage 2.	closed	UDLP Stage 2
SDRP 5	3		Strengthen the way the 'historic heritage' themes are communicated as part of the broader narrative, as requested in SDRP4 item 1a.	Historic heritage themes have been described in the UDLP Stage 2. Interpretive themes have been incorporated on various design elements such as the ground planes via inlays, interpretive signage, interpretive seating, re-use of salvaged elements (such as light posts, bricks etc), under croft of roof structure, steps, safety screens and landacpe. Culturally significant colours have been incorporated have also been incorporated in the design of these elements.	closed	UDLP Stage 2
Design Strategy						
SDRP 5	4		Strengthen the design response to the themes that support the project narrative at each crossing. For example:	-	closed	UDLP Stage 2
SDRP 5		a	At Mothers Bridge, ensure the theme of 'ceremony' manifests more evidently in the proposed design.	The new bridge structure incorporates colours that celebrate local flora such as the river red gum and motifs inspired by Wiradjuri weaving and river landscapes, and signifying the importance of women and mothers during World War 1, using cut outs of local birds that symobolise the concept of coming and going as a place of ceremony.	closed	UDLP Stage 2
SDRP 5		b	Where using native grasses, consider the opportunity to introduce ceremonial cultural practices like cool burning and opportunities to tell the story of harvesting, cropping and agriculture. Refer to the book, 'Dark Emu' by Bruce Pascoe for more information.	Text has been included to make reference to ceremonial cultural practices such as cool burning in the Landscape Implementation Strategy	closed	UDLP Stage 2
SDRP 5		c	As per SDRP4 item 2, ensure that the narrative and themes are incorporated clearly into artist briefs, without being overly prescriptive about design responses. For example, identify the artwork location (e.g. soffits and the top plane of the truss bridge) and its intent (e.g. shade, rain protection), but do not specify how to achieve it (e.g. a canopy with cut-outs).	Artwork opportunities and locations have been identified and illustrated in the UDLP. This is also being incorportaed into the Artists Brief which is currently underway.	closed	UDLP Stage 2
SDRP 5		d	Progress the design development with Aboriginal communities and artists. For best outcomes ask non-leading questions like "What is important around here?", as per SDRP3 item 11b.	Noted. Consultation has been undertaken with non-leading questions which has focused on the cultural importance of the place and interrpetation has been incorporated in the design. An advice log of the consultation register has been included in Appendix 1.	closed	UDLP Stage 2
SDRP 5	5		Demonstrate how the design enables efficient ongoing maintenance (refer conditions of approval E108, E110f and E111). Including designs that:	Maintenance of landscape and non-landscape elements such as the bridge has been included in the UDLP.	closed	UDLP Stage 1 and 2
SDRP 5		a	Provide appropriate growing conditions for trees and understorey planting (i.e. sufficient and connected soil volumes, solar access, access for pruning and weeding, etc).	Text has been included in the landscape implementation strategy and the landscape design sections of the report.	closed	UDLP Stage 2
SDRP 5		b	Provide irrigation and drainage, and adequate access to maintain these elements.	Maintenance of landscape elements has been included in the UDLP.	closed	UDLP Stage 2

SDRP 5		c		Incorporate vandalism deterrents. Clarify the approach to graffiti, including at hard-to-reach locations like the girders at Cassidy Pde.	Vandalism deterrants have been applied, such as incorporating landscape buffers where possible. The most critical items which are approcahable and visible by the public are the reatining walls. The approach to graffiti adopts a paint finish which will be reapplied, should the walls be vandalised with graffiti.	closed	UDLP Stage 2
SDRP 5		d		Support enduring structures (e.g. drip lines to avoid staining and designs that divert water away from structural footings).	The design of the structures have been developed to ensure an enduring design outcome, with stormwater drainage to be captured and dischardged away from structures and into the landscape. Kerbs have been integrated on ramps and bridges to mitigate opportunities for staining on the structure.The protection of steelwork has been designed to meet the TfNSW standards for steel protection.	closed	UDLP Stage 2
SDRP 5		e		Enable cost-efficient ongoing maintenance protocols, such as strategies and access for repainting over the rail corridor.	Anti-graffiti measures have been provided which incorporate reapainting systems as a measure to clean garffiti.	closed	UDLP Stage 2
General design							
SDRP 4	6			Ensure designs positively contribute to the experience of arriving at a station, including site-specific design strategies that aid intuitive way finding.	The designs do contribute to the experience of arriving at a station through landscape design, use of colour, repositioning of fencing, wayfinding, Welcome to Country signage at Albury, and heritage interpretation initiatives identified. To be presented again at SDRP 5.	closed	UDLP Stage 2
SDRP 4	7			Demonstrate how the designs are appreciated at the speed of train travel.	There is currently 2 passenger trains a day that stop at the stations. The passengers will appreciate the colours of the bridges as they enter and depart the stations. Edmondson and Cassidy footbridges are close to Wagga Wagga Station and therefore the designs and colours of the bridges are experienced at a slow speed	closed	N/A
SDRP 4	8			Illustrate alternative ways of telling the stories of place beyond fixed signage, such as new technologies like QR codes.	At SDRP, OzArk presented the Interactive audio device opportunity for Kildare Park as a way of telling stories using different technologies.	closed	UDLP Stage 2
SDRP 4	9			In developing dual naming:	-	closed	N/A
SDRP 4		-		Ensure that SDRP 3 item 11b, is used in future community engagements.	The Team is using consultation techniques that will result in authentic responses that the community will proudly own.	closed	UDLP Stage 2
SDRP 4		a		Ensure that engagement is inclusive. Include traditional custodians, people from surrounding	Acknowledged and meetings with the Elders groups and greater communities have been	closed	UDLP Stage 2
SDRP 4		b		Allow for variations in spelling for dual-naming, for example via listing multiple spellings, or designing replaceable signs.	Noted, being discussed with the Elders. Feedback was also provided by Albury City Council and issued with SDRP 5 Info Pack. The outcome will captured in UDLP Stage 2	closed	UDLP Stage 2
SDRP 4	As requested in SDRP item 11a, provide detailed drawings showing the design strategies and the connecting with Country design outcomes at Culcairn, Henty, Yerong Creek, The Rock, and Bomen.				Details of Heritage Interpretation signage and art opportunities at Culcairn was presented at SDRP 3. A smoking ceremony opportunity at The Rock Station was presented at SDRP 4. These opportunities and consultation strategies will be captured in the heritage interpretation plan and UDLP Stage 1. Detailed drawings are not required for these 2 initiatives. Heritage interpretation at Henty, Yerong and Bomen is not in the project scope or Conditions of Approval. While these locations form part of the corridor wide narrative the themes (shelter, nourish, water, hunt) are for consideration by Others outside of the Project (Councils etc.)	closed	UDLP Stage 1

Art Strategy							
SDRP 4	2			Develop a flexible public art brief, allowing scope for a creative response. The brief should include line wide and site-specific queues (rather than requirements). For example, allow the artist to respond to and elaborate on the colour themes for each station.	Artist engagement process was presented in SDRP 4 Info pack. The artist brief is being developed and will take on this advice.	closed	UDLP Stage 2
SDRP 4	3			Ensure the art scope allows the artwork to have a clear presence that contributes towards the broader narrative.	Artist engagement process was presented in SDRP 4 Info pack. The artist brief is being developed and will take on this advice.	closed	UDLP Stage 2
SDRP 4	4			Public art that is integrated with the structure of the bridges, public domain or landscape tends to receive an allocated maintenance budget and custodianship. Therefore, preference this approach for public artworks.	Artist engagement process was presented in SDRP 4 Info pack. The artist brief is being developed, along with budget allocation for maintenance, with the asset owners.	closed	UDLP Stage 2
SDRP 4	5			Explain how the public art delivery model will contribute to an integrated design of the rail crossings, landscape and public art. Include:	Artist engagement process was presented in SDRP 4 Info pack. The artist brief is being developed and will take on this advice.	closed	UDLP Stage 2
SDRP 4		a		a description of how the artists will be selected	per above	closed	UDLP Stage 2
SDRP 4		b		the brief (location of artwork, key interpretation themes)	per above	closed	UDLP Stage 2
SDRP 4		c		the method for selecting the artist, for example a panel or the SDRP	per above	closed	UDLP Stage 2
SDRP 4		d		the artwork contract, noting the preference for stand-alone contracts	per above	closed	UDLP Stage 2
SDRP 4		e		the budget for design, construction and ongoing maintenance	per above	closed	UDLP Stage 2
SDRP 4		f		a maintenance strategy	per above	closed	UDLP Stage 2
SDRP 4	For a good practice example of the above refer to the Sydney Metro Art Masterplan, in particular the Sydney Metro Art Program commissioning process, and brief writing. Provide more detail on SDRP1 item 37.				Noted.	closed	N/A
Analysis + strategic context							
SDRP 1	The proposal does not reflect current thinking around linear infrastructure i.e. recognising its potential to positively impact places. The analysis presented was very high-level with significant gaps in information about more detailed urban conditions, no information on planned long-term development in the urban centres nor the civic potential of station precincts and rail crossings. There was no analysis of corridor- wide environmental impacts presented.				Corridor wide and urban context analysis was presented in detail SDRP 2. The non-bridge sites have minor interventions with the landscape and urban fabric	closed	UDLP Stage 1
SDRP 1	3			Provide a more ambitious vision for the entire project, including a civic vision for the station precincts to contribute positively to local character. The Hassell Studio report, 'Corridors: designing linear infrastructure in a non- linear world' may be useful.	The reference has been used as a guide to develop a corridor-wide approach, which has been presented in SDRP 2, 3 and 4. While the new footbridges are improving station precincts, design for a Civil Vision is outside project scope and Conditions of Approval	closed	UDLP Stage 2
SDRP 1	4			Further analyse current and future urban contexts. Consider:	urban context analysis was presented in detail SDRP 2	closed	UDLP Stage 2

SDRP 1		a		LGA strategic plans, special activation precinct plans, masterplans, etc	urban context analysis was presented in detail SDRP 2	closed	UDLP Stage 2
SDRP 1		b		urban landscape, tree canopy and ecologies,	urban context analysis was presented in detail SDRP 2 and 4	closed	UDLP Stage 2
SDRP 1		c		adjacent development, especially future uplifts in density and population,	urban context analysis was presented in detail SDRP 2 and 4	closed	UDLP Stage 2
SDRP 1		d		circulation – vehicle, pedestrian, cyclist, and public transport.	urban context analysis was presented in detail SDRP 2 and 4	closed	UDLP Stage 2
SDRP 1	5			Provide analysis of corridor-wide environmental impacts, including;	urban context analysis was presented in detail SDRP 2 and 4	closed	UDLP Stage 2
SDRP 1		a		additional barriers in the landscape e.g. changes in vertical alignments, steeper embankments and batters, fences, retaining walls, noise walls,	the 3 track lowering's were presented at SDRP 2, noting the maximum lowering is 1.2m.	closed	UDLP Stage 1
SDRP 1		b		environmentally and culturally sensitive areas.	Fauna crossings slide was included in SDRP 4. Culturally sensitive areas is being identified through consultation which is on going	closed	UDLP Stage 1 and 2
Response to context							
SDRP 3	13			Illustrate how designs connect to existing and future desire lines (confirmed by council) whilst also achieving safe and efficient routes. For example:	Desire line diagrams were presented in SDRP 2, 3 and SDRP 4.	closed	UDLP Stage 2
SDRP 3		a		At Junee, demonstrate how paths connect to desire lines (including residents coming from Railway Parade heading northwards to the town centre, and connecting Kempt St to Endeavour Park).	Updated Olympic Hwy crossing and desire line diagram presented at SDRP 4	closed	UDLP Stage 2
SDRP 3		b		At Albury, demonstrate a direct and safe pedestrian route from the station entrance to the start of the ramp/lift.	Updated desire line diagram presented at SDRP 4	closed	UDLP Stage 2
Sustainability and Landscape							
SDRP 1	The proposal outlines a narrow approach to sustainability, focusing on reuse of materials with little other consideration of environmental performance generally. It also appears that a significant number of trees are to be removed, with no strategy for their replacement.				The IR Environment and Sustainability policy provides the basis of objectives and targets covering all areas of sustainability, including consideration of environmental performance. Martinus has a corresponding sustainability objective and target for each of the IR policy commitments and these are outlined in the Sustainability Management Plan. The UDLP, will reference the relevant credits related to the UDLP itself and will be presented in the SDRP 2	closed	UDLP Stage 1 and 2
SDRP 1	29			Demonstrate a more integrated and holistic approach to sustainability. Indicate how the project:	Presented in SDRP 2 and will be captured in UDLP Stage 1	closed	UDLP Stage 1 and 2
SDRP 1		a		meets the requirements of the Infrastructure Sustainability Council (ISC).	Further to the response above, the ISC IS rating requirements are met by addressing the requirements of the Urb-1 credit which is focused on the adoption of best practice for urban design principles and review. More detail in relation to this credit will be captured in UDLP Stage 2	closed	UDLP Stage 1 and 2

SDRP 1		b		contributes to NSW's Net Zero emissions goal by 2050. Refer to 'NSW, DPIE, Net Zero Plan, Stage 1: 2020-2030' for further information,	By delivering the IS rating and aiming for an "Excellent" score, the project inherently aligns with the priorities outlined in NSW's Net Zero emissions goal by 2050. The IS framework includes rigorous criteria within its credits that are directly linked to these priorities. This ensures that project decisions are contributing toward achieving the NSW Net Zero Plan.	closed	UDLP Stage 1 and 2
SDRP 1		c		improves connectivity for flora and fauna, repairs environmentally damaged areas, minimises impacts on the natural environment, enhance biodiversity, and increase planting and tree canopy.	The Eco IS rating credits are directly linked to addressing the listed areas for improvement namely: - Eco-1, maintain or enhance ecological value - Eco-2, maintain or enhance habitat connectivity Additionally, the conditions of approval provide requirements for the following which are required to be addressed for the project: E31 - Fauna connectivity strategy E36 - Seed Collection, Revegetation and Rehabilitation E37 - Re-use of Timber	closed	UDLP Stage 1 and 2
SDRP 1	30			Clearly show where existing vegetation is being protected, removed or reinstated, across the corridor as well as in urban areas.	The project will comply with these requirements as outlined in the Updated Mitigation Measures - Reference numbers BD1, BD5, BD6, and BD7. Please note that these references are part of dynamic, live documents currently under development and subject to frequent updates.	closed	UDLP Stage 1 and 2
SDRP 1	31			Minimise the excessive use of materials e.g. explore lifts in lieu of ramps, and reduce the redundancy factor in the engineering of structures, as noted previously.	Lifts in Lieu of ramps was discussed with key Stakeholders and the Projects DDA Consultant. The preference is ramps over a lift. Council nor ARTC are not willing to own and maintain are a lift.	closed	UDLP Stage 2
SDRP 1	32			Develop a corridor-wide approach to landscape design.	Corridor wide approach to landscape design was presented in SDRP 2 and will be included in UDLP Stage 1	closed	UDLP Stage 1
SDRP 1	33			Strengthen the landscape design:	Tract is the Projects suitably qualified and experienced Landscape Architect's who are developing a competent landscape design. The landscape design has been developed and presented at SDRP 2,3 and 4.	closed	UDLP Stage 1 and 2
SDRP 1		a		for urban areas, consider it as part of the broader civic and public realm design,	This has been considered in the landscape design	closed	UDLP Stage 2
SDRP 1		b		for the corridor-wide works, mitigate impacts of new cuttings and embankments, noise walls etc. Refer to the recently released, 'Biodiversity in Place' framework for additional guidance.	Noted. Treatments to the new cuttings for the 3 track lowering sites will be included in UDLP Stage 1. Noise Walls will be included in UDLP Stage 3.	closed	UDLP Stage 1
SDRP 2	9			(Post meeting note) Noting the ARTC's current commitment to achieving an ISC (Infrastructure Sustainability Council) stretch target of 'leading', provide tangible design responses that contribute to achieving these commitments.	The contractual commitment to the IS rating is to achieve an 'excellent' rating with a stretch of 'leading'. The strategy to achieve this rating is detailed in the Sustainability Management Plan. The IS rating credits related to the UDLP will be provided within the UDLP Stage 2	closed	UDLP Stage 1
SDRP 2	10			Maximise climate resilience and increase biodiversity.	These are addressed by the Cli-1 and Cli-2 credits for climate resilience, and the Eco-1 credit for biodiversity. They are covered in the Sustainability Management Plan.	closed	UDLP Stage 1
SDRP 2	11			Detail interventions that promote broader environmental improvements:	Per below	closed	UDLP Stage 1
SDRP 2		a		support landscape regeneration and natural recruitment	This has been considered in the landscape design and presented at SDRP 2,3, 4	closed	UDLP Stage 1
SDRP 2		b		use revegetation techniques for planting and seeding	This has been considered in the landscape design and presented at SDRP 2,3, 4	closed	UDLP Stage 1

SDRP 2		c		use alternative structures that create habitat (e.g. gabion walls).	Tested but was not considered feasible due to the limited extent of impact.	closed	UDLP Stage 1
SDRP 2	12			Increase tree canopy at rail crossings and station precincts.	This has been considered in the landscape design and presented at SDRP 2,3, 4	closed	UDLP Stage 2
SDRP 2	13			Select tree species to create continuity of streetscapes and consider opportunities for signature planting	This has been considered in the landscape design and presented at SDRP 2,3, 4	closed	UDLP Stage 2
Landscape and response to context							
SDRP 4	Consolidated public domain plans illustrating how the design responds to the broader public domain context, existing adjacent buildings and circulation routes were provided for Albury and Wagga Stations only. Equivalent plans are required for all rail crossing sites:				Broader Public domain plans were presented in SDRP 2, 3 and 4. Additional plans were presented in SDRP 5 Info pack highlighting desire lines, bus, coach, taxi, drop off zones, carparking, active transport links, pedestrian routes and key destinations.	closed	UDLP Stage 2
SDRP 4		-		Provide more detail on SDRP 1 item 8.	as per above	closed	UDLP Stage 2
SDRP 4		-		Provide more detail on SDRP3 item 3.	as per above	closed	UDLP Stage 2
SDRP 4	10			Provide consolidated public domain and landscape plans that clearly illustrate:	as per above	closed	UDLP Stage 2
SDRP 4		a		existing and proposed circulation paths and modes of travel (i.e. pedestrians, bicycles)	as per above	closed	UDLP Stage 2
SDRP 4		b		all existing and proposed parking locations including accessible parking, bike parking areas, drop off points, bus and other transport connections	as per above	closed	UDLP Stage 2
SDRP 4		c		evidence of coordination with utility providers for the location of trees and planting. Illustrate alternative designs if planting will not be viable. For example, coordinate with the gas provider at Wagga Wagga station.	Evidence will be provided in the UDLP Stage 2 regarding coordination with the APA - gas at Wagga Footbridge, and Edmondson Power lines.	closed	UDLP Stage 2
SDRP 4		d		trees retained, trees removed, and new trees. Include install sizes, as requested in SDRP1 item 30. Clarify how these trees reflect the targets of the tree replacement strategy.	Trees to be retained, removed and new trees will clearly shown in SDRP 5 and UDLP Stage 2. The corridor wide sites do not require the removal of trees, except at Yerong in which a Palm is being replaced with 2 trees in the adjacent planter bed. This proposal will be captured in UDLP Stage 1	closed	UDLP Stage 1 and 2
SDRP 4		e		allowance for maintenance facilities such as hose cock locations	Hose cocks will be provided in accordance with asset owner maintenance requirements	closed	UDLP Stage 2
SDRP 4		f		diversity in tree layouts, for example, by introducing informal groves or formal avenues, which respond to the character and climatic conditions of specific locations.	Advice noted and will be considered by the Projects suitably qualified and experienced Landscape Architect	closed	UDLP Stage 2
SDRP 4	11			Select planting species that will be viable even in under croft areas.	Noted	closed	UDLP Stage 2

SDRP 4	12			Clarify shade strategies for all rail crossings, as provided for Albury and Wagga stations. Include how shade will be provided while trees canopies establish.	Permanent shade structures are provided at Albury and Wagga Footbridges as presented at SDRP 3 and 4. Shade via trees will be provided at all rail crossings. No interim shade structures will be provided while tree canopies are established - this is not a Project Requirement. Investigations are underway to check feasibility of larger tree sizes to be planted at establishment to provide some amount of tree canopy at opening. Landscape at establishment and Maturity renders was provided in SDRP 5.	closed	UDLP Stage 2
SDRP 4	13			Illustrate ramp and bridge drainage, including scuppers and down pipes, and show integration with the landscape design.	Kit-of-Parts and 'integration' principle sets out framework for drainage design	closed	UDLP Stage 2
SDRP 5	6			Ensure pedestrian areas will be responsive to increasingly extreme climatic conditions.	Planting has been selected from a robust palette that incorporate drought resistent species which are responsive and tolerant to extreme climatic conditions.	closed	UDLP Stage 2
SDRP 5		a		Establish year-round shade performance metrics for areas to be shaded by trees.	Plant species have been selected to from an evergreen palette that provide shade throughout the year around for areas that are travesed by pedestrians and cyclists. Shade percentages have been included in the UDLP.	closed	UDLP Stage 2
SDRP 5		b		Provide alternative forms of shade while tree canopies establish and specify the percentage of shade required.	Alternative forms of shade have been developed the inclusion of additional shade on the Wagga Wagga Station Footbridge, and futureproofing of shade at Albury Station Footbridge.	closed	UDLP Stage 2
SDRP 5		c		Increase the density of planting, mix deciduous and evergreens, and consider climate-change tolerance in the species selection.	The design provides a place specific response that incorporates a variety of planting mixes and densities, with a mix of deciduous and evergreens, in combination, which provides a diverse and attractive mix, quintessential to the existing character of the townships of Wagga Wagga, Junee and Albury.	closed	UDLP Stage 2
SDRP 5		d		Include planting solutions for areas that currently do not provide enough shade. For example, at Mothers Bridge consider additional trees or tree succession planting to replace the existing hedges with more shade-providing species.	Additional tree planting has been considered and provided where possible. At Mothers Bridge, additional trees have been incorporated within the approved works boundary.	closed	UDLP Stage 2
SDRP 5		e		Include planting solutions for areas with constricted soil volumes and clearances (e.g. at Cassidy Parade, consider opportunities for vines).	Opportunities for incorporating alternate planting solutions such as vines for areas with constricted soil volumes and clearances was investigated but was not considered feasible due to additional maintenanance that would be required. However where possible, oppotunities to incorporate garden beds have been maximised which provide screening to hardscape elements such as retaining walls.	closed	UDLP Stage 2
SDRP 5		f		Ensure existing healthy trees are protected, including during construction (e.g. existing trees west of Kempt St bridge).	Existing trees west of Kemp Street have been protected as much as possible with the introduction of a retaining wall which allows for a number of existing trees to be retained, and serve as a screening elent for the wall.	closed	UDLP Stage 2

SDRP 5	7			Explore opportunities to extend the 'passive watering approach' to create habitat or support water themes (e.g. introduce ponds into the landscape).	Opportunities to incorporate passive watering approaches have been investigated. Where possible and where space permits, batters have been provided which promote natural water run off, at Mothers Bridge, Kemp Street and Albury. Opportunities have been investigated to incorporate ponds, but has not considered to be feasible due to space restrictions.	closed	UDLP Stage 2
Ecological regeneration							
SDRP 3	The proposal must demonstrate how all impacts, not only visual impacts, are mitigated.				Noted. Ecological impacts are minimal as the project is predominantly in a disturbed rail corridor. Nonetheless impacts will be captured in the UDLP Stage 2	closed	UDLP Stage 2
SDRP3	19			Demonstrate how the landscape design will:	N/A	closed	N/A
SDRP 3		a		contribute to delivering the project vision and design principles	The landscape design contributes to delivering the design objectives and principles by developing a holistic approach to its design response which encompasses a rural landscape response at the corridor level, and an urban landscape response at the stations to provide a place-specific design response. This approach has been presented in SDRP 2, 3 and 4.	closed	UDLP Stage 1 and 2
SDRP 3		b		maximise planted areas and tree canopy (for example, at Mothers Bridge, drawings should clearly show areas that must remain clear for vehicular access, and thereby remaining areas for planting).	The landscape design maximises tree canopy as presented at SDRP 2,3,4. Clear vehicular access was presented in SDRP 5.	closed	UDLP Stage 2
SDRP 3		c		link biodiversity corridors	The biodiversity corridors are improved with the increased tree canopies at the footbridge sites. Prior to construction, existing fauna movement	closed	UDLP Stage 1 and 2
SDRP 3		d		provides sufficient deep soil for new and remaining trees	Noted	closed	UDLP Stage 1 and 2
SDRP 3		e		protect and enhance ecological areas.	Noted. Illustrated in SDRP 4.	closed	UDLP Stage 1 and 2
Climate Resilience							
SDRP 6	5			Specify design strategies and performance targets for shade and weather protection. (as requested in SDRP 5 items 6a and 6b).	Design strategies and performance targets for shade and weather protection has been included in the UDLP Stage 2, please refer to Section 7.2.	closed	UDLP Stage 2
SDRP 6		a		Include shade targets for treed areas.	Shade targets have been included in the UDLP Stage 2, please refer to Section 7.2.	closed	UDLP Stage 2
SDRP 6		b		Consider introducing some fast-growing endemic trees to accelerate the provision of shade via tree canopies.	Fast-growing endemic trees have been incorporated where possible, for example at Mothers Bridge and at Albury Pedestrian Bridge.	closed	UDLP Stage 2
SDRP 6		c		Design for pedestrian comfort in extreme heat while tree canopies reach maturity. Provide clear targets and accompanying design strategies for the provision of shade via built elements. For example:	Noted.	closed	UDLP Stage 2
SDRP 6			-	consider adapting the level of transparency of portions of the existing screens to provide 'cool zones' with dappled shade. These portions could be associated with rest points and seating areas.	Dappled shade measures have been incorporated at Mothers Bridge (incorporated as a potential artwork motif) and at Albury on the under croft of the roof structure.	closed	UDLP Stage 2

SDRP 6			-	Provide clear shade targets for the proposed canopy artworks for Albury and Mothers bridges.	Shade targets have been included in the UDLP Stage 2, please refer to Section 7.	closed	UDLP Stage 2
Accessibility							
SDRP 3	Lifts were not included in the most recent proposal, as per SDRP2 advice 18d. This was justified on the basis that some bridges will be used by those that do not require lifts (like school children). This approach does to align with the Disability Discrimination Act. It should also be noted that it is predicted that over the next 40 years the number of Australians aged 65 and over will more than double and the number aged 85 and over will more than triple (Intergenerational report 2023). The bridges should be planned and designed in a way that improves community resilience now and into the future. While the initial provision of ramps is supported, allowance for the provision of lifts is considered necessary even if the lifts may be implemented at a later stage.				Disability Discrimination Act does not stipulate the requirements for Lifts. Refer to DDA Letter by DDA Consultant - Eric Martin and Associates. Options for incorporating future lifts at Albury and Wagga Wagga Station have been investigated and presented at SDRP 4. Alternate options was presented at SDRP 5 for Cassidy and Wagga Wagga Station Given the linear nature and desire lines at Kemp and Edmondson, lifts have not been considered at these locations.	closed	UDLP Stage 2
SDRP 3	14			Draw and provide renders showing ramp and bridge designs that incorporate lifts at all stations where lifts are deemed appropriate.	as per above.	closed	UDLP Stage 2
SDRP 3		a		Provide spatial and structural allowance for lifts unless their omission can be demonstrated.	Elevations and sections were provided for Albury and Wagga future lifts in SDRP 4 info pack and presentation. The proposal to replace the stair with a lift at Wagga Wagga Station was rejected by the SDRP Panel in Letter 4. SDRP 5 will present alternate space proof options for Cassidy and Wagga Wagga Station	closed	UDLP Stage 2
SDRP 3		b		Allow for easy future installation of lifts with minimal alterations to structures (should it be agreed by all stakeholders that the provision of lifts is not required in this stage of delivery).	Elevations and sections were provided for Albury and Wagga future lifts in SDRP 4 info pack and presentation.	closed	UDLP Stage 2
SDRP 3		c		Explore scenarios for ongoing maintenance, including evidence of dialogues with stakeholders (Councils, Sydney Trains, etc).	Council minutes were provided in SDRP 4 Info pack evidencing dialogue between MR/IR and Councils regarding lift ownership. Evidence ARTC will not own and maintain a lift has been included in SDRP5 Info pack	closed	UDLP Stage 2
SDRP 4	As previously advised in SDRP3 item 14, SDRP2 item 18d and SDRP1 items 12 and 19, it is critical to demonstrate achievement of the principles of the Disability Discrimination Act. This is especially important in instances where there are excessively long ramps, such as at Albury or Wagga station, and where the addition of a lift may provide more equitable access.				A DDA letter was provided outlining DDA compliance of the bridges and provided with SDRP 5 Info Pack	closed	UDLP Stage 2
SDRP 4	15			The location of lifts should not be limited by the current design for ramp and stair configurations. Provide alternative options that vary the proposed design to accommodate a lift(s), ramp and stair. For example, at Wagga station, it appears the ramps on the Railway Street side could move north towards the station, which would allow space for a lift and landscaping. To date there has been no clear demonstration of the vehicular access or specific uses of the station yard and what is defining the location of the ramp.	The design program will not allow for the redesign of the footbridges to accommodate a future lift, stair and ramp at Wagga Wagga Station and Cassidy Pde, however a location for these lifts have been identified in SDRP 5 with little modification to current designs. A clear demonstration of the vehicular movements and boundaries will be provided at SDRP 5	closed	UDLP Stage 2
SDRP 4	16			Demonstrate how the preferred option at each rail crossing achieves DDA compliance and good urban design outcomes.	A letter from our DDA Consultant was provided in the SDRP 5 Info pack supporting compliance. Good urban design outcomes has been presented at SDRP 2, 3 and 4	closed	UDLP Stage 2
SDRP 4	17			Justify the delayed installation of the lifts, in particular at Albury, Wagga Wagga station and Cassidy Parade rail crossings.	Lifts are not a requirement in the DDA. Nonetheless, lifts have been socialised with the Asset Owners. Both ARTC and Councils do not wish to own or maintain a lift. Lift spaceproofing has been allowed for at Albury and Wagga Wagga Stations at the request of Albury Council	closed	UDLP Stage 2
SDRP 4	18			Include a viable ownership and maintenance strategy for the lifts, developed in collaboration with the relevant asset holder.	Lifts will not be delivered as part of the Inland Rail Project and therefore an ownership and maintenance strategy is not required	closed	UDLP Stage 2

SDRP 4	19			Demonstrate how ramp landings comply with TfNSW guidance, and address SDRP2 items 18 and 19 which indicate a preference for curved landings.	Albury Footbridge is an ARTC returned asset, while the other 4 footbridges will be returned to their local Councils. Neither are TfNSW bridges therefore the requirements under TfNSW guidance should not apply. Curved landings have been incorporated at Cassidy Pde and Kemp St in response to the site context.	closed	N/A
SDRP 4	20			Demonstrate how the frequency and shade requirements of rest stops comply with TfNSW's guides, as advised in SDRP2 item 18.	In general, the bridges are not TfNSW assets and do not need to comply with DSAPT requirements. The rest stops are provided as part of placemaking and improved amenity requirements.	closed	UDLP Stage 2
SDRP 5				As advised previously, to future-proof the investment and usability of the proposal, the designs should include the ability to install lifts, either as part of this project delivery or in the future. This is also important to deliver on the design principle of inclusivity. The argument to not include lifts at Edmonson St due to there being no appropriate location for a lift is understood.	A separate section has been included called Future proofing - Vertical Transport, in the UDLP Stage 2. This section illustrates the installation of lifts as a future proofing measure at the Albury, Cassidy Parade and Mothers Bridge.	closed	UDLP Stage 2
SDRP 5	11			The approach to future-proof the bridge at Albury Station is supported. Demonstrate how DDA paths leading from the station to the lift are safe, noting vehicular movements.	A circulation diagram has been included in Section 7 Concept Design and Section 9 in the UDLP, which illustrates the link via raised pedestrian priority crossings to the DDA-compliant pathway on the western side of the pedestrian crossing, which leads to the future lift.	closed	UDLP Stage 2
SDRP 5	12			The approach for not providing lifts at Kempt St, based on the analysis provided (which alluded to low pedestrian volumes) is understood. However, providing options for a future lift to the east side is recommended.	Opportunities to incorporate a lift on the eastern side has been investigated, however was not considered feasible due to space constraints and low pedestrian volumes. The pathways have been designed to have gentle gradients, serving as walkways where possible, without ramps. The landscape design echoes the meadering typology of the Endeavour Park, strengthening its connection.	closed	UDLP Stage 2
SDRP 5	13			The location for the lift to the south side of Cassidy Parade is supported. It is noted that a lift on the north side was not included due to the current lack of space within the project boundary. Illustrating the best options for a lift and DDA path on the north side is recommended, even if it is located outside the project boundary.	Future lift provision on the north side of Cassidy Parade has been included, which has been accommodated in the land owned by Telstra.	closed	UDLP Stage 2
SDRP 5	14			The proposal for the lift to the south at Mothers Bridge is questioned because it reduces the stairs to only 1.2m in width, which is inappropriate for a public and trafficked stair. The proposed location of the lift to the north at Mothers Bridge does not clearly show a DDA pathway and relies on relocating asset owners' gates.	The future lift locations have been modified to minimise impact on the stairs and relocation of asset owners gates and illustrated in Section 9 of the UDLP Stage 2.	closed	UDLP Stage 2
SDRP 5		a		Reconsider how to future-proof the provision of lifts for this bridge, while maintaining the accessibility of the stairs and providing DDA-compliant footpaths.	The future lift locations have been modified to minimise impact on the stairs.	closed	UDLP Stage 2
SDRP 5		b		Seek options that do not rely on relocating other asset owners' gates.	Options to minimise relocation of asset owenrs gates have been investigated and incrorated. Refer to Section 9 of the UDLP Stage 2.	closed	UDLP Stage 2

SDRP 5	15			Should the lifts not be delivered at this stage, constructing the lift footings as part of this stage is recommended. This can assist with cost-efficiencies and increase ease of lift installation. In this case, provide sufficient set-downs to the footings to accommodate interim landscaping.	Adequate set-downs to the footings to allow for interim landscaping has been incorporated in the design. Constructing the footings as part of this stage was considered but not pursued due to the unlikely timing of when the future lift may be installed, reducing impact to program adn cost.	closed	UDLP Stage 2
SDRP 5	16			Ensure all ramps, stairs and paths (in bridges and landscapes) have sufficient clearances to allow all users to pass safely. This includes switchbacks (such as at Edmondson St) and intersections (such as at Kemp St).	Sufficient clearances have been allowed for in the design to allow users to pass through safely.	closed	UDLP Stage 2
SDRP 6	1			Ensure all lift space proofing designs accommodate construction considerations such as structural and servicing requirements. Demonstrate that the installation of lifts at a future stage is viable and cost-efficient.	All lift space proofing deisgns have been coordinated with engineering can construction treams to accommodate construction considerations and for it to be installed at a later stage. Please refer to Section 9 of the UDLP Stage 2.	closed	UDLP Stage 2
SDRP 6	Wagga Wagga Station Mothers Bridge The following commentary is for the main option identified by Martinus in the presentation slides (plan on page 7 of the Final presentation pack).				-	closed	UDLP Stage 2
	2			Refine the wayfinding and visibility of the lifts, including addressing CPTED requirements.	The provision for lifts has been assessed to incorporate the best possible solutions that address CPTED requirements. This has been included in the report in Chapter 7 and Chapter 9 of the UDLP Stage 2.	closed	UDLP Stage 2
		Station side					
		a		Consider reducing the structure under the stairs to increase visibility towards the lift shaft, when approaching from the north.	Incorporated. Please refer to Chapter 7 of the UDLP Stage 2.	closed	UDLP Stage 2
		b		The travel path from the station entry and platform to the proposed ramp is not legible. Enhance the route's experience to align with DDA principles to ensure it is legible, intuitive, and has safe interfaces with vehicles.	A continuous DDA accessbile path has been incrporated. Landscape gestures have been incororated with trees that have been incorporated along the ramps which serve as wayfing elements and guide people to the ramp.	closed	UDLP Stage 2
		Railway St side					
		c		Improve the visibility of the lift on the approach from the street.	The ramps, lift and the stairs have a common decision point which will guide people to make the choice.	closed	UDLP Stage 2
		d		Page 11 of the presentation pack shows a retaining wall that is approximately 3m tall, posing CPTED concerns. Demonstrate how this is addressed.	The retaining wall helps to increase visibility from the Railway Street side, which is the primarry access point. Buffer landscape has been provided which will screen the wall and prevent people from any potental access to this wall.	closed	UDLP Stage 2

	Albury Station The current main DDA pathway from the station building to the ramp and lifts appears long and circuitous (exiting from the station entry, across the zebra crossing and along the footpath to the north). It was explained that the existing informal direct access from the station platform to the start of the ramp and lift location is proposed to be retained as is. This access pathway currently interfaces with vehicle movements and is only used occasionally for servicing or by staff, as the gate is sometimes closed.				Noted.	closed	UDLP Stage 2
SDRP 6	3		Provide an accessible pathway that aligns with DDA principles. Ensure it is direct, has legible and clear wayfinding, and has safe separation from vehicles. Consider design strategies such as:		Accessible pathways have been incorporated to allow for the most direct access across the bridge with legibility of decision and crossing points.	closed	UDLP Stage 2
SDRP 6		a	the alignment and width of the paths to provide comfortable and sufficient space for a wheelchair and an accompanying person		Path widths have been designed to Australian standards of a minimum of 2.5m to accommodate sufficent space for a wheelchair and an accompanying person	closed	UDLP Stage 2
SDRP 6		b	clear and intuitive wayfinding (e.g. line markings on the road and paths)		Line markings have been incorporated per Australian Standards.	closed	UDLP Stage 2
SDRP 6		c	the quality, continuity and materiality of the surface		Surface materiality provides for legibility and wayfinding with material continuity and pedestrian and cyclist friendly surfaces.	closed	UDLP Stage 2
SDRP 6		d	provision of shade and weather protection		Shade protection has been provided in the undercroft of the roof structure.	closed	UDLP Stage 2
SDRP 6		e	the lighting of the route.		Lighting has been designed to be integrated with the suite of bridge elements, sharing similar details, forms and materiality of safety screens and balustrades. Re-using safety screen posts as light posts with side mounted light fixtures have been incorporated to provide a sense of continuity between elements.	closed	UDLP Stage 2
	Kemp St Bridge Junee An alternative ramp alignment to the current Edgar Street alignment was presented. The alternative ramp proposal lands at Ducker Street. From an urban design perspective, the current Edgar Street option better aligns with pedestrian desire lines for more direct connections to Ju nee town centre. This alignment responds well to its context and does not require pedestrians to cross any roads. Information provided for the Ducker Street alignment was limited. This limits the extent and detail of the advice that can be provided. For example, there were no illustrations of how the ramp would relate to the existing surrounding properties in terms of scale, interface with building frontages or the quality of the pedestrian experience. Nor was it clear what traffic impacts it would generate or how the structure would work.				Noted.	closed	UDLP Stage 2
SDRP 6	4		Should this option be pursued, provide clearer drawings (plans, sections, renders) that show how the design achieves quality public domain outcomes, how it interfaces with and is appropriate to the immediate context, how it achieves CPTED principles and pedestrian safety in relation to vehicular movements.		This option has been investigated further and not been pursued.	closed	UDLP Stage 2
Operation & Maintenance							
SDRP 1	Long term asset ownership was discussed in relation to maintenance and operation of the proposed works, noting that ownership structures will largely remain the same.				Noted.	closed	UDLP Stage 1 and 2
SDRP 1	34			Provide an ownership diagram to assist with understanding ongoing operation and maintenance of the new work.	Ownership diagrams were provided in SDRP 4.	closed	UDLP Stage 1 and 2

SDRP 1	35			Consider how proposed works will be maintained to an acceptable standard.	Consultation with Asset Owners regarding maintenance is ongoing. Management and routine maintenance standards and regimes for design elements and landscaping work will be captured in UDLP Stage 1 and 2.	closed	UDLP Stage 1 and 2
Structural expression							
SDRP 3	15			Continue to develop more slender structural elements. Aim to create coherent designs, which are simpler and more elegant.	The designs are more slender, simpler and elegant from when they were presented at SDRP 1, and have progressively improved with each SDRP session. These structures are being documented.	closed	UDLP Stage 2
SDRP 3	16			Develop a clear logic for the structural design of the bridges and illustrate how this logic applies to:	A clear logic has been developed through the kit of parts approach	closed	UDLP Stage 2
SDRP 3		a		the 'kit of parts' approach including when a line-wide 'kit-of-parts' approach is appropriate, and when a site-specific design responding to local character is preferable	The revised kit-of-parts approach was presented at SDRP 4 and was further developed and presented at SDRP 5	closed	UDLP Stage 2
SDRP 3		b		what is visually strong and what should recede	The dominant vs receding elements was presented at SDRP 3.	closed	UDLP Stage 2
SDRP 3		c		explain how the materiality contributes to the broader design concept and creates a coherent suite.	High Level approach to materials has been presented at SDRP 3 and 4. Further detail will be presented at SDRP 5 for final feedback to progress material documentation in DDR (100%) Stage Gate submission.	closed	UDLP Stage 2
SDRP 3		d		the compositional language of the horizontal elements and the vertical supports of any screens / tensile mesh.	The revised kit-of-parts approach was presented at SDRP 4 and was further developed and presented at SDRP 5	closed	UDLP Stage 2
SDRP 3	17			Minimise the extent of throw screens and provide design rational for any extensions.	AS 5100 throw screen requirements was presented in SDRP 4 Info pack. Throw screens have been minimised where possible. Negotiations with Council to minimise heights of screens on ramps has also taken place.	closed	UDLP Stage 2
SDRP 3	18			Further refine the location and design of shade devices and integrate protection from the rain.	Shade is being incorporated at Albury Footbridge at the request of Albury Council. There are no shade structures on any of the existing footbridges and there are no Project requirements to include shade. Shade by trees was presented at SDRP 5 .	closed	UDLP Stage 2
Kit of Parts							
SDRP 4	14			Draw all elements and variations of the kit-of-parts to be used across all the 24 sites within this project. This includes but is not limited to columns, corners and junctions between ramps, headstock designs, retaining walls (including at track lowering sites), train deflection walls, and lighting. Further refine the design of these elements to:	Noted. The Kit-Of-Parts was presented in detail at SDRP 5	closed	UDLP Stage 2
SDRP 4		a		improve coherence across the suite, to read as a 'family'	as per above	closed	UDLP Stage 2
SDRP 4		b		increase the slenderness of the elements including the bridge structures, trusses and head stock designs	as per above. The slenderness of structures has been increased as much as possible by the engineers.	closed	UDLP Stage 2

SDRP 4		c		clarify materials and dimensions	Noted. The Kit-Of-Parts was presented in detail at SDRP 5	closed	UDLP Stage 2
SDRP 5	8			Specify where each element of the kit-of-parts is located, via a matrix or similar. Ensure all elements are included, (e.g. brick walls in abutments).	Each element of the kit of parts has been included describing their locaton in Section 6.3 of the UDLP Stage 2.	closed	UDLP Stage 2
	9			Refine the design of the soffits of ramps and bridges to be consistent with the design principle of 'elegance'.	Soffits of ramps have been refined to have smooth and clean lines which provide an elegant design aesthetic.	closed	UDLP Stage 2
	10			Clarify which elements of the kit-of-parts have colour applied to them.	A colour palette has been included which specifies the colours for the various elements. Please refer to Chapter 10 of the UDLP Stage 2	closed	UDLP Stage 2
Railway precincts and crossings							
SDRP 1	Proposed changes will have significant impacts on the operation and civic character of the station precincts at Albury, Wagga Wagga and Junee. It appears there has been little consideration of how this project could positively impact the public realm at each location.				Positive impacts to the public realm within the project boundaries have been presented at SDRP 2, 3 and 4 through modifications to bridges designs, improved desire lines and connectivity, heritage interpretation, to name a few.	closed	UDLP Stage 2
SDRP 1	8			Demonstrate how the proposed crossings will improve station precincts. Include integration with station forecourts and connectivity with bus, coach, taxi, drop-off zones, car parking, active transport, anticipated pedestrian routes and key destinations.	Station precinct plans were presented at SDRP 2 and 4 and 5.	closed	UDLP Stage 2
SDRP 1	9			Integrate with any proposed station precinct transformation or expansion.	Scope does not extend to any proposed station precinct transformation or expansion so integration is not required.	closed	UDLP Stage 2
SDRP 1	10			Develop precinct designs to demonstrate clear wayfinding to the start of the rail crossing from the station/street. Demonstrate a response to CPTED, enhanced public realm design and reduced visual impact of extensive retaining walls.	The Team has demonstrated a response to CPTED, enhanced public realm design and reduced visual impact of extensive retaining walls at SDRP 2, 3 and 4	closed	UDLP Stage 2
SDRP 1	*Alternative strategies:* Well-located and well-designed rail crossings are critical to a connected urban experience and there are a range of approaches (i.e. at-grade, under-passes), that don't appear to have been considered.				Rail crossing considerations were assessed at reference design by IR and WSP and has been publicly documented in EIS reports. The over rail crossings Martinus are documenting have been approved by DPHI. Alternative designs were considered pre-EIS as available options but discounted due to ultimate lack of feasibility. As such, the structures replace the existing crossing points and integrate with existing infrastructure, minimising further change in the urban landscape and alterations to movement patterns.	closed	UDLP Stage 2
SDRP 1	11			Illustrate locations of all rail crossings and crossing types (including existing removed, existing retained and proposed crossing locations).	Presented at subsequent SDRPs	closed	UDLP Stage 2
SDRP 1	12			Undertake a comparative analysis testing different crossing strategies that are safe, equitable, non-intrusive, and legible (e.g. lifts, underpasses, bridges etc) for cyclists as well as pedestrians.	Rail crossing considerations were assessed at reference design by IR and WSP and has been publicly documented in EIS reports. The over rail crossings Martinus are documenting have been approved by DPHI. Alternative designs were considered pre-EIS as available options but discounted due to ultimate lack of feasibility. As such, the structures replace the existing crossing points and integrate with existing infrastructure, minimising further change in the urban landscape and alterations to movement patterns.	closed	UDLP Stage 2
SDRP 1	*Bridge design:* Where rail-crossing bridges are required, the logic of the 'kit of parts' approach is acknowledged. However, this approach is unsuited to the immediate landscape and urban heritage context of most towns in the corridor.				Noted. Kit of parts has been revised since SDRP 1 and presented at SDRP 2, 3, and 4	closed	UDLP Stage 2
SDRP 1	13			The visual character of the bridges/crossings should be place-specific:	Advice has been taken on board. Bridge designs have progressed significantly from SDRP 1	closed	UDLP Stage 2

SDRP 1		a		adjacent to a heritage station, bridges should be light, elegant structures designed with a level of detail and character to complement the intricate character of the stations and existing footbridges,	Advice has been taken on board. Bridge designs have progressed significantly from SDRP 1	closed	UDLP Stage 2
SDRP 1		b		elsewhere, simple, repeated forms are typically less visually intrusive.	Advice has been taken on board. Bridge designs have progressed significantly from SDRP 1	closed	UDLP Stage 2
SDRP 1	14			Demonstrate how proposals for any footbridges over railways respond to the landscape and urban context, contribute to the unique local character, are designed with a level of 'joy' (e.g. Calatrava's bridges).	Advice has been taken on board. Bridge designs have progressed significantly from SDRP 1	closed	UDLP Stage 2
SDRP 1	15			In relation to the 'kit of parts' – review the considerable margins of structural redundancy to achieve a more slender profile better suited to actual pedestrian loads to reduce visual bulk.	Advice has been taken on board. Bridge designs have progressed significantly from SDRP 1	closed	UDLP Stage 2
SDRP 1	16			Design safety screens to be as transparent and visually 'light' as possible.	Advice has been taken on board. Bridge designs have progressed significantly from SDRP 1	closed	UDLP Stage 2
SDRP 1	17			Develop the lighting strategy – consider CPTED and resident comfort as well as 24-hour train access for passengers.	Lighting strategy was prsented in detail at SDRP 5. Lighting is being designed to Ausrtalian Standards and documented in detail design.	closed	UDLP Stage 2
SDRP 1	18			The proposed profiles of all bridges are overly complex and should be simplified, particularly the truss designs, i.e. explore a warren truss without the secondary lower truss, with the aim of using more slender truss elements.	Advice has been taken on board. Bridge designs have progressed significantly from SDRP 1. Cassidy no longer has a half warren truss.	closed	UDLP Stage 2
SDRP 1	*Level changes:* Proposed extended ramp systems have unacceptable impacts on;				Advice has been taken on board. Bridge designs, with a particular focus on improved desire lines, bulk reduction and visual impact of ramps, have progressed significantly since SDRP 1	closed	UDLP Stage 2
SDRP 1		-		the visual setting of important heritage-listed station precincts,	as per above	closed	UDLP Stage 2
SDRP 1		-		personal safety in relation to safe-escape routes and clear sightlines in ambush situations,	as per above	closed	UDLP Stage 2
SDRP 1		-		sustainability (the use of large amounts of materials with high-embodied energy), and	as per above	closed	UDLP Stage 2
SDRP 1		-		the intent of the DDA provisions regarding equity of access, requiring a more strenuous and convoluted pathway for those who cannot use stairs.	as per above	closed	UDLP Stage 2
SDRP 1	19			Where bridges are deemed the best solution, test the viability of lifts to replace excessively long lengths of ramps, ensuring:	as per above. Lifts are not viable due to ownership and maintenance.	closed	UDLP Stage 2
SDRP 1		a		continuous DDA access, including options if a lift is out-of-service (e.g. provision of 2 lifts),	as per above. Lifts are not viable due to ownership and maintenance.	closed	UDLP Stage 2
SDRP 1		b		lift design appropriate for use by cyclists (e.g. doors on both sides)	as per above. Lifts are not viable due to ownership and maintenance.	closed	UDLP Stage 2
SDRP 1		c		DDA and code-compliant lifts,	the footbridges are DDA compliant.	closed	UDLP Stage 2
SDRP 1		d		safe use of lifts in extreme weather (e.g. hot days),	Lifts are not viable as no party will own and maintain	closed	UDLP Stage 2

SDRP 1		e		lift locations in a well-surveilled public place,	Lifts are not viable as no party will own and maintain	closed	UDLP Stage 2
SDRP 1		f		viable ongoing maintenance arrangements.	Lifts are not viable as no party will own and maintain	closed	UDLP Stage 2
SDRP 1	20			Undertake a benchmarking study to test the appropriateness of lifts (e.g. Circular Quay station and other stations in TfNSW's metropolitan TAP program).	Lifts are not viable as no party will own and maintain	closed	UDLP Stage 2
SDRP 1	21			If ramps are the only suitable option, ensure:	N/A	closed	UDLP Stage 2
SDRP 1		a		a simple design of the stair/ramp configuration with minimal ramp length and with direct access to the bridge via stairs.	Advice has been taken on board. Bridge designs, with a particular focus on improved desire lines, bulk reduction and visual impact of ramps, have progressed significantly since SDRP 1	closed	UDLP Stage 2
SDRP 1		b		clear desire lines and wayfinding,	as per above	closed	UDLP Stage 2
SDRP 1		c		shade and shelter for ramp users,	Permanent shelter is being considered at Albury Footbridge. Trees will provide share at other bridges.	closed	UDLP Stage 2
SDRP 1		d		ramp set-out that allows easy cyclist movement - refer TfNSW 'Active transport strategy'.	Cassidy is the only bridge on Wagga Wagga's Active Transport Link. The 2.5m width at Cassidy aligns with the Active Transport link dimensions.	closed	UDLP Stage 2
SDRP 2	14			As previously advised (SDRP1, items 8-10), demonstrate how the upgraded crossings will integrate with the layout and operation of station forecourts / precincts, including recent work by TfNSW to improve the functionality and civic presence of station forecourts at Albury, Wagga Wagga and Junee	Station Precinct plans were presented at SDRP 4	closed	UDLP Stage 2
SDRP 2	15			Prioritise safe, direct and accessible pedestrian access from station entries and from town footpaths to proposed stair/ramp crossings.	Station Precinct plans were presented at SDRP 4	closed	UDLP Stage 2
SDRP 2	16			Align any new landscape interventions with both existing and future cyclist/pedestrian desire lines and circulation paths (e.g. Cassidy Parade bridge alignment with the future Bourke Active Trail link along Norman St).	Cassidy is the only bridge on Wagga Wagga's Active Transport Link. The 2.5m width at Cassidy aligns with the Active Transport link dimensions. Kildare Park does not interfere with this link	closed	UDLP Stage 2
SDRP 2	17			Develop the designs for stairs and ramps generally:	Noted	closed	UDLP Stage 2
SDRP 2		a		Where co-located, ensure that start and finish points coincide - in line with the Disability Discrimination Act, and Australian Standards.	Advice has been taken on board. Ramps and stairs coincide except at Cassidy where Council has specifically requested the ramp connects with Norman Street (Active Transport Link) and the stair connects with Kildare College	closed	UDLP Stage 2
SDRP 2		b		Minimise the visual impact of switchback ramp systems (e.g. integrate lowest ramp flights into the landscaped setting to suggest a natural rise in levels).	Advice noted and taken on board at Wagga Wagga Footbridge and Kemp Street	closed	UDLP Stage 2
SDRP 2		c		Ensure planting choices and locations support CPTED principles.	Noted. To be considered in detail design.	closed	UDLP Stage 2
SDRP 2	18			Illustrate how all rail crossings:	N/A	closed	UDLP Stage 2

SDRP 2		a		enable shared use by pedestrians, cyclists, prams, and others (refer to TfNSW guides including Cycleway Design Toolbox)	The bridges are designed to meet the technical requirements of a DDA 'pedestrian' bridge as outlined in the Project Requirements, however they allow for cycle friendly environments. UDLP 2 will outline overall widths of the ramps. Width will also be presented at SDRP 5. As previously stated, Cassidy is the only bridge identified as being on an Active Transport Link	closed	UDLP Stage 2
SDRP 2		b		provide rest zones along extended travel paths	Rest zones are not a requirement of 1428.1, however a dedicated rest zone has been incorporated at Albury and was presented at SDRP 5	closed	UDLP Stage 2
SDRP 2		c		provide shade, particularly at rest zones and station forecourts (e.g. planting or structures)	Landscape design, including shade, has been presented at SDRP 2,3 and 4. The Shade design at Albury was presented at SDRP 5.	closed	UDLP Stage 2
SDRP 2		d		are designed to allow for future installation of lifts, with minimal disruption to existing structures. Consider CPTED, safety in extreme heat, and use by cyclists (refer SDRP1, item 19).	Lifts are not a viable option as no party will own and maintain. The footbridges comply with 1428.1 without lifts. While lift options were presented at SDRP 4, more detail will be presented at SDRP 5	closed	UDLP Stage 2
SDRP 2	19			Refine the curved ramp landings, noting curved ramp landings are suitable for most locations (unless heritage principles suggest otherwise): Consider the following recommendations:	Per previous response, a place specific approach has been adopted, and curved ramps have been provided in response to their site context where the designers have deemed appropriate	closed	UDLP Stage 2
SDRP 2		a		cantilever the landings off a single central column to reduce visual impact of structure	Noted. Advice has been taken on board. Kit of Parts has the ramps cantileving off a single column	closed	UDLP Stage 2
SDRP 2		b		construction detailing that achieves high-quality, smooth curvature and transition to straight flights.	Noted. Detailing achieves high-quality, smooth transitions. To be presented with the kit-of-parts presentation at SDRP 5	closed	UDLP Stage 2
SDRP 2	20			Clarify the required extent of throw screens, balustrades and fences;	Refer SDRP 4 Infor pack for AS5100 requirements for screens. Rail Corridor fencing requires 1.8m high fence. To be captured in UDLP.	closed	UDLP Stage 2
SDRP 2		a		Maximise transparency with consideration of views along curving screens, to ensure sightlines and safety.	Tensile mesh has been adopted for all screens so sightlines are no longer an issue.	closed	UDLP Stage 2
SDRP 2		b		Minimise the visual impact of handrail and balustrade supports.	Achieved and presented at SDRP 3 and 4. To be presented again with the kit-of-parts presentation at SDRP 5	closed	UDLP Stage 2
SDRP 2	21			Test and illustrate alternative bridge designs with less visual 'heaviness' than the warren truss currently proposed (e.g. suspension or arched bridges), particularly at Albury Station where the raised truss dominates the curtilage of the station building.	In discussions with the engineers, the truss system provides the most efficient structural solution wrt its context. Suspension or arched bridges were investigated but were not considered to fit with their surrounding context, particularly within the immediate curtilage of the stations.	closed	UDLP Stage 2
SITE SPECIFIC ADVICE							
Murray River Rail Bridge							
SDRP 1	The proposal to lift existing stanchions with new infill structure disrupts the proportions of this heritage listed item. The new infill piece may not be readily identifiable as a contemporary modification.				Advice taken on board. Contemporary new braces have been designed to replace existing, which are sympathetic to heritage context. The colour of the braces has also been consulted and agreed with community.	closed	UDLP Stage 1

SDRP 1	22			Provide alternative proposals, including an option that replaces the horizontal arch support with a more contemporary component that better reflects the principle of Article 22 of the Burra Charter.	as per above	closed	UDLP Stage 1
SDRP 2	Out of the two options presented (noting that other options have been tested), option 1 appears to have the lesser adverse heritage impact.				as per above	closed	UDLP Stage 1
SDRP 2	22			Develop the design:	N/A	closed	UDLP Stage 1
SDRP 2		a		Further refine the top support bracing to a more slender and contemporary profile.	Advice adopted. Contemporary new braces have been designed to replace existing, which are sympathetic to heritage context	closed	UDLP Stage 1
SDRP 2		b		Test lighter colours, or other treatments to distinguish contemporary additions from existing.	as per above	closed	UDLP Stage 1
SDRP 2	23			Explore re-use of existing bracing stanchions (e.g. as artwork or other installations in nearby locations).	This opportunity has been included in the heritage interpretation plan and presented at SDRP 3, 4	closed	UDLP Stage 1
SDRP 2	24			While the bridge support piers are not in project scope, demonstrate the general condition and structural adequacy, given the new loads.	The Modifications proposed do not impact the live load global distribution with respect to the substructure elements. Further the additional mass of steelwork is negligible with respect to the total weight of the bridge and train loading. The piers are noted to be in sound condition and no significant defects have been identified.	closed	UDLP Stage 1
Albury Railway							
SDRP 1	Station rail crossing: there is an awkward relationship between the simple warren truss of the existing road bridge and the proposed arched truss over the rail corridor.				The kink/arch has been removed from the Albury truss, as presented in SDRP 2,3,4	closed	UDLP Stage 2
SDRP 1	23			Refine the proposed bridge structure so that it complements the over-road bridge, and adjacent suspension bridge.	the truss structure is in keeping with traditional station footbridge structures, noting the existing footbridge being removed is a truss. It also ties in with the TfNSW truss over the highway	closed	UDLP Stage 2
SDRP 2	Station rail crossing: Notwithstanding the improved, more compact ramp, the proposal still has high impact on the significant heritage location. Connections to the station building and public domain need improvement (SDRP2, 15).				Connections to the station building have been improved and presented at SDRP 3 and 4, within the Project boundary limits.	closed	UDLP Stage 2
SDRP 2	25			Test options for reconfiguring the staff carpark near the proposed ramp to minimise pedestrian and vehicle conflict.	Car park layouts were tested with the optimised layout presented at SDRP 4.	closed	UDLP Stage 2
SDRP 2	26			Include biodiverse planting when remediating the station yard area between the rail corridor and Hume Hwy corridor.	Advice noted. Landscape design for this area presented at SDRP 4.	closed	UDLP Stage 2
SDRP 2	27			Demonstrate efficient connections to cyclist desire lines at Kenilworth St.	Cyclist connections are not impacted at Kenilworth St. Footpath tie in presented at SDRP 3.	closed	UDLP Stage 2
SDRP 3	Interventions at Albury should ensure the station building remains the main visual feature.				Acknowledged. Noting however that the community has welcomed the use of colour to be incorporated on the bridge, that is 'complementary' and contemporary to the existing heritage context. Colour will be finalised once artist engagement complete	open	UDLP Stage 2
SDRP 3	20			Clarify the visual hierarchy of elements adjacent to the heritage station.	Truss is the remain element, followed by the ramps. Albury was presented in detail at SDRP 5	closed	UDLP Stage 2

SDRP 3		a		Demonstrate an abutment and truss design better suited to the heritage context. The bridge, and even more so the ramps, should visually recede.	An abutment and truss design was presented at SDRP 4, however this design was rejected by the Panel. An alternate design was presented at SDRP 5	closed	UDLP Stage 2
SDRP 3		b		Demonstrate how the landscape design enhances the heritage quality of the station.	Landscape design has been presented at SDRP 2,3 and 4 and was presented again SDRP 5.	closed	UDLP Stage 2
SDRP 3	21			Simplify the rest area. Focus on the user experience. For example, consider a simple seat to rest in the shade while looking out over a tree canopy to the mountains beyond.	A simple rest area under the tree canopy was presented at SDRP 5	closed	UDLP Stage 2
SDRP 4	21			Simplify the termination of the bridge at the point where it connects to the ramps to reduce visual impact and make them more context appropriate, with consideration of SDRP3 item 20.	Preferred structure and entry and rest options were presented at SDRP 5. The Panel selected their preferred which will be documented by the Team.	closed	UDLP Stage 2

SDRP 4	22			Improve the amenity and wayfinding of the ramp entry, including intuitive and accessible pathways to the station platforms.	Preferred structure and entry and rest options were presented at SDRP 5. The Panel selected their preferred which will be documented by the Team.	closed	UDLP Stage 2
SDRP 4	23			Refine the relationship of the stair and ramp to the lift core. As previously stated, soften the appearance, for example by rounding corners. Noting that curves can complement orthogonal heritage geometries.	Preferred structure and entry and rest options were presented at SDRP 5. The Panel selected their preferred which will be documented by the Team.	closed	UDLP Stage 2
SDRP 4	24			Refine the rest point to ensure equal access and sufficient clearance for those looking out over the new tree canopy to the views.	Preferred structure and entry and rest options were presented at SDRP 5. The Panel selected their preferred which will be documented by the Team.	closed	UDLP Stage 2
SDRP 5	17			Pursue entry option 2, the slender double columns and thin roof. The simplicity and relationship with the heritage station is preferred.	Option 2 has been pursued and illustrated in the UDLP Stage 2.	closed	UDLP Stage 2
SDRP 5		a		Consider including the soffit of the entry as part of the artists' scope for the broader bridge canopy design.	Consideration has been given for the soffit of the entry to be included as part of artists' potential scope for the broader bridge canopy design.	closed	UDLP Stage 2
SDRP 5	18			At the rest stop:	-	closed	UDLP Stage 2
SDRP 5		a		Reduce structural supports and avoid adding another visual element. Consider attaching the canopy to the existing road bridge structure. Ensure any supports are visually unobtrusive and integrate well with existing structures.	Noted and incorporated. Refer to Section 9 of the UDLP Stage 2.	closed	UDLP Stage 2
SDRP 5		b		Provide continuous shade from the bridge to the rest stop.	Noted and incorporated. Refer to Section 9 of the UDLP Stage 2.	closed	UDLP Stage 2
Edmondson Street							
SDRP 1	Rail crossing: There are a number of concerns with the current layout, including CPTED risks at the proposed switchback ramps, screens obscuring sightlines, indirect and convoluted layout, pedestrian comfort on the ramp (given that pedestrian head height is at times level with car wheels) and inadequate crossing provision to the school at the southern end of the ramp				Advice adopted. A stair was added and presented at SDRP 2 and a planter added between road and footpath. Safe crossing at Erin Street (southern end) is being examined and presented at SDRP 5	closed	UDLP Stage 2
SDRP 1	26			Create a safe, pleasant pedestrian environment for ramp users. Consider;	Noted	closed	UDLP Stage 2
SDRP 1		a		increasing the separation between the pedestrian and road bridges,	Planter added between the different road and footpath grade at the northern end.	closed	UDLP Stage 2
SDRP 1		b		introducing stairs between the pedestrian and road bridges. This stair should be sufficiently wide to provide a safe and civic public space,	Stairs added	closed	UDLP Stage 2
SDRP 1		c		improving visibility between ramp switchbacks (e.g. by removing screens, retaining handrails and kerb rails as required),	Screens and handrail details have been minimised. Presented in Kit of Parts at SDRP 5	closed	UDLP Stage 2
SDRP 1		d		providing for safe and efficient crossings from the DDA ramp to the school on the other side of Edmondson Rd (particularly at the southern end where the only crossing is 60m away).	Safe crossing at Erin Street (southern end) is being examined and was presented at SDRP 5	closed	UDLP Stage 2
SDRP 2	Rail crossing: the stair connecting the ramps will provide a clearer pathway for most users, but the offset alignment may affect legibility.				Noted.	closed	UDLP Stage 2
SDRP 2	28			Provide a clearer visual connection between north and south sections of the ramp.	a clear sight line along the north and south sections of the ramps have been added.	closed	UDLP Stage 2

SDRP 2		a		Create continuous separation between ramp and road bridge (e.g. by aligning the north and south ramps and extending the landscaped areas to the south – this planting also improves amenity).	The footpath tie in point at the south end will not allow separation from the road. It is not deemed as necessary as the grade is the same (i.e. eyes not looking into wheels of cars). Please note the Erin St tie-in location is very constrained, with no impact to Erin St properties with this current alignment.	closed	UDLP Stage 2
SDRP 2		b		Ensure there is adequate deep soil and drainage between road bridge and ramp to support proposed landscaping.	Noted. Soil depths needed will be captured by the UDLP and detail design. Sections in SDRP 4 show adequate soil depths	closed	UDLP Stage 2
SDRP 2		c		Explore other treatments that improve legibility and amenity.	Other than visual alignment and planters along the linear footbridge and reduction in screens, language on the steps and pavement artwork has been proposed in the heritage interpretation plan	closed	UDLP Stage 2
SDRP 2	29			As previously advised (SDRP1, 26d): provide for safe crossing from the southern end of the DDA ramp to the Mount Erin Boarding School.	A safe crossing assessment was provided at SDRP 5 which proposes blisters at Erin St.	closed	UDLP Stage 2
SDRP 4		-		Provide more detail on SDRP2 item 29 and SDRP 1 item 26d. Provide traffic studies which may include a raised crossing.	A safe crossing assessment was provided at SDRP 5 which proposes blisters at Erin St.	closed	UDLP Stage 2
SDRP 4	25			Illustrate the visual appearance of the retaining walls on day one before mature tree canopies have established.	Renders showing landscape at establishment was presented at SDRP 5	closed	UDLP Stage 2
Cassidy Parade							
SDRP 1	Rail crossing: The current proposal improves on the reference design by reducing the extent of switchback ramps and the need for deflection walls and avoiding the services easements that impact on this location. Nevertheless, the proposed ramp configuration still results in a long, circuitous journey for all users. This may impact usability, and could lead to fence-jumping. The proposed brick retaining walls have a significant visual impact on the urban context.				Advice was adopted and the footbridge was redesigned after SDRP 1 to reduce length for able body users, while avoiding the gas line.	closed	UDLP Stage 2
SDRP 1	24			Refine the design of the rail crossing to shorten the journey, and minimise the visual impact of the long walls in the urban setting.	as per above	closed	UDLP Stage 2
SDRP 1	25			Test opportunities for integration with future adjacent development (e.g. within the Health and knowledge precinct, currently Telstra Depot).	The new design occupies a portion of Telstra property - this design has been presented at SDRP 2 and onwards. The acquisition of this land is being undertaken by Inland Rail. The Future Health precinct is in preliminary concept stage, as confirmed by Council, with no ability to engage with this proposal.	closed	UDLP Stage 2
SDRP 3	24			Illustrate the impacts of the privacy screens on adjacent residents.	Elevations were presented at SDRP 4 showing impact	closed	UDLP Stage 2
SDRP 4	The new retaining wall can reduce the visual impact of the under croft of the ramp; however, the drawings did not clearly communicate the detail.				Agree with the design intent of the retaining wall. The retaining wall planter was presented more clearly in SDRP 5	closed	UDLP Stage 2
SDRP 4	26			Better illustrate the materiality and geometry of the planter bed retaining wall and how this contributes to the ramp and landscape design.	as per above	closed	UDLP Stage 2
SDRP 4	27			After the session the following advice was provided: Illustrate existing and proposed solar access and overlooking impacts to residential lots abutting the proposed structures, including views from the residential lots (SDRP3 item 24).	The project is limited to the location of this bridge, which is based on the EIS and other Planning Approvals. The bridge is located lower so the solar impact will be lesser than the existing impact. The design has incorporated measures to increase visual transparency whilst maintaining privacy, and therefore will be an improved condition based on the existing. An elevation from the neighbours property was provided in SDRP 5	closed	UDLP Stage 2

Wagga Wagga Railway							
SDRP 1	Station rail crossing: The proposed wayfinding to the start of the bridge access is not intuitive, nor is there a direct desire line.				Following SDRP 1, the design team went to site to observe movements around Wagga Wagga Station. It was noted the desire line is from the Station to Town and from the footbridge to Town. The Station and footbridge connection was secondary. Nonetheless a small stair allowing direct access from the Station to the footbridge has been added	closed	UDLP Stage 2
SDRP 1	27			Improve the circulation route for people leaving the station who wish to cross the railway, accounting for CPTED and place making improvements.	A small stair has been added to the base of the ramp to allow quicker access to the station as presented at SDRP 3, 4	closed	UDLP Stage 2
Kemp Street, Junee							
SDRP 1	28			Provide details on Kemp St Junee crossing.	Crossings were provided at SDRP 4. Safe crossing assessment was provided at SDRP 5	closed	UDLP Stage 2
SDRP 2	Rail crossing: Noting Junee Shire Council's preference to remove cyclists from Kemp Street, the design of this rail crossing must safely and comfortably accommodate cyclists and other users.				The footbridge is 3m wide and can safely accommodate cyclists	closed	UDLP Stage 2
SDRP 2	30			Improve direct access onto the bridge (e.g. via additional stairs on the eastern end, Edgar Street).	Stairs have been added on Edgar St side for direct able-body access to the skatepark (Edgar St) as presented at SDRP 3 and 4	closed	UDLP Stage 2
SDRP 2	31			Develop the landscape design and clarify existing elements to be retained, particularly on the eastern side of the rail corridor.	The landscape design was presented in detail at SDRP 3 and 4. It was presented again at SDRP 5 with trees to be removed and retained	closed	UDLP Stage 2
SDRP 2	32			Rationalise the curving pathways including the 'roundabout' pathway on the western side, adjacent to the Olympic Hwy.	The curved pathways have been rationalised to allow for safe crossing on Olympic Hwy. As a result the 'round about' has been removed. This was presented SDRP 4	closed	UDLP Stage 2
SDRP 3	22			Verify that the new proposal of a pedestrian bridge integrated with the road bridge (instead of a separated bridges) is consistent with the scope of the planning approval.	It is proposed the community will be bussed to enable safe connectivity from homes to services during construction.	closed	UDLP Stage 2
SDRP 3		a		Should the integrated pedestrian and road bridge be acceptable, demonstrate how safe rail crossing for pedestrians and cyclists would possible during the construction phase.	It is proposed the community will be bussed to enable safe connectivity from homes to services during construction.	closed	UDLP Stage 2
SDRP 3	23			The geometry of the curves presented at SDRP2 better reflected the flow of movement. In addition to advice item 13:	The curved pathways have been rationalised to allow for a safe crossing on Olympic Hwy.	closed	UDLP Stage 2
SDRP 3		a		Increase the pedestrian comfort by, for example, raising the height of the pedestrian walkways above the road level where they abut.	The pathway has been raised up to 150mm from road level. This will be captured in detailed design and presented I in SDRP 4	closed	UDLP Stage 2
SDRP 3		b		Explore the introduction of a pedestrian refuge along the Olympic Hwy.	A refuge has been designed by the Projects road engineer. This will be captured in detailed design. Safe crossing assessment has been included in SDRP Info pack	closed	UDLP Stage 2
SDRP 3		c		Remove the handrails at curves to work better with desire lines.	Handrails are required for 1:14 ramps. To ensure safe crossing on Olympic Hwy 1:14 ramps are required on the curves at Kemp. To be captured in detailed design and UDLP Stage 2	closed	UDLP Stage 2
SDRP 4	28			Ensure plans demonstrate that access to adjacent sites is maintained, including the back-of-house access to the Recreation Centre.	Access is maintained and was presented at SDRP 5.	closed	UDLP Stage 2
SDRP 4	29			Ensure tree species selection, such as deciduous trees create comfort across the seasons, including in winter winds.	Noted. The landscape will be developed and presented at SDRP 5 presentation	closed	UDLP Stage 2

SDRP 4	The construction efficiencies of delivering a single bridge combining vehicles and pedestrians were noted. The current condition of approval is for separated road and pedestrian bridges. The rationale for this condition is to maintain pedestrian access throughout construction. For the scenario of a combined vehicle and pedestrian bridge, the alternative solution is to provide a shuttle bus for pedestrians to cross the rail corridor during construction. After the session the following advice was provided:				It is proposed the community will be bussed to enable safe connectivity from homes to services.	closed	UDLP Stage 2
SDRP 4	30			Detail how long the construction period at Kemp Street will be, to clarify how long temporary crossing methods will be in place. This will enable a better understanding of the impact on cross-rail connections for pedestrians and the community.	Kemp St crossing will be closed for 18 months. It is proposed the community will be bussed to enable safe connectivity from homes to services during construction.	closed	UDLP Stage 2
SDRP 4	31			Provide traffic engineering drawings showing how a safe pedestrian crossing works with desire lines from Endeavour Park.	Safe Crossing analysis was provided in SDRP 5 Info pack	closed	UDLP Stage 2
SDRP 4	32			Provide drawings showing the adaptive reuse of the removed Junee station pedestrian bridge.	The adaptive re-use of Junee Station footbridge is the responsibility of Junee Shire Council in accordance with the MIRDA (Master Inland Rail Development Agreement). The HIP outlines what the community wants however it is not the responsibility of Inland Rail to implement this opportunity.	closed	UDLP Stage 2
SDRP 4	33			Clarify if a shade and rest stop is still proposed on the southeastern corner of the ramp.	No rest stop is proposed at the sotheastern corner as presented at SDRP 5.	closed	UDLP Stage 2
SDRP 4	34			Ensure ramp geometries enable safe interaction between pedestrians and cyclists, and good visibility when approaching intersections of cyclists and pedestrians. For example, consider increasing widths at intersections.	Noted and will be addressed in detail design and captured in UDLP Stage 2	closed	UDLP Stage 2

A2I | Albury to Illabo

Urban Design and Landscape Plan
Appendix 3 HIP Deliverable Engagement Strategy



MARTINUS INLAND RAIL



View towards the pedestrian footbridge at Albury Railway Station.

COMMUNITY AND STAKEHOLDER ENGAGEMENT STRATEGY – HERITAGE INTERPRETATION DELIVERABLES- REVISED

A2I | ALBURY TO ILLABO – INLAND RAIL PROJECT

JULY 2025

Report prepared by

OzArk Environment & Heritage

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for Martinus on behalf of Inland Rail

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Acknowledgement

OzArk acknowledges the Wiradjuri People, the traditional custodians of the area on which the Aboriginal Community and Stakeholder Engagement will take place and pay respect to their beliefs, cultural heritage, and continuing connection with the land. We also acknowledge and pay respect to the post-contact experiences of Aboriginal people with attachment to the area and to the Elders, past and present, as the next generation of role models and vessels for memories, traditions, culture and hopes of local Aboriginal people.

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1 INTRODUCTION

OzArk Environment & Heritage (OzArk) has been engaged by Martinus on behalf of Inland Rail to prepare a Community and Stakeholder Engagement Strategy (Strategy) for the Albury to Illabo (A2I) section of the Inland Rail Project (the Project) for the implementation of the Heritage Interpretation Plan. The Project is within the Local Government Areas of Albury City Council, Greater Hume Council, Lockhart Shire Council, Wagga Wagga City Council and Junee Shire Council.

This Strategy expands and builds on the *Aboriginal Community Stakeholder Engagement Strategy* that was prepared by OzArk, in consultation with Martinus and Inland Rail in July 2024. It will provide guidelines for ongoing consultation with Aboriginal community representatives, Local Aboriginal Land Councils (LALCs) and Registered Aboriginal Parties (RAPs), historical societies, key stakeholders and asset owners (collectively, the stakeholders), in relation to the A2I Heritage Interpretation Plan (HIP) deliverables.

The Strategy includes three key components:

1. A summary of all proposed heritage interpretation elements and opportunities as identified in the HIP, in association with relevant stages of delivery (**Table 2-1**).
2. A Consultation Framework which presents guidelines to ensure that ongoing discussions with the stakeholders are carried out in a respectful, inclusive, and productive manner (**Table 3-1**). The Consultation Framework also includes a detailed plan of approach for the remainder of 2025 and early 2026, focusing on the HIP deliverables and opportunities relating to the pre-construction and construction stages of the Project.
3. An Expression of Interest (EOI) plan which presents guidelines to ensure that participation, procurement, and employment opportunities are equitable and transparent, and Copyright and Intellectual Property principles are followed.

1.1 BACKGROUND

In 2024 OzArk were tasked with developing the A2I HIP which explored the Aboriginal and non-Aboriginal heritage values of the A2I rail corridor, identifying key themes and narratives associated with specific ‘enhancement sites’ in Albury, Culcairn, Wagga Wagga, and Junee. The HIP was developed through desktop research, fieldwork and consultation, and the proposed integration of the themes and narratives were refined through five presentations to the State Design Review Panel and ongoing discussions between Martinus, Conybeare Morrison (CM+), and Inland Rail. The HIP proposed that both Aboriginal culture and historical narratives would be interwoven together, providing a cohesive heritage story that will be presented in a variety of ways. These include interpretive signage, corridor wide and bespoke artworks, dual-naming, integrated language, sculptural elements, landscape design, audio devices, cultural-heritage

inspired colours and structural designs, one-off community events, and Healing Country opportunities.

2 PREVIOUS CONSULTATION

2.1 ABORIGINAL COMMUNITY CONSULTATION

In keeping with the previous Stakeholder Engagement Strategy, the initial stages of consultation followed a targeted approach (**Appendix 1 Figure 1**). This included consultation with Aboriginal custodians who were local knowledge holders, representing the Aboriginal communities of Albury, Wagga Wagga, Junee, and smaller towns. These custodians were identified through consultation with Martinus' Aboriginal Advisor and Inland Rail First Nations Engagement Advisor, and included Registered Aboriginal Parties (RAPs) associated with the GML Heritage (GML) Aboriginal Cultural Heritage Assessment Report (ACHAR, 2022), prepared for IR to assess the A2I corridor. Particular focus was placed on individuals and groups who had been identified as having a strong connection to the enhancement sites. Throughout the process of consultation during 2024 and early 2025, the list of participants was extended, and further consultation was facilitated by Inland Rail.

The Aboriginal community consultation which was conducted during the preparation of the HIP was undertaken in three rounds.

2.1.1.1 Round 1

The first round of design/heritage-based Aboriginal community consultation was carried out between the 4–5 September 2024 in Albury and Wagga Wagga by OzArk heritage consultants, Martinus, and Inland Rail.

2.1.1.2 Round 2

The second round of design/heritage based Aboriginal community consultation was carried out on OzArk's behalf by Inland Rail, Martinus, and CM+ on 16 October 2024 in Wagga Wagga and 19 October 2024 in Albury. Based on feedback from the first round of Aboriginal community consultation, a series of targeted questions was prepared to inform the detailed design stage of the Project. Interactive information boards were used to gather quantitative feedback from the community and qualitative feedback was gathered through discussions and notetaking.

In Wagga Wagga, design/heritage related questions were asked during a broader Inland Rail Aboriginal community consultation event. In Albury, consultation occurred during the Waluwin Festival.

2.1.1.3 Round 3

Round three of the design/heritage-based consultation took place between the 26–30 January 2025. This round of consultation, which involved review of the draft HIP, was conducted by Inland Rail. Consultation was conducted online via Teams meetings and in person at Albury and Wagga Wagga.

All feedback received from the Aboriginal community was incorporated into the HIP prior to submission to the Secretary, Department of Planning, Housing and Infrastructure (DPHI), for approval.

2.2 HISTORIC HERITAGE CONSULTATION

Historic heritage-based community consultation was carried out between the 4–7 June 2024 in Albury, Wagga Wagga, and Junee by OzArk heritage consultants, in partnership with Martinus Rail and Inland Rail.

Following the face-to-face meetings, email correspondence has been ongoing with many of the participants, and some who were unable to attend the meetings.

2.3 OUTCOME OF CONSULTATION IN RELATION TO HERITAGE INTERPRETATION

The knowledge, ideas and inspiration gathered through consultation, fieldwork, desktop research, and SDRP feedback, formed the basis of the proposed heritage interpretation elements and opportunities. **Table 2-1** summarises these and aligns them with the associated stages of Project construction.

It is noted that while these elements have been proposed they remain subject to change due to unforeseen circumstances, Project requirements and asset owner approvals.

Before further consultation is conducted, a budget for each deliverable must be agreed upon by Martinus and Inland Rail to enable clear communication going forward and to manage the expectations of the stakeholders.

Table 2-1: Proposed heritage interpretation deliverables.

Item number	Site	Opportunity	Scope	Stage	Process
1	Corridor-wide	Corridor-wide theme	Develop a corridor-wide theme through ongoing consultation with Community. This might be 'The Yindyamarra Way' or similar phrase. Develop an artist's brief, in collaboration with the Aboriginal community, for an artwork to be included on temporary hoardings, interpretive panels, structural elements, signage, wayfinding, and all project communication	Pre-construction stage	Consultation with Aboriginal community
2	Corridor-wide	Corridor-wide artwork	Develop an Expression of Interest, using the co-designed artist brief, for the corridor-wide artwork. Ensure appropriate Copyright and Intellectual Property principles are established and agreed to	Pre-construction stage	EOI process
3	Corridor-wide	Open day event – vintage train	An open day launch event featuring a vintage train has been proposed. If approved this event is to be organised in collaboration with Inland Rail, Martinus, historical societies, Aboriginal communities, and Councils	Post-construction stage	Consultation with key stakeholders
4	Corridor-wide	Carriage wrap	Development of an artwork by Wiradjuri artist to be used as a carriage wrap for open day event	Post-construction stage	Consultation and EOI process
5	Murray Rail Bridge	Dual naming opportunity	Opportunity through further consultation with Aboriginal community, Budyaan Wiradyuri Language Trust, and Albury and Wodonga Councils to submit a dual-naming application for the Murray River Rail Bridge. The name 'Millawa Billa' will be explored and possibly refined	Post-construction stage	Consultation with Aboriginal community and councils followed by application process
6	Murray Rail Bridge	Re-use of existing material	Installation of existing horizontal cross braces as a public artwork in grounds on Victorian side of Murray River	Post-construction stage	Consultation with Wodonga Council
7	Murray Rail Bridge	Interpretive signage	Development of text and images for interpretive signage that includes interwoven Aboriginal and historic information. Signage to be placed on Wodonga side of the Murray River	Post-construction stage	Consultation with Aboriginal community, historical societies, and Wodonga Council
8	Murray Rail Bridge	Cultural-heritage colour inclusion	Continue consultation relating to the proposed colour, Bulrush Brown, for use on the new horizontal cross braces. Develop a plan for usage – i.e. on what structural elements will colour be used?	Pre-construction stage	Consultation with Aboriginal community, historical societies, and CM+
9	Albury Station footbridge	Cultural-heritage colour inclusion	Continue consultation relating to the proposed colour, Kangaroo Grass Pink, for use on the new footbridge and landscape elements. Develop a plan for usage – i.e. on what structural elements will colour be used?, landscape elements etc.. Let this colour inspire artist's briefs for associated works	Pre-Construction stage	Consultation with Aboriginal community, historical societies, and CM+
10	Albury Station footbridge	Ground plane elements/reuse of material	Incorporation of two sets of recycled rail tracks (or similar material) within the ground plane of the viewing platform area to demonstrate difference between standard and broad gauge railway tracks	Pre-Construction stage	Organised between OzArk, CM+, and Martinus construction team
11	Albury Station footbridge	Acknowledgement of Country sign	Consultation with the Aboriginal community in relation to the design and creation of an Acknowledgement of Country sign to be featured within landscaping on approach to footbridge	Post-construction stage	Consultation with Aboriginal community and EOI process or development through interpretive design company.

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Item number	Site	Opportunity	Scope	Stage	Process
12	Albury Station footbridge	Interpretive signage	Development of text and images for interpretive signage that includes interwoven Aboriginal and historic information. Signage to be cantilevered off viewing platform handrailing	Construction stage	Consultation with historical societies, Aboriginal community, and interpretive design company.
13	Culcairn footbridge	Reuse of demolished bridge	Relocation of span and railings of existing bridge to Eric Thomas Park	Post-construction stage	Consultation with Greater Hume Council
14	Culcairn footbridge	Interpretive signage x 2	Development of text and images for interpretive signage, focusing on historical narratives. Two small signs - one to be placed near the location of the existing footbridge and one near the relocated bridge	Post-construction stage	Consultation with Greater Hume Council and interpretive design company
15	Culcairn footbridge	Public art	The remaining material from the existing footbridge, such as the striking curved hand rail braces, could be crafted into a public art sculpture to be displayed near the location of the existing footbridge. Artist could be Indigenous, but this is not a requirement	Post-construction stage	Development of an EOI process
16	Cassidy footbridge	Cultural-heritage colour inclusion	Continue consultation relating to the proposed colour, Wattle seed yellow/orange, for use on the new footbridge and within landscaping. Develop a plan for usage – i.e. on what structural elements will colour be used?	Pre-construction stage	Consultation with Aboriginal community and CM+
17	Cassidy footbridge	Nature play and sensory garden – plants & signage	Continue consultation relating to Kildare pocket park in relation to native plants and signage.	Post-construction stage	Consultation with Aboriginal community, Erin Earth and interpretive design company
18	Cassidy footbridge	Audio installations	Continue consultation regarding audio installations with information on native plants. This includes finding an Elder to discuss plants and recording of shared knowledge as audio file, editing audio files, sourcing audio installations, and maintenance	Post-construction stage	Consultation with Aboriginal community, recording of Elder, development of audio installations (possibly with interpretive design company) and consultation with Council regarding maintenance
19	Cassidy footbridge	Reuse of salvaged material	Incorporation of salvaged elements of existing bridge, such as commemorative plaque and decorative metal gates into landscaping to act as memory triggers. If no use possible, donation to local historical societies	Post-construction stage	Consultation with CM+, landscape architects, and/or historical societies re-use of salvaged material. Remaining material will be offered to Albury Council, Albury Wodonga Aboriginal Health Services (AWAHS) Men's Shed and/or Albury Demolitions.
20	Edmondson Bridge	Cultural-heritage colour inclusion	Continue consultation relating to the proposed colour, Eucalyptus green, for use on the new bridge and within landscaping. Develop a plan for usage – i.e. on what structural elements will colour be used? Let this colour inspire artist's briefs for associated works.	Pre-construction stage	Consultation with Aboriginal community and CM+
22	Edmondson Bridge	Wiradjuri words	Begin consultation with Aboriginal community and Budyaan Wiradyuri Language Trust regarding the use of Wiradjuri words (possibly related to ceremony) on the stairs of Edmondson Bridge. Designs could be incorporated as engraved steel plates, attached post construction.	Construction stage	Consultation with Aboriginal communities and Budyaan Wiradyuri Language Trust for choice of words. Consultation with interpretive design

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Item number	Site	Opportunity	Scope	Stage	Process
					company or similar regarding incorporation of words
22	Edmondson Bridge	Bespoke artwork	Development of an artwork encapsulating the concept of ceremony and the river will be commissioned to be either used as a ground plane mural or incorporated into screens (for schoolyard privacy). An artist's brief will be developed in consultation with the Aboriginal community, council, and possibly school representatives	Post-construction stage	Consultation with Aboriginal communities, council, and possibly the school followed by development of EOI
23	Edmondson Bridge	Reuse of salvaged material	Incorporation of red bricks from abutments into landscape elements, if possible, if not organise donation to historical society or recycled material yard	Post-construction stage	Consultation with CM+, landscape architects, and/or historical society and salvage yard
24	Mothers footbridge	Cultural-heritage colour inclusion	Continue consultation relating to the proposed colour, river red gum, for use on the new footbridge and within landscaping. Develop a plan for usage – i.e. on what structural elements will colour be used? Let this colour inspire artist's briefs for associated works.	Pre-construction stage	Consultation with Aboriginal community, historical societies, and CM+
25	Mothers footbridge	Shade structural elements on truss	Consultation with Aboriginal community to create an artist's brief for creative cut outs to provide overhead shade on trusses (ideally using same design/artist as Albury footbridge). Further discussion on how overhead elements will be secured to truss structure	Post-construction stage	Consultation with Aboriginal community, CM+, and EOI process
26	Mothers footbridge	Interpretive signage	Development of text and images for interpretive signage that includes interwoven Aboriginal and historic information. Signage to be placed in landscaping on approach to Mothers Bridge	Post-construction stage	Consultation with Aboriginal community, historical societies, and interpretive design company
27	Kemp Street bridge	Cultural-heritage colour inclusion	Continue consultation relating to the proposed colour, Galah pink, for use on the new bridge and within landscaping. Develop a plan for usage – i.e. on what structural elements will colour be used?	Pre-construction stage	Consultation with Aboriginal community, CM+, and possibly council
28	Kemp Street bridge	Interpretive ground plane elements	Incorporate recycled metal ground plane elements along footpath to tell the history of Junee rail heritage. These could be made in collaboration with Junee Correctional Centre	Pre-construction stage	Consultation with historical societies, Junee Correctional Centre, CM+, landscape architects, and Martinus
29	Kemp Street bridge	Reuse of salvaged material	Incorporation of red bricks from abutments, signals, and street lights into landscape elements at new bridge site or in association with relocated station footbridge site, if possible, if not then organise donation to historical society or recycled material yard	Post-construction stage	Consultation with CM+ and landscape architects, and/or historical society and salvage yard.
30	Junee footbridge	Reuse of existing footbridge	Consultation with council regarding reinstatement of existing footbridge at Ray Warren Park or alternate location. Possible incorporation of lights/signals/material from Kemp Street Bridge	Post-construction stage	Consultation with Junee Shire Council and historical societies
31	Junee footbridge	Interpretive signage	Development of text and images for interpretive signage that includes interwoven Aboriginal and historic information. Signage to be placed in the park near relocated footbridge	Post-construction stage	Consultation with Aboriginal community, historical societies, Junee Council, and interpretive design company.

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3 CONSULTATION FRAMEWORK

The Consultation Framework provides a strategy and guidelines for ongoing consultation with Aboriginal communities, historical societies, key stakeholders and asset owners (**Table 3-1**). To facilitate a manageable delivery process, consultation has been broken down into areas of the most urgency. For example, the initial stages of consultation will focus on elements relating to pre-construction and construction decision making. These will include the following deliverables:

- Corridor wide artwork
- Cultural heritage colours
- Cantilevered interpretive signs at Albury Station footbridge
- Wiradjuri words on stairs – Edmondson Bridge
- Development of bespoke artwork - Edmondson Bridge
- Ground plane historic timeline – Kemp Street Bridge.

This will be followed by consultation relating to deliverables of the construction stage. Construction and post-construction deliverables that require consultation will follow the same pattern as the Project moves into 2026 and beyond. These are not detailed in the table below and will be developed as required.

Table 3-1: Consultation Framework and detailed plan for late 2025/early 2026.

Stage	Guidelines
Stage 1 – Update on Project and establishment of Design Panel (August 2025)	All stakeholders previously involved in consultation for the Project will receive an email update introducing the A2I HIP deliverables and clarifying the plan for further consultation. This will include a mailout to the following: • Aboriginal Community Representatives (ACR): This group includes Wagga Wagga LALC, Albury and District LALC, Dyiraamalang Elders Group (Albury) and Mawang Gaway Elders Group in Wagga Wagga. • All listed RAPs • Members of historical societies who participated in previous rounds of consultation • Council representatives The update document will highlight the deliverables that will be developed during the pre-construction and construction stages of the Project, provide a copy of **Table 2-1** from this document, and will discuss the process of consultation going forward. An email will be sent to all stakeholders (listed above) twice a year providing a progress update for the Project. The emails to the ACR will also ask them to nominate somebody from their group to sit on the Design Panel to assist with reviewing the EOIs. Ideally, this group would consist of one member from each LALC and one member from each Elders Group (totalling four Aboriginal representatives, ideally male and female). It is preferable that the nominated individual is also a recognised RAP, where possible. The representatives will be reimbursed for their time on the panel according to approved consultation fee rates. The Design Panel will also consist of representatives from OzArk, Martinus and Inland Rail. Dependent on the EOI being reviewed, additional members may be invited to sit as guests on the panel. These may include representatives from councils, asset owners and CM+. *Note: Due to the large number of RAPs and Aboriginal community members who speak for Country, the number of participants on the Panel will be limited to ensure effective and efficient decisions can be made on behalf of the Community. Decisions will be made on a 'majority rules' basis and in line with the types of possibilities that can be introduced into the design. RAPs and ACR who are not on the Panel will be kept informed of the process and decisions made by the Design Panel.*

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Stage 2 – development of artist's brief and EOI for corridor wide artwork (August/September 2025)	An artist's brief and EOI will be developed by OzArk, in collaboration with Martinus and Inland Rail, seeking tenders for a corridor wide artwork, prioritising Wiradjuri artists. This will be distributed to all ACR, RAPs, and the Albury and Wagga Wagga Men's Sheds, as well as being advertised in the Albury and Wagga Wagga newspapers. The artists will have until the first week of October to submit their applications. OzArk, Martinus, and Inland Rail will review and shortlist applications to be shared with the Design Panel. During this period MR and IR will meet with elders' groups and LALCs to touch base and assist in the establishment of the Design Panel
Stage 3 – 1st Design Panel meeting: corridor wide artwork ROUND 1: Early November 2025	OzArk and representatives from Martinus and Inland Rail will travel to Albury for the Design Panel meeting to decide on the corridor wide artwork design. This will be face to face where possible, at the Albury Library, with the option of online participation if required. The panel will review the anonymised submissions and decide on the successful applicant. The applicant will be contacted and asked to develop a final design by late November. During this meeting the following discussions will take place: • Corridor wide theme (seeking agreement on naming from Aboriginal community if possible, or removal of this idea if necessary) • Cultural-heritage colours (confirming approval of colours – feedback will then be shared with CM+ for further development/mock ups). • If panellists would like to consult with their associated groups on these matters and get back to us, final decisions may be deferred to the December meeting *Note: It is acknowledged that there may be differences of opinions. In these instances, we will proceed with a 'majority rules' approach and if required, final decisions will be managed internally between Martinus, Inland Rail, and OzArk with all due respect.*
Stage 4 – Consultation follow up and actions Development of EOI for structural shade elements at Mothers Bridge Development of a brief EOI for Wiradjuri Words on Stairs November 2025	Following consultation, feedback will be summarised and then actioned. An EOI will be developed and distributed for the structural shade element designs of Mothers Bridge. This will be developed by OzArk in collaboration with Martinus and Inland Rail, prioritising but not exclusively to, Wiradjuri artists. The EOI will be distributed to all ACRs, RAPs, and the Albury and Wagga Wagga Men's Sheds, as well as being advertised in the Albury and Wagga Wagga newspapers. The artists will have until the first week of December to submit their applications. OzArk, Martinus, and Inland Rail will review and shortlist applications ready to be shared with the Design Panel. Development of EOI brief for Wiradjuri Words on Stairs to be shared by IR and MR with Wagga South Primary School. The school will have until early December to return their chosen Wiradjuri words.
Stage 5 – 2nd Design Panel meeting: Decision on structural shade elements ROUND 2 early December 2025	OzArk and representatives from Martinus and Inland Rail will travel to Wagga Wagga for the second Design Panel meeting to decide on the Mother's Bridge structural shade designs. This will be face to face where possible, at the Wagga Wagga Library, with the option of online participation if required. The Design Panel will review the anonymised submissions and decide on the successful applicant. The applicant will be contacted and asked to develop a final design by mid-January. During this meeting the following discussions will take place: • Presentation of final corridor wide artwork design • Formalisation of corridor wide theme and cultural-heritage colours (if deferred from previous meeting) • Discussion on text and images for cantilevered interpretive signage for Albury Station footbridge viewing platform (this discussion will also take place with Albury historical society representatives via email) • Discussion on chosen Wiradjuri words - Edmondson Bridge.
Stage 6 – Consultation follow up and actions Development of EOI for Edmondson artwork December 2025 January 2026	Following consultation, feedback will be summarised and then actioned. Text and designs will be developed in collaboration with interpretive design company for Albury cantilevered interpretation signs. Proposed Wiradjuri words on stairs will be collated and then shared with Budyaan Wiradyuri Language Trust for discussion. During this time an artist's brief and EOI will be developed for the Edmondson Bridge artwork. This will be developed by OzArk in collaboration with Martinus and Inland Rail, prioritising but not exclusively to, Wiradjuri artists. The EOI will be distributed to all ACRs, RAPs, and the Albury and Wagga Wagga Men's Sheds, as well as being advertised in the Albury and Wagga Wagga newspapers. The artists will have until the first week of February to submit their applications. OzArk, Martinus, and Inland Rail will review and shortlist applications ready to be shared with the Design Panel.
Stage 7 – 3rd Design Panel meeting and decision on Edmondson artwork ROUND 3: February 2026	OzArk and representatives from Martinus and Inland Rail will travel to Wagga Wagga for the 3rd Design Panel meeting to decide on the Edmondson Bridge artwork applications. This will be face to face where possible, at the Wagga Wagga Library, with the option of online participation if required. The Panel will review the anonymised submissions and decide on the successful applicant. The applicant will be contacted and asked to develop a final design by early March. Discussion with the panel will also focus on the following:

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	• Mock-up interpretive design panels for Albury • Final Wiradjuri words for Edmondson Street Bridge (these will then be developed by interpretive design company or similar as decals or concrete etching) In addition, a meeting may be held with Junee Correctional Centre regarding the engraved metal historical event ground plane elements for Kemp Street Bridge landscaping.
Stage 8: Consultation follow up and actions March/April 2026	Following consultation, feedback will be summarised and then actioned. During this time interpretive designs will be finalised for Albury Station footbridge and Edmondson Street Bridge 'words on stairs' developed
Stage 9: Update with all Elders groups May 2026	OzArk and representatives from Martinus and Inland Rail will undertake an update tour to meet with as many members of the ACR as possible in Albury and Wagga Wagga. Discussion will focus on the following: • Presentation of all HIP deliverables so far. • Discussion about next stage of deliverables.
Stage 10: Project update to all	Progress update will be emailed to all stakeholders.

3.1.1 Expressions of Interest guidelines

The Expressions of Interest (EOIs) will be developed by OzArk in collaboration with Martinus and Inland Rail. These will be designed to ensure that participation, procurement, and employment opportunities are equitable and enabled, Copyright and Intellectual Property principles are followed, and all opportunities are managed in an ethical and transparent manner. A typical EOI process will align with the following steps:

1. Artist briefs and EOIs will be prepared by OzArk in collaboration with Martinus, Inland Rail, and CM+ (if required).
2. EOIs will be sent to ACRs, RAPs, Albury and Wagga Wagga Men's Sheds, and will be advertised in relevant Albury and Wagga Wagga newspapers.
3. Applicants will have two weeks to prepare a submission, which can be either emailed or mailed to OzArk. These will be reviewed by OzArk, Martinus, and Inland Rail and a shortlist prepared.
4. A Design Panel will be created, ideally including one member from each LALC and one member from each Elders Group (totalling four Aboriginal representatives, ideally male and female). The representatives will be reimbursed for their time on the panel according to approved Martinus Aboriginal consultation fee rates. The Design Panel will also include representatives from OzArk, Martinus and Inland Rail. Dependent on the EOI being reviewed, additional members may be invited to sit as guests on the panel. These may include representatives from councils, asset owners and CM+.
5. An anonymised shortlist will be presented to the Design Panel in face to face meetings in Albury or Wagga Wagga, depending on the location of the artwork, with the option of joining online.
6. An applicant will be chosen, notified and asked to present a mock-up of the final design within a month (or two).
7. A Copyright and IP contract will be developed by OzArk, Martinus, and Inland Rail, and signed by all parties detailing agreed usage of artwork/element.

8. The mock-up of final design will be presented by OzArk to members of the ACR at the face to face meetings. The artist will receive first instalment of payment at this point.
9. The artist will collaborate with OzArk, Martinus, CM+ and Inland Rail where necessary to deliver the final element in a timely manner. Final payment will be made on delivery or artwork.

4 CONCLUSION

While this strategy has been prepared to assist in the management of the ongoing consultation process, unforeseen issues may arise. OzArk will endeavour to negotiate these, in collaboration with Martinus and Inland Rail, to ensure that the proposed A2I HIP deliverables and opportunities are delivered in a timely and professional manner.

Deliverables will be purposedly staged to eliminate consultation fatigue and to facilitate management by all parties.

5 APPENDIX 1

Appendix 1 Figure 1: Aboriginal Engagement Strategy (OzArk 2024).



Murray River Rail Bridge.

INLAND RAIL

MARTINUS

ABORIGINAL COMMUNITY AND STAKEHOLDER ENGAGEMENT STRATEGY – HERITAGE INTERPRETATION PLAN

ALBURY TO ILLABO – INLAND RAIL PROJECT

JULY 2024

Report prepared by

OzArk Environment & Heritage

ABN 29 675 720 564

for Martinus on behalf of Inland Rail

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Acknowledgement

OzArk acknowledges the Wiradjuri People, the traditional custodians of the area on which the Aboriginal Community and Stakeholder Engagement will take place and pay respect to their beliefs, cultural heritage, and continuing connection with the land. We also acknowledge and pay respect to the post-contact experiences of Aboriginal people with attachment to the area and to the Elders, past and present, as the next generation of role models and vessels for memories, traditions, culture and hopes of local Aboriginal people.

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OzArk Environment & Heritage

1 INTRODUCTION

OzArk Environment & Heritage (OzArk) has been engaged by Martinus on behalf of Inland Rail to prepare an Aboriginal Community and Stakeholder Engagement Strategy (Strategy) for the Albury to Illabo (A2I) section of the Inland Rail Project (the Project).

The Strategy has been prepared in consultation with Martinus' Aboriginal advisor. Cultural knowledge shared throughout the Community engagement activities will be treated with respect and will be interwoven with the narratives gathered through the non-Aboriginal community consultation, to form the foundations of the Heritage Interpretation Plan being prepared by OzArk.

The Strategy has been developed in keeping with the Heritage Interpretation Plan methodology, which recognises that consultation with Aboriginal communities follows a best practice approach. While adhering to the relevant guidelines, this Strategy has not been developed in consultation with Heritage NSW, Registered Aboriginal Parties (RAPs) or Local Aboriginal Land Councils (LALCs).

The Project is located along 185 kilometres (km) of existing rail corridor from the Victorian border at Albury to Illabo in regional New South Wales. The alignment passes through two major regional towns, Albury and Wagga Wagga, and several smaller regional towns. Works are proposed at 24 locations along the 'Main South Line' corridor, described as 'enhancement sites'. The Project is within the Local Government Areas of Albury City Council, Greater Hume - Lockhart Council, Wagga Wagga City Council and Junee Council.

The approach adopted in this Strategy is to respect and advance our partnerships with Aboriginal Communities who are the traditional custodians of the Country the Project traverses. We recognise and acknowledge the continuity of Country and perpetuity of custodianship of Aboriginal peoples, their cultures, customs, knowledges and practices. We acknowledge the contributions that Aboriginal people make to the related communities and the places and spaces we share.

This Strategy will ensure that participation, procurement and employment opportunities are enabled, reflecting the regional Aboriginal communities, the scope of the Project, and the capacity of the proponent. The aim is to ensure that the strategy is realistic, achievable and considers any existing approach to Aboriginal engagement adopted by Inland Rail and how this can best be applied to the Project.

Aboriginal community engagement will be focused and project specific, relating to the collection of Aboriginal heritage values, stories associated with relevant rail heritage items, and/or stories associated with culturally significant landscapes along the Albury to Illabo section of the rail corridor. Any cultural knowledge that it shared during engagement will be treated with respect and opportunities to heal Country will be explored and enabled.

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1.1 PROJECT OVERVIEW

The Inland Rail Project is a major national program that will enhance Australia's existing national rail network and serve the interstate freight market. The Project involves enhancement works required to provide increased vertical and horizontal clearances to support the transit of double-stacked freight trains. Works are proposed at 24 discrete sites along the route of the existing rail corridor between Albury and Illabo. The Project is Critical State Significant Infrastructure (CSSI).

To allow the safe running of double-stacked freight trains work could include lowering or shifting the track or raising, widening, replacing or removing bridges.

Preliminary field studies relating to ecology, geotechnical and heritage to gain an understanding of the existing environmental features, technical challenges and heritage opportunities have been undertaken and Inland Rail has been working with councils, industry and the community to better understand the local environment.

1.1.1 Heritage Interpretation Plan

OzArk have been tasked with developing a Heritage Interpretation Plan, which will be developed in consultation with Martinus' Aboriginal Advisor. Key themes and narratives will be identified following consultation with Aboriginal and non-Aboriginal community members, relating to specific 'enhancement sites' and the broader heritage context. The narratives will be interwoven together, providing a cohesive heritage story that will be presented in a variety of ways, such as interpretive signage, artworks, landscape design and community events. Opportunities to Heal Country will be explored through the inclusion of Aboriginal stories where they are currently invisible, and adopting a Country-centred approach.

1.2 ABORIGINAL ENGAGEMENT

Through adhering to appropriate protocols as established in the *Connecting with Country* Framework, Inland Rail is committed to creating ongoing opportunities for Aboriginal engagement with the Project. The following provides a summary of previous Aboriginal engagement and case studies of opportunities that have previously been facilitated by Inland Rail.

1.2.1 Aboriginal Cultural Heritage Assessment Report

During 2020, 2021 and 2022, heritage consultancy GML Heritage assessed the potential impacts of the Albury to Illabo section of the Project on Aboriginal cultural heritage. Consultation was undertaken with RAPs in accordance with *the Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (DECCW, 2010a).

As a result, letters to statutory bodies were sent by GML Heritage on 18 December 2020 requesting contact details for Aboriginal people who may have an interest in the study area.

These statutory bodies included:

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- Heritage NSW
- Albury and District Local Aboriginal Land Council (LALC)
- Wagga Wagga LALC
- The Registrar, Aboriginal Lands Right Act 1983
- National Native Title Tribunal (NNTT)
- Native Title Services Corporation (NTSCORP Limited)
- Junee Shire Council
- Wagga Wagga City Council
- Lockhart Shire Council
- Greater Hume Shire Council
- Albury City Council
- Murray Local Land Services
- Riverina Local Land Services.

Following the receipt of responses 22 potential Aboriginal stakeholders were identified. A letter of invitation to register were sent to the identified Aboriginal people on 19 January, 29 January and 1 February 2021. As part of their 2021 Aboriginal Cultural Heritage Assessment Report (ACHAR), an advertisement was placed in both The Border Mail and Wagga Wagga Daily Advertiser on 20 January 2021. The advertisement also invited Aboriginal people with an interest in the study area to register as stakeholders to be involved in consultations. Eleven of the 22 potential Aboriginal stakeholders registered an interest in the Project.

An Aboriginal Archaeological Research Design (ARD) was provided to all RAPs on 17 February 2021, which detailed the methodology for undertaking field assessment. It also invited all RAPs holding information on culturally sensitive areas and local traditional knowledge concerning the proposed area to share information appropriate to the assessment. No responses or comments were received from the RAPs when the comment period expired on 17 March 2021. A targeted survey was undertaken between 24 March to 26 March 2021, which included the participation of representatives from the Aboriginal community.

Nine site investigation zones were identified as having archaeological potential based on a preliminary desktop assessment and predictive modelling. Within these nine zones, two isolated artefacts were identified near the enhancement site at Yerong Creek and Junee, and one area of archaeological potential was identified at the Murray River bridge enhancement site. It was concluded that the two isolated finds would not be directly impacted by the proposal and controls would be implemented to manage any indirect or inadvertent direct impacts during construction.

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Likewise, refinements were made to the Murray River bridge enhancement site to avoid and minimise impacts to the area of archaeological potential, including the removal of a proposed temporary creek crossing at Oddies Creek from the reference design, restricting access via Townsend Street to light vehicles only, and limiting any grading works to Townsend Street to the existing zone of surface disturbance.

During the survey, one RAP chose to provide a written response to the field survey stating cultural values and concerns.

As no further investigation was required, the draft Aboriginal Cultural Heritage Assessment Report (ACHAR) was prepared based on findings of the desktop assessment and site survey. The RAPs were provided with a copy of the draft report for review and comment on 5 October 2021. No written responses were received before the comment period expired on 3 November 2021. However, a meeting was conducted on 21 October 2021 to address concerns that were expressed in a written response to the field survey. At the meeting, a RAP outlined the deep significance of Wiradjuri Country and brought up concerns about environmental issues they saw as connected to the Project. The issues were discussed and a response to the issues raised was provided, including ongoing operational management actions, and actions specifically relating to the Project. The cultural values identified during the assessment were generally related to the importance of Wiradjuri country. There are two aspects from the cultural reporting regarding significance: one specific culturally important place, Doodle Comer Swamp at Henty, and a general concern for impacts to the environment surrounding the proposal based on 'Caring for Country' ideals. The Doodle Comer Swamp will not be directly impacted, and the potential for indirect impacts on sensitive receiving environments (such as impacts to water quality) will be managed through the mitigation measures provided in the EIS.

As a result of the Aboriginal Cultural Heritage Assessment Report, GML Heritage concluded that direct and indirect impacts to the cultural environment by ongoing operation were not predicted. While the proposal would enable the use of double-stacked container trains, this use would remain within the existing context of the landscape (being a rail corridor) and indirect impacts on watercourses and wetlands with cultural value from the operation of the proposal is negligible.

ARTC have continued communication with the RAPs since the ACHAR, to keep them informed on the progress of the Project.

1.3 DEMOGRAPHICS OF REGION

The Project passes through two major regional towns, Albury and Wagga Wagga, and several smaller regional towns. Analysis of the demographics for Albury and Wagga Wagga, in relation to Indigenous population as provided by the Australian Bureau of Statistics 2021, is presented below.

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1.3.1 Albury

Aboriginal and/or Torres Strait Islander people	2,126
Male	47.2%
Female	52.8%
Median Age	20
Cultural diversity – Australian Indigenous Language	
Wiradjuri	38
Australian Indigenous Languages (nfd)	16
Arrernte (nfd)	5
Pitjantjatjara	3
Australian Indigenous languages used at home	63
English only used at home	2008
Participation in the labour force	
In the labour force	738
Not in the labour force	559
Not stated	24

1.3.2 Wagga Wagga

Aboriginal and/or Torres Strait Islander people	4,471
Male	48.8%
Female	51.2%
Median Age	21
Cultural diversity – Australian Indigenous Language	
Wiradjuri	116
Gamilaraay	16
Australian Indigenous Languages (nfd)	12
Paakantyi	4
Aboriginal English, so described	4
Australian Indigenous languages used at home	150
English only used at home	4,164
Participation in the labour force	
In the labour force	1,763
Not in the labour force	1,053
Not stated	63

2 CULTURAL VALUES

2.1 INTRODUCTION TO CULTURAL VALUES

No matter who you are, we all have culture. Each person's culture is important; it's part of what makes us who we are.

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Many Aboriginal people in Australia have a unique view of the world. Land, family, lore, ceremony, and language are key interconnected elements of Aboriginal culture. For example, families are connected to the land through the kinship system, and this connection to land comes with specific roles and responsibilities which are enshrined in lore and observed through ceremony. In this way, the elements combine to create a way of seeing and being in the world that is distinctly Aboriginal.

Fundamentally, culture is living and is not static:

- Culture is acquired - we learn about culture from others in our community, including our parents
- Culture is shared - culture does not exist in a vacuum, it is shared amongst a group of people
- Culture defines core values - because we have been taught our culture and share it with our cultural group, we tend to form the same core values
- Cultures resist change but are not static - culture does and can change, but change is usually slow and gradual.

2.1.1 Connection to Country

Aboriginal and Torres Strait Islander peoples are connected to Country through lines of descent (paternal and maternal), as well as clan and language groups.

Territory is defined by spiritual as well as physical links. Landforms have deep meaning, recorded in art, stories, songs, and dance. Songlines or Dreaming Tracks as well as kinship structures link Aboriginal peoples to the territories of other groups. In the past, these links were also used for trade.

> *"When we say Country we might mean homeland, or tribal or clan area and in saying so we may mean something more than just a place; somewhere on the map. We are not necessarily referring to place in a geographical sense. But we are talking about the whole of the landscape, not just the places on it."*
>
> Professor Mick Dodson AM, August 2007

2.1.2 Managing Country

Living on this land for around 60,000 years, Aboriginal people established effective ways to use and sustain resources. One important aspect is the right of certain people to control the use of resources in a particular area. Aboriginal people don't see themselves as 'owning' land, animals, plants, or nature, but rather belonging with these things as equal parts of creation.

The rights of different groups to live in and manage certain areas of land are clear and recorded through art, stories, songs, and dance.

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Deep cultural and spiritual values like kinship have also played an important part in Aboriginal resource management. Kinship is a belief and value system that connects human beings to other animals, plants, and aspects of nature. Groups and individuals are assigned a particular animal that they are related to and must care for. This gives them a profound sense of connection to and responsibility for the natural world.

Aboriginal people have a wide range of traditional methods for gathering food including fish traps, subsistence agriculture, hunting and harvesting a wide range of natural fruits and vegetables. Some groups of people would stay in one place, while others moved around the land according to the seasons, to ensure sustainable and rich food supplies, and to fulfil their spiritual and cultural obligations.

Long before 1788 there were complex relationships for long distance trade between Aboriginal communities especially for coastal shells and stone axes. When people from different groups met socially to share resources, for ceremonies or to settle disputes, they brought items to exchange. Items included stones for axes, kangaroo skins, timber for spears, ochre or clay for paint and shells for decoration. The exchange of objects was not motivated by a desire for wealth accumulation but a social system to build connection between people and groups.

2.1.3 Recognising lore

Within family, leadership roles and caring for Country, Aboriginal lore continues, even in the most urbanised communities.

2.2 IDENTIFYING CULTURAL VALUES

A major aim of this Strategy is to identify any cultural values within the landscape in which the Project is located so that those values can be recognised and incorporated into the Heritage Interpretation Plan.

Any cultural values relating to the Project will be captured by the OzArk Heritage Consultants (if such information is provided by the Aboriginal Community representatives during the consultation) and included in the Heritage Interpretation Plan.

Understanding cultural landscapes can only come from the views of a particular community, in this case, the Aboriginal community. Unless informed, OzArk will not know of the community's feelings towards the cultural landscape in which the Project will be located.

2.2.1 Use of information collected

A Heritage Interpretation Plan will be prepared for the Project that will interweave Aboriginal cultural values and associated stories with the significant historic values also present across the study area. A summary of the Aboriginal consultation findings will be circulated to all Aboriginal Community representatives and stakeholders for comment following consultation.

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2.2.2 Public / confidential information

Information will be treated in accordance with instructions received by Aboriginal custodians. Information described as confidential (culturally sensitive) will not be detailed in the publicly available Heritage Interpretation Plan.

2.2.3 Copyright

Cultural knowledge collected during the meetings remains the property of the Aboriginal custodians and will not be used for any purpose without written permission from the relevant custodian.

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3 CULTURAL CONTEXT

3.1 ABORIGINAL PEOPLE OF THE STUDY AREA

The study area falls within the traditional lands of the Wiradjuri language group. The Wiradjuri group occupies the largest geographic area of NSW of all Aboriginal groups. Gunnedah and Albury mark the northern and southern boundaries of Wiradjuri Country, while the eastern boundary is the Great Dividing Range, and the western boundary is approximately in line with the present towns of Hay and Nyngan. The name 'Wiradjuri' means 'people of the three rivers', with these rivers being the Macquarie/Wambuul, Lachlan/Galari and Murrumbidgee/Marrambidya. In addition, the southern border of Wiradjuri traditional lands is the Murray/Milawa River. These rivers are key resources and provide a stable and abundant supply of food for the Wiradjuri people.

The Wiradjuri people generally moved around in groups, using the river flats, open land and waterways with some regularity through the seasons. The arrival of Europeans in the areas in the early 1800s had a devastating impact on the traditional Wiradjuri lifestyle: clashes between the new European settlers and the local Aboriginal people were common around the Murrumbidgee and even further north, particularly between 1839 and 1841. As pastoralism spread throughout western NSW, there were fewer places for Wiradjuri people to live. The European pastoralists (originally mostly British and Irish people) would build their properties on Wiradjuri campsites, which were generally in the vicinity of drinking water, were sheltered and safe from flooding. In the early to second half of the 18th century, Wiradjuri men and women worked on pastoral stations, with the benefits of working on stations (particularly food) being significant to Wiradjuri people as the ever-increasing numbers of livestock diminished traditional food stocks. From 1883 until the abolition of the Aborigines Welfare Board in 1969, Aboriginal people were forcibly relocated to missions, reserves and stations (such as Warangesda and Brungle missions). The Wiradjuri people were also deeply impacted by the Stolen Generations. The intergenerational impact of the Stolen Generations on Wiradjuri people was highlighted in the 1997 Bringing Them Home report, leading to the then Prime Minster Kevin Rudd's national apology to Australia's Indigenous peoples. This was remembered by Aboriginal people, including Wiradjuri people, as a watershed moment, although little progress has been made by federal governments for further reform since then. Wiradjuri people continue to occupy their traditional Country, in the townships of Dubbo, Condobolin, Orange, Bathurst, Wagga Wagga, Albury, Young, Narrandera and Griffith. Wiradjuri are continuously involved in—and fight for—the protection of cultural heritage sites. The richness of cultural life is attested to through the record of significant cultural places in the area including Doodle Comer Wetland, and other Aboriginal places near Albury, The Rock, Wagga Wagga and Bomen. The ongoing cultural connection for the Wiradjuri people is a practiced and living part of that landscape.

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4 PARTICIPATION

4.1 ENGAGEMENT PLAN GUIDELINES

The Aboriginal Community and Stakeholder Strategy will follow the seven objectives defined in the *Connecting with Country Framework* (Government Architect NSW: 2023). These include the following:

1. Better fit – contextual, local and of its place
2. Better performance – sustainable, adaptable and durable
3. Better for community – inclusive, connected and diverse
4. Better for people – safe, comfortable and liveable
5. Better working – functional, efficient and fit for purpose
6. Better value – creating and adding value
7. Better look and feel – engaging, inviting and attractive.

4.2 IDENTIFYING CUSTODIANS

Aboriginal community representatives and stakeholders will be identified for this consultation with the assistance of Martinus' Aboriginal Advisor and the Inland Rail First Nations Engagement Advisor. The list may include RAPs acknowledged within the GML Heritage ACHAR, in addition to other local knowledge holders identified by Mark Cunningham and/or suggested by the Community groups. Where possible Aboriginal custodians will be local, representing the Aboriginal communities of Albury, Wagga Wagga, Junee and smaller towns.

4.3 CONTACTING CUSTODIANS

A list of proposed Aboriginal custodians will be prepared by Martinus' Aboriginal Advisor and OzArk, in consultation with the Inland Rail Senior Heritage Consultant and Inland Rail First Nations Engagement Advisor. OzArk will then email custodians, copying in Martinus' Aboriginal Advisor, Inland Rail Senior Heritage Consultant, Inland Rail First Nations Engagement Advisor, Martinus Design Manager and Martinus Communications team to all correspondence.

4.4 PLANNING

The initial stage of contact will involve the identification of days/times to meet which are most convenient for the majority of custodians. It is acknowledged that finding a day/time to meet that is suitable for all Aboriginal custodians might prove impossible. Therefore, those unable to attend will be kept informed of the meeting's outcomes and invited to participate in alternate ways, such as through online meetings, emails or phone calls.

Preliminary Aboriginal consultation meetings will be scheduled in Albury and Wagga Wagga at the earliest possible opportunity (August/September 2024), allowing for at least three weeks

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notification for the Aboriginal community. Follow up meetings/workshops, if necessary, will be scheduled when required.

4.5 COMMUNITY MEETINGS

OzArk will collaborate with Martinus' Aboriginal Advisor to deliver engaging and respectful meetings in the two main towns, Albury and Wagga Wagga. Any Aboriginal community members or stakeholders identified outside of those towns will be invited to attend their closest meeting. The meetings/workshops will be facilitated by Dr. Bernadette Drabsch, OzArk Heritage Consultant, Mr. Ben Churcher, OzArk Heritage Specialist/Archaeologist and Director, Mark Cunningham, Martinus' Aboriginal Advisor and supervised by the Inland Rail Senior Heritage Officer and Inland Rail First Nations Engagement Officer.

The days/times of the meetings will be organised after consultation with Martinus' Aboriginal Advisor and the Aboriginal communities.

The meetings will be held at locations within each town where the Aboriginal communities feel most comfortable, to ensure that a culturally safe and respectful environment is maintained. These locations will be identified in collaboration with Martinus' Aboriginal Advisor with assistance, if required, from local councils.

All Aboriginal custodians will be given a $150 gift card (unallocated) in appreciation for their time and contribution to the meetings. The gift cards will be organised and paid for by Martinus.

4.5.1 Meeting guidelines

Each meeting will run for approximately 2 to 3 hours. The tone of the meeting will be casual, respectful and focused, with plenty of time for yarning. A simple collection of drawing materials will be made available to enable custodians to scribble thoughts, feelings and images if desired. The meetings will be based upon the following structure:

- Welcome and introductions
- Acknowledgement of Country
- Background to the Project
- Wide cultural and environmental context to the relevant area (i.e. Albury corridor, trade routes, songlines etc.)
- Identification of stories relating to specific heritage sites (i.e. Albury station and yard)
- Discussion about heritage interpretation possibilities - specifically relating to Aboriginal heritage
- Concluding thoughts.

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4.5.2 Follow up

After each meeting all attending and non-attending custodians will be sent the minutes, summarising the discussions and outcomes. In addition, a brief summary of the meeting outcomes will be provided to Martinus and Inland Rail for inclusion in their regular newsletters and/or website if appropriate.

5 PROCUREMENT

Following consultation, if it is decided to commission Aboriginal artworks, local Aboriginal artists/designers will be sourced via and Expression of Interest process.

6 EMPLOYMENT OPPORTUNITIES

Employment opportunities may arise through the commissioning of local Aboriginal artists (if required).

7 AUTHORS

This Strategy has been prepared by Dr. Bernadette Drabsch, OzArk Heritage Consultant and reviewed by Mr. Ben Churcher, OzArk Heritage Specialist/Archaeologist and Director. Contributions have been made by Mark Cunningham, Martinus' Aboriginal Advisor and Nichole Darke, Design Manager, Martinus Rail.

A2I | Albury to Illabo

Urban Design and Landscape Plan
Appendix 4 HIP Consultation Register



MARTINUS INLAND RAIL

ALBURY TO ILLABO - Heritage Interpretation Consultation Register

Martinus Rev B 24/01/2025

Person	Party	Meeting Location	Date	Site	Feedback	Response	in HIP Y/N
Tanya Thompson -LLS	Local Land Services	Albury	4/09/2024	All sites	Pathways followed river lines – rail corridors are disturbed pathways, not songlines. Followed the contours of the land not necessarily tied to traditional pathways	Not using	No
Tanya Thompson -LLS	Local Land Services	Albury	4/09/2024	The Rock	Confirmed that The Rock was destroyed for railways in early 1900s. Agreed that this was part of healing. Heard from her father that materials were taken for the railway from The Rock – and could still be in the railway. Quarry at The Rock continued until preserved as an Aboriginal Place.	Used as confirmation of circumstances. This will be followed up with Elders during construction/community event. The Heritage Interpretation Plan (HIP) identifies an opportunity for a smoking ceremony at The Rock Station to be followed up by Inland Rail	Yes
Tanya Thompson -LLS	Local Land Services	Albury Library	4/09/2024	All sites	Suggested that we use online resources, such as the 'Wiradjuri country plants' and conduct our own research to determine culturally significant plants/animals.	Desktop research was used to determine appropriate plants/animals for inspiration/inclusion in designs.	yes
Tanya Thompson -LLS	Local Land Services	Albury Library	4/09/2024	All sites	Very supportive of the proposed idea of having an opening ceremony – with a good feed for Community. Very supportive of using an old train as part of the opening.	We will be incorporating an opening ceremony with possible use of an old train, as captured in the HIP.	Yes
Tanya Thompson -LLS	Local Land Services	Albury Library	4/09/2024	All sites	Would like to see native plants incorporated into landscaping – where community can pick berries	This was already planned for Cassidy Pde landscape, albeit not necessarily berries. Plant species will be chosen in consultation with Councils, Community and RAPs	Yes
Mark Dodd	Albury Council	Albury Library	4/09/2024	The Rock	The Rock – sacred men's business, material taken for building railways. Stated that this is public information, and we should mention this as it was important for truth telling.	This was the first mention of destruction of The Rock. This will be followed up during further consultation with Elders.The Heritage Interpretation Plan (HIP) identifies an opportunity for a smoking ceremony at The Rock Station to be followed up by Inland Rail	Yes
Mark Dodd	Albury Council	Albury Library	4/09/2024	Murray River Bridge	Supportive of the proposal about dual naming of Murray Bridge and suggested that it will show a commitment to Community. Suggested that Aunty Edna was also supportive of this and appropriate name should be discussed with Elders.	Dual naming will be followed up after further consultation with Elders.	Yes
Mark Dodd	Albury Council	Albury Library	4/09/2024	Albury Sites	Stated that Mungabareena was a meeting place to gather before Bogong moth collection in mountains. They would share stories through song/dance. Agreed that this was a good story to tell and good theme for the Albury area.	The theme of 'Gather' is being used as inspiration at Albury in HIP.	Yes
Mark Dodd	Albury Council	Albury Library	4/09/2024	Albury Sites	Suggested that we present to the Elders at the regular Dyiraamalang Girbang (DG) meetings and attend the Walluwin festival.	This advice was taken and consultation with DG has been scheduled and MR/IR attended the Walluwin Festival	Yes
Natalie Wells	Albury Council	Albury Library	4/09/2024	All sites	Community really wants shade on the pedestrian bridge.	Shade is being incorporated into the pedestrian bridge.	Yes
Aunty Faye Mosely	RAP	Wagga Wagga Library	5/09/2024	All sites	Aunty Faye's (AF) dad worked on the railway – laying tracks between Cootamundra and Junee. She knows of other Aboriginal people who worked on the rail.	This could be followed up on during further consultation with appropriate IP considerations.	Yes
Aunty Faye Mosely	RAP	Wagga Wagga Library	5/09/2024	All sites	Suggested that the railway cuts across animal pathways and would like to see animals protected. AF has done an artwork called 'Tribal tracks to Train Tracks' for Cootamundra station.	Animal crossings were already planned.	Yes
Aunty Faye Mosely	RAP	Wagga Wagga Library	5/09/2024	Mothers FB	Noted that there are birthing sites along the river associated with the River Red Gums and the river is important to Women. Agreed that River Red Gum tones would be a good colour choice for Mothers bridge.	This colour was proposed by OzArk and agreed upon. If AF would like to provide more information about the birthing trees this could be followed upon during further consultation with appropriate IP considerations.	Yes

Aunty Faye Mosely	RAP	Wagga Wagga Library	5/09/2024	Edmondson St	Loved the proposed idea of Wiradjuri words on steps.	This was proposed by OzArk and will be followed up with the Aboriginal Language Trust group.	Yes
Aunty Faye Mosely	RAP	Wagga Wagga Library	5/09/2024	Cassidy FB	Liked the proposed idea of using wattle yellow colour.	Wattle yellow was proposed by OzArk and AF was supportive.	Yes
Aunty Faye Mosely	RAP	Wagga Wagga Library	5/09/2024	All Sites	Aunty Faye was one of the Stolen Generation with connections to the Rail.	It would be appropriate to follow up with Aunty Faye to seek permission to use her story – with IP considerations.	Yes
Aunty Joycelan Williams	RAP	Wagga Wagga Library	5/09/2024	All Sites	Liked the idea of using the two frog story over Mothers Bridge to provide shade. Suggested that she has a book on the story and she shared a brief outline of this narrative to the group.	This story will no longer be used as the theming has changed for Mother's Bridge. Information in the HIP document was gathered through the Wiradjuri Heritage Study document – publicly available online.	No
Uncle James Ingram (Bidya Marra Consultancy)	RAP	Wagga Wagga Library	5/09/2024	All Sites	Mentioned that Aboriginal girls were taken from their homes and placed on properties along the rail line – as domestic servants. Albury/WW is central to the story. Agreed that this could be incorporated.	Story of the Stolen Generation going by trains will be incorporated at Mothers Bridge on info signs.	Yes
Uncle James Ingram (Bidya Marra Consultancy)	RAP	Wagga Wagga Library	5/09/2024	All Sites	Suggested that he knows the traditional Wiradjuri names for all the places along the line.	This might be followed up on during further consultation but hasn't been incorporated yet. It could involve appropriate IP considerations.	No
Uncle James Ingram (Bidya Marra Consultancy)	RAP	Wagga Wagga Library	5/09/2024	All Sites	Agreed with the idea of Wiradjuri art on a special train/carriage for open day event.	This might occur later if feasible.	Yes
Uncle James Ingram (Bidya Marra Consultancy)	RAP	Wagga Wagga Library	5/09/2024	Wagga Wagga Sites	Suggested that we need to get permission from the Grant family to use the frog story.	The frog story is not going to be used and the reference has been removed from the HIP	No
Uncle James Ingram (Bidya Marra Consultancy)	RAP	Wagga Wagga Library	5/09/2024	Bethungra	Suggested that there were stories connected to Bethungra Hills – but did not share these.	Not used	No
Uncle James Ingram (Bidya Marra Consultancy)	RAP	Wagga Wagga Library	5/09/2024	Kemp St	Suggested we have a statue of a mother crying at Junee.	Not incorporated.	No
Uncle James Ingram (Bidya Marra Consultancy)	RAP	Wagga Wagga Library	5/09/2024	Wagga Wagga Sites	Suggested that the explorers followed Aboriginal tracks – that followed the waterways. Others (those from Dubbo) crossed between the river systems.	Mentioned once in SDRP meeting 4 – but not incorporated into plan/designs.	Yes
Uncle James Ingram (Bidya Marra Consultancy)	RAP	Wagga Wagga Library	5/09/2024	The Rock	Suggested that the Rock meant 'Dingo dreaming – dingo left by Baiame, waiting = The Rock. Said that he had stories from his grandfather. It was a men's initiation place. The face of The Rock was blown off because people were afraid of the Aboriginal stories. Used to be called the lion' with a big mane. He was an integral part of The Rock becoming an Aboriginal Place.	Suggestions that The Rock would be a good place for healing have been proposed in HIP but no further details have been included. This will be followed up on during further consultation – with possible considerations for IP. Additional information obtained with permission can be included as an addendum to the HIP at a later stage.	Yes
Uncle James Ingram (Bidya Marra Consultancy)	RAP	Wagga Wagga Library	5/09/2024	Albury Sites	Mentioned that some of the sites around Albury were important, such as Table Top (tied to justice/Wiradjuri lore), Culcairn – broken creek, Yerong = tooth tied/men's initiation	We might point out to Table Top from the viewing platform at Albury station. If UJ has further info this could result in IP considerations and inclusion. Additional information obtained with permission can be included as an addendum to the HIP at a later stage.	Yes
Uncle James Ingram (Bidya Marra Consultancy)	RAP	Wagga Wagga Library	5/09/2024	Wagga Wagga Sites	Agreed that River Red Gums were important trees.	A rich orangey/brown colour has been chosen doe Wagga Wagga Station Footbridge to complement the cream and brown tones of the heritage-listed station, whilst also reflecting the cultural importance of Binyal/river red gums	Yes
Maxine Little	RAP	Wagga Wagga Library	5/09/2024	Cassidy FB	Agreed that the proposed wattle yellow for Cassidy bridge was a good idea.	The wattle seed yellow/orange colour has been chosen to feature on the Cassiy Pde Footbridge	Yes

Maxine Little	RAP	Wagga Wagga Library	5/09/2024	Wagga Wagga Sites	Water is healing. Women wove baskets.	General information – not incorporated.	No
Maxine Little	RAP	Wagga Wagga Library	5/09/2024	Cassidy FB	Liked the idea of using native plants/play area at Cassidy	This was proposed by OzArk and agreed upon. Nature play is currently proposed for Kildare Park and will be consulted with community	Yes
Uncle James Ingram (Bidya Marra Consultancy)	RAP	The Curious Rabbit Café - Wagga Wagga	16/10/2024	Wagga Wagga Sites	Wagga Wagga means place of many dances, not place of many crows. Agreed that ceremony would be a good theme for Wagga Wagga.	Ceremony will be the theme for Wagga Wagga based on general discussion as captured in the UDLP and HIP	Yes
Aunty Cheryl Penrith	RAP	The Curious Rabbit Café - Wagga Wagga	16/10/2024	Wagga Wagga Sites	Keen on using plants with fragrance in landscaping	This will be incorporated were possible in the landscape designs – but the idea was more general discussion rather than a personal story.	Yes
Aunty Cheryl Penrith	RAP	The Curious Rabbit Café - Wagga Wagga	16/10/2024	Wagga Wagga Sites	Family worked on the rail. Keen on seeing images of Aboriginal people who worked on the rail included.	This hasn't been included yet but could be followed up on for use on information signs – with appropriate consideration for stories/images.	No
Aunty Cheryl Penrith	RAP	The Curious Rabbit Café - Wagga Wagga	16/10/2024	Wagga Wagga Sites	Agreed that ceremony would be a good theme for Wagga Wagga	Ceremony will be the theme for Wagga Wagga based on general discussions and murals were proposed and supported.	Yes
Aunty Cheryl Penrith	RAP	The Curious Rabbit Café - Wagga Wagga	16/10/2024	Wagga Wagga Sites	Keen on the idea of using murals to represent dance/ceremony.	A pavement mural is currently being proposed along Edmondson Footbridge. An EOI will be developed.	Yes
Aunty Cheryl Penrith	RAP	The Curious Rabbit Café - Wagga Wagga	16/10/2024	Kemp St	Agreed on the proposed theme of 'Hope' for Junee and supported the idea of using 'Galah pink' on the bridge. Suggested that we should talk to the people at Junee Correctional centre and set up opportunities for inmates to assist.	This could be incorporated and followed up on by MR.	Yes
Waluwin Festival	Community	Albury - Jindera Recreation Reserve	19/10/2024	Albury Sites	Inland Rail had a 'stall' at the festival and participants were asked to review the interactive information boards and were encouraged to place a green sticker on the board to indicate a 'yes' response and a red sticker to indicate 'no' response. Question 1: It was suggested that we might call the section of the rail corridor that passes through Wiradjuri country the 'Yindyamarra Way'. Do you think that sounds like a good idea? Response: Of the participants, 29 people were in favour and two were not sure about the name. However, the concept of providing a name for the corridor was well supported.	The corridor wide Narrative has been called 'Yindymarra Way'. Further decription can be found in the UDLP and Heritage Interpretation Plan.	Yes
Waluwin Festival	Community	Albury - Jindera Recreation Reserve	19/10/2024	Albury Sites	Question 2: It has been suggested that the dual naming of the Murray River Rail Bridge would be supported by the local Aboriginal community. Do you think this sounds okay? Would you be happy if the new name was the "Milawa Billa Bridge"? Response: Of the participants, 28 people supported the idea of dual naming and two people were not supportive of this concept. Likewise, 28 people were in favour of the name Milawa Billa Bridge, two were not in favour of this name. The people not supportive noted that naming the bridge could be subjective and that there may be difference of opinion with the appropriate name. Keeping it neutral i.e in English would eliminate this potential difference.	The corridor wide Narrative has been called 'Yindymarra Way' as described in the UDLP and Heritage Interpretation Plan. Further discussions with DG will be had on the appropriate use of Yindamarra way	Yes

Waluwin Festival	Community	Albury - Jindera Recreation Reserve	19/10/2024	Albury Sites	Question 3: On the new pedestrian bridge at Albury Station we are going to include a viewing platform. There will be signs pointing to key elements of the rail yard (like the turntable etc) but we would also like to add signs pointing to sites that hold Aboriginal cultural significance, such as: Wonga Wetlands, Millawa Billa, Mungabareena, Table Top. Would you be happy for us to do that? Response: Of the participants, 18 people were in favour of signs pointing to sites that hold Aboriginal cultural significance and one person was not in favour of this. The person not in favour noted that there is a lot of non-Aboriginal cultural significance elements and that they need to be acknowledged also.	Dual naming will be used after further consultation with Elders. Refer Heritage Interpretation Plan.	Yes
Waluwin Festival	Community	Albury - Jindera Recreation Reserve	19/10/2024	Albury Sites	Question 4: We would like the colour of Albury Station pedestrian bridge to reflect the Aboriginal culture, as well as being respectful to the historic buildings next to it. As Kangaroo Grass was used for weaving fish traps and dilly bags etc we are considering painting the bridge in a colour that recalls the dusty pink tones of Kangaroo Grass. Do you think that sounds like a good idea? Response: Of the participants, 14 people were in favour of painting the pedestrian bridge in a Kangaroo Grass tone and two people were not in favour of this idea. The people not in favour felt that this would compete with the visual prominence of the other big heritage buildings especially the station building.	Kangaroo Grass tone is the inspiration for colour selection for Albury Footbridge. Landscaping will also include Kangaroo Grass within the garden to complement the bridge if agreed with Council.	Yes
Waluwin Festival	Community	Albury - Jindera Recreation Reserve	19/10/2024	Albury Sites	Question 5: Would the use of language be supported on stairs and ground pavement? Response: Of the participants, 28 people supported the idea of language being incorporated onto the stairs and ground pavement, one person did not support this idea. The person not supportive felt that using language would again be biased towards a particular culture and would not do justice for the mixed heritage character of this area.	Language on the steps is currently proposed in the design of Edmondson Street footbridge stairs. The Design Team will consult with Dyiraamalang Girbang (DG) for the words or story.	Yes
Waluwin Festival	Community	Albury - Jindera Recreation Reserve	19/10/2024	Albury Sites	Question 6: A yarning place with native landscape is proposed at Cassidy. Would this idea be supported? Response: Two of the participants were in favour of the use of a yarning circle and native landscape at Cassidy and two were not in favour of this. Two people liked the idea of the native landscape but did not like the idea of the yarning circle.	Advice taken and the yarning circle was removed from the landscape design. Nature play for children is currently proposed and will be further consulted.	Yes
Dyiraamalang Girbang (Aunty Ruth Davys, Andrea Briggs, Aunty Edna Stewart (Chair), Uncle Ken (Tunny) Murray (Chair), Felicity Kerslake, Aunty Margaret, Aunty DiI - awaiting full list to be confirmed by Andrea Briggs)	RAP	Albury	8/11/2024	Albury Sites	Narrative theme – feedback on use of Yindamarra way – who was the individual that came up with this? Where did it come from? NR – early consultation. Further feedback. The description used in the presentation did not use the accurate pronunciation and recommended use the Wiradjuri Dictionary and Uncle Stan as guidance on this. Further, this term is used a lot – overkill and confusion in the Albury area. Alternatives used for difference tenses and discussion on the opportunity to educate around language nuances.	Further discussions with DG will be had on the appropriate use of Yindamarra way	Yes
Dyiraamalang Girbang	RAP	Albury	9/11/2024	Murray River Bridge	Dual naming of bridge – incorrect spelling in presentation pack. Discussion around the necessity to use Billa and it should be just Mila Bridge. Also discussion around the intersection of the name with the Wodonga side of the river.	Further discussions with DG will be had on the dual naming	Yes
Dyiraamalang Girbang	RAP	Albury	10/11/2024	Albury Station	Albury Footbridge - Kangaroo Grass Pink – general support	Kangaroo Grass tone is the inspiration for colour selection for Albury Footbridge	Yes

Natalie Wells	Albury Council	email feedback on HIP	22/11/2024	Albury sites	Noted the opening section with reference to the Albury District web sources is unreliable. While the group is passionate, I would always cross-reference their sources for accuracy.	Advice taken. The opening section has been revised to remove the questioned information from Albury History	Yes
Natalie Wells	Albury Council	email feedback on HIP	22/11/2024	Albury sites	Provided some notes and sources from the Heritage Interpretation Signs (refer email)	The notes provided by Natalie confirmed the Elders group preference for the term 'Milawa Bila' for the Murray River at Albury	Yes
Matthew Holt	Lockhart Council	email feedback on HIP	29/11/2024	Lockhart sites	Given the lasting impact (both positive and negative) Inland Rail will have on these communities, strongly encourage the inclusion of heritage storytelling from both First Nations and European perspectives in these two communities.	No heritage interpretation with respect to signage is proposed at Yerong or The Rock. The HIP identifies an opportunity for a smoking eremony at The Rock	No
Matthew Holt	Lockhart Shire Council	email feedback on HIP	10/12/2024	Lockhart sites	Our Heritage Study (2006) identifies numerous significant items near the rail corridor across the Shire. While this study is not currently available in digital form, it can be accessed upon request at our Council Office. We are in the early stages of digitising the study, which will serve as a valuable resource for any future projects involving these communities.	MR requested the document but it is not currently available in digital format	No
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Murray River Bridge	Murray River Bridge - The bridge is listed on the State Heritage Register (SHR) as 'Albury Rail Bridge over Murray River' (SHR 01020). The works include the removal of the bridge's latticed cross braces, which are prominent elements of original fabric. This will result in direct major impacts. Interpretation can help mitigate the heritage impacts to the SHR item. It is recommended that interpretive signage at this location should focus on the significance and history of the bridge. Consideration should be given to incorporating the salvaged cross braces into any interpretive signage.	Interpretive signage will focus on the signifance and history of the bridge. Salvaged material will be used in association with the signage if possible, or placed next to signage	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Murray River Bridge	Murray River Bridge - It is recommended that the whole of the bridge (new and old fabric) be painted as part of the works. We do not oppose the use of a contrasting colour for the new works but recommend an overall colour scheme be developed that is appropriate to the bridge. Paint colours should be selected to enhance the significance of the bridge.	Painting the whole of the bridge is not currently in the Contractors scope of work. A response to this recommendation will be provided by Inland Rail. MR approach to paint colours for the new elements is captured in the HIP.	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Murray River Bridge	Murray River Bridge - Further discussion with local Councils and other relevant stakeholders is encouraged, to determine possible adaptive reuse of the redundant cross braces. Mounting of the braces above head height on columns would help in their interpretation as overhead bracing elements	A location and concept for the removed braces has been suggested in the HIP however further consultation is required with the Councils with respect to final form, location and ownership	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Murray River Bridge	Murray River Bridge - The introduction of dual naming of the bridge is supported.	Dual naming will be followed up after further consultation with Elders.	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Albury Station	Albury Station Footbridge and Yard - The proposed use of a kangaroo grass colour on the new footbridge is supported in concept but it should be used strategically. It is recommended that the steel structure be painted a dark recessive colour to ensure that the station building—a key element of the SHR listing for the Albury Railway Station and yard group—retains its prominence when viewed together with the footbridge. Opportunities should be explored to use the kangaroo grass colour for parts of the footbridge experienced by bridge users that are not visible from wider viewpoints.	The kangaroo grass tone will be used to highlight areas of the bridge that are experienced by users, in addition to more recessive tones	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Albury Station	Albury Station Footbridge and Yard - The proposed use of disused rail tracks on the bridge to demonstrate the difference between standard and broad gauge lines is supported assuming this interpretation is not already in place elsewhere at the railway station.	There is some interpretation regarding broad gauge/standard gauge rail elsewhere at the station, however it is not in an area that is viewed by many people, including locals	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Albury Station	Albury Station Footbridge and Yard - We encourage discussions with local Councils and other relevant stakeholders about the possible reuse of the existing warren truss span of the existing bridge as a whole structure.	The bridge material will be offered to the local council and relevant stakeholders	Yes

Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Culcairn	Culcairn Pedestrian Bridge - The salvaged bridge span is to be relocated to Eric Thomas Park. There may be an opportunity to include the relocated bridge as part of the proposed Yindyamarra Way through colour, landscape treatment and possibly other interpretive devices.	Interpretive signage will be placed at Eric Thomas Park close to the relocated bridge. The signage will feature the same colours and designs as others along the Yindyamarra Way. Salvaged material from unused bridge elements could be used within the signage	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Cassidy FB	Cassidy Pedestrian Bridge - The existing footbridge's distinctive circular columns with conical capitals are a key part of its significance. It is understood that the salvage of any of the original columns will be unlikely. It is recommended that the new bridge design be developed to incorporate conical concrete capitals on key circular columns (e.g., one column at each end of the bridge span) to interpret the original design.	The conical concrete columns have been acknowledged by the designers and interpreted in the form of curved landings. The existing conical concrete columns will not be used as this would contradict the approved design objectives and principles to 'minimise' bulk, keep 'simple' and 'elegant'. The State Design Review Panel (SDRP) have approved in principle the design of Cassidy Pde Footbridge.	No
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Cassidy FB	Cassidy Pedestrian Bridge - Further interpretation of the geometric form of the circular columns with conical capitals could be considered. This could include patterning within the balustrades of the new bridge and/or the design form of shade structures, tables and seats in the proposed pocket park.	Elements within the pocket park could reflect the circular features of the original bridge	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Edmondson St	Edmondson Street Bridge - Further consideration of the reuse of salvaged bricks in the landscaping is encouraged (e.g., inset bands of brickwork inset into the concrete paving of the new bridge).	The salvaged red bricks will be incorporated into the landscape design	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Edmondson St	Edmondson Street Bridge -The use of Eucalyptus green is proposed for the new footbridge. Consideration of ways to ensure that the bridge is legible as part of the Yindyamarra Way is recommended, noting that the Yindyamarra Way is characterised by the use of bright, warm colours in other locations.	Eucalyptus green complements the earthy tones used elsewhere in the Yinyamarra way and will be used for highlights, other bright/warm colours will be incorporated into the ground plane mural and Wiradjuri words	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Edmondson St	Edmondson Street Bridge - Interpretation of the female gatekeepers should be considered. The gatekeepers are discussed in detail in the HIP.	Infomation on the female gatekeepers will be included in the interpretive signage	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Mothers FB	Mothers Bridge (Wagga Wagga Station) - Interpretation of the of the name 'Mothers Bridge' should be considered.	The interpretive sign will include the story of the local mothers who petitioned for the construction of the bridge	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Mothers FB	Mothers Bridge (Wagga Wagga Station) - The use of salvaged bricks from the Edmondson Street Bridge in the landscaping may also be appropriate here, given that both bridges are located within close proximity within Wagga Wagga.	Use of salvaged material is being considered for landscaped area along the corridor	No
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Kemp St	Kemp Street Bridge, Junee - The streetlights located at the ends of the existing bridge should be salvaged and re-installed at the ends of the new bridge span as gateway elements. The new bridge design should be adapted to accommodate the lights as required.	This has been addressed and a suggestion that 'the locally made lights should be reinstalled at the ends of the new bridge span as gateway elements' has been included in the HIP	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Kemp St	Kemp Street Bridge, Junee - It is recommended that 'Galah Pink' be used strategically in this context that includes historic red bricks and cast-iron light fittings.	Galah pink will be used strategically for the structural elements of the bridge - to complement the red bricks and light fittings.	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Kemp St	Kemp Street Bridge, Junee - Further consideration of the reuse of salvaged bricks in the landscaping is encouraged (e.g., inset bands of brickwork inset into the concrete paving of the new bridge).	the bricks will be re-used within the landscaping where possible	Yes
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Kemp St	Kemp Street Bridge, Junee - The reuse of elements of the redundant steel bridge structure should be explored further. The salvaged steel elements could be used as part of the landscaping and/or as artwork.	All materials will be reused where possible and the steel elements could be incorporated into the interpretive ground plan timeline	No
Corey O'Driscoll	Heritage NSW	email feedback on HIP	10/12/2024	Kemp St	Junee Pedestrian Bridge - The salvaged bridge span is to be salvaged and relocated. There may be an opportunity to include the relocated bridge as part of the proposed Yindyamarra Way through colour, landscape treatment and possibly other interpretive devices.	An interpretive sign, featuring the same colours/designs as others along the Yindyamarra way will be placed near the relocated bridge, which will ensure this bridge is connected stylistically with the other footbridges.	Yes

Olivia Hynam	Albury Council	HIP Rev A 8/11/24 mark-ed	2/12/2024	Albury Sites	Page iv, Section 6 Public Art - "Wagga Wagga Wiradjuri Elders"	This has been added	Yes
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page iv, Section 6	2/12/2024	Albury Sites	Perhaps consider Augmented Reality and QR codes suitable for Smart Phones. This could incorporate Wiradjuri and Railway History narratives, audio and imagery. The Wiradjuri narrative may include features of the Rail corridor in language beyond dual naming (approved by Wirdjuri Elders). Mention the Wiradjuri man who used to operate the punt across Milawa (Murray) before the rail and road crossiings. He was instrumental to the economy of the mid to late 19th Century.	QR codes could be considered a interpretive signs that are in high pedestrian areas. This has been added as an option	yes
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page v, Section 9	2/12/2024	Albury Sites	Before dismantling such structures, ensure that the heritage item has plans for being adequately georeferenced, photographed and documented by a suitably qualified heritage practitioner. 3D imagery is possible.	Archival photography of all structures has been completed. It is considered that 3D scans would not provide any information that is not already captured through the high resolution photography.	No
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page v, Section 11	2/12/2024	Albury Sites	More information up front about The Rock about location etc.	Further infromation regarding the location of The Rock has been added	Yes
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 3, Table 1-1	2/12/2024	Albury Sites	Why not applicable? there are bridges to be dismantled and modified therefore require suitable documentation and photography	Archival photography has already been completed and issued as a separate document and is not part of the HIP.	No
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 3, Table 1-1	2/12/2024	Albury Sites	Why not applicable?	This does not relate to heritage interpretation and has been considered elsewhere.	NO
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 5, Table 1-1	2/12/2024	Albury Sites	Historical items relevant to AlburyCity may be of interest to the Library Museum and the Natural Areas and Wagirra First Nations regeneration projects.	Comment.	n/a
Olivia Hynam	Albury Council	HIP Rev A 8/11/24 mark-ed Page 9, Section 2.1.2	2/12/2024	Albury Sites	May be beneficial to pull out and or paraphrase aspects of theses documents that directly relate to the heritage interpretation plans. i.e if the ACHA recommended interpretive signing etc.	the mitigation measure related to heritage interpretation from the SOHI has been added. There are no relevant sections from the ACHA to add that relate specifically to heritage interpretation.	Yes
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 10, Section 2.1.3.2	2/12/2024	Albury Sites	Could Olivia Hynam and Sue Effenberger be notified about Heritage consultation in AlburyCity as we are heritage practitioners. Thanks!	Yes, Olivia and Sue will be invited to futher heritage consultation.	n/a
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 11, Section 2.1.3.2	2/12/2024	Albury Sites	The heritage practitioners in the AlburyCity Environment Team would like to attend future consultation please.	The invitation to attend further heritage conversations will be extended to the Albury City Environment Team	n/a
Olivia Hynam	Albury Council	HIP Rev A 8/11/24 mark-ed Page 14, Section 3.2.2	2/12/2024	Albury Sites	Is this meant to be a full stop or comma. If full stop network should be capitalized.	This has been addressed.	Yes
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 18, Section 4.1.1	2/12/2024	Albury Sites	Wish we had images - would be something to see this NSW-Vic crest!	Comment. Yes, I wish there was a good image to include. As far as I know there is only an old sketch in a newspaper article, which wasn't high enough quality to include.	No

Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 23, Section 4.1.4	2/12/2024	Albury Sites	Recent forums have suggested that the term First Nations has replaced Aboriginal. However Aboriginal Cultural Heritage is still applicable under NSW legislation.	For this context the term Aboriginal will be used, in keeping with the conditions. Therefore no changes have been made.	No
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 23, Section 4.1.4	2/12/2024	Albury Sites	More specifically Wiradjuri?	No changes required. The invitation to attend was extended to those on the RAP list and known Wiradjuri elders - so the term Aboriginal is more fitting in this context as there may have been non Wiradjuri people in attendance.	No
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 23, Section 4.1.4	2/12/2024	Albury Sites	Wiradjuri language is a powerful way to interpret ACH, it goes beyond dual naming and goes deep into understanding the culture.	Comment	n/a
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 23, Section 4.1.4	2/12/2024	Albury Sites	Good opportunity for an oral history program to tell these stories for display at the AlburyCity Library Museum and for use in promoting the City's history.	Noted.	n/a
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 23, Section 4.1.4	2/12/2024	Albury Sites	AlburyCity Natural Areas and Environment have this knowledge as part of their Biodiversity programs.	Comment.	n/a
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 25, Section 4.1.6	2/12/2024	Albury Sites	THe survey blaze is interesting and they are worth researching and interpreting.	Noted. Information about the construction marks will be included in the interpetive signage.	n/a
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 25, Section 4.1.7	2/12/2024	Albury Sites	Should be accompanied by thorough visual documentation as parts are removed and replaced.	Noted. Archival photography has already been completed and the removed material will be repurposed close by.	n/a
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 26, Section 4.1.7	2/12/2024	Albury Sites	How is a "culturally significant colour" defined?	This is explained later and there is a cross-reference in place.	Yes
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 28, Section 4.1.7	2/12/2024	Albury Sites	Also announcing the local pride in Albury as a major regional economic centre	Comment.	n/a
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 28, Section 4.2.1	2/12/2024	Albury Sites	It would be great to know more about these remnants - documentation?	These have been addressed in other reports.	Yes
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 28, Section 4.2.1	2/12/2024	Albury Sites	This train is marvellous - are there any more examples of posters, etc? The striking Art Deco fast, sleek lines so typical for train, aircraft, and car designs at the time.	Yes, there are more posters and artworks related to this train.	n/a
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 34, Section 4.2.1	2/12/2024	Albury Sites	Wonderful.	Comment.	n/a
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 38, Section 4.2.1	2/12/2024	Albury Sites	Opportunity for an oral history program if there are willing participants.	Oral history recordings will be considered. This has been added as an option.	Yes

Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 39, Section 4.2.4	2/12/2024	Albury Sites	Yes good idea. AlburyCIty can arrange that through Mark Dodd and Andrea Briggs.	Comment.	n/a
Susan Effenberger	Albury Council	HIP Rev A 8/11/24 mark-ed Page 39, Section 4.2.4	2/12/2024	Albury Sites	Opportunity for Augmented Reality and QR codes on Smart Phones.	QR codes will be considered for the interpretive signage if an appropriate website to link to is available. This has been addressed.	Yes
Olivia Hynam	Albury Council	HIP Rev A 8/11/24 mark-ed Page 39, Section 4.2.4	2/12/2024	Albury Sites	If nothing will be reused there should be some interpretive signing complete with photos of the old ped bridge highlighting its unique design and history	This has been added to the HIP.	Yes
Olivia Hynam	Albury Council	HIP Rev A 8/11/24 mark-ed Page 133, Section 10.2.5	2/12/2024	Albury Sites	Could maybe create an archway/arbor that goes over the path for people to walk or cycle under.	Yes, good idea. This option has been added to the HIP.	Yes
Dirk Spennerman, Charles Sturt University; Greg Ryan, Albury & District Historic Society; and Kat Kitch: Albury Library Museum.	Albury Heritage Societies	Albury Station	4/06/2024	Murray River Bridge	The ford at the river became known as ‘The Crossing Place’. A temporary wooden bridge was built while waiting for the current ‘Meccano’ one, this can still be seen when the water is low	This has been included (Chapter 4)	Yes
Dirk Spennerman, Charles Sturt University; Greg Ryan, Albury & District Historic Society; and Kat Kitch: Albury Library Museum.	Albury Heritage Societies	Albury Station	4/06/2024	Murray River Bridge	The construction of Albury Station shifted the focus of the town away from the river to the station.	This has been included (Chapter 4.2)	Yes
Dirk Spennerman, Charles Sturt University; Greg Ryan, Albury & District Historic Society; and Kat Kitch: Albury Library Museum.	Albury Heritage Societies	Albury Station	4/06/2024	Murray River Bridge	The Murray River Bridge is associated with ‘connection’ – connecting previously competing states (NSW/VIC), connecting north-south via rail and east west via coaches	This has been included (4.1.4)	Yes
Dirk Spennerman, Charles Sturt University; Greg Ryan, Albury & District Historic Society; and Kat Kitch: Albury Library Museum.	Albury Heritage Societies	Albury Station	4/06/2024	Murray River Bridge	The wooden approaches on the Victorian side are basic as Vic refused to pay for more permanent footings	Not included as no confirmation of this statement could be found in the textual sources	No
Dirk Spennerman, Charles Sturt University; Greg Ryan, Albury & District Historic Society; and Kat Kitch: Albury Library Museum.	Albury Heritage Societies	Albury Station	4/06/2024	Murray River Bridge	NSW built the bridge as the Murray River is on NSW territory	not included as not verified by textual sources	No

A2I | Albury to Illabo

Urban Design and Landscape Plan
Appendix 5 Landscape Detailed Plans



MARTINUS INLAND RAIL

Albury Station Footbridge - Landscape Detailed Plans

DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM: HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-B3-DR-2002

GENERAL

1 WORKS NOT CAPTURED BY THESE DESIGN DOCUMENTS SHALL BE UNDERTAKEN IN ACCORDANCE WITH
-INLAND RAIL LANDSCAPE AND REHABILITATION FRAMEWORK 0-0000-900-ELE-00-GU-0001
-INLAND RAIL LANDSCAPE AND REHABILITATION STRATEGY 0-0000-900-ELE-00-ST-0001 AND BIODIVERSITY

2 THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND ENGINEERING REQUIREMENTS INDICATED ON PLAN INCLUDING
- TRANSPORT FOR NEW SOUTH WALES SPECIFICATIONS TS03298 VEGETATION (R178) AND TS03299 LANDSCAPE PLANTING (R179)
- 5-0052-210-PMA-00-PL-0003_2 A2I ALBURY TO ILLABO URBAN DESIGN AND LANDSCAPE PLAN – STAGE 2 CORRIDOR-WIDE

3 THESE DRAWINGS ARE TO READ IN CONJUCTION WITH, BUT NOT LIMITED TO DRAWINGS FROM THE FOLLOWING RELEVANT DESIGN DISCIPLINES

5-0052-210-PEN-B3	GENERAL
5-0052-210-CCW-B3	CIVIL WORKS
5-0052-210-CDE-B3	DEMOLITION
5-0052-210-DAL-B3	ROADWORKS
5-0052-210-DDR-B3	DRAINAGE
5-0052-210-DPV-B3	PAVEMENT
5-0052-210-PIT-B3	INTERFACE
5-0052-210-DSN-B3	SIGNAGE
5-0052-210-PUP-B3	UTILITIES
5-0052-210-EAP-B3	ENVIRONMENTAL
5-0052-210-SBD-B3	BRIDGE STRUCTURE
5-0052-210-BSE-B3	LIGHTING

4 ALL VEGETATION OUTSIDE OF THE PROJECT CONSTRUCTION CLEARING AREA AND IDENTIFIED IN SPECIFICATIONS AND DRAWINGS IS TO BE PROTECTED AND RETAINED

5 ALL TREE PLANTING IS TO BE KEPT CLEAR OF OVERHEAD WIRES AND ALL OTHER PUBLIC UTILITIES

6 IMPORTED TOPSOIL SHALL COMPLY WITH THE REQUIREMENTS OF TS03298 VEGETATION

7 MULCH IS TO BE DERIVED FROM TREES, SHRUBS AND ANY OTHER VEGETATIVE MATERIAL THAT IS ACCEPTABLE TO THE PRINCIPAL FOR USE AS MULCH, REMOVED DURING THE CLEARING AND GRUBBING WORKS ON THE SITE. IF THE MULCH PRODUCED IN THIS WAY IS INSUFFICIENT, MAKE UP THE SHORTFALL BY USING IMPORTED ORGANIC MULCH THAT COMPLIES WITH AS4454 AND TS03298 VEGETATION

8 ANY AREA NOT SHOWN AS PLANTING ON THE LANDSCAPE PLANS WHICH IS DISTURBED DURING PROJECT CONSTRUCTION IS TO BE REVEGETATED USING THE APPROPRIATE SEEDING MIX FOR THE PLANT COMMUNITY. REFER TO PLANT SCHEDULES AND REINSTATEMENT DETAILS

9 DETAILS OF THE 2D DIGITAL DRAWING FILES FOR LANDSCAPE SETOUT OF THIS PACKAGE IS NOTED IN THE 'DESIGN MODEL FILE' INCLUDED ON EACH DRAWING AND IS PROVIDED IN DWG FORMAT. WHERE A DISCREPANCY EXISTS BETWEEN THE MODEL FILE AND THE DRAWINGS, THE FORMALLY REVIEWED AND VERIFIED DRAWINGS SHALL TAKE PRECEDENCE

SITE CLEARING

1 PROTECT FROM DAMAGE ALL EXISTING TREES, FENCES, BUILDINGS, OTHER STRUCTURES AND SITE FURNITURE

2 ALL VEGETATION OUTSIDE OF THE PROJECT CONSTRUCTION CLEARING AREA AND DRAWINGS IS TO BE PROTECTED AND RETAINED IN ACCORDANCE WITH AS4970

3 ALL EXISTING TREES WHICH ARE SITED WITHIN CLEAR ZONES OF THE RAIL ALIGNMENT SHALL BE REMOVED

4 SOIL PEDOLOGY SURVEY AND ANALYSIS OF STRIPPED TOPSOIL SHALL BE UNDERTAKEN FOR EACH SOIL LANDSCAPE AND VEGETATION COMMUNITY TYPE WITHIN THE CONSTRUCTION SITE. TOPSOIL TESTING IS TO BE UNDERTAKEN BY A NATIONAL ASSOCIATION OF TESTING AUTHORITIES (NATA). REFER TS03298 VEGETATION

UTILITIES

1 LOCATE AND PROTECT ALL UNDERGROUND UTILITIES PRIOR TO ANY EXCAVATION. MAKE GOOD ALL DAMAGE TO EXISTING WORKS CAUSED BY THE ACTIVITY OF THESE WORKS

2 TREES AND SHRUBS GREATER THAN 5.0M IN HEIGHT MUST NOT BE PLANTED OR SEEDED WITHIN A MINIMUM OF 5.0M OF OVERHEAD POWER LINES FOR 66KV AND 11KV LINES AN EASEMENT OFFSET OF 15M OR 10M RESPECTIVELY IS REQUIRED EITHER SIDE OF THIS. CONFIRMATION IN WRITING, AS TO OFFSETS, SHOULD BE GAINED FROM AUTHORITY PRIOR TO PLANTING

3 THE CONTRACTOR WILL ENSURE THAT PROPOSED LANDSCAPE TREATMENTS ALLOW ACCESS TO FINAL LOCATIONS OF ALL SERVICES INCLUDING MANHOLES, VALVES FIRE HYDRANTS, SWITCHBOARDS, FIELD CABINETS AND ALL OTHER RELEVANT SERVICES. SERVICES ARE TO BE LOCATED PRIOR TO PLANTING TO ENSURE ACCESS IS MAINTAINED

LANDSCAPE REQUIREMENTS

1 ALL LANDSCAPE RE-VEGETATION AND PLANTING WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH PLANS AND IN ACCORDANCE WITH TS03298 VEGETATION, TS03299 PLANTING AND 5-0052-210-ELE-00-RP-0001

2 THE EXTENT OF REVEGETATION WORKS SHOWN ON LANDSCAPE PLANS IS INDICATIVE ONLY AND IS BASED ON ENGINEERING DESIGN AND CLEARING EXTENTS. ALL DISTURBED AREAS ARE TO BE RE-VEGETATED IN ACCORDANCE WITH THE DOCUMENTATION. WHERE GREATER THAN THE AREA INDICATED USE THE RELEVANT NATIVE COMMUNITY AS RELEVANT. PASTURE GRASSES ARE NOT TO BE USED

3 PLANTING AND SEEDING MIX REQUIREMENTS ARE SHOWN IN RELEVANT SCHEDULES ON 5-0052-210-ELE-B3-DR-2003

4 ANY AREA NOT SHOWN AS PLANTING ON THE LANDSCAPE PLANS WHICH IS DISTURBED DURING PROJECT CONSTRUCTION IS TO BE REINSTATED WITH THE RELEVANT PLANTING MIX. REFER TO PLANT SCHEDULES ON 5-0052-210-ELE-B3-DR-2003

5 ENSURE SOIL TESTING OF TOP SOILS AND SUBSOIL IS UNDERTAKEN AND AMELIORATION UNDERTAKEN IN ACCORDANCE WITH SOIL SCIENTIST'S RECOMMENDATIONS AS REQUIRED BY TS03298 VEGETATION

6 HYDROMULCH MUST NOT BE APPLIED WHEN TEMPERATURES ARE GREATER THAN 35 DEGREES C, WHEN WINDS EXCEED 15KMS/HR, DURING RAIN OR WHEN RAIN IS IMMINENT. DRY SURFACES ARE TO BE WATERED PRIOR TO INSTALLATION OF HYDROMULCH. ENSURE THE TOPSOIL IS KEPT MOIST UNTIL FULL SEED GERMINATION AND ESTABLISHMENT OF YOUNG ROOTS INTO THE TOPSOIL LAYER

7 TREES ARE TO BE PLANTED CLEAR OF DRAINAGE PIPES AND SERVICE UTILITIES AS INDICATED ON DRAWINGS. WHERE TREES ARE CONSTRAINED A ROOT BARRIER HAS BEEN DOCUMENTED TO PROVIDE A CONTROL TO ROOT DEVELOPMENT IN RELATION TO SERVICES. ROOT BARRIER IS TO BE HDPE - 900mm DEEP x 1mm THICK SUPPLIED BY POLYFABRICS OR APPROVED EQUIVALENT

MAINTENANCE

1 THE LANDSCAPE WORKS ARE TO BE ACTIVELY MANAGED IN ACCORDANCE WITH 5-0052-210-ELE-00-RP-0001 FOR THE DURATION OF ESTABLISHMENT AND UNTIL THE TRANSFER OF ASSETS TO THE RELEVANT AUTHORITY IN ACCORDANCE WITH CONDITION OF APPROVAL E111

2 WEEDS ARE TO BE CONTROLLED THROUGH ALL PHASES OF THE PROJECT TO MINIMISE COMPETITION WITH SOWN SPECIES. WEED SUPPRESSION MUST BE UNDERTAKEN ON A MONTHLY BASIS AND CONTINUE UNTIL THE ACTUAL COMPLETION DATE

3 WATER AREAS OF REVEGETATION TO MAINTAIN MOIST SOIL PROFILE OR AVOID MOSITURE STRESS IN PLANTS UNTIL PLANTS ARE ESTABLISHED. REFER TS03299 LANDSCAPE PLANTING

4 THE CONTRACTOR MUST ESTABLISH AND MAINTAIN ALL VEGETATED AREAS TO ACHIEVE
1. 70% SOIL-SURFACE COVERAGE WITHIN 1 MONTH OF SOWING
AND
2. 80% GERMINATION OF PERMANENT COVER SPECIES WITHIN 3 MONTHS AND MAINTAIN FOR A PERIOD OF 6 MONTHS OR UNTIL CONTRACT COMPLETION, WHICHEVER IS THE GREATER

5 PRUNE QUERCUS PALUSTRIS SPECIES BY CROWN LIFITNG THE TREE ABOVE GROUND 2.2m HIGH ADJACENT FOOTPATHS AND 4m HIGH ADJACENT DRIVEWAYS

SUSTAINABILITY

1 WHERE CONSTRUCTION WORKS IMPACTS VEGETATION OR LANDSCAPING, STRIP AND STOCKPILE TOPSOIL AND SUBSOIL SEPARATELY FOR PROTECTION FROM DEGRADATION, EROSION OR MIXING WITH SITE WON GENERAL FILL. STOCKPILE MOUNDS TO BE KEPT AT MAX 1.5m HIGH

2 BENEFICIAL REUSE OF EXISTING SITE SOIL IS PREFERED, WHENEVER POSSIBLE, TO REDUCE THE NEED FOR IMPORTED MATERIALS

3 SCHEDULE WORKS DURING COOLER MONTHS, WHERE FEASIBLE, TO REDUCE WATERING NEEDS AND SUPPORT SUCCESSFUL VEGETATION ESTABLISHMENT

4 PRIORITISE INDIGENOUS, DROUGHT-TOLERANT, PLANT SPECIES TO MINIMISE MAINTENANCE AND WATER REQUIREMENTS

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Used on / Next higher assembly	Scale

File name	Alternate DMS number
5-0052-210-ELE-B3-DR-2002.dgn	5-0052-210-ELE-B3-DR-2002

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Tract | BG&E | MARTINUS | aurecon

Designed M.GOCK 06/08/25
Checked M.NENADIC 06/08/25
Ind. Rev. Company TRACT | Ind. Rev. Name A.LUCAS
Ind. Review Signature 06/08/25

INLAND RAIL
Approved By M.EASTON
Signed
06/08/25 Approval Date

ARTC ACCEPTANCE
Accepted By
Signed
Acceptance Date

DETAILED DESIGN REVIEW

ARTC

Sheet No. A B
SHEET SIZE A1
Scale NTS

TITLE
ALBURY TO ILLABO
GENERAL NOTES
ALBURY STATION FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

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Third Party Drawing Number: 5-0052-210-ELE-B3-DR-2003

PLANTING SCHEDULE

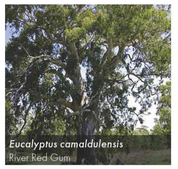
CODE	BOTANIC NAME	COMMON NAME	DENSITY/ CTS	MATURE SIZE H X W	INSTALL SIZE Pot - Height - Cal.	QUANTITY
TREES						
E.albens	*Eucalyptus albens*	White Box	AS SHOWN	15-25 x 10-15 m	**100 litre**	3
E.camaldulensis	*Eucalyptus camaldulensis*	River Red Gum	AS SHOWN	20-30 x 15-21 m	**100 litre**	3
E.polyanthemos	*Eucalyptus polyanthemos*	Red Box	AS SHOWN	10-20 x 6-10 m	**100 litre**	2
Q.palustris	*Quercus palustris*	Pin Oak	AS SHOWN	15-25 x 9-15 m	**100 litre**	1
Q.Pringreen	*Quercus palustris 'Pringreen'*	Pin Oak 'Green Pillar'	AS SHOWN	14 x 3 m	**100 litre**	2
U.parvifolia	*Ulmus parvifolia*	Chinese Elm	AS SHOWN	15 x 10m	**100 litre**	1
					TREES TOTAL	12
SHRUBS						
C.Slim	*Callistemon viminalis 'Slim'*	Bottlebrush	AS SHOWN	3 x 1-1.3 m	**200mm**	66
					SHRUBS TOTAL	66

CODE	BOTANIC NAME	COMMON NAME	DENSITY	MATURE SIZE H x W	POT SIZE	QUANTITY
GARDEN BED MIX						
SHRUBS / GRASSES / GROUNDCOVERS						
C.refractus	*Cymbopogon refractus*	Barbed Wire Grass	3 /m2	1 x 0.5	Tubestock	1050
L. longifolia	*Lomandra longifolia*	Spiny-headed Mat-rush	3 /m2	0.5-1 x 0.1-1.2	Tubestock	333
L.Lime Tuff	*Lomandra longifolia x confertifolia ssp. pallida 'Lime Tuff'*	Lime Tuff	2 /m2	0.4 x 0.4	Tubestock	134
L.Crimson Fire	*Loropetalum chinense var. rubrum 'Crimson Fire'*	Chinese Fringe Flower	1 /lm	1.2 x 1.2-1.5	Tubestock	35
N.Obsession	*Nandina domestica 'Obsession'*	Sacred Bamboo	2 /m2	0.6-0.9 x 0.6-0.9	Tubestock	130
T.triandra	*Themeda triandra*	Kangaroo Grass	3 /m2	0.4-0.6 x 0.5-0.7	Tubestock	250
					GARDEN BED MIX TOTAL	**1932**

NOTE: PLANT SUBSTITUTION IS PERMITTED PENDING AVAILABILITY. SEEK GUIDANCE FROM A SUITABLY QUALIFIED AND EXPERIENCED LANDSCAPE SPECIALIST

TREES









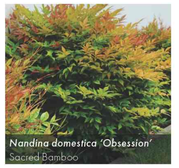




SHRUBS







GRASSES









GROUNDCOVERS





TREE REMOVAL AND REPLACEMENT	
TREES REMOVED	9
PROPOSED TREES	12
PROPOSED WOODY PERENNIALS ABOVE 3m	66

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Used on / Next higher assembly | Scale

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A	08/05/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | BG&E | MARTINUS | aurecon | INLAND RAIL

Designed M.GOCK 31/07/25 | Checked M.NENADIC 31/07/25 | Approved By M.EASTON | ARTC ACCEPTANCE

Ind. Rev. Company TRACT | Ind. Rev. Name A.LUCAS | Signed | Accepted By

Ind. Review Signature 31/07/25 | Approval Date 31/07/25 | Acceptance Date

ARTC | Sheet No. A B | SHEET SIZE A1 | Scale NTS

DETAILED DESIGN REVIEW

TITLE
ALBURY TO ILLABO
PLANT SCHEDULE
ALBURY STATION FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

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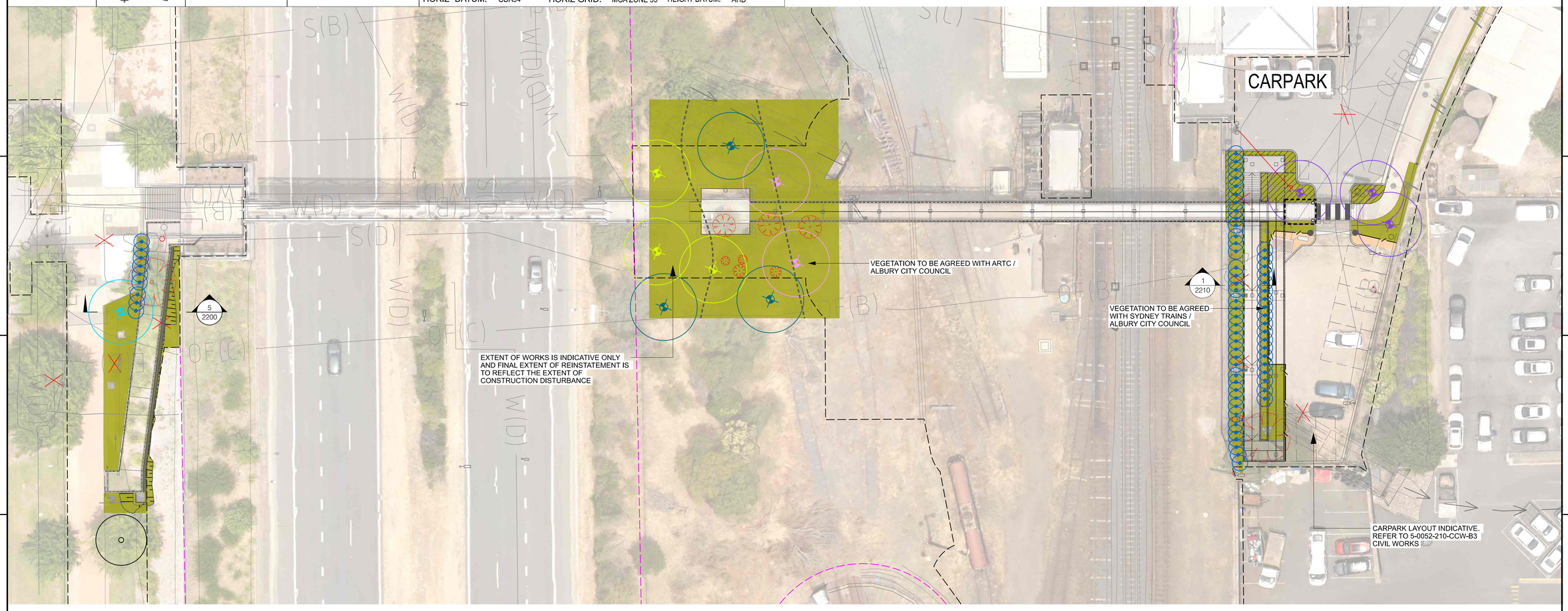
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DATUM

HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number
5-0052-210-ELE-B3-DR-2101



LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- PROPOSED FENCE
- PLANT DIVISION
- REMOVED PAVEMENT FOR GARDEN BED (3 2200)
- DECOMPOSED GRANITE
- GARDEN BED MIX
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE (2 2200)

- EXISTING TREE REMOVED
- EXISTING TREE RETAINED

PROPOSED TREES

- *Quercus palustris* (1 2200)
- *Ulmus parvifolia* (1 2200)
- *Callistemon viminalis* (1 2200)
- *Eucalyptus albens* (1 2200)
- *Eucalyptus camaldulensis* (1 2200)
- *Eucalyptus polyanthemos* (1 2200)

- E(B) EXISTING ELECTRICITY LINE - QUALITY B
- S(B) EXISTING SEWER LINE - QUALITY B
- S(C) EXISTING SEWER LINE - QUALITY C
- OF(B) EXISTING OPTICAL FIBRE - QUALITY B
- OF(C) EXISTING OPTICAL FIBRE - QUALITY C
- W(C) EXISTING WATER LINE - QUALITY C
- W(D) EXISTING WATER LINE - DIGITISED
- S&C EXISTING SIGNAL CABLES
- X X X EXISTING UTILITIES TO BE REMOVED

NOTE:
REFER DRAWINGS 2111 AND 2112
FOR PLANTING LAYOUT

DETAILED DESIGN REVIEW

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Used on / Next higher assembly

Scale 1:250 / 1:500 A1 / A3 (0 5 10m)

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Tract | aurecon | BG&E | MARTINUS

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Checked M.NENADIC 06/08/25
Ind. Rev. Company TRACT
Ind. Rev. Name A.LUCAS
Ind. Review Signature 06/08/25

INLAND RAIL

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Signed
06/08/25 Approval Date

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Accepted By
Signed
Acceptance Date

ARTC

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Scale 1:250
SHEET SIZE A1

TITLE
ALBURY TO ILLABO
GENERAL ARRANGEMENT
ALBURY STATION FOOTBRIDGE - LANDSCAPING

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CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

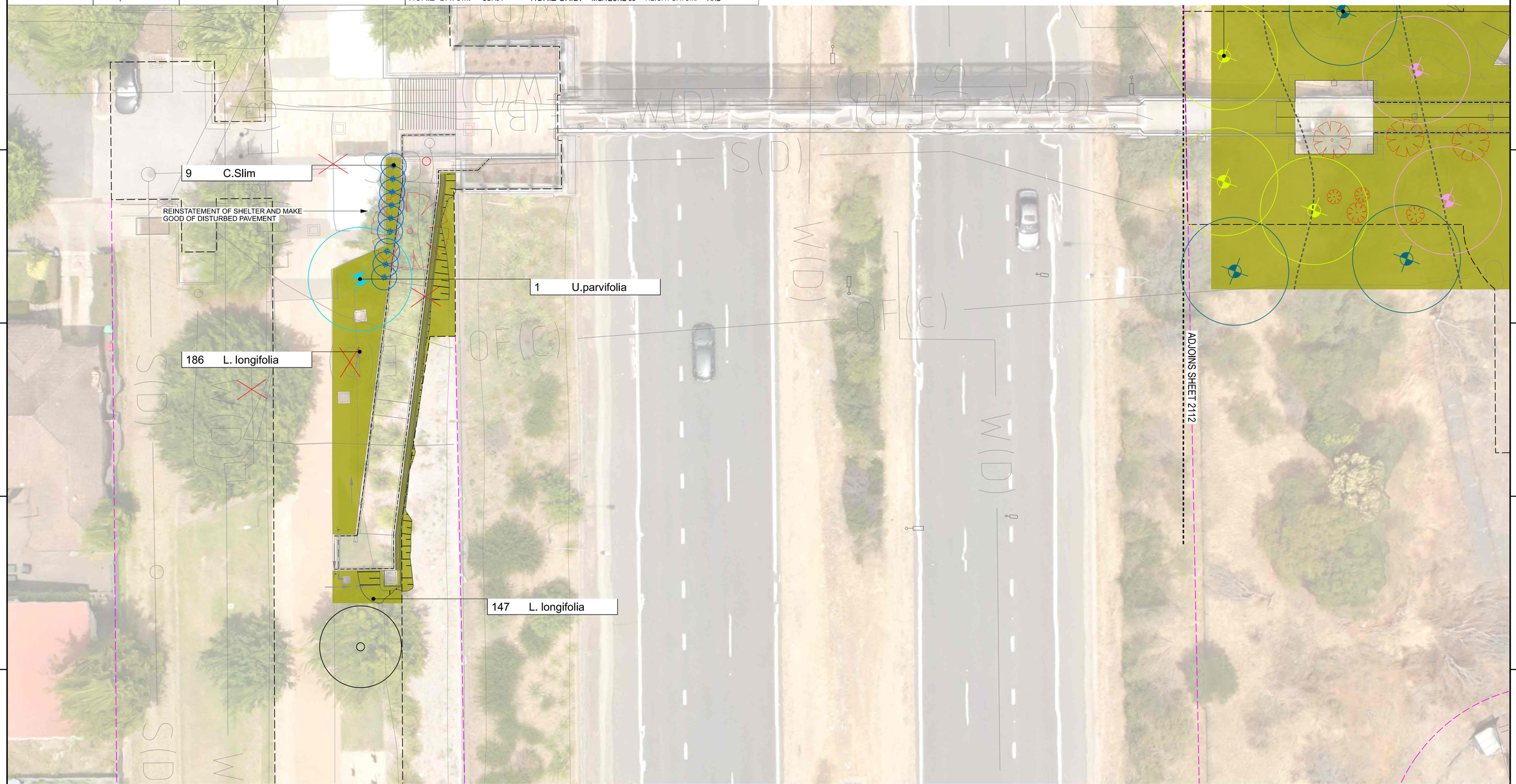
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DATUM
HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number
5-0052-210-ELE-B3-DR-2111



LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- PROPOSED FENCE
- PLANT DIVISION
- REMOVED PAVEMENT FOR GARDEN BED
- DECOMPOSED GRANITE
- GARDEN BED MIX 75-100mm HARDWOOD MULCH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE

PROPOSED TREES
- *Quercus palustris*
- *Ulmus parvifolia*
- *Callistemon viminalis*
- *Eucalyptus camaldulensis*
- *Eucalyptus albens*
- *Eucalyptus polyanthemos*
- EXISTING TREE REMOVED
- EXISTING TREE RETAINED

- E(B) EXISTING ELECTRICITY LINE - QUALITY B
- S(B) EXISTING SEWER LINE - QUALITY B
- S(C) EXISTING SEWER LINE - QUALITY C
- OF(B) EXISTING OPTICAL FIBRE - QUALITY B
- OF(C) EXISTING OPTICAL FIBRE - QUALITY C
- W(C) EXISTING WATER LINE - QUALITY C
- W(D) EXISTING WATER LINE - DIGITISED
- S&C EXISTING SIGNAL CABLES
- X X X EXISTING UTILITIES TO BE REMOVED

DETAILED DESIGN REVIEW

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Checked M.NENADIC 06/08/25
Ind. Rev. Company TRACT
Ind. Rev. Name A.LUCAS
Ind. Review Signature 06/08/25

INLAND RAIL

Approved By M.EASTON
Signed
06/08/25 Approval Date

ARTC ACCEPTANCE

Accepted By
Signed
Acceptance Date

ARTC

Sheet No. 1 OF 2
Scale 1:150
SHEET SIZE A1

TITLE
ALBURY TO ILLABO
DETAIL PLAN - SHEET 1
ALBURY STATION FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

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DATUM
HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number
5-0052-210-ELE-B3-DR-2112

EXTENT OF WORKS IS INDICATIVE ONLY AND FINAL EXTENT OF REINSTATEMENT IS TO REFLECT THE EXTENT OF CONSTRUCTION DISTURBANCE

3 E.albens

3 E.camaldulensis

2 E.polyanthemos

577 C.refractus

473 C.refractus

250 T.triandra

ADJOINS SHEET 2111

INSET

JOIN LINE

JOIN LINE

CARPARK

42 N.Obsession

1 Q.Pringreen

35 L.Crimson Fire

LIFT CROWN OF THE THREE QUERCUS SPECIES TO PROVIDE APPROPRIATE HEAD CLEARANCE DURING ESTABLISHMENT PERIOD. PRUNING TO BE COMMENSURATE WITH THE SCALE OF THE PLANT AND THE FUNCTIONAL REQUIREMENTS OF THE DRIVEWAY.

2.0m

2.7m

1 Q.palustris

16 N.Obsession

1.5m

2.0m

1 Q.Pringreen

48 N.Obsession

CANOPY STRUCTURE (INDICATIVE)

1
2210

24 N.Obsession

88 L.Lime Tuff

19 C.Slim

38 C.Slim

RAMP ABOVE

CARPARK LAYOUT INDICATIVE. REFER TO 5-0052-210-CCW-B3 CIVIL WORKS

46 L.Lime Tuff

LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- PROPOSED FENCE
- PLANT DIVISION
- REMOVED PAVEMENT FOR GARDEN BED
- DECOMPOSED GRANITE
- GARDEN BED MIX 75-100mm HARDWOOD MULCH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE

PROPOSED TREES
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- *Ulmus parvifolia*
- *Callistemon viminalis*
- *Eucalyptus camaldulensis*
- *Eucalyptus albens*
- *Eucalyptus polyanthemos*
- EXISTING TREE REMOVED
- EXISTING TREE RETAINED

- E(B) EXISTING ELECTRICITY LINE - QUALITY B
- S(B) EXISTING SEWER LINE - QUALITY B
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- OF(B) EXISTING OPTICAL FIBRE - QUALITY B
- OF(C) EXISTING OPTICAL FIBRE - QUALITY C
- W(C) EXISTING WATER LINE - QUALITY C
- W(D) EXISTING WATER LINE - DIGITISED
- S&C EXISTING SIGNAL CABLES
- EXISTING UTILITIES TO BE REMOVED

DETAILED DESIGN REVIEW

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Tract | aurecon | BG&E | MARTINUS

Designed M.GOCK 06/08/25
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Ind. Rev. Company TRACT | Ind. Rev. Name A.LUCAS
Ind. Review Signature 06/08/25

INLAND RAIL

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Signed
06/08/25 Approval Date

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Accepted By
Signed
Acceptance Date

ARTC

A B

Sheet No. 2 OF 2
Scale 1:150
SHEET SIZE A1

TITLE
ALBURY TO ILLABO
DETAIL PLAN - SHEET 2
ALBURY STATION FOOTBRIDGE - LANDSCAPING

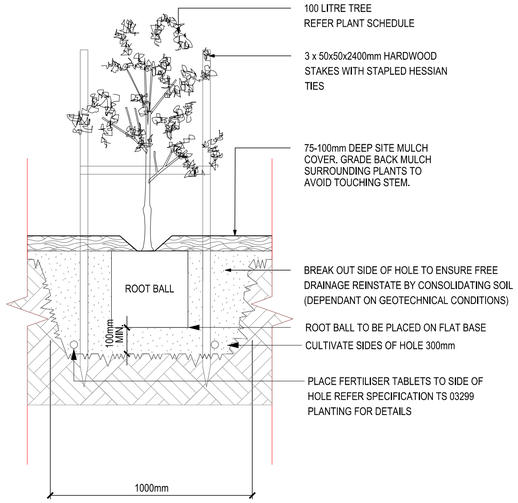
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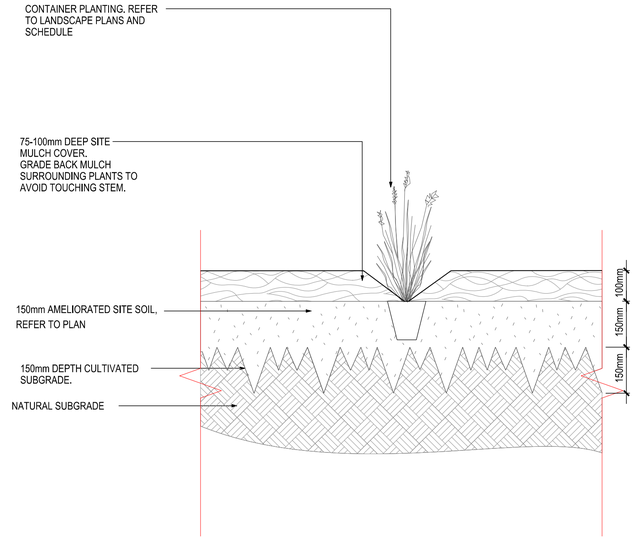
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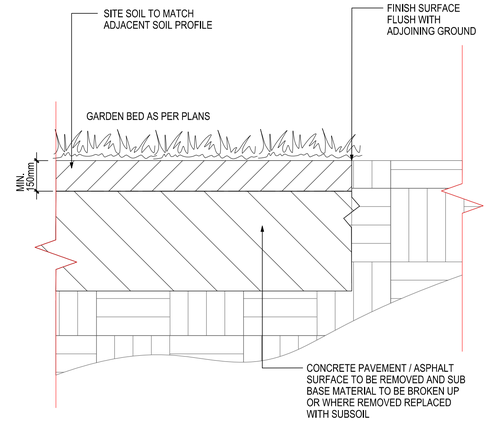
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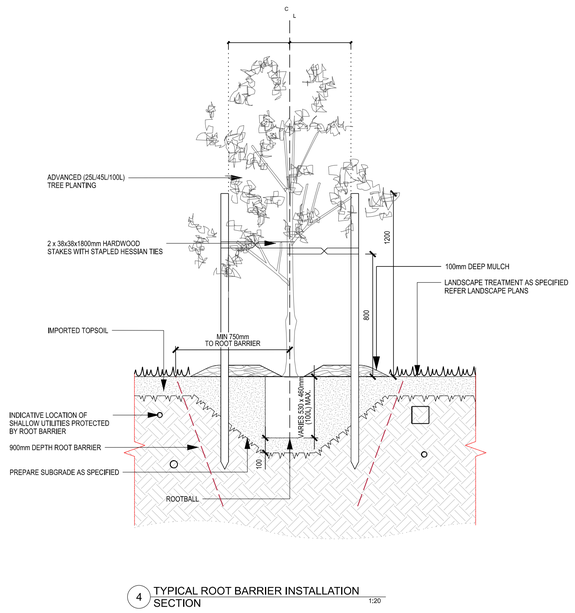
1 TYPICAL 100 LITRE TREE PLANTING SECTION N.T.S.



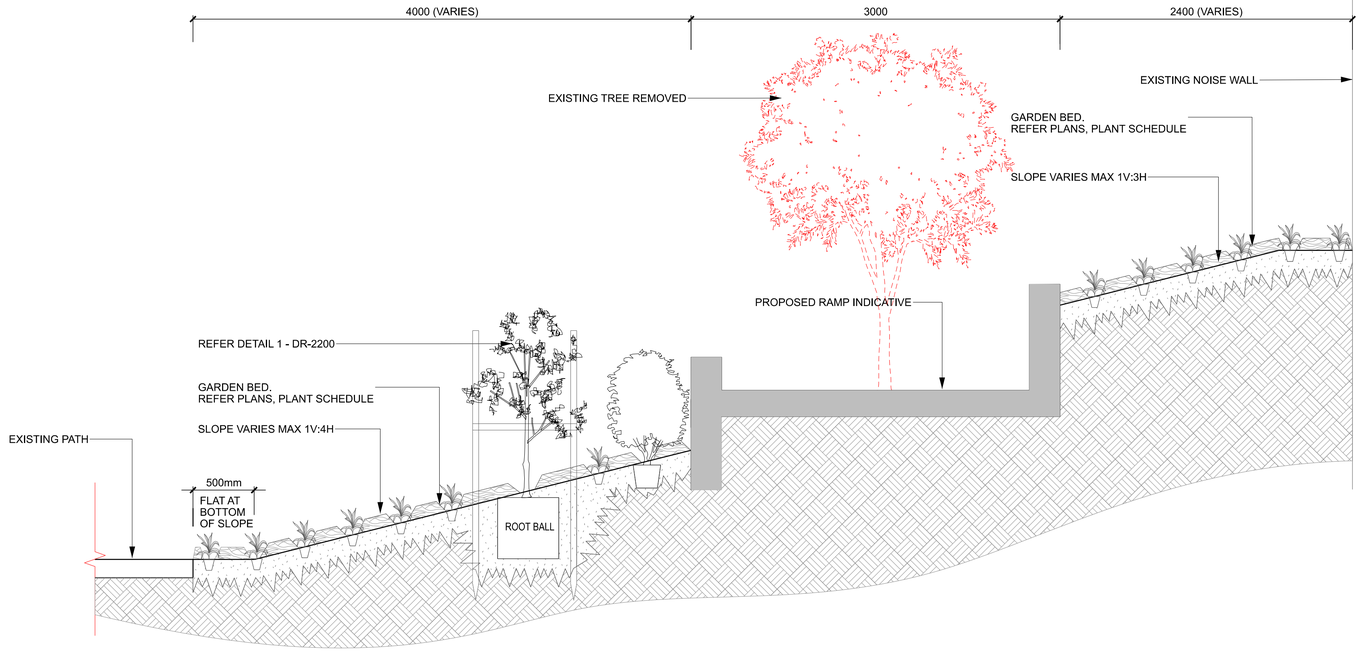
2 TYPICAL TUBESTOCK SHRUB PLANTED IN GARDEN BED SECTION N.T.S.



3 TYPICAL LANDSCAPE INSTATEMENT OF EXISTING ROAD PAVEMENT REMOVED SECTION N.T.S.



4 TYPICAL ROOT BARRIER INSTALLATION SECTION 1:20



5 TYPICAL GARDEN BED PLANTING BATTER SECTION 1:25

DETAILED DESIGN REVIEW

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Tract | BG&E | Aurecon | MARTINUS

Designed M.GOCK	06/08/25	Approved By M.EASTON
Checked M.MENADIC	06/08/25	
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed
Ind. Review Signature	06/08/25 Approval Date	

INLAND RAIL

ARTC ACCEPTANCE

Accepted By

Signed

Acceptance Date

ARTC

Sheet No. 10F2

SHEET SIZE A1

Scale AS SHOWN

TITLE
ALBURY TO ILLABO
TYPICAL LANDSCAPE DETAILS - SHEET 1
ALBURY STATION FOOTBRIDGE - LANDSCAPING

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DRAWN TO AS1100

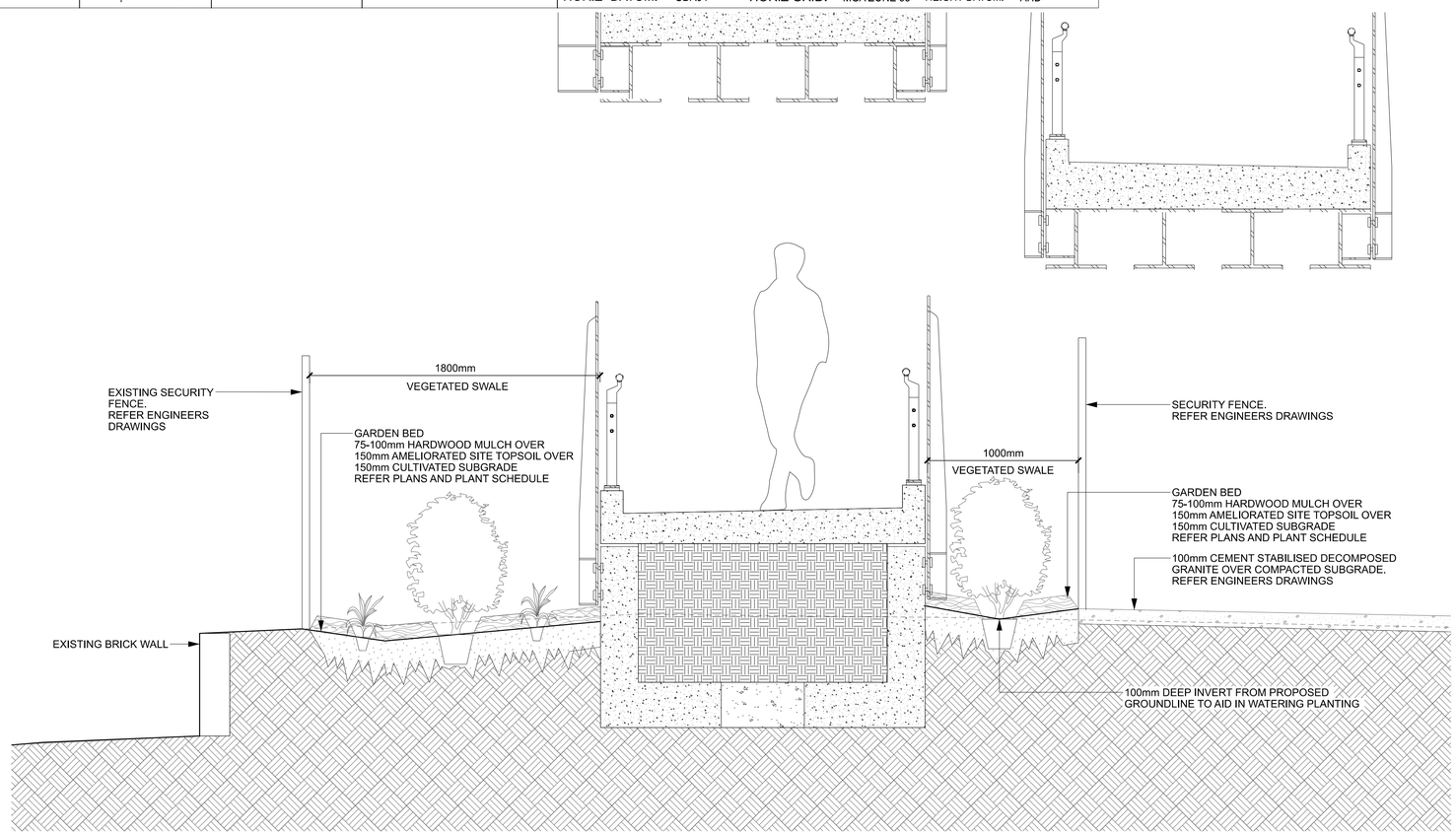
DO NOT SCALE

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DATUM

HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number
5-0052-210-ELE-B3-DR-2210



1 ALBURY STATION RAMP SECTION 1:20

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Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	
Ind. Review Signature	07/08/25	07/08/25 Approval Date

INLAND RAIL

Approved By M.EASTON
Signed

ARTC ACCEPTANCE
Accepted By
Signed
Acceptance Date

ARTC

A

Sheet No. 2 OF 2
SHEET SIZE A1
Scale AS SHOWN

TITLE
ALBURY TO ILLABO
TYPICAL LANDSCAPE DETAILS - SHEET 2
ALBURY STATION FOOTBRIDGE - LANDSCAPING

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Cassidy Parade Footbridge - Landscape Detailed Plans

DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM: HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-W4-DR-2002

GENERAL

1 WORKS NOT CAPTURED BY THESE DESIGN DOCUMENTS SHALL BE UNDERTAKEN IN ACCORDANCE WITH
-INLAND RAIL LANDSCAPE AND REHABILITATION FRAMEWORK 0-0000-900-ELE-00-GU-0001
-INLAND RAIL LANDSCAPE AND REHABILITATION STRATEGY 0-0000-900-ELE-00-ST-0001 AND BIODIVERSITY

2 THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND ENGINEERING REQUIREMENTS INDICATED ON PLAN INCLUDING
- TRANSPORT FOR NEW SOUTH WALES SPECIFICATIONS TS03298 VEGETATION (R178) AND TS03299 LANDSCAPE PLANTING (R179)
- 5-0052-210-PMA-00-PL-0005 A2I ALBURY TO ILLABO URBAN DESIGN AND LANDSCAPE PLAN - STAGE 2 CORRIDOR-WIDE

3 THESE DRAWINGS ARE TO READ IN CONJUCTION WITH, BUT NOT LIMITED TO DRAWINGS FROM THE FOLLOWING RELEVANT DESIGN DISCIPLINES

5-0052-210-PEN-W4	GENERAL
5-0052-210-CCW-W4	CIVIL WORKS
5-0052-210-CDE-W4	DEMOLITION
5-0052-210-DAL-W4	ROADWORKS
5-0052-210-DDR-W4	DRAINAGE
5-0052-210-DPV-W4	PAVEMENT
5-0052-210-DSN-W4	SIGNAGE
5-0052-210-PUP-W4	UTILITIES
5-0052-210-EAP-W4	ENVIRONMENTAL
5-0052-210-SBD-W4	BRIDGE STRUCTURE
5-0052-210-BSE-W4	LIGHTING

4 ALL VEGETATION OUTSIDE OF THE PROJECT CONSTRUCTION CLEARING AREA AND IDENTIFIED IN SPECIFICATIONS AND DRAWINGS IS TO BE PROTECTED AND RETAINED

5 ALL TREE PLANTING IS TO BE KEPT CLEAR OF OVERHEAD WIRES AND ALL OTHER PUBLIC UTILITIES

6 IMPORTED TOPSOIL SHALL COMPLY WITH THE REQUIREMENTS OF TS03298 VEGETATION

7 MULCH IS TO BE DERIVED FROM TREES, SHRUBS AND ANY OTHER VEGETATIVE MATERIAL THAT IS ACCEPTABLE TO THE PRINCIPAL FOR USE AS MULCH, REMOVED DURING THE CLEARING AND GRUBBING WORKS ON THE SITE. IF THE MULCH PRODUCED IN THIS WAY IS INSUFFICIENT, MAKE UP THE SHORTFALL BY USING IMPORTED ORGANIC MULCH THAT COMPLIES WITH AS4454 AND TS03298 VEGETATION

8 ANY AREA NOT SHOWN AS PLANTING ON THE LANDSCAPE PLANS WHICH IS DISTURBED DURING PROJECT CONSTRUCTION IS TO BE REVEGETATED USING THE APPROPRIATE SEEDING MIX FOR THE PLANT COMMUNITY. REFER TO PLANT SCHEDULES AND REINSTATEMENT DETAILS

9 DETAILS OF THE 2D DIGITAL DRAWING FILES FOR LANDSCAPE SETOUT OF THIS PACKAGE IS NOTED IN THE 'DESIGN MODEL FILE' INCLUDED ON EACH DRAWING AND IS PROVIDED IN DWG FORMAT. WHERE A DISCREPANCY EXISTS BETWEEN THE MODEL FILE AND THE DRAWINGS, THE FORMALLY REVIEWED AND VERIFIED DRAWINGS SHALL TAKE PRECEDENCE

SITE CLEARING

1 PROTECT FROM DAMAGE ALL EXISTING TREES, FENCES, BUILDINGS, OTHER STRUCTURES AND SITE FURNITURE

2 ALL VEGETATION OUTSIDE OF THE PROJECT CONSTRUCTION CLEARING AREA AND DRAWINGS IS TO BE PROTECTED AND RETAINED IN ACCORDANCE WITH AS4970

3 ALL EXISTING TREES WHICH ARE SITED WITHIN CLEAR ZONES OF THE RAIL ALIGNMENT SHALL BE REMOVED

4 SOIL PEDOLOGY SURVEY AND ANALYSIS OF STRIPPED TOPSOIL SHALL BE UNDERTAKEN FOR EACH SOIL LANDSCAPE AND VEGETATION COMMUNITY TYPE WITHIN THE CONSTRUCTION SITE. TOPSOIL TESTING IS TO BE UNDERTAKEN BY A NATIONAL ASSOCIATION OF TESTING AUTHORITIES (NATA). REFER TS03298 VEGETATION

UTILITIES

1 LOCATE AND PROTECT ALL UNDERGROUND UTILITIES PRIOR TO ANY EXCAVATION. MAKE GOOD ALL DAMAGE TO EXISTING WORKS CAUSED BY THE ACTIVITY OF THESE WORKS

2 TREES AND SHRUBS GREATER THAN 5.0M IN HEIGHT MUST NOT BE PLANTED OR SEEDED WITHIN A MINIMUM OF 5.0M OF OVERHEAD POWER LINES FOR 66KV AND 11KV LINES AN EASEMENT OFFSET OF 15M OR 10M RESPECTIVELY IS REQUIRED EITHER SIDE OF THIS. CONFIRMATION IN WRITING, AS TO OFFSETS, SHOULD BE GAINED FROM AUTHORITY PRIOR TO PLANTING

3 THE CONTRACTOR WILL ENSURE THAT PROPOSED LANDSCAPE TREATMENTS ALLOW ACCESS TO FINAL LOCATIONS OF ALL SERVICES INCLUDING MANHOLES, VALVES FIRE HYDRANTS, SWITCHBOARDS, FIELD CABINETS AND ALL OTHER RELEVANT SERVICES. SERVICES ARE TO BE LOCATED PRIOR TO PLANTING TO ENSURE ACCESS IS MAINTAINED

LANDSCAPE REQUIREMENTS

1 ALL LANDSCAPE RE-VEGETATION AND PLANTING WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH PLANS AND IN ACCORDANCE WITH TS03298 VEGETATION, TS03299 PLANTING AND THE LANDSCAPE MANAGEMENT PLAN 5-0052-210-ELE-00-RP-0001

2 THE EXTENT OF REVEGETATION WORKS SHOWN ON LANDSCAPE PLANS IS INDICATIVE ONLY AND IS BASED ON ENGINEERING DESIGN AND CLEARING EXTENTS. ALL DISTURBED AREAS ARE TO BE RE-VEGETATED IN ACCORDANCE WITH THE DOCUMENTATION. WHERE GREATER THAN THE AREA INDICATED USE THE RELEVANT NATIVE COMMUNITY AS RELEVANT. PASTURE GRASSES ARE NOT TO BE USED

3 PLANTING AND SEEDING MIX REQUIREMENTS ARE SHOWN IN RELEVANT SCHEDULES ON 5-0052-210-ELE-W4-DR-2003

4 ANY AREA NOT SHOWN AS PLANTING ON THE LANDSCAPE PLANS WHICH IS DISTURBED DURING PROJECT CONSTRUCTION IS TO BE REINSTATED WITH THE RELEVANT PLANTING MIX. REFER TO PLANT SCHEDULES ON 5-0052-210-ELE-W4-DR-2003

5 ENSURE SOIL TESTING OF TOP SOILS AND SUBSOIL IS UNDERTAKEN AND AMELIORATION UNDERTAKEN IN ACCORDANCE WITH SOIL SCIENTIST'S RECOMMENDATIONS AS REQUIRED BY TS03298 VEGETATION

6 HYDROMULCH MUST NOT BE APPLIED WHEN TEMPERATURES ARE GREATER THAN 35 DEGREES C, WHEN WINDS EXCEED 15KMS/HR, DURING RAIN OR WHEN RAIN IS IMMINENT. DRY SURFACES ARE TO BE WATERED PRIOR TO INSTALLATION OF HYDROMULCH. ENSURE THE TOPSOIL IS KEPT MOIST UNTIL FULL SEED GERMINATION AND ESTABLISHMENT OF YOUNG ROOTS INTO THE TOPSOIL LAYER

7 TREES ARE TO BE PLANTED CLEAR OF DRAINAGE PIPES AND SERVICE UTILITIES AS INDICATED ON DRAWINGS. WHERE TREES ARE CONSTRAINED A ROOT BARRIER HAS BEEN DOCUMENTED TO PROVIDE A CONTROL TO ROOT DEVELOPMENT IN RELATION TO SERVICES. ROOT BARRIER IS TO BE HDPE - 900mm DEEP x 1mm THICK SUPPLIED BY POLYFABRICS OR APPROVED EQUIVALENT

MAINTENANCE

1 THE LANDSCAPE WORKS ARE TO BE ACTIVELY MANAGED IN ACCORDANCE WITH THE LANDSCAPE MANAGEMENT PLAN 5-0052-210-ELE-00-RP-0001 FOR THE DURATION OF ESTABLISHMENT AND UNTIL THE TRANSFER OF ASSETS TO THE RELEVANT AUTHORITY IN ACCORDANCE WITH CONDITION OF APPROVAL E111

2 WEEDS ARE TO BE CONTROLLED THROUGH ALL PHASES OF THE PROJECT TO MINIMISE COMPETITION WITH SOWN SPECIES. WEED SUPPRESSION MUST BE UNDERTAKEN ON A MONTHLY BASIS AND CONTINUE UNTIL THE ACTUAL COMPLETION DATE

3 WATER AREAS OF REVEGETATION TO MAINTAIN MOIST SOIL PROFILE OR AVOID MOISTURE STRESS IN PLANTS UNTIL PLANTS ARE ESTABLISHED. REFER TS03299 LANDSCAPE PLANTING

4 THE CONTRACTOR MUST ESTABLISH AND MAINTAIN ALL VEGETATED AREAS TO ACHIEVE
1. 70% SOIL-SURFACE COVERAGE WITHIN 1 MONTH OF SOWING
AND
2. 80% GERMINATION OF PERMANENT COVER SPECIES WITHIN 3 MONTHS AND MAINTAIN FOR A PERIOD OF 6 MONTHS OR UNTIL CONTRACT COMPLETION, WHICHEVER IS THE GREATER

SUSTAINABILITY

1 WHERE CONSTRUCTION WORKS IMPACTS VEGETATION OR LANDSCAPING, STRIP AND STOCKPILE TOPSOIL AND SUBSOIL SEPARATELY FOR PROTECTION FROM DEGRADATION, EROSION OR MIXING WITH SITE WON GENERAL FILL. STOCKPILE MOUNDS TO BE KEPT AT MAX 1.5m HIGH

2 BENEFICIAL REUSE OF EXISTING SITE SOIL IS PREFERED, WHENEVER POSSIBLE, TO REDUCE THE NEED FOR IMPORTED MATERIALS

3 SCHEDULE WORKS DURING COOLER MONTHS, WHERE FEASIBLE, TO REDUCE WATERING NEEDS AND SUPPORT SUCCESSFUL VEGETATION ESTABLISHMENT

4 PRIORITISE INDIGENOUS, DROUGHT-TOLERANT, PLANT SPECIES TO MINIMISE MAINTENANCE AND WATER REQUIREMENTS

5 REFER DRAWING 5-0052-210-ELE-W4-DR-2212 FOR SEATING DETAILS USING SALVAGED BRICKS. BRICKS TO BE SALVAGED FROM THE ABUTMENT WALL OF EDMONDSON BRIDGE AND STATION PLATFORM YERONG CREEK. WHERE SALVAGED BRICKS ARE USED, ENSURE BRICKS ARE OF A CONSISTENT COLOUR WITH FOCUS ON USING EDMONDSON BRICKS DUE TO PROXIMITY TO SITE. CLEAN BRICKS OF ALL MORTAR AND REUSE FOR SEATING ELEMENTS AS IDENTIFIED IN PLANS AND DETAILS. BRICKS SHOULD BE WHOLE WITH MINIMAL DAMAGE, INCLUDING CHIPPING AND STAINING. USE BRICK TYPES AS DOCUMENT. WHERE THERE ARE ISSUES WITH QUALITY, AND OR QUANTITY BRING TO THE ATTENTION OF THE DESIGN MANAGER FOR APPROVAL AND OR DIRECTION.

BRICKS ARE TO BE LAID IN A STRETCHER BOND PATTERN, WITH BULL NOSED PIECES TO BE USED FOR THE CAPPING. MORTAR IS TO BE A 1 PART SAND 4 PART CEMENT MIX

PLAYGROUND

1 ALL WORKS ARE TO BE FIT FOR PURPOSE, SECURELY FIXED AND SUITABLE FOR PUBLIC USE. ALL FEATURE ELEMENTS ARE TO COMPLY WITH THE AUSTRALIAN STANDARDS FOR PLAYGROUNDS AND IS TO BE ASSESSED FOR COMPLIANCE UPON INSTALLATION BY THE INDEPENDENT PLAYGROUND AUDITOR

2 PLAYGROUND STANDARDS
UNLESS OTHERWISE ADVISED BY THE CONSULTING PLAYGROUND AUDITOR, THE CONTRACTOR IS TO APPLY THE FOLLOWING GUIDANCE TO CLEARANCES AND OPENING PERTAINING TO THE NOMINATED PLAYGROUND EQUIPMENT (MINIMUM REQUIREMENTS OF AS4685-2014)
× HEAD ENTRAPMENT
GAPS, SLOTS AND HOLES WITHIN STRUCTURES WHICH HAVE THE POTENTIAL TO TRAP PARTS OF THE USERS BODY WHILST USING THE EQUIPMENT. THE GAPS TO BE AVOIDED ARE BETWEEN 89mm & 230mm - FULLY BOUND OPENINGS MORE THAN 600mm ABOVE GROUND.
NB UNDER AS1924 THE SMALLER DIMENSION WAS 125 MM THIS APPLIES TO EQUIPMENT MANUFACTURED PRIOR TO 2006

× NECK ENTRAPMENT
BETWEEN 45mm AND 157mm - PARTIALLY BOUND OPENINGS MORE THAN 600mm ABOVE GROUND.
NB ACCESSIBILITY DETERMINED BY TEST TEMPLATE

× FINGER ENTRAPMENT
BETWEEN 8mm AND 25mm

× HAND/FOOT ENTRAPMENT
BETWEEN 30mm AND 90mm

× CLOTHING ENTRAPMENT
BETWEEN 3.6mm AND 25mm OR ANY VEE SHAPED OPENINGS WITHIN 600mm OF A SLIDING SURFACE

3 SAFE FALL ZONES
UNLESS OTHERWISE ADVISED BY THE CONSULTING PLAYGROUND AUDITOR, THE CONTRACTOR IS TO APPLY THE FOLLOWING FALL HEIGHTS AND ZONES TO THE NOMINATED PLAYGROUND EQUIPMENT (MINIMUM REQUIREMENTS OF AS4685-2014)
× FALL HEIGHT
NO FORCED MOVEMENT < 0.6m AND/OR 0.6m ≥ H ≤ 1.5m
PUBLIC AREAS FALL ZONE
1500mm UNLESS APPROVED BY COUNCIL'S REPRESENTATIVE

4 AUDIT
PRIOR TO FABRICATION AND UPON COMPLETED INSTALLATION OF THE PLAYGROUND, ARRANGE FOR AN INDEPENDENT SAFETY AUDIT/RISK ASSESSMENT AUDIT (BY AN APPROVED AUDITOR) TO BE UNDERTAKEN AND RECTIFICATIONS/DEFECTS TO BE MADE GOOD IMMEDIATELY
ELECTRONIC AND HARD COPY SUBMISSIONS WILL BE REQUIRED.
A WRITTEN CONFIRMATION WILL BE REQUIRED BY THE PLAYGROUND AUDITOR CONFIRMING ALL DEFECTS HAVE BEEN RECTIFIED AND THE PLAYGROUND IS READY FOR OCCUPATION/PUBLIC USE

5 PROPRIETARY PLAY EQUIPMENT
PLAY EQUIPMENT IS TO BE PW 14 AS SUPPLIED BY PLAY WORKS, PHONE +61 2 9420 8296 OR APPROVED EQUIVALENT.
SUPPLY AND INSTALL THE PROPRIETARY PLAY EQUIPMENT AS DETAILED ON THE LANDSCAPE PLANS

6 ORGANIC SOFT-FALL MULCH
SUPPLY AND INSTALL THE SOFTFALL MULCH (PROVIDE ORDER/CERTIFICATION TO PLAYGROUND AUDITOR PRIOR TO INSTALLATION). 10-14mm HAMMER MILLED/PROCESSED SOFT FALL MULCH ('A' GRADE) IMPACT TESTED TO AS/NZS4422

7 SUBSOIL DRAINAGE
AG LINE TO BE 100mm TYPE 1 CLASS SN20 PERFORATED PIPE LOCATED IN TRENCH 300mm DEEP AND BACKFILLED WITH GRADE F14/F20 AGGREGATE WRAPPED IN GEOTEXTILE

8 CONCRETE EDGE
SET OUT OF EDGING (LOCATION & HEIGHTS) MUST BE APPROVED BY THE SUPERINTENDENT PRIOR TO CONSTRUCTION TO ENSURE A SMOOTH TRANSITION & AVOID POTENTIAL TRIP HAZARD.
THE CONCRETE KERB IS TO BE COORDINATED WITH INSTALLATION OF PLAYGROUND EQUIPMENT, FALL ZONES & FOOTINGS. PROVIDE DRAINAGE INTERNALLY TO THE PLAYGROUND TO PREVENT PONDING AS INDICATED IN PLANS. THE KERBING IS TO BE UNDERTAKEN BY A CONTRACTOR EXPERIENCED IN ROAD CONSTRUCTION (WITH A MINIMUM 5 YEARS) WITH AN APPROPRIATE LEVEL OF INSURANCE. SUBMIT DETAILS TO THE SUPERINTENDENT FOR APPROVAL PRIOR TO COMMENCEMENT. THE KERBING IS TO BE UNDERTAKEN USING A KERBING OR SLIP FORMER MACHINE OR FORMS TO ACHIEVE A CLASS 2 FINISH

9 MAINTENANCE
THE CONTRACTOR MUST MAINTAIN AND KEEP AN UP TO DATE ACCURATE RECORD RELATING TO THE PLAYGROUND AREA. REPORT ANY STRUCTURAL DEFECTS TO THE SUPERINTENDENT AND SEEK THEIR DIRECTION, SHOULD ANY DEFECTS BECOME APPARENT. PLAYGROUND MUST BE COMPLIANT WITH STANDARDS AT TIME OF HANDOVER TO COUNCIL

10 COMPLETION
THE CONTRACTOR SHALL COMPLETE CONTRACTED WORK IN ACCORDANCE WITH CONTRACT DOCUMENTS AND WRITTEN VARIATION ORDERS ISSUED BY THE SUPERINTENDENT. THE CONTRACTOR SHALL CLEAN THE AREA OF WORKS AND LEAVE THEM IN A TIDY CONDITION - BEING CAREFUL TO REMOVE ALL OFF CUTS, SAW DUST AND DISUSED PACKAGING, PRIOR TO THE AWARD OF PRACTICAL COMPLETION.
PRIOR TO PRACTICAL COMPLETION, THE CONTRACTOR SHALL
× SUBMIT MANUFACTURER'S PUBLISHED RECOMMENDATIONS FOR MAINTENANCE AND ALL WARRANTY DETAILS, INCLUDING ELECTRICAL AND PLUMBING CERTIFICATES OF COMPLIANCE,
× TIGHTEN BOLTS, SCREWS AND OTHER FIXINGS SO THAT JOINTS AND ANCHORAGES ARE SECURE AT PRACTICAL COMPLETION,
× ENSURE ALL SURFACES ARE CLEAN AND FREE FROM VISUAL DEFECTS, UN-NATURAL DEFORMATIONS, SPLINTERS, FINE SANDED OR DRESSED AS NOTED. REMOVE ALL ITEMS INCLUDING OVERSPRAY, STICKERS, CHALK, AND IDENTIFICATION TEXT PRIOR TO PRACTICAL COMPLETION,
× REMOVE ALL TRACES OF TEMPORARY COATINGS USED AS A MEANS OF PROTECTION,
× SAND AND REMOVE ANY SHARP OR PROTRUDING MATERIAL (TIMBER OR STEEL),
× REMOVE ALL OVERSPRAY, SPLATTER AND EXTRANEOUS MATERIALS (INCLUDING FABRICATION MARKINGS & STICKERS) PRIOR TO PRACTICAL COMPLETION, AND
× TOUCH UP AN PAINTWORK MARKS, CHIPS OR BLEMISHES,
× INSTALL ALL LOCKING MECHANISMS, AND
× SUBMIT ALL OPERATIONS MANUALS, KEYS & LOCKS AND MAINTENANCE WORKS SCHEDULES TO COUNCIL, OR AS REQUESTED

DETAILED DESIGN REVIEW

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Tract | aurecon | BG&E | MARTINUS | INLAND RAIL

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Checked M.MENADIC	12/08/25		Accepted By
Ind. Rev. Company TRACT / Ind. Rev. Name A.LUCAS		Signed	Signed
Ind. Review Signature	12/08/25	12/08/25 Approval Date	Acceptance Date

ARTC

Sheet No. A B | SHEET SIZE A1 | Scale NTS

TITLE
ALBURY TO ILLABO
GENERAL NOTES
CASSIDY PARADE FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE | DATUM — HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-W4-DR-2003

PLANTING SCHEDULE

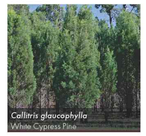
CODE	BOTANIC NAME	COMMON NAME	MATURE SIZE (m) H	x	W	POT SIZE	QUANTITY
TREES							
C. glaucophylla	*Callitris glaucophylla*	White Cypress Pine	15-20	x	2-3	**100 litre**	3
C. cunninghamiana	*Casuarina cunninghamiana*	River Oak	10-35	x	4-15	**100 litre**	5
E. albens	*Eucalyptus albens*	White Box	15-25	x	10-15	**100 litre**	3
E. blakelyi	*Eucalyptus blakelyi*	Blakely's red gum	20	x	15	**100 litre**	7
						TREES TOTAL	18

CODE	BOTANIC NAME	COMMON NAME	DENSITY		MATURE SIZE (m) H	x	W	POT SIZE	QUANTITY
GARDEN BED - MIX A									
SHRUBS									
A. nummularia	*Atriplex nummularia*	Old Man Saltbush	1.5	/m²	3	x	5	150mm	28
A. decora	*Acacia decora*	Western Silver Wattle	1.5	/m²	1.5-3	x	1.5-3	150mm	28
C. pallidus	*Callistemon pallidus*	Lemon Bottlebrush	1.5	/m²	3-4	x	2-3	150mm	28
D. sericea	*Dillwynia sericea*	Showy Parrot-pea	1.5	/m²	0.5-1.5	x	0.5-1.5	150mm	64
D. cuneata	*Dodonaea viscosa ssp cuneata*	Wedge-leaf Hop Bush	1.5	/m²	3	x	2	150mm	28
E. nutans	*Einadia nutans*	Climbing saltbush	1.5	/m²	0.1	x	0.8	150mm	64
E. denticulata	*Eremophila calorhabdos x denticulata*	Emu Bush	1.5	/m²	2	x	1	150mm	28
E. deserti	*Eremophila deserti*	Turkeybush	1.5	/m²	3	x	2	150mm	28
G. lanigera	*Grevillea lanigera*	Woolly Grevillea	1.5	/m²	0.3-0.6	x	0.3-0.6	150mm	64
I. australis	*Indigofera Australis*	Austral indigo	1.5	/m²	1-2	x	1-2	150mm	64
GRASSES / GROUNDCOVERS									
B. macra	*Bothriochloa macra*	Red Grass	6	/m²	0.2-1	x	0.2	Tubestock	263
D. revoluta	*Dianella revoluta var revoluta*	Flax Lily	6	/m²	0.5-1	x	1-2	Tubestock	263
L. longifolia	*Lomandra longifolia 'Tanika'*	Mat-rush	6	/m²	0.5-0.6	x	0.6-0.8	Tubestock	263
T. triandra	*Themeda triandra*	Kangaroo Grass	6	/m²	1	x	0.6	Tubestock	263
X. viscosum	*Xerochrysum viscosum*	Sticky Everlasting Daisy	6	/m²	0.2-0.9	x	0.3-0.8	Tubestock	263
								Mix Total	1739
GARDEN BED - MIX B									
C. apiculatum_B	*Chrysocephalum apiculatum*	Yellow buttons	3	/m²	0.4-0.6	x	0.5-0.9	Tubestock	18
D. revoluta_B	*Dianella revoluta var revoluta*	Flax Lily	6	/m²	0.5-1	x	1-2	Tubestock	26
E. microphylla_B	*Eutaxia microphylla*	Small-leaved mallee-pea	6	/m²	0.2-1.5	x	0.5-1.5	Tubestock	26
H. obtusifolia_B	*Hibbertia obtusifolia*	Hoary Guinea-flower	6	/m²	0.5-0.6	x	1-1.5	Tubestock	26
L. longifolia_B	*Lomandra longifolia 'Tanika'*	Mat-rush	6	/m²	0.5-0.6	x	0.6-0.8	Tubestock	84
M. parvifolium_B	*Myoporum parvifolium*	Creeping Boobialla	1.5	/m²	0.15-0.3	x	1-3	Tubestock	9
P. globosus_B	*Pycnosorus globosus*	Billy Buttons	6	/m²	0.5-0.75	x	0.3	Tubestock	26
X. viscosum_B	*Xerochrysum viscosum*	Sticky Everlasting Daisy	6	/m²	0.2-0.8	x	0.3-0.8	Tubestock	26
								Mix Total	241
GARDEN BED - MIX C									
L. longifolia_C	*Lomandra longifolia 'Tanika'*	Mat-rush	6	/m²	0.5-0.6	x	0.6-0.8	Tubestock	705
M. parvifolium_C	*Myoporum parvifolium*	Creeping Boobialla	1.5	/m²	0.15-0.3	x	1-3	150mm	12
								Mix Total	717
								MIXES TOTAL	**2697**

HYDROMULCHING			
COVER CROP		35	1010
Echinochloa utilis (Sep-Mar) or Lolium multiflorum (Apr - Aug) or Secale cereale (Apr - Aug)		10	1.01
Cynodon dactylon		20	2.02
Trfolium pratense		5	0.51
NATIVE GRASSES		10	1010
Austrostipa scabra		2	0.20
Bothriochloa biloba or macra		2	0.20
Microlaena stipoides		2	0.20
Poa labillardierei		2	0.20
Rytidosperma caespitosum or setaceum		1	0.10
Themeda triandra		1	0.10
		Total volume of seed (kg)	3.54

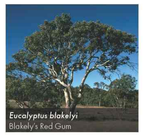
NOTE: PLANT SUBSTITUTION IS PERMITTED PENDING AVAILABILITY. SEEK GUIDANCE FROM A SUITABLY QUALIFIED AND EXPERIENCED LANDSCAPE SPECIALIST

TREES









SHRUBS



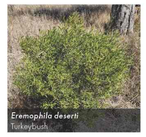




















GRASSES







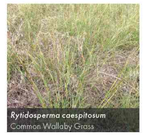
















GROUNDCOVERS











DETAILED DESIGN REVIEW

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Drawing standard in accordance with EGP-04-01 & EGP-04-02

Used on / Next higher assembly	Scale

File name	Alternate DMS number
5-0052-210-ELE-W4-DR-2003.dgn	5-0052-210-ELE-W4-DR-2003

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
B	12/08/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	09/04/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | aurecon | BG&E | MARTINUS

Designed M.GOCK	12/08/25	Approved By M.EASTON
Checked M.MENADIC	12/08/25	
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed
Ind. Review Signature	12/08/25 Approval Date	

INLAND RAIL

ARTC ACCEPTANCE: Accepted By / Signed / Acceptance Date

ARTC

Sheet No. A B

SHEET SIZE A1

Scale NTS

TITLE
ALBURY TO ILLABO
PLANT SCHEDULE
CASSIDY PARADE FOOTBRIDGE - LANDSCAPING

Last Modified: 4/7/2025 10:11:42 AM

CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM: HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number
5-0052-210-ELE-W4-DR-2101

ERIN EARTH

VEGETATION TO BE AGREED WITH WAGGA WAGGA CITY COUNCIL

SEEDING EXTENT INDICATIVE. SEEDING IN THIS AREA PROPOSED ONLY FOR DISTURBED SOIL

JOIN LINE REFER TO INSET

JOIN LINE

INSET

EGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- CADASTRAL BOUNDARY
- PROPOSED FENCE
- PLANTING DIVISION
- DECOMPOSED GRANITE (4 / 2212)
- CONCRETE PATH
- MULCH (3 / 2212)
- GARDEN BED - MIX A
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- GARDEN BED - MIX B
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- GARDEN BED - MIX C
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- RAIL LANDSCAPE - HYDROMULCHING
  100mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- PROPOSED TREE 100L (1 / 2210)
- TREE REMOVED
- 000.00 PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- MULCH BUND
  INSTALLED TO ACHIEVE 1:100
  FALL ALONG ITS LENGTH (5 / 2210)
- CONCRETE EDGE (3 / 2212)
- 710mm SALVAGED BRICK SEAT (1-2 / 2212)
- 100mm AG DRAINAGE LINE
- 150mm uPVC DRAINAGE PIPE
- FALL ZONE
- PLAYGROUND (1-3 / 2211)
- G(B) EXISTING GAS - QUALITY B
- S(D) EXISTING SEWER LINE - DIGITISED
- G(D) EXISTING OPTICAL FIBRE - DIGITISED
- W(B) EXISTING WATER LINE - QUALITY B
- W(D) EXISTING WATER LINE - DIGITISED
- EXISTING ELECTRICAL OVERHEAD WIRES
- S&C EXISTING OVERHEAD SIGNAL CABLES
- SIG EXISTING SIGNAL CABLES
- X X X EXISTING UTILITIES TO BE REMOVED
- PROPOSED ELECTRICAL OVERHEAD WIRES

DETAILED DESIGN REVIEW

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Drawing standard in accordance with EGP-04-01 & EGP-04-02

Used on / Next higher assembly	Scale
	1:250/ 1:500 A1 / A3 (0 5 10m)
File name	Alternate DMS number
5-0052-210-ELE-W4-DR-2101.dgn	5-0052-210-ELE-W4-DR-2101

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
B	12/08/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	09/04/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | aurecon | BG&E | MARTINUS

Designed	M.GOCK	12/08/25
Checked	M.NENADIC	12/08/25
Ind. Rev. Company	TRACT	Ind. Rev. Name A.LUCAS
Ind. Review Signature		12/08/25 Approval Date

INLAND RAIL

Approved By M.EASTON
Signed

ARTC ACCEPTANCE
Accepted By
Signed
Acceptance Date

ARTC

Sheet No. A B
Scale 1:250
SHEET SIZE A1

TITLE
ALBURY TO ILLABO
GENERAL ARRANGEMENT
CASSIDY PARADE FOOTBRIDGE - LANDSCAPING

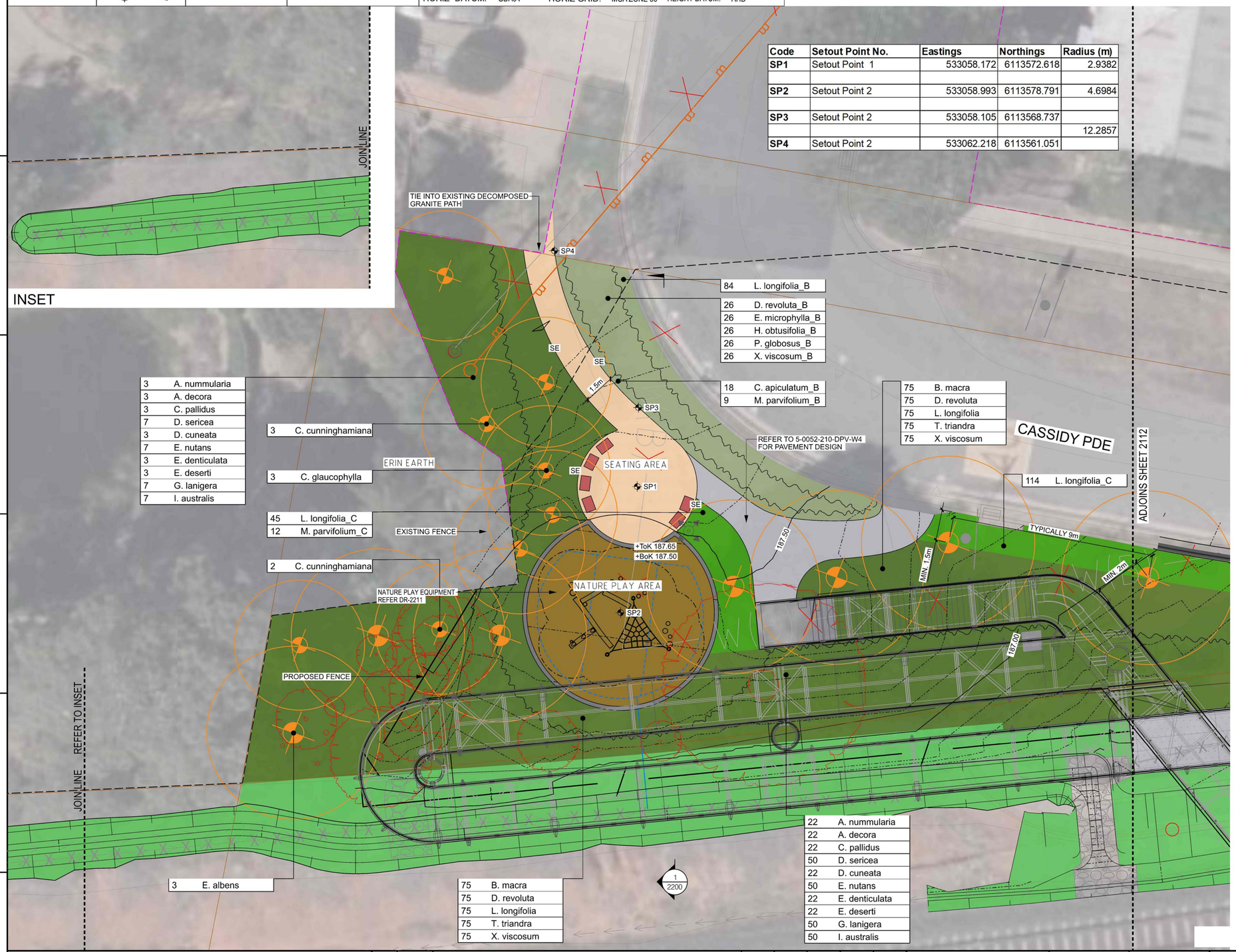
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CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM — HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-W4-DR-2111



Code	Setout Point No.	Eastings	Northings	Radius (m)
SP1	Setout Point 1	533058.172	6113572.618	2.9382
SP2	Setout Point 2	533058.993	6113578.791	4.6984
SP3	Setout Point 2	533058.105	6113568.737	
				12.2857
SP4	Setout Point 2	533062.218	6113561.051	

84	L. longifolia_B
26	D. revoluta_B
26	E. microphylla_B
26	H. obtusifolia_B
26	P. globosus_B
26	X. viscosum_B
18	C. apiculatum_B
9	M. parvifolium_B

3	A. nummularia
3	A. decora
3	C. pallidus
7	D. sericea
3	D. cuneata
7	E. nutans
3	E. denticulata
3	E. deserti
7	G. lanigera
7	I. australis

3	C. cunninghamiana
3	C. glaucophylla
45	L. longifolia_C
12	M. parvifolium_C
2	C. cunninghamiana

75	B. macra
75	D. revoluta
75	L. longifolia
75	T. triandra
75	X. viscosum
114	L. longifolia_C

3	E. albens

75	B. macra
75	D. revoluta
75	L. longifolia
75	T. triandra
75	X. viscosum

22	A. nummularia
22	A. decora
22	C. pallidus
50	D. sericea
22	D. cuneata
50	E. nutans
22	E. denticulata
22	E. deserti
50	G. lanigera
50	I. australis

LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- CADASTRAL BOUNDARY
- PROPOSED FENCE
- PLANTING DIVISION
- DECOMPOSED GRANITE (4/2212)
- CONCRETE PATH
- MULCH (3/2212)
- GARDEN BED - MIX A — 75-100mm HARDWOOD MULCH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- GARDEN BED - MIX B — 75-100mm HARDWOOD MULCH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- GARDEN BED - MIX C — 75-100mm HARDWOOD MULCH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- RAIL LANDSCAPE - HYDROMULCHING — 100mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- PROPOSED TREE 100L (1/2210)
- TREE REMOVED
- 000.00 PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- MULCH BUND INSTALLED TO ACHIEVE 1:100 FALL ALONG ITS LENGTH (5/2210)
- CONCRETE EDGE (3/2212)
- SE STEEL EDGE (4/2212)
- SPX SETOUT POINT
- 710mm SALVAGED BRICK SEAT (1-2/2212)
- +ToK XXX TOP OF KERB
- +BoK XXX BOTTOM OF KERB
- 100mm AG DRAINAGE LINE
- 150mm uPVC DRAINAGE PIPE
- FALL ZONE
- PLAYGROUND (1-3/2211)
- G(B) EXISTING GAS - QUALITY B
- S(D) EXISTING SEWER LINE - DIGITISED
- G(D) EXISTING OPTICAL FIBRE - DIGITISED
- W(B) EXISTING WATER LINE - QUALITY B
- W(D) EXISTING WATER LINE - DIGITISED
- EXISTING ELECTRICAL OVERHEAD WIRES
- S&C EXISTING OVERHEAD SIGNAL CABLES
- SIG EXISTING SIGNAL CABLES
- X X X EXISTING UTILITIES TO BE REMOVED
- PROPOSED ELECTRICAL OVERHEAD WIRES

DETAILED DESIGN REVIEW

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Drawing standard in accordance with EGP-04-01 & EGP-04-02

Used on / Next higher assembly

Scale: 1:100 / 1:200 A1 / A3 (0 2 4m)

File name: 5-0052-210-ELE-W4-DR-2111.dgn

Alternate DMS number: 5-0052-210-ELE-W4-DR-2111

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
B	12/08/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	09/04/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | aurecon | BG&E | MARTINUS

Designed	M.GOCK	12/08/25	
Checked	M.NENADIC	12/08/25	
Ind. Rev. Company	TRACT	Ind. Rev. Name	A.LUCAS
Ind. Review Signature		12/08/25	Approval Date

INLAND RAIL

Approved By: M.EASTON — Signed

ARTC ACCEPTANCE: Accepted By — Signed — Acceptance Date

ARTC

Sheet No. 1 OF 2 | SHEET SIZE A1 | Scale 1:100

TITLE
ALBURY TO ILLABO
DETAIL PLAN - SHEET 1
CASSIDY PARADE FOOTBRIDGE - LANDSCAPING

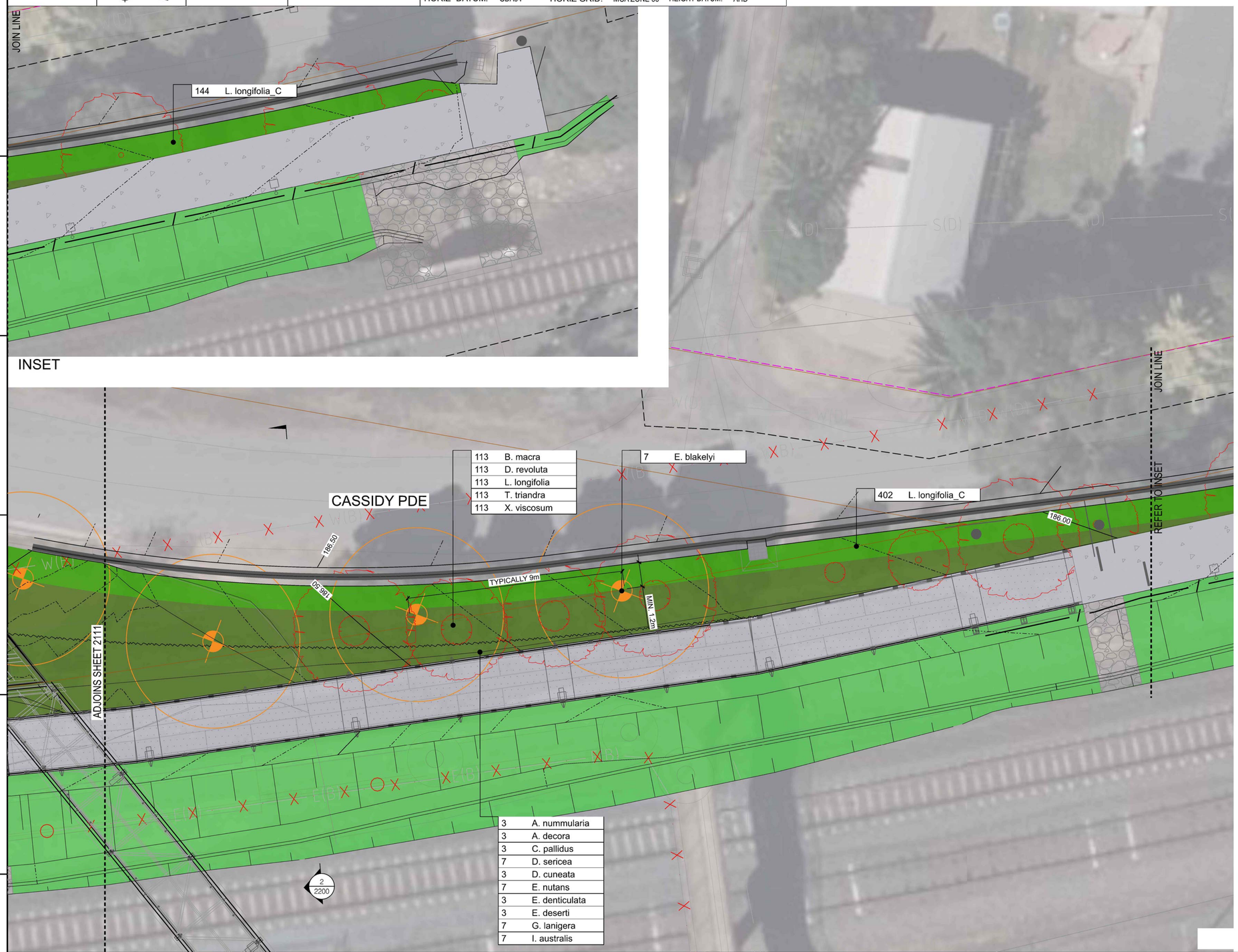
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CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM — HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number
5-0052-210-ELE-W4-DR-2112



LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- CADASTRAL BOUNDARY
- PROPOSED FENCE
- PLANTING DIVISION
- CONCRETE PATH
- GARDEN BED - MIX A — 75-100mm HARDWOOD MULCH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- GARDEN BED - MIX B — 75-100mm HARDWOOD MULCH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- GARDEN BED - MIX C — 75-100mm HARDWOOD MULCH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- RAIL LANDSCAPE - HYDROMULCHING — 100mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- PROPOSED TREE 100L (1 / 2210)
- TREE REMOVED
- 000.00 PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- G(B) EXISTING GAS - QUALITY B
- S(D) EXISTING SEWER LINE - DIGITISED
- G(D) EXISTING OPTICAL FIBRE - DIGITISED
- W(B) EXISTING WATER LINE - QUALITY B
- W(D) EXISTING WATER LINE - DIGITISED
- EXISTING ELECTRICAL OVERHEAD WIRES
- S&C EXISTING OVERHEAD SIGNAL CABLES
- SIG EXISTING SIGNAL CABLES
- EXISTING UTILITIES TO BE REMOVED
- PROPOSED ELECTRICAL OVERHEAD WIRES

DETAILED DESIGN REVIEW

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Drawing standard in accordance with EGP-04-01 & EGP-04-02

Used on / Next higher assembly

Scale 1:100 / 1:200 A1 / A3 (0 2 4m)

File name: 5-0052-210-ELE-W4-DR-2112.dgn

Alternate DMS number: 5-0052-210-ELE-W4-DR-2112

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
B	12/08/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	09/04/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | aurecon | BG&E | MARTINUS

Designed M.GOCK 12/08/25
Checked M.NENADIC 12/08/25
Ind. Rev. Company TRACT | Ind. Rev. Name A.LUCAS
Ind. Review Signature 12/08/25

INLAND RAIL

Approved By M.EASTON
Signed
12/08/25 Approval Date

ARTC ACCEPTANCE
Accepted By
Signed
Acceptance Date

ARTC

Sheet No. 2 OF 2
SHEET SIZE A1
Scale 1:100

TITLE
ALBURY TO ILLABO
DETAIL PLAN - SHEET 2
CASSIDY PARADE FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

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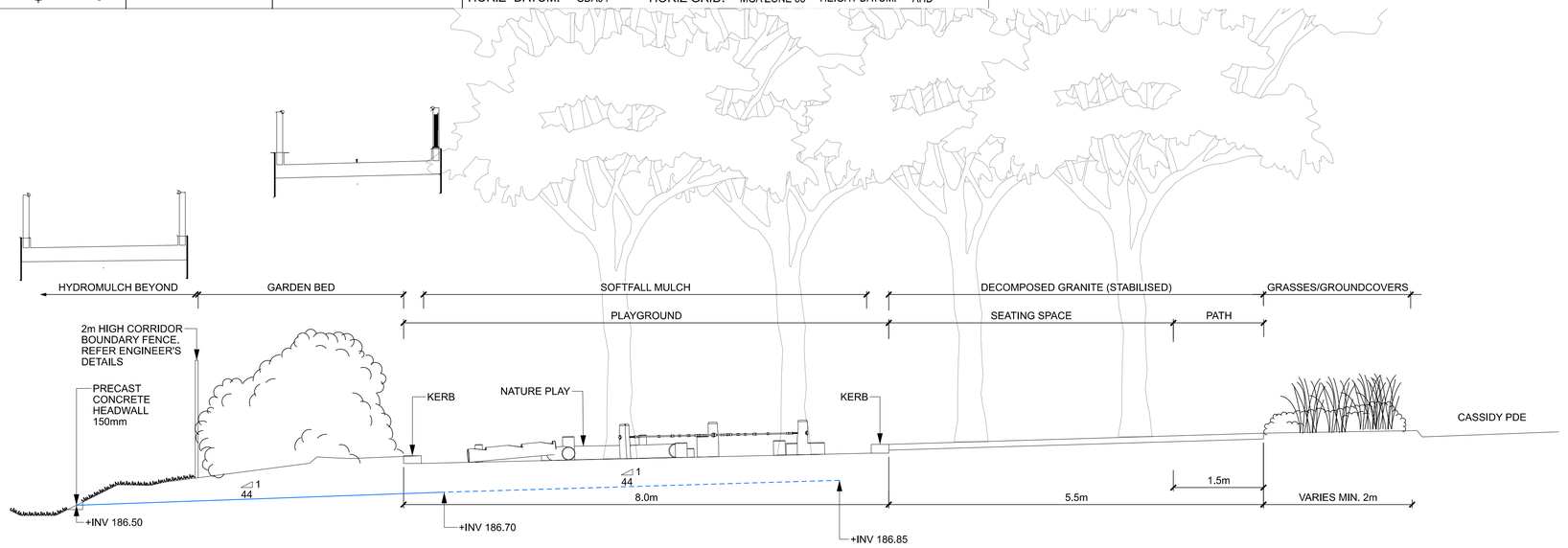
DO NOT SCALE

ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

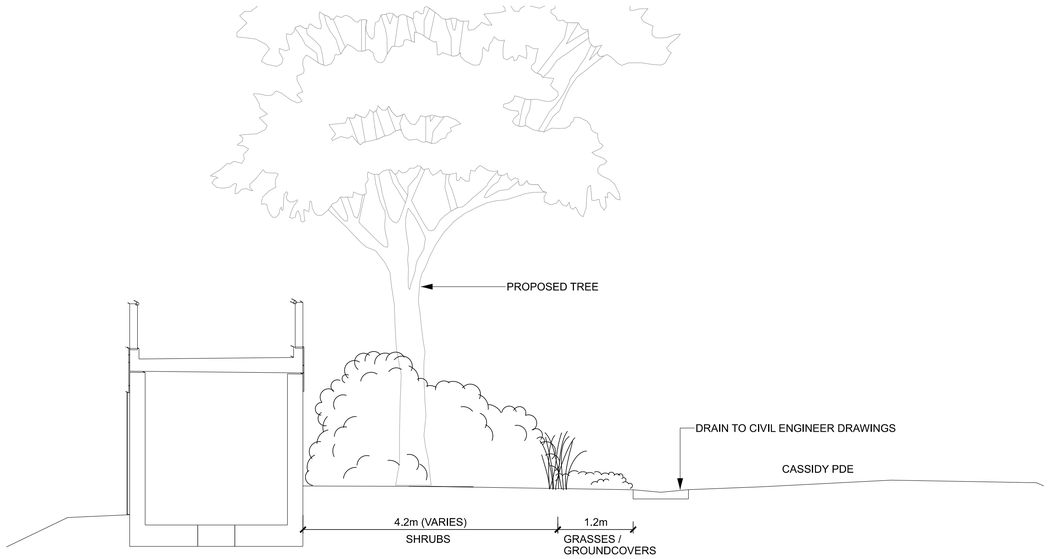
DATUM

HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number
5-0052-210-ELE-W4-DR-2200



1 / 2111 KILDARE PARK SECTION 1:50



2 / 2112 RAMP TO CASSIDY PARADE SECTION 1:50

DETAILED DESIGN REVIEW

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Drawing standard in accordance with EGP-04-01 & EGP-04-02

Used on / Next higher assembly	Scale

File name	Alternate DMS number
5-0052-210-ELE-W4-DR-2200.dgn	5-0052-210-ELE-W4-DR-2200

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
B	12/08/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	09/04/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract / aurecon / BG&E / MARTINUS

Designed M.GOCK	12/08/25	Approved By M.EASTON
Checked M.NENADIC	12/08/25	
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed
Ind. Review Signature	12/08/25	12/08/25 Approval Date

INLAND RAIL

ARTC ACCEPTANCE

Accepted By

Signed

Acceptance Date

ARTC

Sheet No. A B

Scale AS SHOWN

SHEET SIZE A1

TITLE
ALBURY TO ILLABO
TYPICAL SECTION
CASSIDY PARADE FOOTBRIDGE - LANDSCAPING

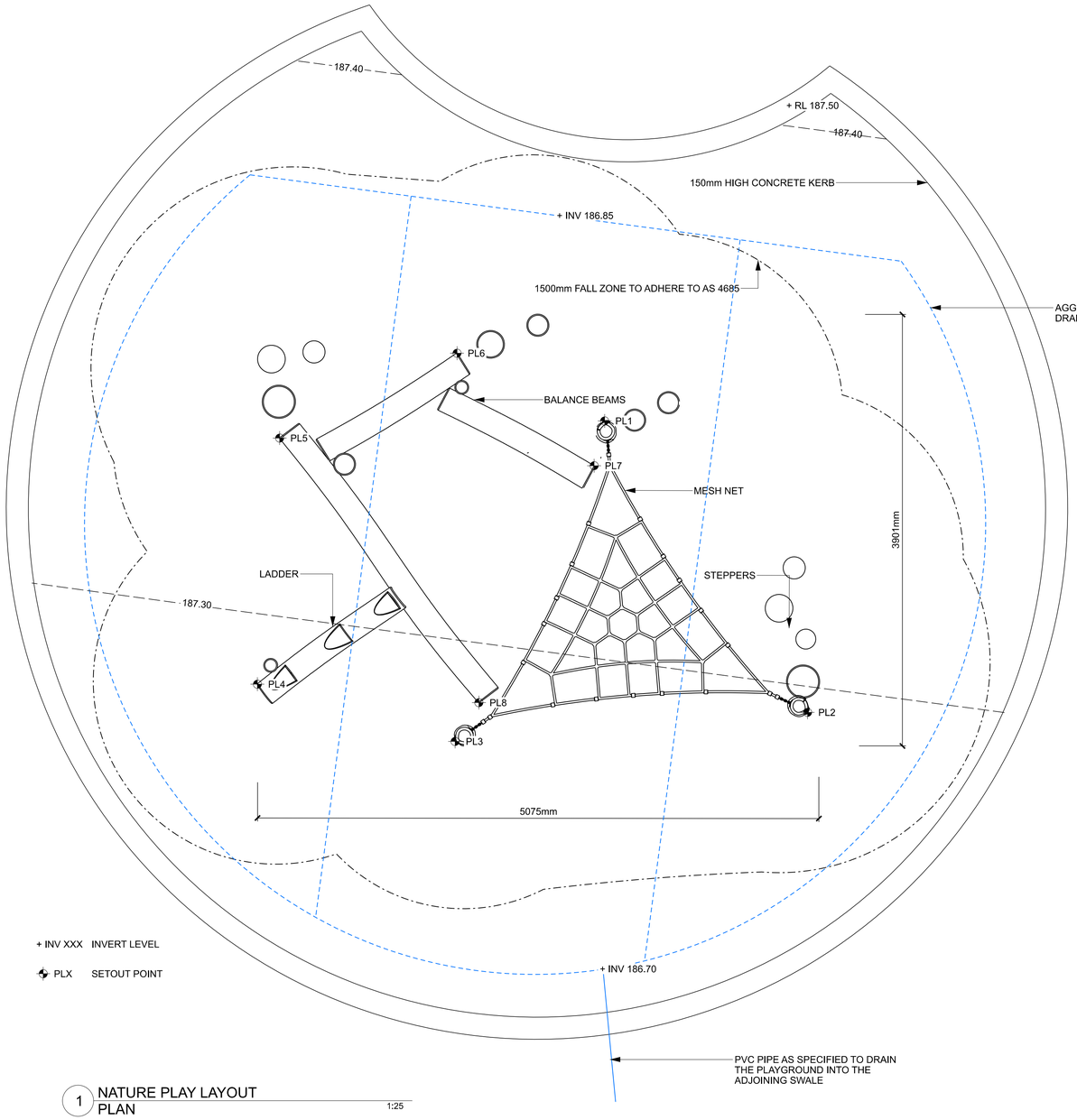
Last Modified - 4/7/2025 10:11:42 AM

CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM: HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-W4-DR-2211

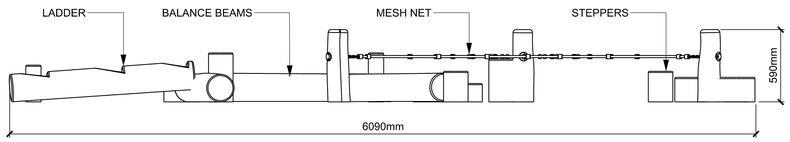


1 NATURE PLAY LAYOUT PLAN 1:25

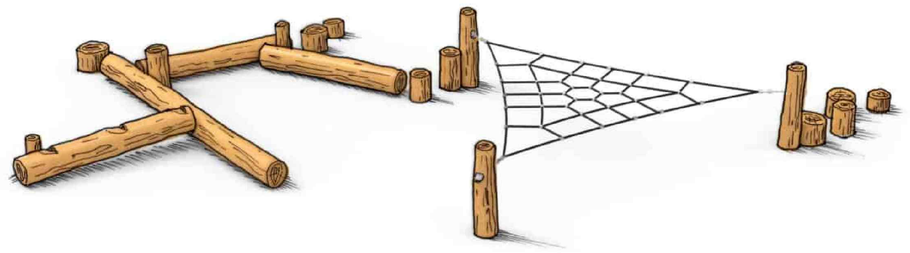
Code	Setout Point No.	Eastings	Northings
PL1	Playground 1	533058.375	6113577.996
PL2	Playground 2	533056.554	6113580.647
PL3	Playground 3	533059.734	6113580.896
PL4	Playground 4	533061.517	6113580.372
PL5	Playground 5	533061.318	6113578.161
PL6	Playground 6	533059.716	6113577.386
PL7	Playground 7	533058.477	6113578.404
PL8	Playground 8	533059.525	6113580.542

Note: Setout of main equipment items, individual logs etc not setout and must conform to 1.5m offset from kerb to playground

NOTE: NATURE PLAY MODEL LOG BALANCE COMBO 8 PWS-NP14 BY PLAYWORKSHOP. CONTACT DETAILS ARE PHONE: +61 2 9420 8296 EMAIL: info@playworkshop.com.au



2 NATURE PLAY LAYOUT ELEVATION 1:25



3 NATURE PLAY LAYOUT IMAGE N.T.S.

DETAILED DESIGN REVIEW

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Drawing standard in accordance with EGP-04-01 & EGP-04-02

Used on / Next higher assembly | Scale

File name: 5-0052-210-ELE-W4-DR-2211.dgn | Alternate DMS number: 5-0052-210-ELE-W4-DR-2211

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
B	12/08/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	09/04/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | BG&E | MARTINUS | aurecon | INLAND RAIL

Designed M.GOCK 12/08/25 | Checked M.NENADIC 12/08/25 | Approved By M.EASTON

Ind. Rev. Company TRACT | Ind. Rev. Name A.LUCAS | Ind. Review Signature 12/08/25 | Approval Date 12/08/25

ARTC ACCEPTANCE | Accepted By | Signed | Acceptance Date

ARTC

Sheet No. A B | Scale AS SHOWN | SHEET SIZE A1

TITLE
ALBURY TO ILLABO
PLAYGROUND DETAILS
CASSIDY PARADE FOOTBRIDGE - LANDSCAPING

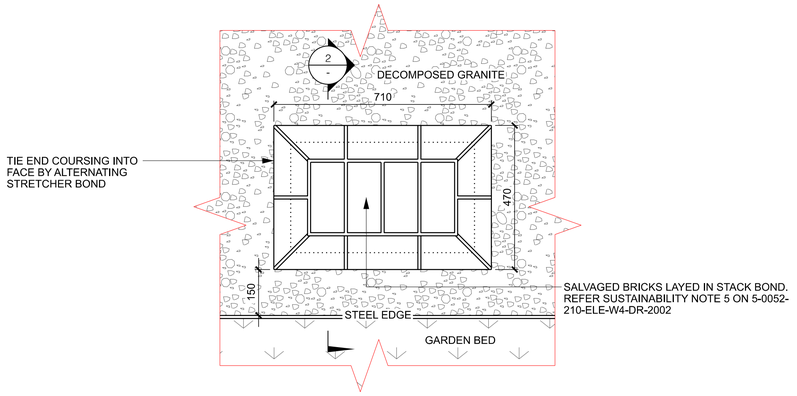
Last Modified - 4/7/2025 10:11:42 AM

CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

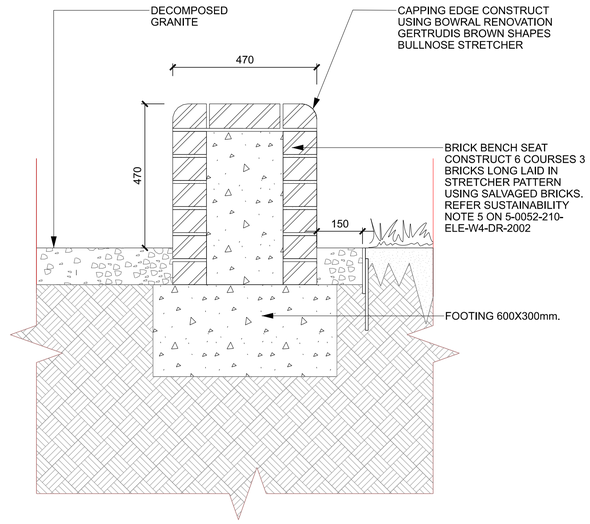
DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM
HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

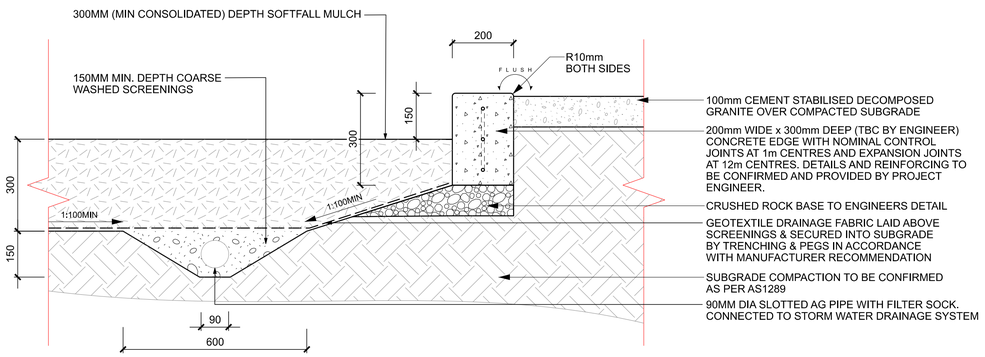
Third Party Drawing Number
5-0052-210-ELE-W4-DR-2212



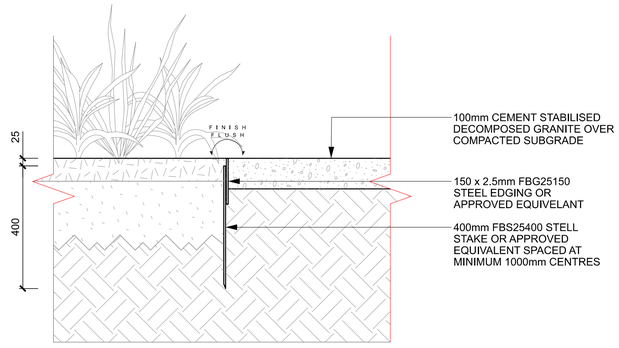
1 710mm BRICK BENCH SEAT PLAN 1:10



2 710mm BRICK BENCH SEAT SECTION 1:10



3 SOFTFALL MULCH AND CONCRETE EDGE SECTION 1:10



4 STEEL EDGE AND GRANITE PATH SECTION 1:10

DETAILED DESIGN REVIEW

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Designed M.GOCK	12/08/25	Approved By M.EASTON	Accepted By
Checked M.NENADIC	12/08/25		
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed	Signed
Ind. Review Signature	12/08/25	12/08/25 Approval Date	Acceptance Date

ARTC ACCEPTANCE

ARTC

A

Sheet No.

Scale 1:10

SHEET SIZE A1

TITLE
ALBURY TO ILLABO
HARDSCAPE DETAILS
CASSIDY PARADE FOOTBRIDGE - LANDSCAPING

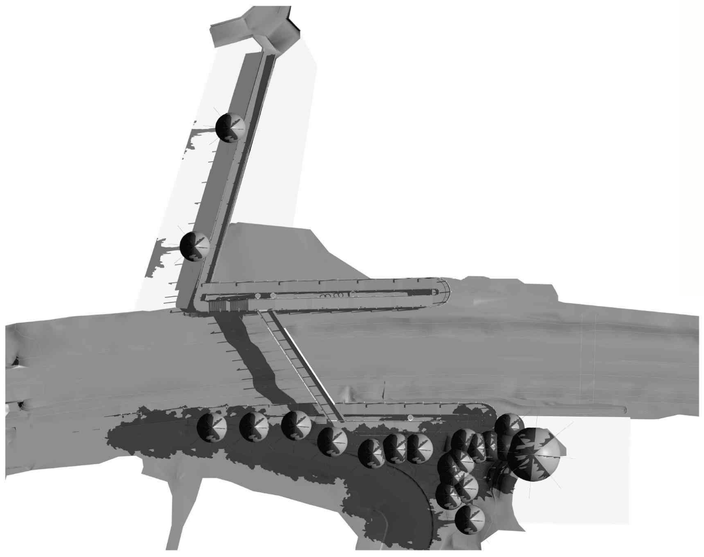
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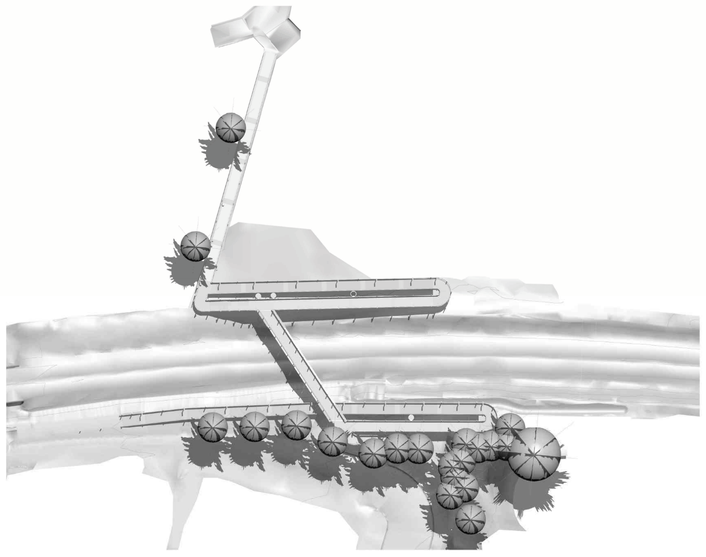
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DATUM: HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

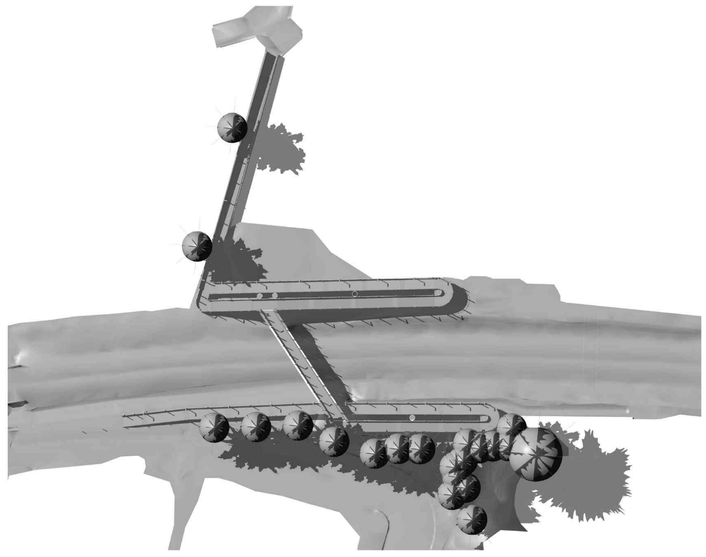
Third Party Drawing Number: 5-0052-210-ELE-W4-DR-2231



1 Cassidy Parade Shadow Diagram
9am February
N.T.S.



2 Cassidy Parade Shadow Diagram
12pm February
N.T.S.



3 Cassidy Parade Shadow Diagram
3pm February
N.T.S.

Location	Distance (m)	Shade provision existing				Shade provision at completion				Shade provision at 20 years			
		Time of day shade percentage			Avg.	Time of day shade percentage			Avg.	Time of day shade percentage			Avg.
		9am	12pm	3pm		9am	12pm	3pm		9am	12pm	3pm	
Northern Side of Rail line													
From Brookong Ave to ramp	63	20%	1%	30%	17%	40%	3%	60%	34%	40%	3%	60%	34%
From Brookong Ave ramp and across bridge	137	N/A	N/A	N/A	N/A	0%	0%	5%	2%	0%	0%	5%	2%
Southern Side of Rail line													
Ramps from bridge to Cassidy Street and nothern verge of Cassidy Street	156	50%	5%	10%	22%	30%	1%	1%	10%	60%	15%	20%	32%
NOTE: Shading is measured both from structures and trees.													

TREE REMOVAL AND REPLACEMENT	
TREES REMOVED	28
PROPOSED TREES	18
PROPOSED WOODY PERENNIALS ABOVE 3m	56

NOTE: Table illustrates compliance with the Urban Cooling Strategy (WWCC 2022) addressing:
-UCS12 Council to **increase existing road reserve canopy planting** in priority suburbs
-UCS3 Council to develop an **offset** policy **for tree removal**
-UCS14 Council to survey the active travel path network identify opportunities to **increase plantings**

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Used on / Next higher assembly	Scale
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Checked M.NENADIC	12/08/25	
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed
Ind. Review Signature	12/08/25	12/08/25 Approval Date

INLAND RAIL

ARTC ACCEPTANCE: Accepted By / Signed / Acceptance Date

ARTC

DETAILED DESIGN REVIEW

TITLE
ALBURY TO ILLABO
SHADOW DIAGRAMS
CASSIDY PARADE FOOTBRIDGE - LANDSCAPING

Sheet No. A | SHEET SIZE A1 | Scale NTS

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Edmondson Street Bridge & Footbridge - Landscape Detailed Plans

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DATUM: HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-W5-DR-2002

GENERAL

1 WORKS NOT CAPTURED BY THESE DESIGN DOCUMENTS SHALL BE UNDERTAKEN IN ACCORDANCE WITH
-INLAND RAIL LANDSCAPE AND REHABILITATION FRAMEWORK 0-0000-900-ELE-00-GU-0001
-INLAND RAIL LANDSCAPE AND REHABILITATION STRATEGY 0-0000-900-ELE-00-ST-0001 AND BIODIVERSITY

2 THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND ENGINEERING REQUIREMENTS INDICATED ON PLAN INCLUDING
- TRANSPORT FOR NEW SOUTH WALES SPECIFICATIONS TS03298 VEGETATION (R178) AND TS03299 LANDSCAPE PLANTING (R179)
- 5-0052-210-PMA-00-PL-0005 A21 ALBURY TO ILLABO URBAN DESIGN AND LANDSCAPE PLAN - STAGE 2 CORRIDOR-WIDE

3 THESE DRAWINGS ARE TO READ IN CONJUCTION WITH, BUT NOT LIMITED TO DRAWINGS FROM THE FOLLOWING RELEVANT DESIGN DISCIPLINES

5-0052-210-PEN-W5	GENERAL
5-0052-210-CCW-W5	CIVIL WORKS
5-0052-210-CDE-W5	DEMOLITION
5-0052-210-DAL-W5	ROADWORKS
5-0052-210-DDR-W5	DRAINAGE
5-0052-210-DPV-W5	PAVEMENT
5-0052-210-DRF-W5	ROAD FURNITURE
5-0052-210-DSN-W5	SIGNAGE
5-0052-210-PUP-W5	UTILITIES
5-0052-210-EAP-W5	ENVIRONMENTAL
5-0052-210-SBD-W5	BRIDGE STRUCTURE
5-0052-210-BSE-W5	LIGHTING

4 ALL VEGETATION OUTSIDE OF THE PROJECT CONSTRUCTION CLEARING AREA AND IDENTIFIED IN SPECIFICATIONS AND DRAWINGS IS TO BE PROTECTED AND RETAINED

5 ALL TREE PLANTING IS TO BE KEPT CLEAR OF OVERHEAD WIRES AND ALL OTHER PUBLIC UTILITIES

6 IMPORTED TOPSOIL SHALL COMPLY WITH THE REQUIREMENTS OF TS03298 VEGETATION

7 MULCH IS TO BE DERIVED FROM TREES, SHRUBS AND ANY OTHER VEGETATIVE MATERIAL THAT IS ACCEPTABLE TO THE PRINCIPAL FOR USE AS MULCH, REMOVED DURING THE CLEARING AND GRUBBING WORKS ON THE SITE IF THE MULCH PRODUCED IN THIS WAY IS INSUFFICIENT, MAKE UP THE SHORTFALL BY USING IMPORTED ORGANIC MULCH THAT COMPLIES WITH AS4454 AND TS03298 VEGETATION

8 ANY AREA NOT SHOWN AS PLANTING ON THE LANDSCAPE PLANS WHICH IS DISTURBED DURING PROJECT CONSTRUCTION IS TO BE REVEGETATED USING THE APPROPRIATE SEEDING MIX FOR THE PLANT COMMUNITY REFER TO PLANT SCHEDULES AND REINSTATEMENT DETAILS

9 DETAILS OF THE 2D DIGITAL DRAWING FILES FOR LANDSCAPE SETOUT OF THIS PACKAGE IS NOTED IN THE 'DESIGN MODEL FILE' INCLUDED ON EACH DRAWING AND IS PROVIDED IN DWG FORMAT WHERE A DISCREPANCY EXISTS BETWEEN THE MODEL FILE AND THE DRAWINGS, THE FORMALLY REVIEWED AND VERIFIED DRAWINGS SHALL TAKE PRECEDENCE

SITE CLEARING

1 PROTECT FROM DAMAGE ALL EXISTING TREES, FENCES, BUILDINGS, OTHER STRUCTURES AND SITE FURNITURE

2 ALL VEGETATION OUTSIDE OF THE PROJECT CONSTRUCTION CLEARING AREA AND DRAWINGS IS TO BE PROTECTED AND RETAINED IN ACCORDANCE WITH AS4970

3 ALL EXISTING TREES WHICH ARE SITED WITHIN CLEAR ZONES OF THE RAIL ALIGNMENT SHALL BE REMOVED

4 SOIL PEDOLOGY SURVEY AND ANALYSIS OF STRIPPED TOPSOIL SHALL BE UNDERTAKEN FOR EACH SOIL LANDSCAPE AND VEGETATION COMMUNITY TYPE WITHIN THE CONSTRUCTION SITE. TOPSOIL TESTING IS TO BE UNDERTAKEN BY A NATIONAL ASSOCIATION OF TESTING AUTHORITIES (NATA). REFER TS03298 VEGETATION

UTILITIES

1 LOCATE AND PROTECT ALL UNDERGROUND UTILITIES PRIOR TO ANY EXCAVATION. MAKE GOOD ALL DAMAGE TO EXISTING WORKS CAUSED BY THE ACTIVITY OF THESE WORKS

2 TREES AND SHRUBS GREATER THAN 5.0M IN HEIGHT MUST NOT BE PLANTED OR SEEDED WITHIN A MINIMUM OF 5.0M OF OVERHEAD POWER LINES FOR 66KV AND 11KV LINES AN EASEMENT OFFSET OF 15M OR 10M RESPECTIVELY IS REQUIRED EITHER SIDE OF THIS. CONFIRMATION IN WRITING, AS TO OFFSETS, SHOULD BE GAINED FROM AUTHORITY PRIOR TO PLANTING

3 THE CONTRACTOR WILL ENSURE THAT PROPOSED LANDSCAPE TREATMENTS ALLOW ACCESS TO FINAL LOCATIONS OF ALL SERVICES INCLUDING MANHOLES, VALVES FIRE HYDRANTS, SWITCHBOARDS, FIELD CABINETS AND ALL OTHER RELEVANT SERVICES. SERVICES ARE TO BE LOCATED PRIOR TO PLANTING TO ENSURE ACCESS IS MAINTAINED

LANDSCAPE REQUIREMENTS

1 ALL LANDSCAPE RE-VEGETATION AND PLANTING WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH PLANS AND IN ACCORDANCE WITH TS03298 VEGETATION, TS03299 PLANTING AND THE LANDSCAPE MANAGEMENT PLAN 5-0052-210-ELE-00-RP-0001

2 THE EXTENT OF REVEGETATION WORKS SHOWN ON LANDSCAPE PLANS IS INDICATIVE ONLY AND IS BASED ON ENGINEERING DESIGN AND CLEARING EXTENTS. ALL DISTURBED AREAS ARE TO BE RE-VEGETATED IN ACCORDANCE WITH THE DOCUMENTATION. WHERE GREATER THAN THE AREA INDICATED USE THE RELEVANT NATIVE COMMUNITY AS RELEVANT. PASTURE GRASSES ARE NOT TO BE USED

3 PLANTING AND SEEDING MIX REQUIREMENTS ARE SHOWN IN RELEVANT SCHEDULES ON 5-0052-210-ELE-W5-DR-2003

4 ANY AREA NOT SHOWN AS PLANTING ON THE LANDSCAPE PLANS WHICH IS DISTURBED DURING PROJECT CONSTRUCTION IS TO BE REINSTATED WITH THE RELEVANT PLANTING MIX. REFER TO PLANT SCHEDULES ON 5-0052-210-ELE-W5-DR-2003

5 ENSURE SOIL TESTING OF TOP SOILS AND SUBSOIL IS UNDERTAKEN AND AMELIORATION UNDERTAKEN IN ACCORDANCE WITH SOIL SCIENTIST'S RECOMMENDATIONS AS REQUIRED BY TS03298 VEGETATION

6 HYDROMULCH MUST NOT BE APPLIED WHEN TEMPERATURES ARE GREATER THAN 35 DEGREES C, WHEN WINDS EXCEED 15KMS/HR, DURING RAIN OR WHEN RAIN IS IMMINENT. DRY SURFACES ARE TO BE WATERED PRIOR TO INSTALLATION OF HYDROMULCH. ENSURE THE TOPSOIL IS KEPT MOIST UNTIL FULL SEED GERMINATION AND ESTABLISHMENT OF YOUNG ROOTS INTO THE TOPSOIL LAYER

7 TREES ARE TO BE PLANTED CLEAR OF DRAINAGE PIPES AND SERVICE UTILITIES AS INDICATED ON DRAWINGS. WHERE TREES ARE CONSTRAINED A ROOT BARRIER HAS BEEN DOCUMENTED TO PROVIDE A CONTROL TO ROOT DEVELOPMENT IN RELATION TO SERVICES. ROOT BARRIER IS TO BE HDPE - 900mm DEEP x 1mm THICK SUPPLIED BY POLYFABRICS OR APPROVED EQUIVALENT

MAINTENANCE

1 THE LANDSCAPE WORKS ARE TO BE ACTIVELY MANAGED IN ACCORDANCE WITH THE LANDSCAPE MANAGEMENT PLAN 5-0052-210-ELE-00-RP-0001 FOR THE DURATION OF ESTABLISHMENT AND UNTIL THE TRANSFER OF ASSETS TO THE RELEVANT AUTHORITY IN ACCORDANCE WITH CONDITION OF APPROVAL E111

2 WEEDS ARE TO BE CONTROLLED THROUGH ALL PHASES OF THE PROJECT TO MINIMISE COMPETITION WITH SOWN SPECIES. WEED SUPPRESSION MUST BE UNDERTAKEN ON A MONTHLY BASIS AND CONTINUE UNTIL THE ACTUAL COMPLETION DATE

3 WATER AREAS OF REVEGETATION TO MAINTAIN MOIST SOIL PROFILE OR AVOID MOSITURE STRESS IN PLANTS UNTIL PLANTS ARE ESTABLISHED. REFER TS03299 LANDSCAPE PLANTING

4 THE CONTRACTOR MUST ESTABLISH AND MAINTAIN ALL VEGETATED AREAS TO ACHIEVE
1. 70% SOIL-SURFACE COVERAGE WITHIN 1 MONTH OF SOWING
AND
2. 80% GERMINATION OF PERMANENT COVER SPECIES WITHIN 3 MONTHS AND MAINTAIN FOR A PERIOD OF 6 MONTHS OR UNTIL CONTRACT COMPLETION, WHICHEVER IS THE GREATER

SUSTAINABILITY

1 WHERE CONSTRUCTION WORKS IMPACTS VEGETATION OR LANDSCAPING, STRIP AND STOCKPILE TOPSOIL AND SUBSOIL SEPARATELY FOR PROTECTION FROM DEGRADATION, EROSION OR MIXING WITH SITE WON GENERAL FILL. STOCKPILE MOUNDS TO BE KEPT AT MAX 1.5m HIGH

2 BENEFICIAL REUSE OF EXISTING SITE SOIL IS PREFERED, WHENEVER POSSIBLE, TO REDUCE THE NEED FOR IMPORTED MATERIALS

3 SCHEDULE WORKS DURING COOLER MONTHS, WHERE FEASIBLE, TO REDUCE WATERING NEEDS AND SUPPORT SUCCESSFUL VEGETATION ESTABLISHMENT

4 PRIORITISE INDIGENOUS, DROUGHT-TOLERANT, PLANT SPECIES TO MINIMISE MAINTENANCE AND WATER REQUIREMENTS

DETAILED DESIGN REVIEW

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Checked M.MENADIC 04/08/25
Ind. Rev. Company TRACT
Ind. Rev. Name A.LUCAS
Ind. Review Signature 04/08/25

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Approved By M.EASTON
Signed
04/08/25 Approval Date

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Accepted By
Signed
Acceptance Date

ARTC

Sheet No. A B
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SHEET SIZE A1

TITLE
ALBURY TO ILLABO
GENERAL NOTES
EDMONDSON STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

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PLANTING SCHEDULE

CODE	BOTANIC NAME	COMMON NAME	MATURE SIZE (m) H	x	W	POT SIZE	QUANTITY
TREES							
B. populneus	*Brachychiton populneus ssp Populneus*	Kurrajong Tree	20	x	6	**100 litre**	17
E. albens	*Eucalyptus albens*	White Box	15	x	10	**100 litre**	3
C. maculata	*Corymbia maculata*	Spotted Gum	15	x	7	**100 litre**	8
L. indica	*Lagerstroemia indica*	Crepe-myrtle	7	x	7	**100 litre**	12
M. linariifolia	*Melaleuca linariifolia*	Snow-in-Summer	7	x	6	**100 litre**	8
P. calleryana	*Pyrus calleryana 'Capital'*	Ornamental Pear	10	x	3	**100 litre**	6
						TREES TOTAL	54
SHRUBS							
C. Hannah Ray	*Callistemon viminalis 'Hannah Ray'*	Bottlebrush	4	**x**	3	**200mm**	57
						SHRUBS TOTAL	57

CODE	BOTANIC NAME	COMMON NAME	DENSITY		MATURE SIZE (m) H	x	W	POT SIZE	QUANTITY
GARDEN BED - MIX A									
SHRUBS									
A. nummularia	*Atriplex nummularia*	Old Man Saltbush	1	/m²	3	x	2-4	Tubestock	273
D. sericea	*Dillwynia sericea*	Showy Parrot-pea	1	/m²	1	x	1	Tubestock	273
A. decora	*Acacia decora*	Western Silver Wattle	1	/m²	4	x	3	Tubestock	273
								Mix Total	819
GRASSES									
L. longifolia	*Lomandra longifolia 'Tanika'*	Mat-rush	4	/m²	1.5	x	1.3	Tubestock	1090
T. triandra	*Themeda triandra*	Kangaroo Grass	4	/m²	0.4	x	0.4	Tubestock	182
								Mix Total	1272
GARDEN BED - MIX B NATIVE GRASSES									
GRASSES									
L. longifolia_B	*Lomandra longifolia 'Tanika'*	Mat-rush	4	/m²	1.5	x	1.3	Tubestock	733
D. revoluta_B	*Dianella revoluta var revoluta*	Flax Lily	4	/m²	1	x	2	Tubestock	637
T. triandra_B	*Themeda triandra*	Kangaroo Grass	4	/m²	0.7	x	0.5	Tubestock	637
B. macra_B	*Bothriochloa macra*	Red Grass	4	/m²	1	x	0.4	Tubestock	637
								Mix Total	2644
PLANTER BOX									
SHRUBS									
C. Wildfire_D	*Callistemon viminalis 'Wildfire'*	Wildfire Bottlebrush	1	/m²	4	x	2	200mm	105
GROUNDCOVERS									
H. obtusifolia_D	*Hibbertia obtusifolia*	Guinea Flowers	4	/m²	0.6	x	1	Tubestock	212
								Mix Total	317
								MIXES TOTAL	**5052**

CODE	BOTANIC NAME	COMMON NAME	AREA /m²		INSTALLATION SIZE	QTY
GRASSING						
	Zoysia Sp.		1616		1m2 Turf rolls	1616
					GRASS TOTAL	**1616**

NOTE: PLANT SUBSTITUTION IS PERMITTED PENDING AVAILABILITY. SEEK GUIDANCE FROM A SUITABLY QUALIFIED AND EXPERIENCED LANDSCAPE SPECIALIST

TREES



SHRUBS



GRASSES



GROUNDCOVERS



DETAILED DESIGN REVIEW

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Checked	M.NENADIC	04/08/25	
Ind. Rev. Company: TRACT	Ind. Rev. Name: A.LUCAS		Signed
Ind. Review Signature		04/08/25	04/08/25 Approval Date

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ARTC

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Scale: NTS
SHEET SIZE: A1

TITLE
ALBURY TO ILLABO
PLANT SCHEDULE
EDMONDSON STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

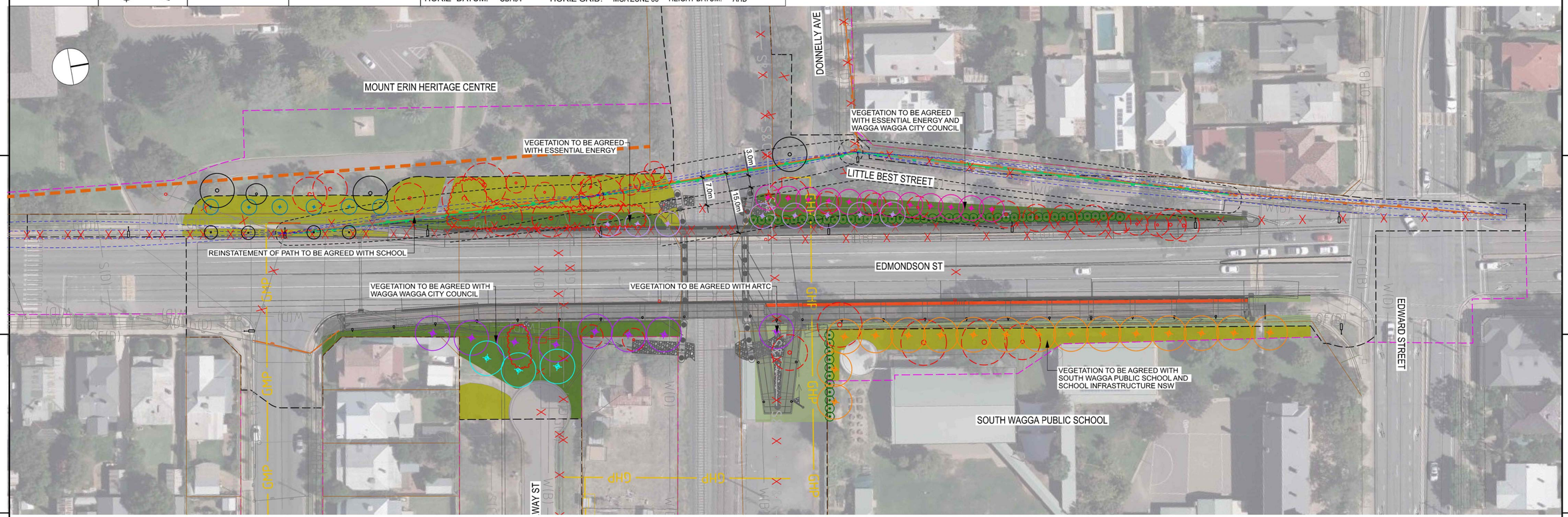
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DATUM — HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-W5-DR-2101



LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- CADASTRAL BOUNDARY

GARDEN BED
75-100mm HARDWOOD MULCH OVER
150mm AMELIORATED SITE TOPSOIL OVER
150mm CULTIVATED SUBGRADE (2/2210)

- GARDEN BED - MIX A
- GARDEN BED - MIX B NATIVE GRASSES

PLANTER BOX
75-100mm HARDWOOD MULCH OVER;
300mm IMPORTED TOPSOIL OVER;
300-550mm SITE TOPSOIL OVER;
30mm DRAINAGE LAYER

TURF - ZOYSIA SP. (3/2210)
100mm AMELIORATED SITE TOPSOIL OVER
150mm CULTIVATED SUBGRADE

- EXISTING TREE REMOVED
- EXISTING SHRUBS REMOVED
- EXISTING TREE RETAINED

PROPOSED TREES

- *Brachychiton populneus ssp Populneus* (1/2210)
- *Melaleuca linariifolia* (1/2210)
- *Corymbia maculata* (1/2210)
- *Eucalyptus albens* (1/2210)
- *Lagerstroemia indica* (1/2210)
- *Pyrus calleryana 'Capital'* (1/2210)
- *Callistemon viminalis 'Hannah Ray'*

- G(B) EXISTING GAS - QUALITY B
- G(D) EXISTING GAS - DIGITISED
- S(C) EXISTING SEWER LINE - QUALITY C
- OF(D) EXISTING OPTICAL FIBRE - DIGITISED
- W(B) EXISTING WATER LINE - QUALITY B
- W(D) EXISTING WATER LINE - DIGITISED
- S&C EXISTING SIGNAL CABLES
- X X X EXISTING UTILITIES TO BE REMOVED
- GMP PROPOSED MEDIUM PRESSURE GAS
- GHP PROPOSED HIGH PRESSURE GAS
- PROPOSED ELECTRICAL OVERHEAD WIRES
- PROPOSED COMMUNICATIONS OVERHEAD WIRES
- ELECTRICAL EASEMENT BOUNDARY

NOTE: CANOPY OF MELALEUCA AND LAGERSTROEMIA SPECIES SHOWN AT NOMINAL 6m DIAMETER

DETAILED DESIGN REVIEW

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B	04/08/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
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Tract | aurecon | BG&E | MARTINUS

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Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed
Ind. Review Signature	02/10/25	02/10/25 Approval Date

INLAND RAIL

ARTC ACCEPTANCE

Accepted By

Signed

Acceptance Date

ARTC

Sheet No. A B C

Scale 1:500

SHEET SIZE A1

TITLE
ALBURY TO ILLABO
GENERAL ARRANGEMENT
EDMONDSON STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

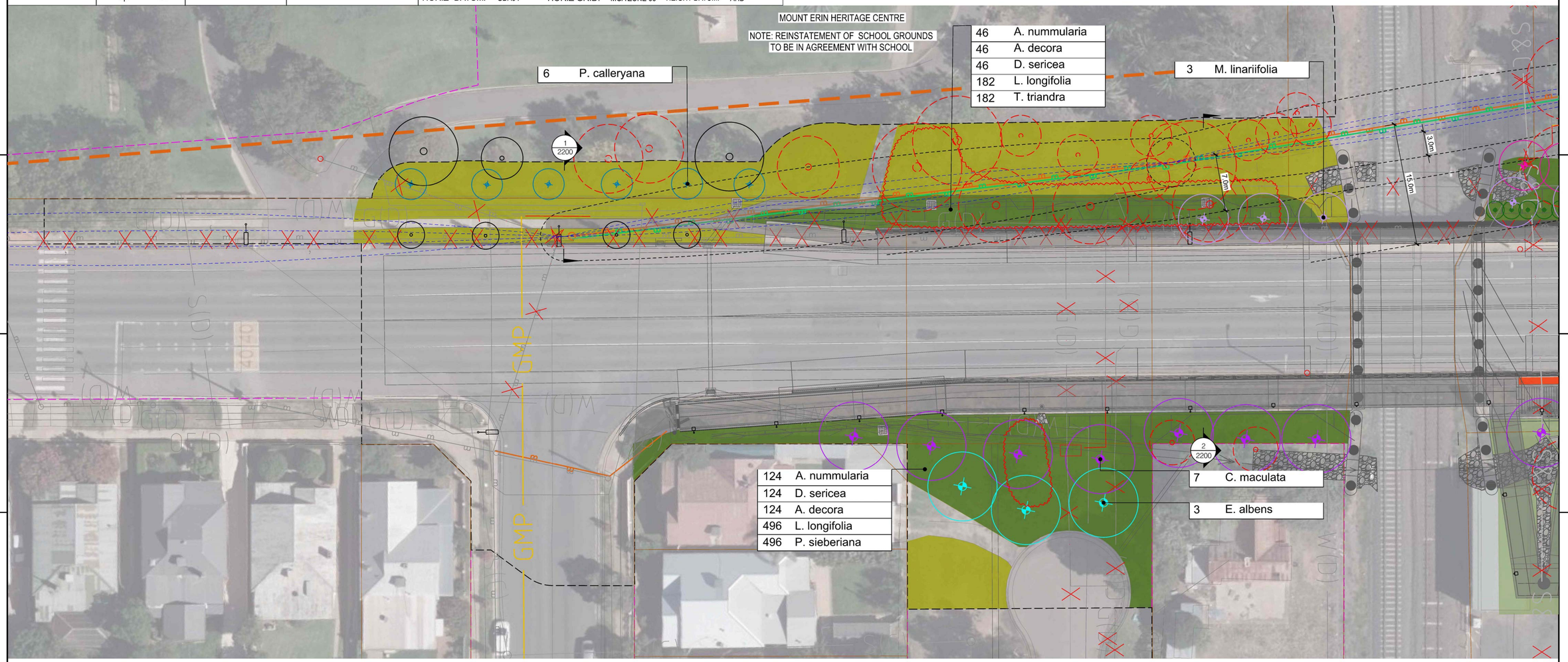
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DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM — HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-W5-DR-2111



LEGEND

- CONSTRUCTION IMPACT ZIZ (CIZ)
- PROPOSED CIZ EXTENSION
- CADASTRAL BOUNDARY

GARDEN BED
75-100mm HARDWOOD MULCH OVER
150mm AMELIORATED SITE TOPSOIL OVER
150mm CULTIVATED SUBGRADE

- GARDEN BED - MIX A
- GARDEN BED - MIX B NATIVE GRASSES
- PLANTER BOX — 75-100mm HARDWOOD MULCH OVER; 300mm IMPORTED TOPSOIL OVER; 300-550mm SITE TOPSOIL OVER; 30mm DRAINAGE LAYER
- TURF - ZOYSIA SP. — 100mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE

- EXISTING TREE REMOVED
- EXISTING SHRUBS REMOVED
- EXISTING TREE RETAINED

PROPOSED TREES

- *Brachychiton populneus ssp Populneus*
- *Melaleuca linariifolia*
- *Corymbia maculata*
- *Eucalyptus albens*
- *Lagerstroemia indica*
- *Pyrus calleryana 'Capital'*
- *Callistemon viminalis 'Hannah Ray'*

- G(B) EXISTING GAS - QUALITY B
- G(D) EXISTING GAS - DIGITISED
- S(C) EXISTING SEWER LINE - QUALITY C
- OF(D) EXISTING OPTICAL FIBRE - DIGITISED
- W(B) EXISTING WATER LINE - QUALITY B
- W(D) EXISTING WATER LINE - DIGITISED
- S&C EXISTING SIGNAL CABLES
- EXISTING UTILITIES TO BE REMOVED
- GMP PROPOSED MEDIUM PRESSURE GAS
- GMP PROPOSED HIGH PRESSURE GAS
- PROPOSED ELECTRICAL OVERHEAD WIRES
- PROPOSED COMMUNICATIONS OVERHEAD WIRES
- ELECTRICAL EASEMENT BOUNDARY

DETAILED DESIGN REVIEW

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Used on / Next higher assembly: /

Scale: 1:250 / 1:500 A1 / A3 — 0 10 20m

File name: 5-0052-210-ELE-W5-DR-2111.dgn

Alternate DMS number: 5-0052-210-ELE-W5-DR-2111

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
B	04/08/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	09/04/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | BG&E | Aurecon | MARTINUS

Designed M.GOCK 04/08/25
Checked M.NENADIC 04/08/25
Ind. Rev. Company TRACT — Ind. Rev. Name A.LUCAS
Ind. Review Signature 04/08/25

INLAND RAIL

Approved By M.EASTON
Signed
04/08/25 Approval Date

ARTC ACCEPTANCE

Accepted By
Signed
Acceptance Date

ARTC

Sheet No. 1 OF 2
Scale 1:200
SHEET SIZE A1

TITLE
ALBURY TO ILLABO
DETAIL PLAN - SHEET 1
EDMONDSON STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

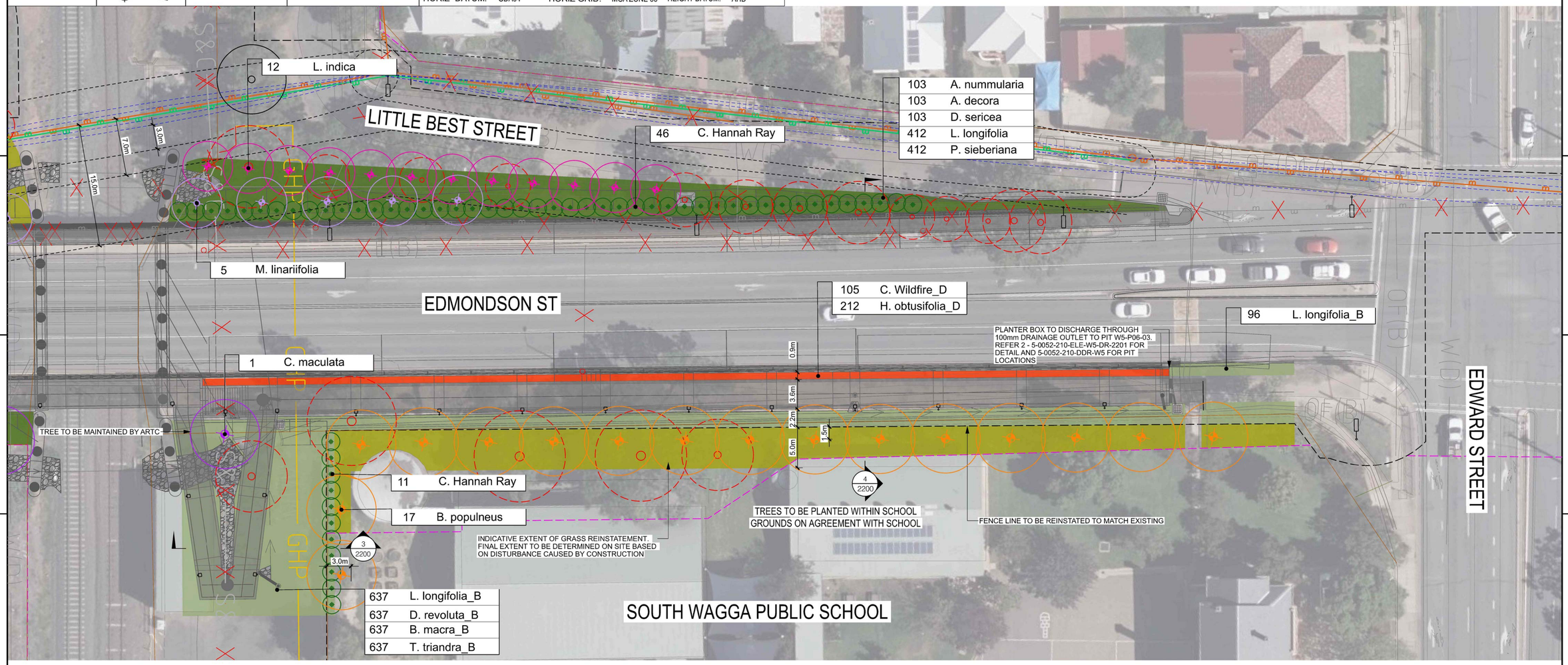
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DATUM: HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-W5-DR-2112



LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- CADASTRAL BOUNDARY

GARDEN BED
75-100mm HARDWOOD MULCH OVER
150mm AMELIORATED SITE TOPSOIL OVER
150mm CULTIVATED SUBGRADE

- GARDEN BED - MIX A
- GARDEN BED - MIX B NATIVE GRASSES

PLANTER BOX
75-100mm HARDWOOD MULCH OVER;
300mm IMPORTED TOPSOIL OVER;
300-550mm SITE TOPSOIL OVER;
30mm DRAINAGE LAYER

TURF - ZOYSIA SP.
100mm AMELIORATED SITE TOPSOIL OVER
150mm CULTIVATED SUBGRADE

- EXISTING TREE REMOVED
- EXISTING SHRUBS REMOVED
- EXISTING TREE RETAINED

PROPOSED TREES

- *Brachychiton populneus ssp Populneus*
- *Melaleuca linariifolia*
- *Corymbia maculata*
- *Eucalyptus albens*
- *Lagerstroemia indica*
- *Pyrus calleryana 'Capital'*
- *Callistemon viminalis 'Hannah Ray'*

- G(B) EXISTING GAS - QUALITY B
- G(D) EXISTING GAS - DIGITISED
- S(C) EXISTING SEWER LINE - QUALITY C
- OF(D) EXISTING OPTICAL FIBRE - DIGITISED
- W(B) EXISTING WATER LINE - QUALITY B
- W(D) EXISTING WATER LINE - DIGITISED
- S&C EXISTING SIGNAL CABLES
- EXISTING UTILITIES TO BE REMOVED
- GMP PROPOSED MEDIUM PRESSURE GAS
- GHP PROPOSED HIGH PRESSURE GAS
- PROPOSED ELECTRICAL OVERHEAD WIRES
- PROPOSED COMMUNICATIONS OVERHEAD WIRES
- ELECTRICAL EASEMENT BOUNDARY

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Scale: 1:250 / 1:500 A1 / A3 (0 10 20m)

File name: 5-0052-210-ELE-W5-DR-2112.dgn

Alternate DMS number: 5-0052-210-ELE-W5-DR-2112

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C	02/10/25	DEMOLITION OF TREE UPDATE	MG	MN	AL	ME	
B	04/08/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	09/04/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | BG&E | aurecon | MARTINUS

Designed M.GOCK 02/10/25
Checked M.NENADIC 02/10/25
Ind. Rev. Company TRACT | Ind. Rev. Name A.LUCAS
Ind. Review Signature 02/10/25

INLAND RAIL

Approved By M.EASTON
Signed
02/10/25 Approval Date

ARTC ACCEPTANCE

Accepted By
Signed
Acceptance Date

ARTC

Sheet No. 2 OF 2
Scale 1:200
SHEET SIZE A1

TITLE
ALBURY TO ILLABO
DETAIL PLAN - SHEET 2
EDMONDSON STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

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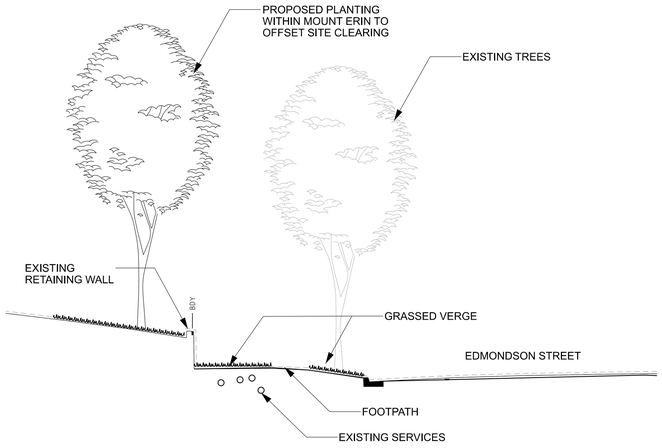
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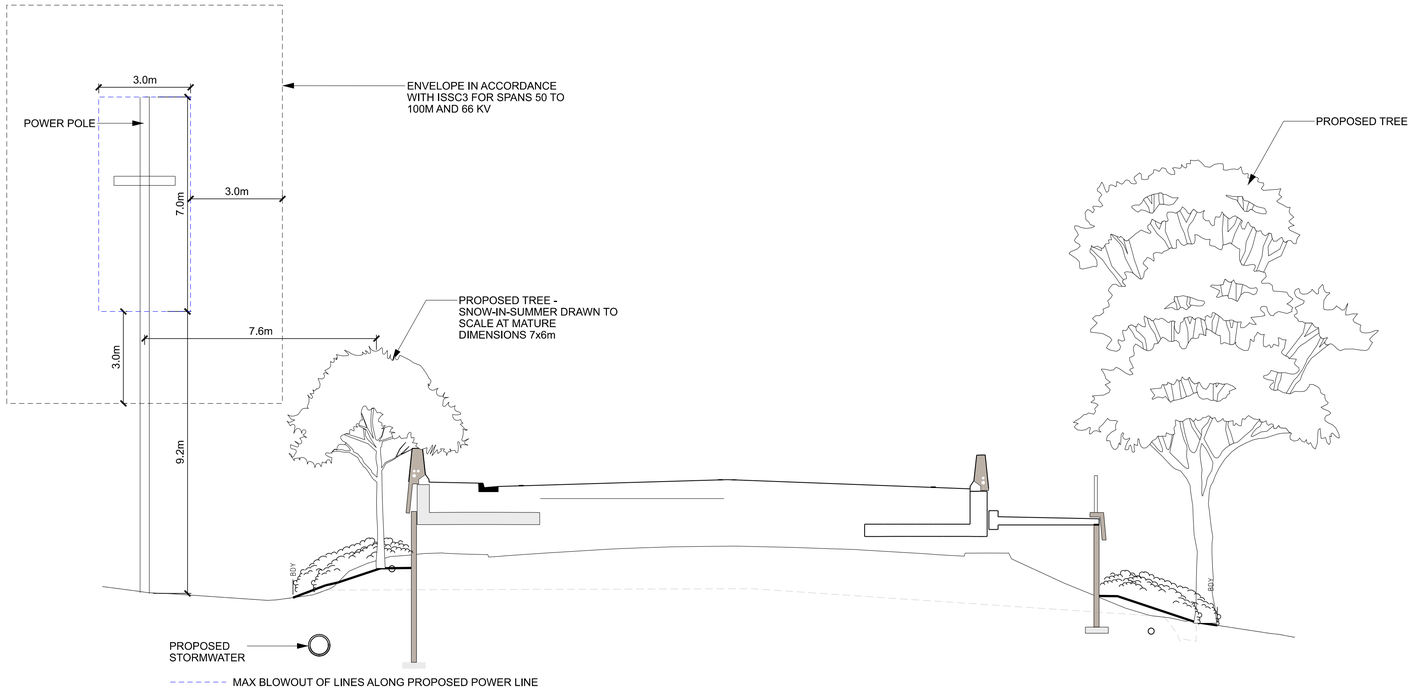
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Third Party Drawing Number
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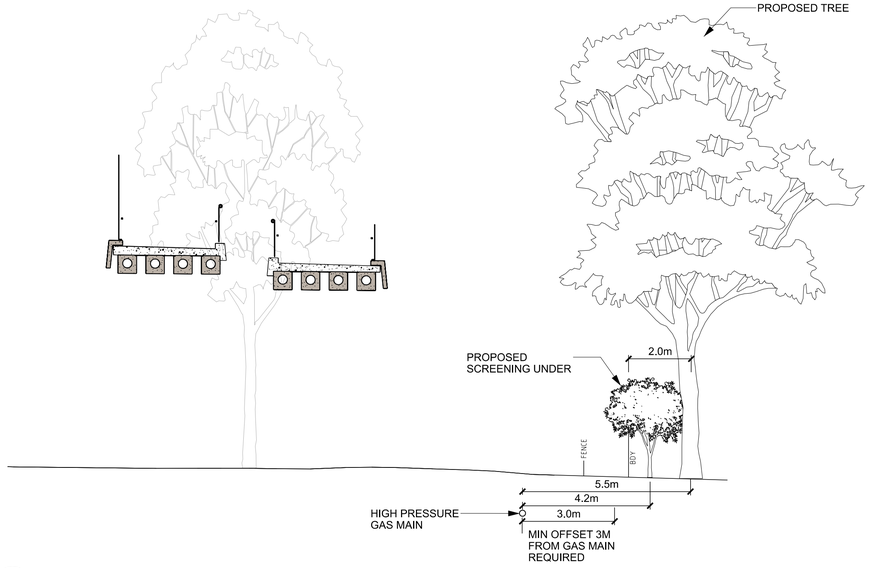


1 / 2111 MOUNT ERIN SCHOOL FRONTAGE SECTION 1:100

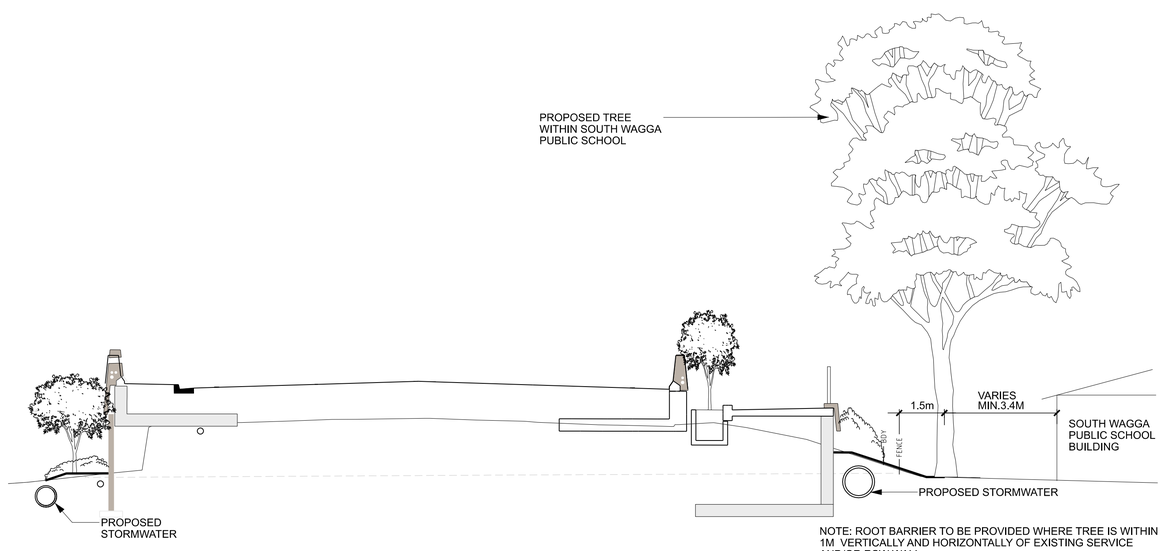


2 / 2111 MT ERIN SCHOOL FRONTAGE - POWERLINE RELATION SECTION 1:100

NOTE: ROOT BARRIER TO BE PROVIDED WHERE TREE IS WITHIN 1M VERTICALLY AND HORIZONTALLY OF EXISTING SERVICE AND/OR RSW WALL



3 / 2112 RAMP SWITCHBACK OVERLOOKING SOUTH WAGGA PUBLIC SCHOOL SECTION 1:100



4 / 2112 SOUTH WAGGA PUBLIC SCHOOL SECTION 1:100

NOTE: ROOT BARRIER TO BE PROVIDED WHERE TREE IS WITHIN 1M VERTICALLY AND HORIZONTALLY OF EXISTING SERVICE AND/OR RSW WALL

DETAILED DESIGN REVIEW

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Used on / Next higher assembly	Scale

File name	Alternate DMS number
5-0052-210-ELE-W5-DR-2200.dgn	5-0052-210-ELE-W5-DR-2200

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
B	04/08/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	09/04/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | aurecon | BG&E | MARTINUS

Designed M.GOCK	04/08/25	Approved By M.EASTON
Checked M.NENADIC	04/08/25	
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed
Ind. Review Signature	04/08/25	04/08/25 Approval Date

INLAND RAIL

ARTC ACCEPTANCE

Accepted By

Signed

Acceptance Date

ARTC

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Sheet No. 1 OF 2

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Scale 1:100

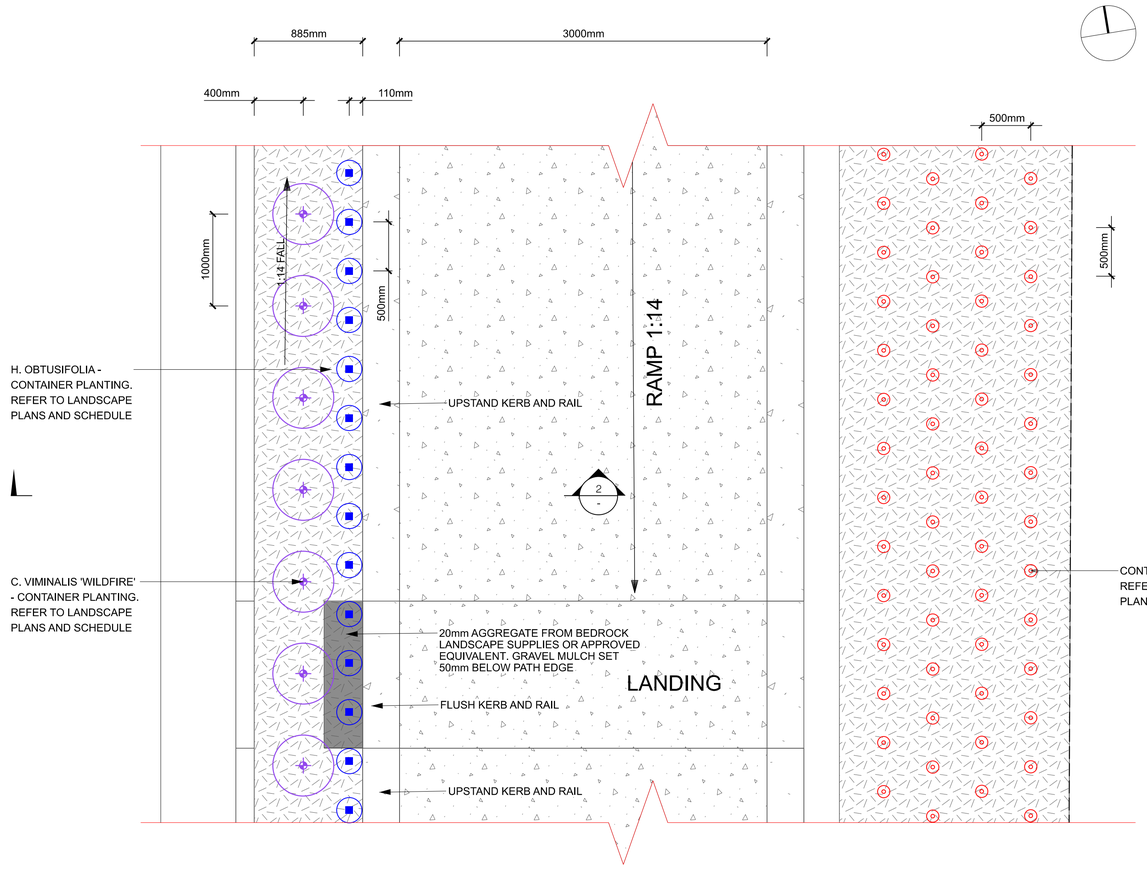
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EDMONDSON STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

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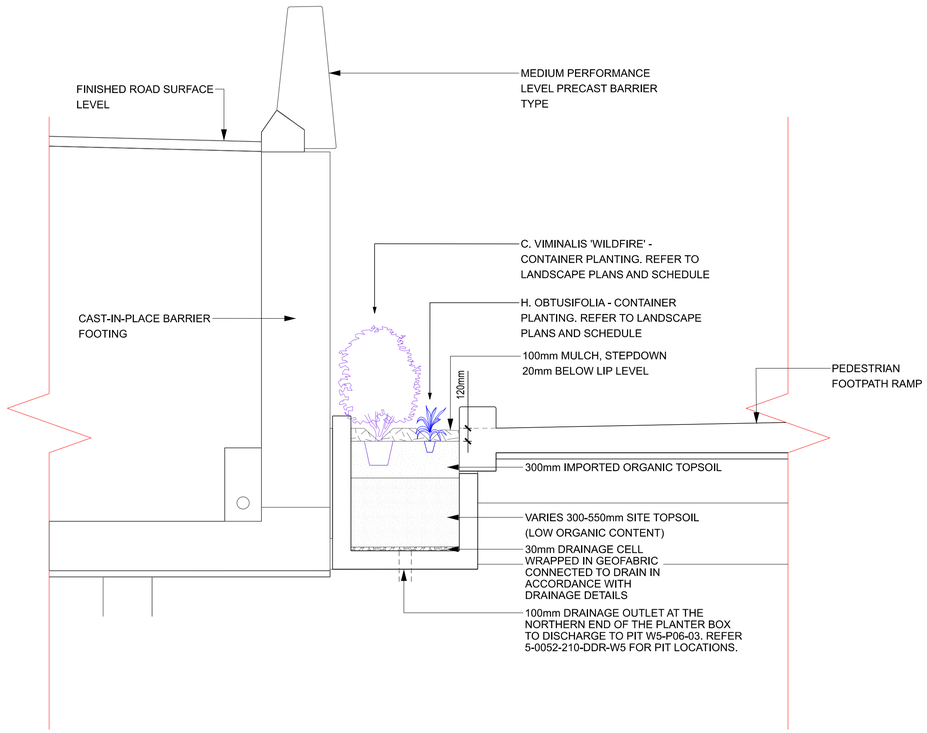
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Third Party Drawing Number
5-0052-210-ELE-W5-DR-2201



1 PLANTER BOX DETAIL 1:25



2 PLANTER BOX DETAIL 1:25

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Used on / Next higher assembly	Scale

File name	Alternate DMS number
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A	09/04/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | BG&E | aurecon | MARTINUS

Designed M.GOCK	04/08/25	Approved By M.EASTON	Accepted By
Checked M.MENADIC	04/08/25		
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed	Signed
Ind. Review Signature	04/08/25 Approval Date	04/08/25 Approval Date	Acceptance Date

INLAND RAIL

ARTC ACCEPTANCE

ARTC

Sheet No.	SHEET SIZE
2 OF 2	A1
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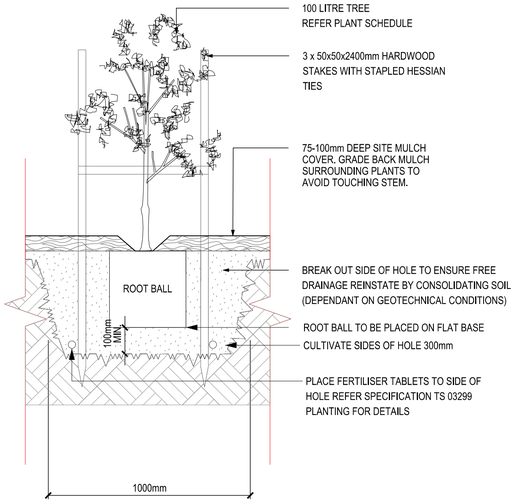
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EDMONDSON STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

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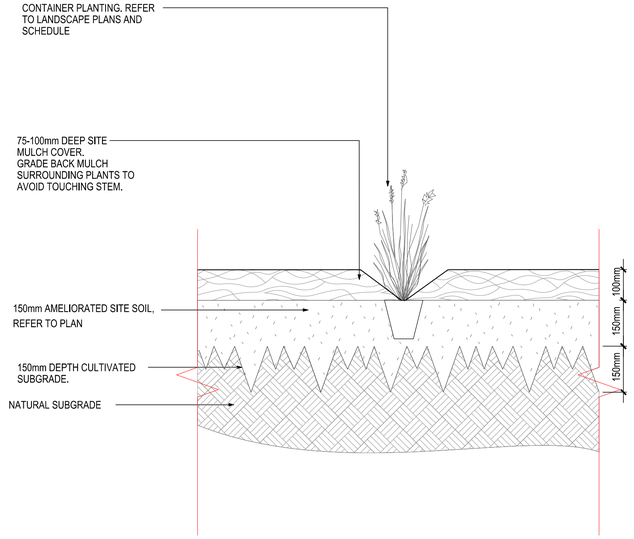
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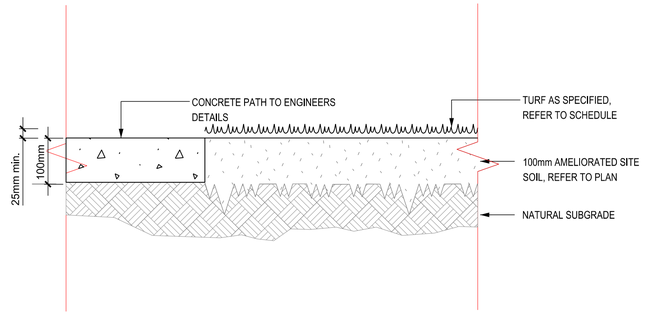
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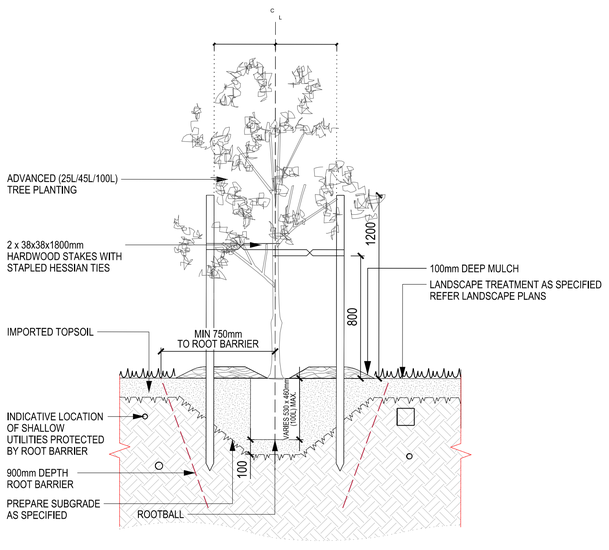
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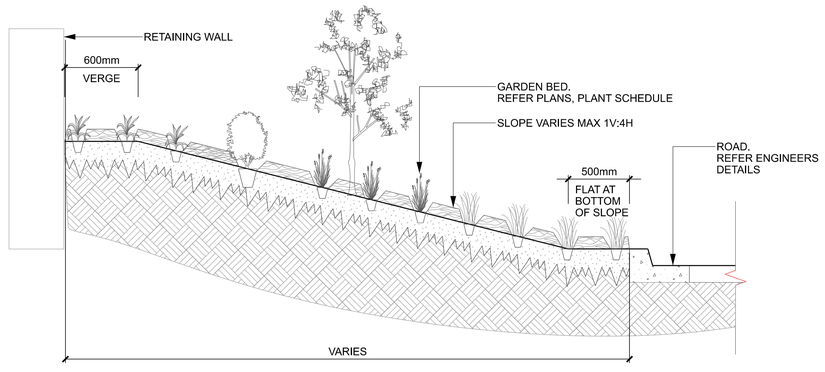
2 TYPICAL TUBESTOCK SHRUB PLANTED IN GARDEN BED SECTION N.T.S.



3 TYPICAL TURF DETAIL SECTION N.T.S.



4 TYPICAL ROOT BARRIER INSTALLATION SECTION N.T.S.



5 TYPICAL GARDEN BED PLANTING BATTER AND KERB INTERFACE SECTION 1:25

DETAILED DESIGN REVIEW

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Drawing standard in accordance with EGP-04-01 & EGP-04-02

Used on / Next higher assembly	Scale

File name	Alternate DMS number
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A	09/04/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract / aurecon / BG&E / MARTINUS

Designed M.GOCK	04/08/25	Approved By M.EASTON
Checked M.NENADIC	04/08/25	
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed
Ind. Review Signature	04/08/25	04/08/25 Approval Date

INLAND RAIL

ARTC ACCEPTANCE

Accepted By

Signed

Acceptance Date

ARTC

Sheet No. A B

SHEET SIZE A1

Scale AS SHOWN

TITLE
ALBURY TO ILLABO
TYPICAL LANDSCAPE DETAILS
EDMONDSON STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

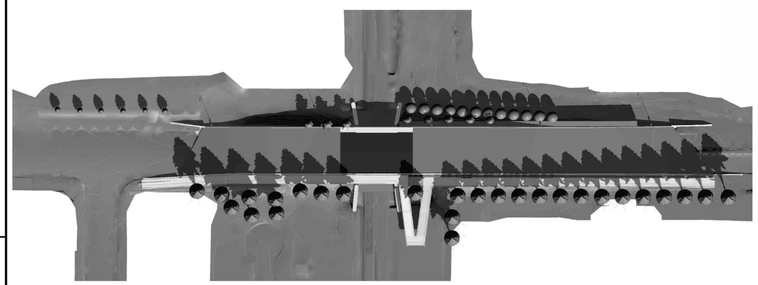
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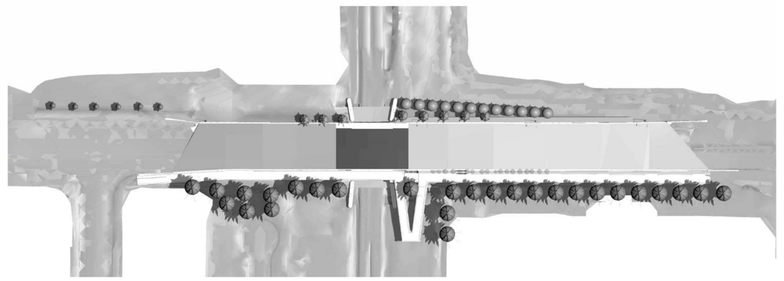
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DATUM
HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

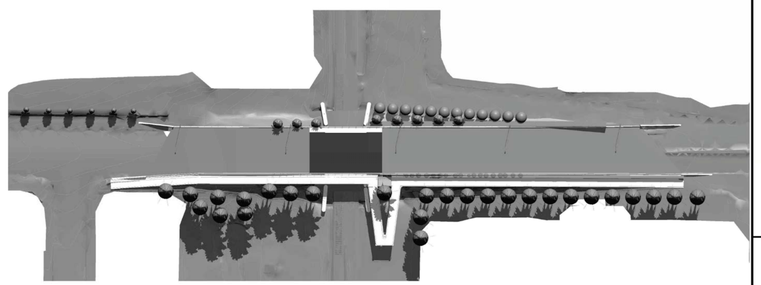
Third Party Drawing Number
5-0052-210-ELE-W5-DR-2231



1 Edmondson Street Shadow Diagram
9am February
N.T.S.



2 Edmondson Street Shadow Diagram
12pm February
N.T.S.



3 Edmondson Street Shadow Diagram
3pm February
N.T.S.

Location	Distance (m)	Shade provision existing				Shade provision at completion				Shade provision at 20 years			
		Time of day shade percentage			Avg.	Time of day shade percentage			Avg.	Time of day shade percentage			Avg.
		9am	12pm	3pm		9am	12pm	3pm		9am	12pm	3pm	
North of bridge over rail													
Edmondson St - Eastern Side footpath - South Wagga Public School frontage	170	5%	0%	0%	2%	0%	0%	0%	0%	80%	15%	40%	45%
Edmondson St - Western Side footpath	119	0%	5%	5%	4%	0%	0%	0%	0%	0%	0%	5%	2%
Bridge over rail	46	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	1%	2%
South of bridge over rail													
Edmondson St - Eastern Side footpath - Residential frontage	80	0%	0%	0%	0%	0%	0%	0%	0%	70%	25%	0%	32%
Edmondson St - Western Side footpath - Mount Erin School frontage	120	1%	0%	0%	1%	1%	0%	0%	1%	1%	5%	25%	10%
Little Best St													
Eastern verge	120	80%	15%	20%	38%	0%	0%	0%	0%	100%	60%	50%	70%

NOTE: For Edmondson St assessment is of shade on footpath only. Little Best St assesses shade on verge.

TREE REMOVAL AND REPLACEMENT	
TREES REMOVED	38
PROPOSED TREES	54
PROPOSED WOODY PERENNIALS ABOVE 3m	162

NOTE: Table illustrates compliance with the Urban Cooling Strategy (WWCC 2022) addressing:
-UCS12 Council to **increase existing road reserve canopy planting** in priority suburbs
-UCS3 Council to develop an **offset** policy **for tree removal**
-UCS14 Council to survey the active travel path network identify opportunities to **increase plantings**

DETAILED DESIGN REVIEW

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Used on / Next higher assembly	Scale

File name	Alternate DMS number
5-0052-210-ELE-W5-DR-2231.dgn	5-0052-210-ELE-W5-DR-2231

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
B	02/10/25	DEMOLITION OF TREE UPDATE	MG	MN	AL	ME	
A	04/08/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	

Tract | BG&E | MARTINUS | aurecon

Designed M.GOCK	02/10/25	
Checked M.NENADIC	02/10/25	
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	
Ind. Review Signature	02/10/25	02/10/25 Approval Date

INLAND RAIL

Approved By M.EASTON
Signed

ARTC ACCEPTANCE
Accepted By
Signed
Acceptance Date

ARTC

A B

Sheet No.
Scale NTS
SHEET SIZE A1

TITLE
ALBURY TO ILLABO
SHADOW DIAGRAMS
EDMONDSON STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

Wagga Wagga (Mothers) Footbridge - Landscape Detailed Plans

DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM: HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-W8-DR-2002

GENERAL

1 WORKS NOT CAPTURED BY THESE DESIGN DOCUMENTS SHALL BE UNDERTAKEN IN ACCORDANCE WITH
-INLAND RAIL LANDSCAPE AND REHABILITATION FRAMEWORK 0-0000-900-ELE-00-GU-0001
-INLAND RAIL LANDSCAPE AND REHABILITATION STRATEGY 0-0000-900-ELE-00-ST-0001 AND BIODIVERSITY

2 THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND ENGINEERING REQUIREMENTS INDICATED ON PLAN INCLUDING
- TRANSPORT FOR NEW SOUTH WALES SPECIFICATIONS TS03298 VEGETATION (R178) AND TS03299 LANDSCAPE PLANTING (R179)
- 5-0052-210-PMA-00-PL-0003 A2I ALBURY TO ILLABO URBAN DESIGN AND LANDSCAPE PLAN - STAGE 2 CORRIDOR-WIDE

3 THESE DRAWINGS ARE TO READ IN CONJUCTION WITH, BUT NOT LIMITED TO DRAWINGS FROM THE FOLLOWING RELEVANT DESIGN DISCIPLINES

5-0052-210-PEN-W8	GENERAL
5-0052-210-CCW-W8	CIVIL WORKS
5-0052-210-CDE-W8	DEMOLITION
5-0052-210-DAL-W8	ROADWORKS
5-0052-210-DDR-W8	DRAINAGE
5-0052-210-DPV-W8	PAVEMENT
5-0052-210-DSN-W8	SIGNAGE
5-0052-210-PUP-W8	UTILITIES
5-0052-210-PIT-W8	INTERFACE
5-0052-210-EAP-W8	ENVIRONMENTAL
5-0052-210-SBD-W8	BRIDGE STRUCTURE
5-0052-210-BSE-W8	LIGHTING

4 ALL VEGETATION OUTSIDE OF THE PROJECT CONSTRUCTION CLEARING AREA AND IDENTIFIED IN SPECIFICATIONS AND DRAWINGS IS TO BE PROTECTED AND RETAINED

5 ALL TREE PLANTING IS TO BE KEPT CLEAR OF OVERHEAD WIRES AND ALL OTHER PUBLIC UTILITIES

6 IMPORTED TOPSOIL SHALL COMPLY WITH THE REQUIREMENTS OF TS03298 VEGETATION

7 MULCH IS TO BE DERIVED FROM TREES, SHRUBS AND ANY OTHER VEGETATIVE MATERIAL THAT IS ACCEPTABLE TO THE PRINCIPAL FOR USE AS MULCH, REMOVED DURING THE CLEARING AND GRUBBING WORKS ON THE SITE. IF THE MULCH PRODUCED IN THIS WAY IS INSUFFICIENT, MAKE UP THE SHORTFALL BY USING IMPORTED ORGANIC MULCH THAT COMPLIES WITH AS4454 AND TS03298 VEGETATION

8 ANY AREA NOT SHOWN AS PLANTING ON THE LANDSCAPE PLANS WHICH IS DISTURBED DURING PROJECT CONSTRUCTION IS TO BE REVEGETATED USING THE APPROPRIATE SEEDING MIX FOR THE PLANT COMMUNITY. REFER TO PLANT SCHEDULES AND REINSTATEMENT DETAILS

9 DETAILS OF THE 2D DIGITAL DRAWING FILES FOR LANDSCAPE SETOUT OF THIS PACKAGE IS NOTED IN THE 'DESIGN MODEL FILE' INCLUDED ON EACH DRAWING AND IS PROVIDED IN DWG FORMAT. WHERE A DISCREPANCY EXISTS BETWEEN THE MODEL FILE AND THE DRAWINGS, THE FORMALLY REVIEWED AND VERIFIED DRAWINGS SHALL TAKE PRECEDENCE

SITE CLEARING

1 PROTECT FROM DAMAGE ALL EXISTING TREES, FENCES, BUILDINGS, OTHER STRUCTURES AND SITE FURNITURE

2 ALL VEGETATION OUTSIDE OF THE PROJECT CONSTRUCTION CLEARING AREA AND DRAWINGS IS TO BE PROTECTED AND RETAINED IN ACCORDANCE WITH AS4970

3 ALL EXISTING TREES WHICH ARE SITED WITHIN CLEAR ZONES OF THE RAIL ALIGNMENT SHALL BE REMOVED

4 SOIL PEDOLOGY SURVEY AND ANALYSIS OF STRIPPED TOPSOIL SHALL BE UNDERTAKEN FOR EACH SOIL LANDSCAPE AND VEGETATION COMMUNITY TYPE WITHIN THE CONSTRUCTION SITE. TOPSOIL TESTING IS TO BE UNDERTAKEN BY A NATIONAL ASSOCIATION OF TESTING AUTHORITIES (NATA). REFER TS03298 VEGETATION

UTILITIES

1 LOCATE AND PROTECT ALL UNDERGROUND UTILITIES PRIOR TO ANY EXCAVATION. MAKE GOOD ALL DAMAGE TO EXISTING WORKS CAUSED BY THE ACTIVITY OF THESE WORKS

2 TREES AND SHRUBS GREATER THAN 5.0M IN HEIGHT MUST NOT BE PLANTED OR SEEDED WITHIN A MINIMUM OF 5.0M OF OVERHEAD POWER LINES FOR 66KV AND 11KV LINES AN EASEMENT OFFSET OF 15M OR 10M RESPECTIVELY IS REQUIRED EITHER SIDE OF THIS. CONFIRMATION IN WRITING, AS TO OFFSETS, SHOULD BE GAINED FROM AUTHORITY PRIOR TO PLANTING

3 THE CONTRACTOR WILL ENSURE THAT PROPOSED LANDSCAPE TREATMENTS ALLOW ACCESS TO FINAL LOCATIONS OF ALL SERVICES INCLUDING MANHOLES, VALVES FIRE HYDRANTS, SWITCHBOARDS, FIELD CABINETS AND ALL OTHER RELEVANT SERVICES. SERVICES ARE TO BE LOCATED PRIOR TO PLANTING TO ENSURE ACCESS IS MAINTAINED

LANDSCAPE REQUIREMENTS

1 ALL LANDSCAPE RE-VEGETATION AND PLANTING WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH PLANS AND IN ACCORDANCE WITH TS03298 VEGETATION, TS03299 PLANTING AND THE LANDSCAPE MANAGEMENT PLAN 5-0052-210-ELE-00-RP-0001

2 THE EXTENT OF REVEGETATION WORKS SHOWN ON LANDSCAPE PLANS IS INDICATIVE ONLY AND IS BASED ON ENGINEERING DESIGN AND CLEARING EXTENTS. ALL DISTURBED AREAS ARE TO BE RE-VEGETATED IN ACCORDANCE WITH THE DOCUMENTATION. WHERE GREATER THAN THE AREA INDICATED USE THE RELEVANT NATIVE COMMUNITY AS RELEVANT. PASTURE GRASSES ARE NOT TO BE USED

3 PLANTING AND SEEDING MIX REQUIREMENTS ARE SHOWN IN RELEVANT SCHEDULES ON 5-0052-210-ELE-W8-DR-2003

4 ANY AREA NOT SHOWN AS PLANTING ON THE LANDSCAPE PLANS WHICH IS DISTURBED DURING PROJECT CONSTRUCTION IS TO BE REINSTATED WITH THE RELEVANT PLANTING MIX. REFER TO PLANT SCHEDULES ON 5-0052-210-ELE-W8-DR-2003

5 ENSURE SOIL TESTING OF TOP SOILS AND SUBSOIL IS UNDERTAKEN AND AMELIORATION UNDERTAKEN IN ACCORDANCE WITH SOIL SCIENTIST'S RECOMMENDATIONS AS REQUIRED BY TS03298 VEGETATION

6 HYDROMULCH MUST NOT BE APPLIED WHEN TEMPERATURES ARE GREATER THAN 35 DEGREES C, WHEN WINDS EXCEED 15KMS/HR, DURING RAIN OR WHEN RAIN IS IMMINENT. DRY SURFACES ARE TO BE WATERED PRIOR TO INSTALLATION OF HYDROMULCH. ENSURE THE TOPSOIL IS KEPT MOIST UNTIL FULL SEED GERMINATION AND ESTABLISHMENT OF YOUNG ROOTS INTO THE TOPSOIL LAYER

7 TREES ARE TO BE PLANTED CLEAR OF DRAINAGE PIPES AND SERVICE UTILITIES AS INDICATED ON DRAWINGS. WHERE TREES ARE CONSTRAINED A ROOT BARRIER HAS BEEN DOCUMENTED TO PROVIDE A CONTROL TO ROOT DEVELOPMENT IN RELATION TO SERVICES. ROOT BARRIER IS TO BE HDPE - 900mm DEEP x 1mm THICK SUPPLIED BY POLYFABRICS OR APPROVED EQUIVALENT

MAINTENANCE

1 THE LANDSCAPE WORKS ARE TO BE ACTIVELY MANAGED IN ACCORDANCE WITH THE LANDSCAPE MANAGEMENT PLAN 5-0052-210-ELE-00-RP-0001 FOR THE DURATION OF ESTABLISHMENT AND UNTIL THE TRANSFER OF ASSETS TO THE RELEVANT AUTHORITY IN ACCORDANCE WITH CONDITION OF APPROVAL E111

2 WEEDS ARE TO BE CONTROLLED THROUGH ALL PHASES OF THE PROJECT TO MINIMISE COMPETITION WITH SOWN SPECIES. WEED SUPPRESSION MUST BE UNDERTAKEN ON A MONTHLY BASIS AND CONTINUE UNTIL THE ACTUAL COMPLETION DATE

3 WATER AREAS OF REVEGETATION TO MAINTAIN MOIST SOIL PROFILE OR AVOID MOSITURE STRESS IN PLANTS UNTIL PLANTS ARE ESTABLISHED. REFER TS03299 LANDSCAPE PLANTING

4 THE CONTRACTOR MUST ESTABLISH AND MAINTAIN ALL VEGETATED AREAS TO ACHIEVE
1. 70% SOIL-SURFACE COVERAGE WITHIN 1 MONTH OF SOWING
AND
2. 80% GERMINATION OF PERMANENT COVER SPECIES WITHIN 3 MONTHS AND MAINTAIN FOR A PERIOD OF 6 MONTHS OR UNTIL CONTRACT COMPLETION, WHICHEVER IS THE GREATER

5 PRUNE PYRUS CALLERYANA SPECIES BY CROWN LIFITNG THE TREE ABOVE GROUND 2.2m HIGH ADJACENT FOOTPATHS AND 4m HIGH ADJACENT DRIVEWAYS

SUSTAINABILITY

1 WHERE CONSTRUCTION WORKS IMPACTS VEGETATION OR LANDSCAPING, STRIP AND STOCKPILE TOPSOIL AND SUBSOIL SEPARATELY FOR PROTECTION FROM DEGRADATION, EROSION OR MIXING WITH SITE WON GENERAL FILL.STOCKPILE MOUNDS TO BE KEPT AT MAX 1.5m HIGH

2 BENEFICIAL REUSE OF EXISTING SITE SOIL IS PREFERED, WHENEVER POSSIBLE, TO REDUCE THE NEED FOR IMPORTED MATERIALS

3 SCHEDULE WORKS DURING COOLER MONTHS, WHERE FEASIBLE, TO REDUCE WATERING NEEDS AND SUPPORT SUCCESSFUL VEGETATION ESTABLISHMENT

4 PRIORITISE INDIGENOUS, DROUGHT-TOLERANT, PLANT SPECIES TO MINIMISE MAINTENANCE AND WATER REQUIREMENTS

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Checked M.MENADIC	19/09/25		Accepted By
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed	Signed
Ind. Review Signature	19/09/25	19/09/25 Approval Date	Acceptance Date

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TITLE
ALBURY TO ILLABO
GENERAL NOTES
WAGGA WAGGA STATION FOOTBRIDGE - LANDSCAPING

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DATUM — HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-W8-DR-2003

PLANTING SCHEDULE

CODE	BOTANIC NAME	COMMON NAME	MATURE SIZE H		W	POT SIZE	QUANTITY
TREES							
Railway Street							
E. albens	*Eucalyptus albens*	White Box	15	x	10	100Ltr	7
E. blakeyi	*Eucalyptus blakeyi*	Blakely's Red Gum	20	x	15	100Ltr	4
E. fibrosa	*Eucalyptus fibrosa*	Red Ironbark	20	x	6	100Ltr	3
Station Precinct							
P. calleryana	*Pyrus calleryana 'Aristocrat'*	Aristocrat Ornamental Pear	10	x	6	100Ltr	9
						TREES TOTAL	**23**

CODE	BOTANIC NAME	COMMON NAME	DENSITY		MATURE SIZE H	x	W	POT SIZE	QUANTITY
GARDEN BED - MIX A - Station Precinct									
SHRUBS									
A. Allyn Magic	*Acmena smithii 'Allyn Magic'*	Lilly pilly	1.5	/m²	1	x	0.6	200mm	186
								TOTAL	**186**
H. obtusifolia	*Hibbertia obtusifolia*	Guinea Flowers	6	/m²	0.4	x	1	Tubestock	396
								TOTAL	**396**
GRASSES									
P. labillardierei	*Poa labillardieri*	Blue Tussock Grass	6	/m²	0.8	x	0.6	Tubestock	1525
D. revoluta	*Dianella revoluta var revoluta*	Flax Lily	6	/m²	0.5	x	1	Tubestock	748
B. macra	*Bothriochloa macra*	Red Grass	6	/m²	1	x	0.5	Tubestock	748
L. longifolia	*Lomandra longifolia 'Tanika'*	Mat-rush	6	/m²	0.8	x	0.6	Tubestock	1324
								GRASS MIX TOTAL	4345
GARDEN BED - MIX B - Railway St									
SHRUBS									
C. viminalis	*Callistemon viminalis 'Hannah Ray'*	Hannah Ray bottlebrush	800	CTS	3	X	2	200mm	85
								TOTAL (200mm)	**85**
H. obtusifolia_B	*Hibbertia obtusifolia*	Guinea Flowers	6	/m²	0.4	x	1	Tubestock	213
								TOTAL (tube)	**213**
GRASSES									
L. longifolia_B	*Lomandra longifolia 'Tanika'*	Mat-rush	6	/m²	0.8	x	0.6	Tubestock	970
D. revoluta_B	*Dianella revoluta var revoluta*	Flax Lily	6	/m²	0.5	x	1	Tubestock	544
B. macra_B	*Bothriochloa macra*	Red Grass	6	/m²	1	x	0.5	Tubestock	544
P. labillardierei_B	*Poa labillardieri*	Blue Tussock Grass	6	/m²	0.8	x	0.6	Tubestock	544
								GRASS MIX TOTAL	2602

CODE	BOTANIC NAME	COMMON NAME	AREA /m²	INSTALLATION SIZE	QTY
TURF					
	Zoysia Sp.		90	1m2 Turf rolls	90
				GRASS TOTAL	**90**

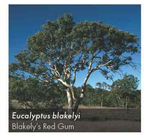
SEEDING SCHEDULE

HYDROMULCHING			
COVER CROP		35	434
Echinochloa utilis (Sep-Mar) *or Lolium multiflorum (Apr - Aug)* *or Secale cereale (Apr - Aug)*		10	0.43
Cynodon dactylon		20	0.87
Trfolium pratense		5	0.22
NATIVE GRASSES		10	434
Austrostipa scabra		2	0.09
Bothriochloa biloba *or macra*		2	0.09
Microlaena stipoides		2	0.09
Poa labillardierei		2	0.09
Rytidosperma caespitosum *or setaceum*		1	0.04
Themeda triandra		1	0.04
		Total volume of seed (kg)	1.95

NOTE: PLANT SUBSTITUTION IS PERMITTED PENDING AVAILIABILITY. SEEK GUIDANCE FROM A SUITABLY QUALIFIED AND EXPERIENCED LANDSCAPE SPECIALIST

TREES

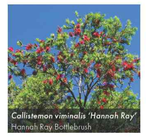


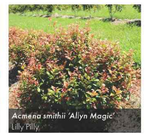






SHRUBS





GRASSES





















GROUNDCOVERS



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Ind. Review Signature	19/09/25	19/09/25 Approval Date

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ARTC ACCEPTANCE

Accepted By	Signed	Acceptance Date

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TITLE
ALBURY TO ILLABO
PLANT SCHEDULE
WAGGA WAGGA STATION FOOTBRIDGE - LANDSCAPING

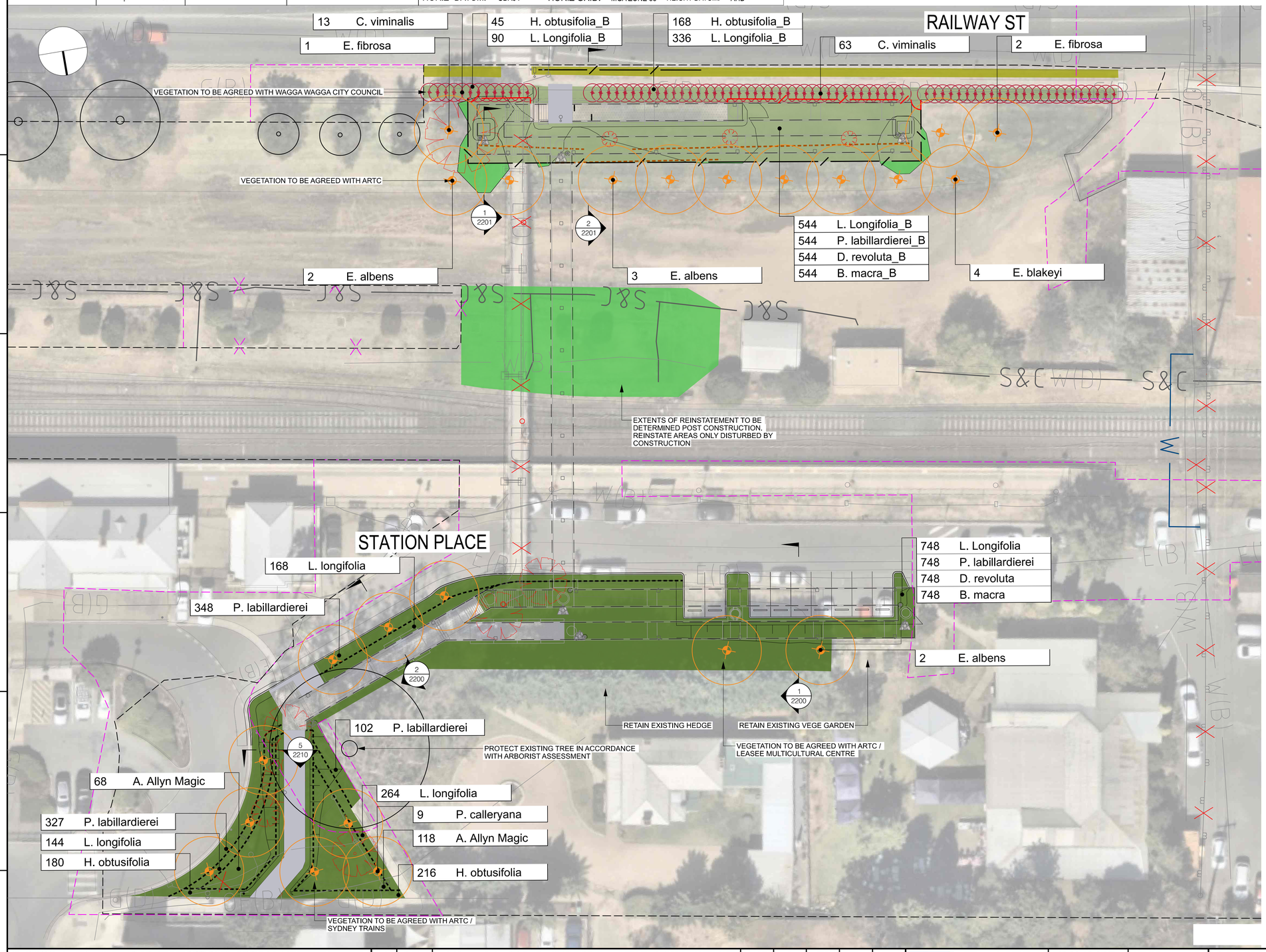
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Third Party Drawing Number: 5-0052-210-ELE-W8-DR-2101



LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- PROPOSED FENCE
- PROPOSED COUNCIL FENCE
- GARDEN BED — 75-100mm HARDWOOD MULCH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE (2 / 2210)
- GARDEN BED - MIX A
- GARDEN BED - MIX B
- RAIL LANDSCAPE - HYDROMULCHING 100mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- TURF - ZOYSIA SP. 100mm AMELIORATED SITE TOPSOIL OVER 100mm CULTIVATED SUBGRADE (3 / 2210)
- MULCH BUND INSTALLED TO ACHIEVE 1:100 FALL ALONG ITS LENGTH (1 / 2201)
- EXISTING TREE RETAINED
- EXISTING TREE REMOVED
- TREES 100L (1 / 2210)
- Callistemon viminalis
- PATH PAVEMENT. REFER CIVIL DRAWINGS
- G(B) EXISTING GAS - QUALITY B
- E(B) EXISTING ELECTRICITY LINE - QUALITY B
- S(D) EXISTING SEWER LINE - DIGITISED
- OF(B) EXISTING OPTICAL FIBRE - QUALITY B
- W(B) EXISTING WATER LINE - QUALITY B
- W(D) EXISTING WATER LINE - DIGITISED
- EXISTING ELECTRICAL OVERHEAD WIRES
- S&C EXISTING SIGNAL CABLES
- X X X EXISTING UTILITIES TO BE REMOVED
- W PROPOSED WATER PIPE

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	1:250 / 1:500 A1 / A3 — 0 5 10 m
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TITLE
ALBURY TO ILLABO
GENERAL ARRANGEMENT
WAGGA WAGGA STATION FOOTBRIDGE - LANDSCAPING

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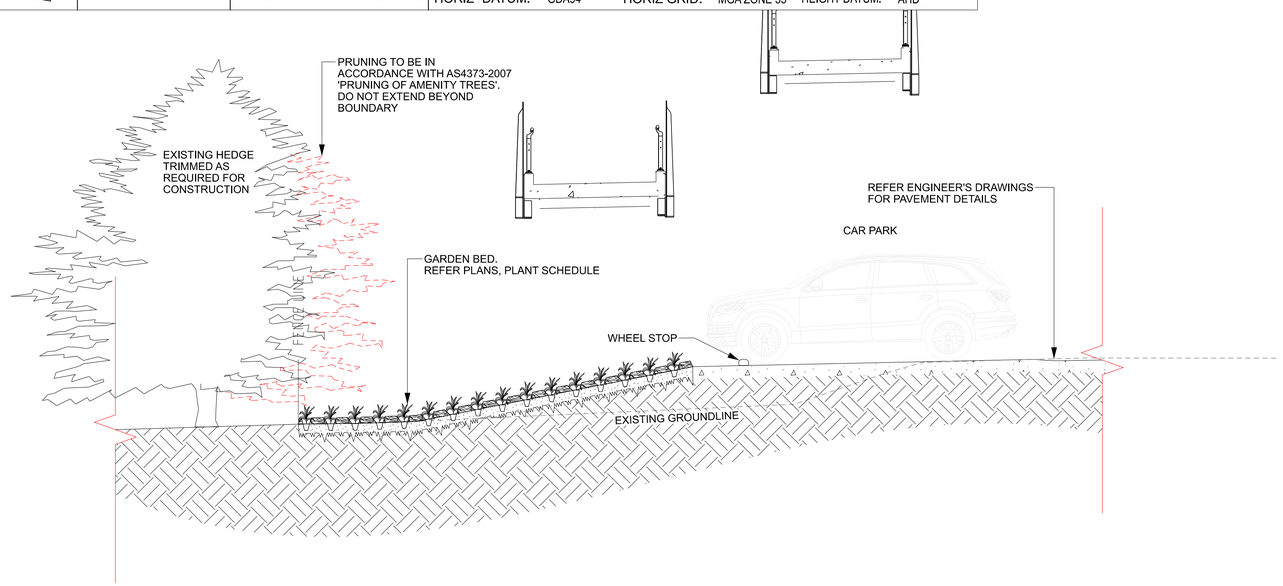
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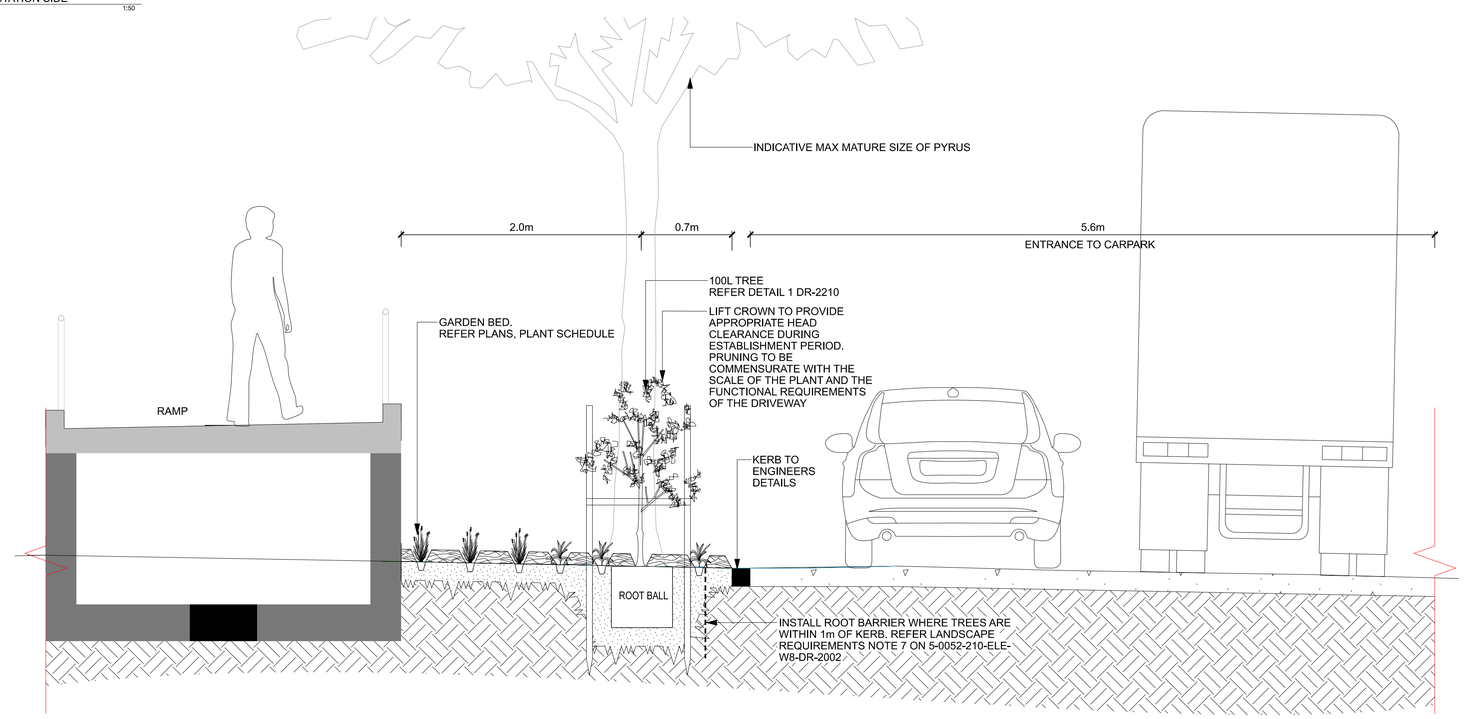
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1 / 2101 WAGGA WAGGA STATION SIDE SECTION 1:50



2 / 2101 WAGGA WAGGA STATION SIDE SECTION 1:50

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Signed

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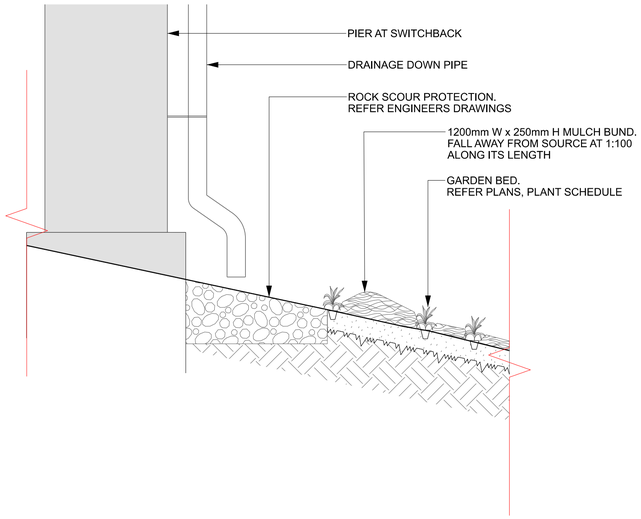
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ALBURY TO ILLABO
TYPICAL SECTION - SHEET 1
WAGGA WAGGA STATION FOOTBRIDGE - LANDSCAPING

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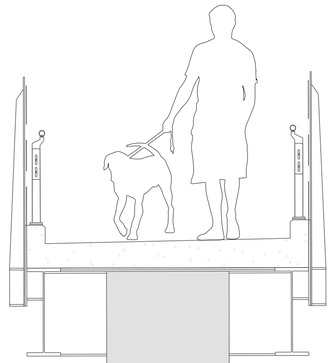
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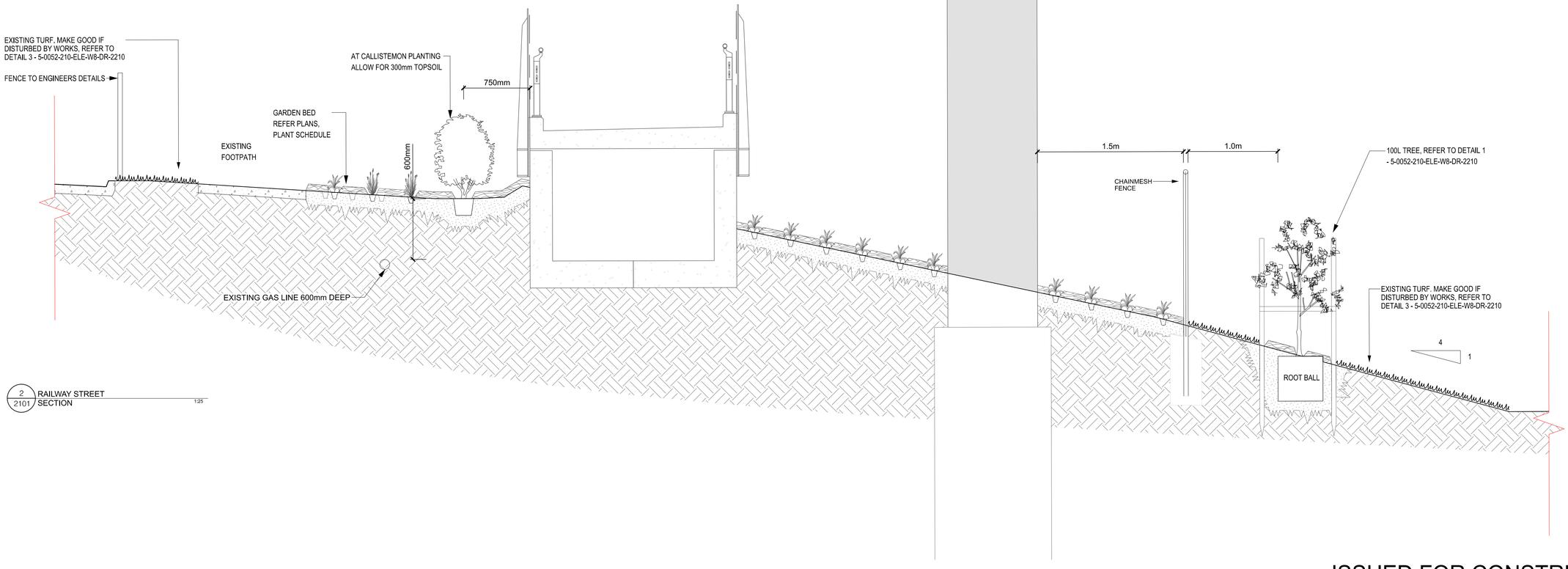
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Third Party Drawing Number
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1 / 2101 RAILWAY ST PIER DRAINAGE DETAIL SECTION 1:25





2 / 2101 RAILWAY STREET SECTION 1:25

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ALBURY TO ILLABO
TYPICAL SECTION - SHEET 2
WAGGA WAGGA STATION FOOTBRIDGE - LANDSCAPING

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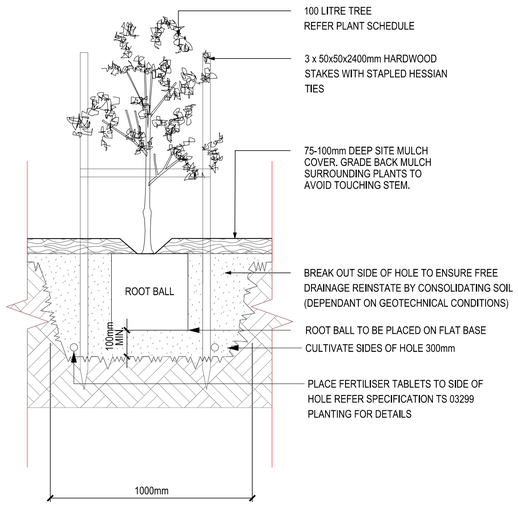
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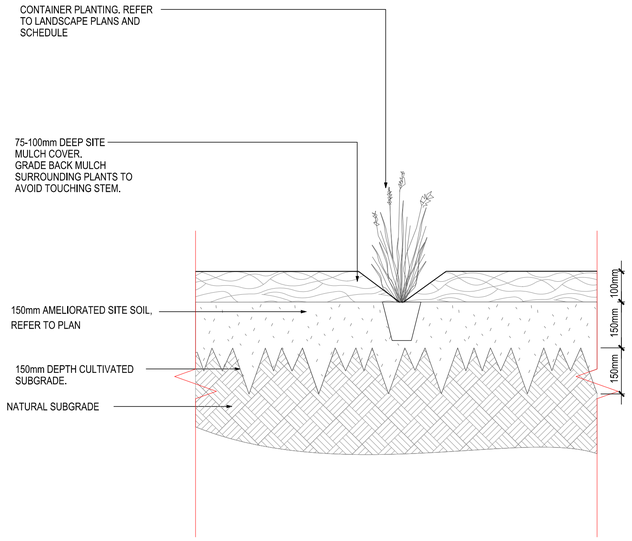
DATUM

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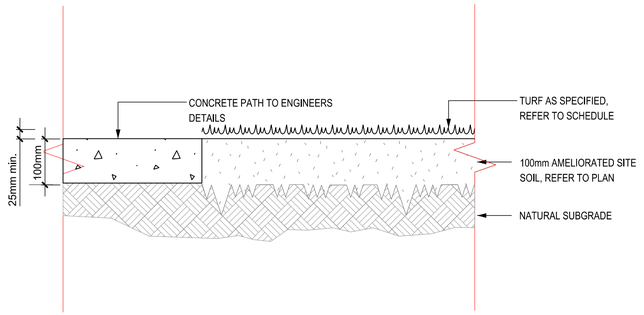
Third Party Drawing Number
5-0052-210-ELE-W8-DR-2210



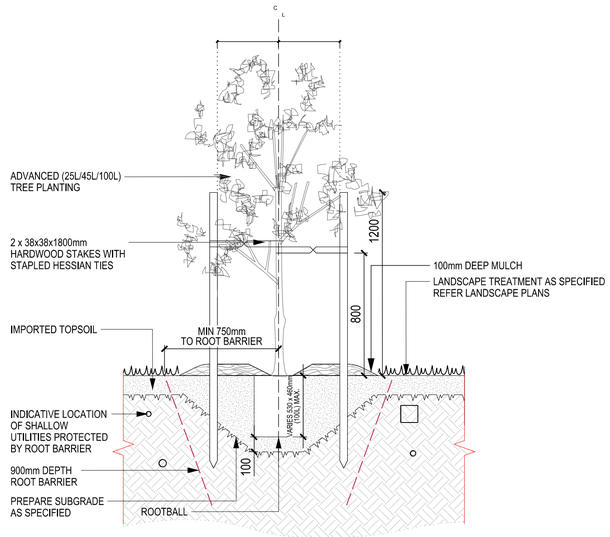
1 TYPICAL 100 LITRE TREE PLANTING SECTION N.T.S.



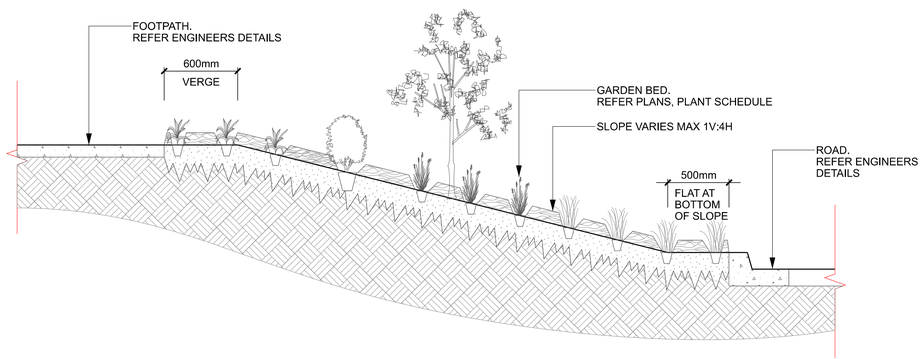
2 TYPICAL TUBESTOCK SHRUB PLANTED IN GARDEN BED SECTION 1:10



3 TYPICAL TURF DETAIL SECTION N.T.S.



4 TYPICAL ROOT BARRIER SECTION N.T.S.



5 TYPICAL GARDENBED ADJOINING APPROACH TO RAMP STATION SIDE SECTION 1:25

ISSUED FOR CONSTRUCTION

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Drawing standard in accordance with EGP-04-01 & EGP-04-02

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File name	Alternate DMS number
5-0052-210-ELE-W8-DR-2210.dgn	5-0052-210-ELE-W8-DR-2210

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
1	19/09/25	ISSUED FOR CONSTRUCTION	MG	MN	AL	ME	

Tract | aurecon | BG&E | MARTINUS

Designed M.GOCK	19/09/25	Approved By M.EASTON	Accepted By
Checked M.NENADIC	19/09/25		
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed	Signed
Ind. Review Signature	19/09/25	19/09/25 Approval Date	Acceptance Date

INLAND RAIL

ARTC ACCEPTANCE

ARTC

Sheet No. 1

Scale AS SHOWN

SHEET SIZE A1

TITLE
ALBURY TO ILLABO
TYPICAL LANDSCAPE DETAILS
WAGGA WAGGA STATION FOOTBRIDGE - LANDSCAPING

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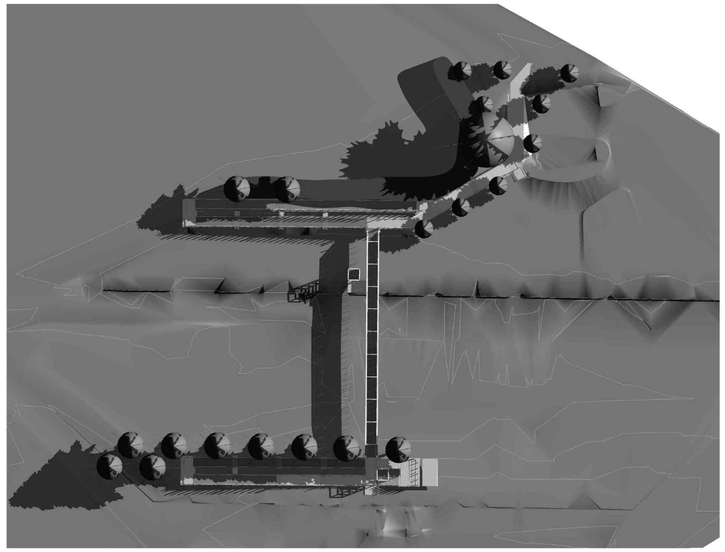
DO NOT SCALE

ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

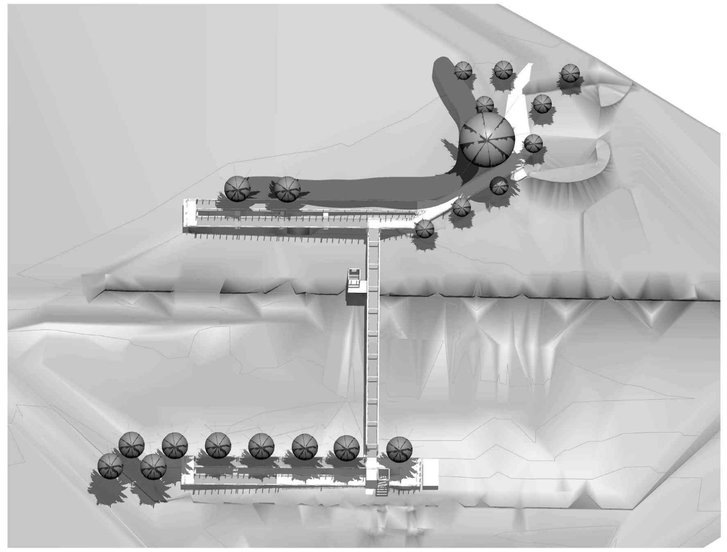
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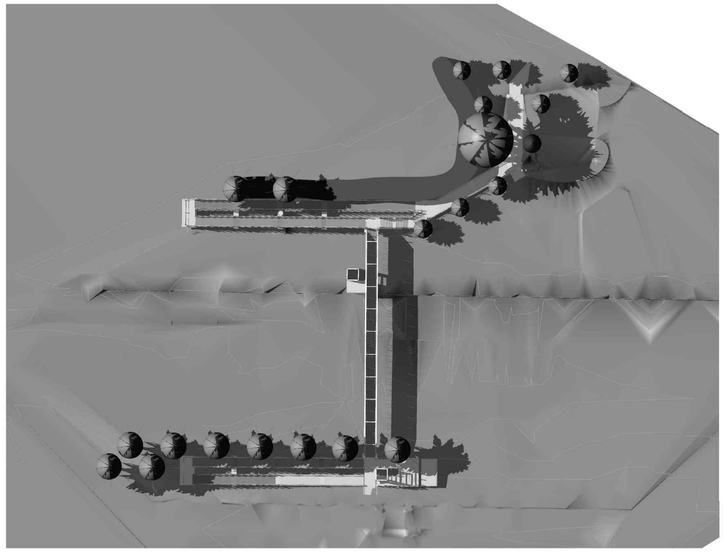
Third Party Drawing Number
5-0052-210-ELE-W8-DR-2231



1 Mothers Bridge Shadow Diagram
9am February
N.T.S.



2 Mothers Bridge Shadow Diagram
12pm February
N.T.S.



3 Mothers Bridge Shadow Diagram
3pm February
N.T.S.

Location	Distance (m)	Shade provision existing				Shade provision at completion				Shade provision at 20 years			
		Time of day shade percentage			Avg.	Time of day shade percentage			Avg.	Time of day shade percentage			Avg.
		9am	12pm	3pm		9am	12pm	3pm		9am	12pm	3pm	
Northern Side of Rail line													
Distance at grade Ramps Station side	64	5%	35%	45%	28%	5%	35%	45%	28%	50%	40%	60%	50%
Distance at elevated ramps Station side	96	N/A	N/A	N/A	N/A	20%	15%	5%	14%	50%	30%	20%	27%
Bridge over rail	53	0%	0%	0%	0%	100%	0%	95%	65%	100%	0%	95%	65%
Southern Side of Rail line													
Distance Railway Street side	109	N/A	N/A	N/A	N/A	1%	0%	0%	1%	80%	35%	55%	57%
NOTE: Shading is measured both from structures and trees.													

TREE REMOVAL AND REPLACEMENT	
TREES REMOVED	10
PROPOSED TREES	23
PROPOSED WOODY PERENNIALS ABOVE 3m	85

NOTE: Table illustrates compliance with the Urban Cooling Strategy (WWCC 2022) addressing:
-UCS12 Council to **increase existing road reserve canopy planting** in priority suburbs
-UCS3 Council to develop an **offset** policy **for tree removal**
-UCS14 Council to survey the active travel path network identify opportunities to **increase plantings**

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Tract | aurecon | BG&E | MARTINUS

Designed M.GOCK 19/09/25
Checked M.NENADIC 19/09/25
Ind. Rev. Company TRACT
Ind. Rev. Name A.LUCAS
Ind. Review Signature 19/09/25

INLAND RAIL

Approved By M.EASTON
Signed
19/09/25
Approval Date

ARTC ACCEPTANCE

Accepted By
Signed
Acceptance Date

ARTC

Sheet No. 1

Scale NTS

SHEET SIZE A1

TITLE
ALBURY TO ILLABO
SHADOW DIAGRAMS
WAGGA WAGGA STATION FOOTBRIDGE - LANDSCAPING

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Kemp Street Bridge & Footbridge - Landscape Detailed Plans

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DATUM: HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-J2-DR-2002

GENERAL

1 WORKS NOT CAPTURED BY THESE DESIGN DOCUMENTS SHALL BE UNDERTAKEN IN ACCORDANCE WITH
-INLAND RAIL LANDSCAPE AND REHABILITATION FRAMEWORK 0-0000-900-ELE-00-GU-0001
-INLAND RAIL LANDSCAPE AND REHABILITATION STRATEGY 0-0000-900-ELE-00-ST-0001 AND BIODIVERSITY

2 THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND ENGINEERING REQUIREMENTS INDICATED ON PLAN INCLUDING
- TRANSPORT FOR NEW SOUTH WALES SPECIFICATIONS TS03298 VEGETATION (R178) AND TS03299 LANDSCAPE PLANTING (R179)
- 5-0052-210-PMA-00-PL-0003 A2I ALBURY TO ILLABO URBAN DESIGN AND LANDSCAPE PLAN - STAGE 2 CORRIDOR-WIDE

3 THESE DRAWINGS ARE TO READ IN CONJUCTION WITH, BUT NOT LIMITED TO DRAWINGS FROM THE FOLLOWING RELEVANT DESIGN DISCIPLINES

5-0052-210-PEN-J2	GENERAL
5-0052-210-CCW-J2	CIVIL WORKS
5-0052-210-CDE-J2	DEMOLITION
5-0052-210-DAL-J2	ROADWORKS
5-0052-210-DDR-J2	DRAINAGE
5-0052-210-DPV-J2	PAVEMENTS
5-0052-210-DRF-J2	ROAD FURNITURE
5-0052-210-DSN-J2	SIGNAGE
5-0052-210-PUP-J2	UTILITIES
5-0052-210-SBD-J2	BRIDGE STRUCTURES
5-0052-210-BSE-J2	LIGHTING

4 ALL VEGETATION OUTSIDE OF THE PROJECT CONSTRUCTION CLEARING AREA AND IDENTIFIED IN SPECIFICATIONS AND DRAWINGS IS TO BE PROTECTED AND RETAINED

5 ALL TREE PLANTING IS TO BE KEPT CLEAR OF OVERHEAD WIRES AND ALL OTHER PUBLIC UTILITIES

6 IMPORTED TOPSOIL SHALL COMPLY WITH THE REQUIREMENTS OF TS03298 VEGETATION

7 MULCH IS TO BE DERIVED FROM TREES, SHRUBS AND ANY OTHER VEGETATIVE MATERIAL THAT IS ACCEPTABLE TO THE PRINCIPAL FOR USE AS MULCH, REMOVED DURING THE CLEARING AND GRUBBING WORKS ON THE SITE. IF THE MULCH PRODUCED IN THIS WAY IS INSUFFICIENT, MAKE UP THE SHORTFALL BY USING IMPORTED ORGANIC MULCH THAT COMPLIES WITH AS4454 AND TS03298 VEGETATION

8 ANY AREA NOT SHOWN AS PLANTING ON THE LANDSCAPE PLANS WHICH IS DISTURBED DURING PROJECT CONSTRUCTION IS TO BE REVEGETATED USING THE APPROPRIATE SEEDING MIX FOR THE PLANT COMMUNITY. REFER TO PLANT SCHEDULES AND REINSTATEMENT DETAILS

9 DETAILS OF THE 2D DIGITAL DRAWING FILES FOR LANDSCAPE SETOUT OF THIS PACKAGE IS NOTED IN THE 'DESIGN MODEL FILE' INCLUDED ON EACH DRAWING AND IS PROVIDED IN DWG FORMAT. WHERE A DISCREPANCY EXISTS BETWEEN THE MODEL FILE AND THE DRAWINGS, THE FORMALLY REVIEWED AND VERIFIED DRAWINGS SHALL TAKE PRECEDENCE

SITE CLEARING

1 PROTECT FROM DAMAGE ALL EXISTING TREES, FENCES, BUILDINGS, OTHER STRUCTURES AND SITE FURNITURE

2 ALL VEGETATION OUTSIDE OF THE PROJECT CONSTRUCTION CLEARING AREA AND DRAWINGS IS TO BE PROTECTED AND RETAINED IN ACCORDANCE WITH AS4970

3 ALL EXISTING TREES WHICH ARE SITED WITHIN CLEAR ZONES OF THE RAIL ALIGNMENT SHALL BE REMOVED

4 SOIL PEDOLOGY SURVEY AND ANALYSIS OF STRIPPED TOPSOIL SHALL BE UNDERTAKEN FOR EACH SOIL LANDSCAPE AND VEGETATION COMMUNITY TYPE WITHIN THE CONSTRUCTION SITE. TOPSOIL TESTING IS TO BE UNDERTAKEN BY A NATIONAL ASSOCIATION OF TESTING AUTHORITIES (NATA). REFER TS03298 VEGETATION

UTILITIES

1 LOCATE AND PROTECT ALL UNDERGROUND UTILITIES PRIOR TO ANY EXCAVATION. MAKE GOOD ALL DAMAGE TO EXISTING WORKS CAUSED BY THE ACTIVITY OF THESE WORKS

2 TREES AND SHRUBS GREATER THAN 5.0M IN HEIGHT MUST NOT BE PLANTED OR SEEDED WITHIN A MINIMUM OF 5.0M OF OVERHEAD POWER LINES FOR 66KV AND 11KV LINES AN EASEMENT OFFSET OF 15M OR 10M RESPECTIVELY IS REQUIRED EITHER SIDE OF THIS. CONFIRMATION IN WRITING, AS TO OFFSETS, SHOULD BE GAINED FROM AUTHORITY PRIOR TO PLANTING

3 THE CONTRACTOR WILL ENSURE THAT PROPOSED LANDSCAPE TREATMENTS ALLOW ACCESS TO FINAL LOCATIONS OF ALL SERVICES INCLUDING MANHOLES, VALVES FIRE HYDRANTS, SWITCHBOARDS, FIELD CABINETS AND ALL OTHER RELEVANT SERVICES. SERVICES ARE TO BE LOCATED PRIOR TO PLANTING TO ENSURE ACCESS IS MAINTAINED

LANDSCAPE REQUIREMENTS

1 ALL LANDSCAPE RE-VEGETATION AND PLANTING WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH PLANS AND IN ACCORDANCE WITH TS03298 VEGETATION, TS03299 PLANTING AND THE LANDSCAPE MANAGEMENT PLAN 5-0052-210-ELE-00-RP-0001

2 THE EXTENT OF REVEGETATION WORKS SHOWN ON LANDSCAPE PLANS IS INDICATIVE ONLY AND IS BASED ON ENGINEERING DESIGN AND CLEARING EXTENTS ALL DISTURBED AREAS ARE TO BE RE-VEGETATED IN ACCORDANCE WITH THE DOCUMENTATION WHERE GREATER THAN THE AREA INDICATED USE THE RELEVANT NATIVE COMMUNITY AS RELEVANT. PASTURE GRASSES ARE NOT TO BE USED

3 PLANTING AND SEEDING MIX REQUIREMENTS ARE SHOWN IN RELEVANT SCHEDULES ON 5-0052-210-ELE-J2-DR-2003

4 ANY AREA NOT SHOWN AS PLANTING ON THE LANDSCAPE PLANS WHICH IS DISTURBED DURING PROJECT CONSTRUCTION IS TO BE REINSTATED WITH THE RELEVANT PLANTING MIX REFER TO PLANT SCHEDULES ON 5-0052-210-ELE-J2-DR-2003

5 ENSURE SOIL TESTING OF TOP SOILS AND SUBSOIL IS UNDERTAKEN AND AMELIORATION UNDERTAKEN IN ACCORDANCE WITH SOIL SCIENTIST'S RECOMMENDATIONS AS REQUIRED BY TS03298 VEGETATION

6 HYDROMULCH MUST NOT BE APPLIED WHEN TEMPERATURES ARE GREATER THAN 35 DEGREES C, WHEN WINDS EXCEED 15KMS/HR, DURING RAIN OR WHEN RAIN IS IMMINENT DRY SURFACES ARE TO BE WATERED PRIOR TO INSTALLATION OF HYDROMULCH ENSURE THE TOPSOIL IS KEPT MOIST UNTIL FULL SEED GERMINATION AND ESTABLISHMENT OF YOUNG ROOTS INTO THE TOPSOIL LAYER

7 TREES ARE TO BE PLANTED CLEAR OF DRAINAGE PIPES AND SERVICE UTILITIES AS INDICATED ON DRAWINGS WHERE TREES ARE CONSTRAINED A ROOT BARRIER HAS BEEN DOCUMENTED TO PROVIDE A CONTROL TO ROOT DEVELOPMENT IN RELATION TO SERVICES ROOT BARRIER IS TO BE HDPE - 900mm DEEP x 1mm THICK SUPPLIED BY POLYFABRICS OR APPROVED EQUIVALENT

MAINTENANCE

1 THE LANDSCAPE WORKS ARE TO BE ACTIVELY MANAGED IN ACCORDANCE WITH THE LANDSCAPE MANAGEMENT PLAN 5-0052-210-ELE-00-RP-0001 FOR THE DURATION OF ESTABLISHMENT AND UNTIL THE TRANSFER OF ASSETS TO THE RELEVANT AUTHORITY IN ACCORDANCE WITH CONDITION OF APPROVAL E111

2 WEEDS ARE TO BE CONTROLLED THROUGH ALL PHASES OF THE PROJECT TO MINIMISE COMPETITION WITH SOWN SPECIES. WEED SUPPRESSION MUST BE UNDERTAKEN ON A MONTHLY BASIS AND CONTINUE UNTIL THE ACTUAL COMPLETION DATE

3 WATER AREAS OF REVEGETATION TO MAINTAIN MOIST SOIL PROFILE OR AVOID MOSITURE STRESS IN PLANTS UNTIL PLANTS ARE ESTABLISHED. REFER TS03299 LANDSCAPE PLANTING

4 THE CONTRACTOR MUST ESTABLISH AND MAINTAIN ALL VEGETATED AREAS TO ACHIEVE
1. 70% SOIL-SURFACE COVERAGE WITHIN 1 MONTH OF SOWING
AND
2. 80% GERMINATION OF PERMANENT COVER SPECIES WITHIN 3 MONTHS AND MAINTAIN FOR A PERIOD OF 6 MONTHS OR UNTIL CONTRACT COMPLETION, WHICHEVER IS THE GREATER

SUSTAINABILITY

1 WHERE CONSTRUCTION WORKS IMPACTS VEGETATION OR LANDSCAPING, STRIP AND STOCKPILE TOPSOIL AND SUBSOIL SEPARATELY FOR PROTECTION FROM DEGRADATION, EROSION OR MIXING WITH SITE WON GENERAL FILL. STOCKPILE MOUNDS TO BE KEPT AT MAX 1.5m HIGH

2 BENEFICIAL REUSE OF EXISTING SITE SOIL IS PREFERED, WHENEVER POSSIBLE, TO REDUCE THE NEED FOR IMPORTED MATERIALS

3 SCHEDULE WORKS DURING COOLER MONTHS, WHERE FEASIBLE, TO REDUCE WATERING NEEDS AND SUPPORT SUCCESSFUL VEGETATION ESTABLISHMENT

4 PRIORITISE INDIGENOUS, DROUGHT-TOLERANT, PLANT SPECIES TO MINIMISE MAINTENANCE AND WATER REQUIREMENTS

5 REFER DRAWING 5-0052-210-ELE-J2-DR-2210 FOR SEATING DETAILS USING SALVAGED BRICKS. BRICKS TO BE SALVAGED FROM KEMP ST BRIDGE AND STATION PLATFORM YERONG CREEK. WHERE SALVAGED BRICKS ARE USED, ENSURE BRICKS ARE OF A CONSISTENT COLOUR WITH FOCUS ON USING KEMP ST BRICKS DUE TO PROXIMITY TO SITE. CLEAN BRICKS OF ALL MORTAR AND REUSE FOR SEATING ELEMENTS AS IDENTIFIED IN PLANS AND DETAILS. BRICKS SHOULD BE WHOLE WITH MINIMAL DAMAGE, INCLUDING CHIPPING AND STAINING. USE BRICK TYPES AS DOCUMENTED. WHERE THERE ARE ISSUES WITH QUALITY, AND OR QUANTITY BRING TO THE ATTENTION OF THE DESIGN MANAGER FOR APPROVAL AND OR DIRECTION.

BRICKS ARE TO BE LAID IN A STRETCHER BOND PATTERN, WITH BULL NOSED PIECES TO BE USED FOR THE CAPPING. MORTAR IS TO BE A 1 PART SAND 4 PART CEMENT MIX

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B	19/09/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	08/05/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | BG&E | MARTINUS | aurecon

Designed M.GOCK 19/09/25 | Checked M.MENADIC 19/09/25 | Ind. Rev. Company TRACT | Ind. Rev. Name A.LUCAS | Ind. Review Signature 19/09/25

INLAND RAIL

Approved By M.EASTON | Signed | 19/09/25 Approval Date

ARTC ACCEPTANCE

Accepted By | Signed | Acceptance Date

ARTC

DETAILED DESIGN REVIEW

A B

Sheet No. | SHEET SIZE A1

Scale NTS

TITLE
ALBURY TO ILLABO
GENERAL NOTES
KEMP STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

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Third Party Drawing Number: 5-0052-210-ELE-J2-DR-2003

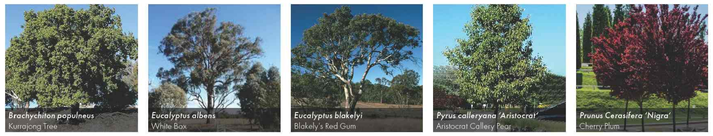
PLANTING SCHEDULE

CODE	BOTANIC NAME	COMMON NAME	DENSITY/ CTS	MATURE SIZE H x W	INSTALL SIZE Pot - Height - Cal.	QUANTITY
TREES						
B. populneus	*Brachychiton populneus ssp Populneus*	Kurrajong	AS SHOWN	8-20 x 5-10 m	**100 litre**	33
E. albens	*Eucalyptus albens*	White Box	AS SHOWN	12-16 x 10-14 m	**100 litre**	10
E. blakelyi	*Eucalyptus blakelyi*	Blakely's Red Gum	AS SHOWN	20-25 x 20 m	**100 litre**	15
P. calleryana	*Pyrus calleryana 'Aristocrat'*	Aristocrat Callery Pear	AS SHOWN	10-12 x 3-4 m	**100 litre**	17
P. cerasifera	*Prunus cerasifera*	Cherry Plum	AS SHOWN	4-8 x 3-6 m	**100 litre**	27
					TREES TOTAL	102

CODE	BOTANIC NAME	COMMON NAME	DENSITY (Qty /m2)	MATURE SIZE H x W	POT SIZE	QUANTITY
GARDEN BED MIX						
SHRUBS						
A. decora	*Acacia decora*	Showy Wattle	1.5	1-4 x 3-5 m	150mm	536
A. flexifolia	*Acacia flexifolia*	Bent-leaf Wattle	1.5	1-1.5 x 1-2 m	150mm	536
C. aculeata	*Cassinia aculeata*	Dolly Bush	1.5	2-4 x 1-2 m	150mm	676
H. riparia	*Hibbertia riparia*	Erect Guinea-flower	1.5	0.1-1 x 0.3-1 m	150mm	536
					Shrubs Total	**2284**
GRASSES/GROUNDCOVERS						
B. macra	*Bothriochloa macra*	Red Grass	6	0.2-1 x 0.2 m	Tubestock	2420
L. coriacea	*Lomandra filiformis ssp coriacea*	Wattle Mat-rush	6	0.5 x 0.15-0.2 m	Tubestock	602
P. sieberiana	*Poa sieberiana*	Grey Tussock-grass	6	0.4-1 x 0.3-0.6 m	Tubestock	494
R. auriculatum	*Rytidosperma auriculatum*	Lobed Wallaby Grass	6	0.2-0.5 x 0.1 m	Tubestock	2420
S. leiocladum	*Sorghum leiocladum*	Wild Sorghum	6	0.6-1.5 x 0.1 m	Tubestock	494
T. triandra	*Themeda triandra*	Kangaroo Grass	6	0.5-1.5 x 0.5 m	Tubestock	2914
X. viscosum	*Xerochrysum viscosum*	Sticky Everlasting	6	0.2-0.8 x 0.3-0.8 m	Tubestock	494
					Grasses/Groundcovers Total	**9838**

CODE	BOTANIC NAME	COMMON NAME	AREA /m2	INSTALL SIZE	QUANTITY
TURF					
	Zoysia Sp.		4100	1m2 Tuf Rolls	4100

TREES



SHRUBS



GRASSES / GROUNCOVERS



SEEDING SCHEDULE

BOTANIC NAME	COMMON NAME	SEED APPLICATION RATES (kg/ha)	SEEDING AREA (m2)
HYDROMULCHING			
COVER CROP		35	396
Echinochloa utilis (Sep-Mar) or Lolium multiflorum (Apr - Aug) or Secale cereale (Apr - Aug)	Japanese millet Italian ryegrass Rye	10	0.40
Cynodon dactylon	Couch Grass	20	0.79
Trifolium pratense	Red Clover	5	0.20
NATIVE GRASSES		10	
Austrostipa scabra	Rough Speargrass	2	0.08
Bothriochloa biloba or macra	Lobed Bluegrass or Red Grass	2	0.08
Microlaena stipoides	Weeping Grass	2	0.08
Poa labillardieri	Common Tussock Grass	2	0.08
Rytidosperma caespitosum or setaceum	Common Wallaby Grass or Bristly Wallaby Grass	1	0.04
Themeda triandra	Kangaroo Grass	1	0.04
		Total volume of seed (kg)	1.78

NOTE: PLANT SUBSTITUTION IS PERMITTED PENDING AVAILABILITY. SEEK GUIDANCE FROM A SUITABLY QUALIFIED AND EXPERIENCED LANDSCAPE SPECIALIST

TREE REMOVAL AND REPLACEMENT	
TREES REMOVED	52
TREES SUBJECT FOR REVIEW	9
PROPOSED TREES	102
PROPOSED WOODY PERENNIALS ABOVE 3m	676

DETAILED DESIGN REVIEW

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C	02/10/25	DEMOLITION OF TREE UPDATE	MG	MN	AL	ME	
B	19/09/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	08/05/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | BG&E | MARTINUS | aurecon | INLAND RAIL

Designed M.GOCK 02/10/25 | Checked M.NENADIC 02/10/25 | Approved By M.EASTON | ARTC ACCEPTANCE

Ind. Rev. Company TRACT | Ind. Rev. Name A.LUCAS | Signed | Accepted By

Ind. Review Signature 02/10/25 | 02/10/25 Approval Date | Signed | Acceptance Date

ARTC | Sheet No. A B C | SHEET SIZE A1 | Scale NTS

TITLE
ALBURY TO ILLABO
PLANT SCHEDULE
KEMP STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

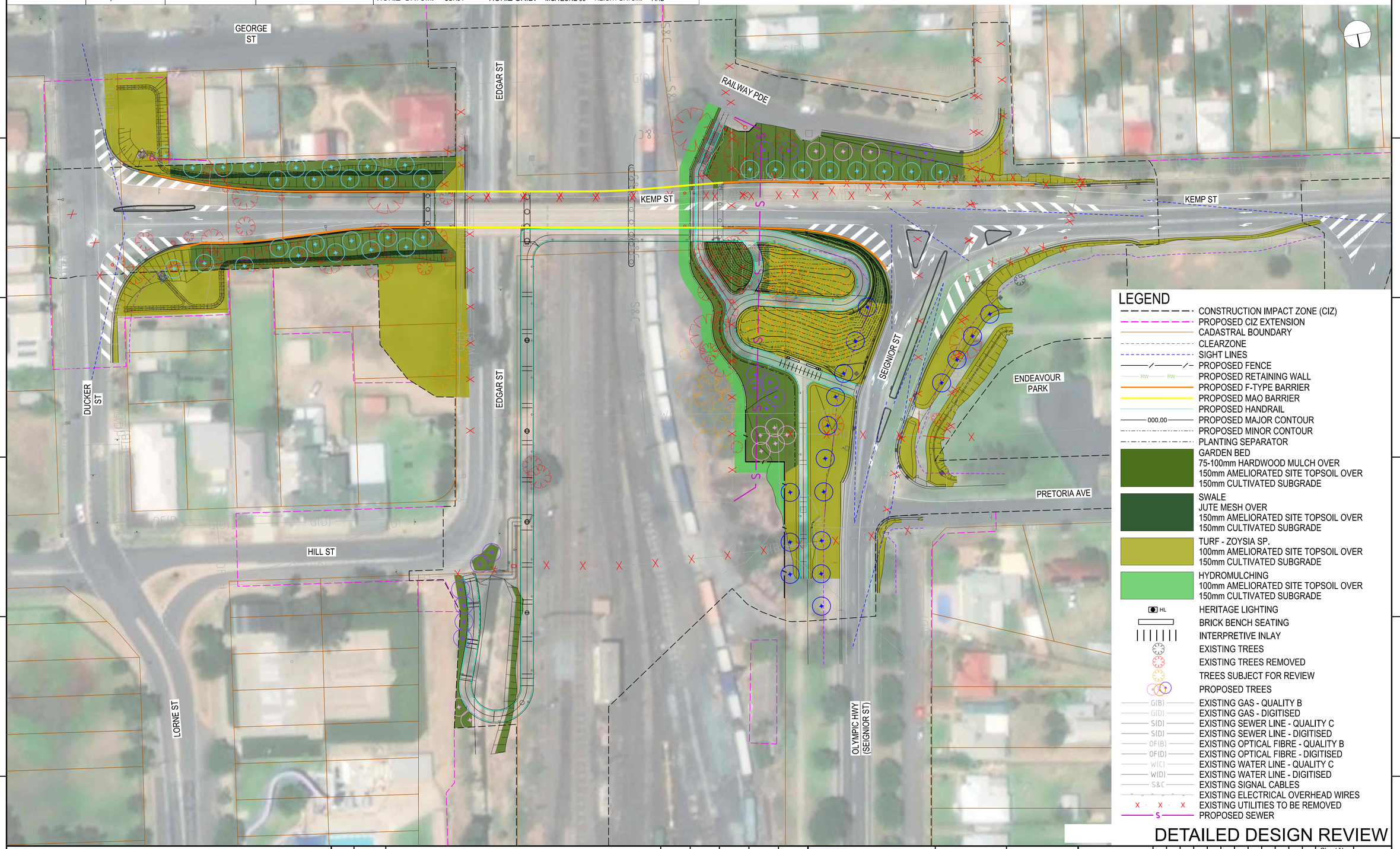
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DATUM
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Third Party Drawing Number
5-0052-210-ELE-J2-DR-2101



LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- CADASTRAL BOUNDARY
- CLEARZONE
- SIGHT LINES
- PROPOSED FENCE
- PROPOSED RETAINING WALL
- PROPOSED F-TYPE BARRIER
- PROPOSED MAO BARRIER
- PROPOSED HANDRAIL
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PLANTING SEPARATOR
- GARDEN BED
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- SWALE
  JUTE MESH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- TURF - ZOYSIA SP.
  100mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- HYDROMULCHING
  100mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- HERITAGE LIGHTING
- BRICK BENCH SEATING
- INTERPRETIVE INLAY
- EXISTING TREES
- EXISTING TREES REMOVED
- TREES SUBJECT FOR REVIEW
- PROPOSED TREES
- EXISTING GAS - QUALITY B
- EXISTING GAS - DIGITISED
- EXISTING SEWER LINE - QUALITY C
- EXISTING SEWER LINE - DIGITISED
- EXISTING OPTICAL FIBRE - QUALITY B
- EXISTING OPTICAL FIBRE - DIGITISED
- EXISTING WATER LINE - QUALITY C
- EXISTING WATER LINE - DIGITISED
- EXISTING SIGNAL CABLES
- EXISTING ELECTRICAL OVERHEAD WIRES
- EXISTING UTILITIES TO BE REMOVED
- PROPOSED SEWER

DETAILED DESIGN REVIEW

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Drawing standard in accordance with EGP-04-01 & EGP-04-02

Used on / Next higher assembly

Scale 1:500/ 1:1000 A1 / A3 — 0 10 20m

File name: 5-0052-210-ELE-J2-DR-2101.dgn

Alternate DMS number: 5-0052-210-ELE-J2-DR-2101

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
C	02/10/25	DEMOLITION OF TREE UPDATE	MG	MN	AL	ME	
B	19/09/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	08/05/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | aurecon | BG&E | MARTINUS | INLAND RAIL

Designed	M.GOCK	02/10/25	Approved By: M.EASTON
Checked	M.NENADIC	02/10/25	
Ind. Rev. Company: TRACT	Ind. Rev. Name: A.LUCAS		Signed
Ind. Review Signature		02/10/25 Approval Date	Acceptance Date

ARTC ACCEPTANCE: Accepted By — Signed

ARTC

Sheet No.: A B C

SHEET SIZE: A1

Scale: 1:500

TITLE
ALBURY TO ILLABO
GENERAL ARRANGEMENT
KEMP STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

DRAWN TO AS1100

DO NOT SCALE

ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM

HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number
5-0052-210-ELE-J2-DR-2111



LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- CADASTRAL BOUNDARY
- CLEARZONE
- SIGHT LINES
- PROPOSED FENCE
- PROPOSED RETAINING WALL
- PROPOSED F-TYPE BARRIER
- PROPOSED MAO BARRIER
- PROPOSED HANDRAIL
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PLANTING SEPARATOR
- GARDEN BED
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- SWALE
  JUTE MESH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- TURF - ZOYSIA SP.
  100mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- HYDROMULCHING
  100mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- HERITAGE LIGHTING
- BRICK BENCH SEATING
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- EXISTING TREES
- EXISTING TREES REMOVED
- TREES SUBJECT FOR REVIEW
- PROPOSED TREES
- EXISTING GAS - QUALITY B
- EXISTING GAS - DIGITISED
- EXISTING SEWER LINE - QUALITY C
- EXISTING SEWER LINE - DIGITISED
- EXISTING OPTICAL FIBRE - QUALITY B
- EXISTING OPTICAL FIBRE - DIGITISED
- EXISTING WATER LINE - QUALITY C
- EXISTING WATER LINE - DIGITISED
- EXISTING SIGNAL CABLES
- EXISTING ELECTRICAL OVERHEAD WIRES
- EXISTING UTILITIES TO BE REMOVED
- PROPOSED SEWER

DETAILED DESIGN REVIEW

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Used on / Next higher assembly

Scale 1:250/ 1:500 A1 / A3 — 0 5 10m

File name: 5-0052-210-ELE-J2-DR-2111.dgn

Alternate DMS number: 5-0052-210-ELE-J2-DR-2111

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
C	02/10/25	DEMOLITION OF TREE UPDATE	MG	MN	AL	ME	
B	19/09/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	08/05/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | BG&E | Aurecon | MARTINUS

Designed M.GOCK 02/10/25
Checked M.MENADIC 02/10/25
Ind. Rev. Company TRACT | Ind. Rev. Name A.LUCAS
Ind. Review Signature 02/10/25

INLAND RAIL

Approved By M.EASTON
Signed
02/10/25 Approval Date

ARTC ACCEPTANCE

Accepted By
Signed
Acceptance Date

ARTC

A B C

Sheet No. 1 OF 4

SHEET SIZE A1

Scale 1:250

TITLE
ALBURY TO ILLABO
DETAIL PLAN - SHEET 1
KEMP STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

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DATUM — HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-J2-DR-2112



LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- CADASTRAL BOUNDARY
- CLEARZONE
- SIGHT LINES
- PROPOSED FENCE
- PROPOSED RETAINING WALL
- PROPOSED F-TYPE BARRIER
- PROPOSED MAO BARRIER
- PROPOSED HANDRAIL
- 000.00 PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PLANTING SEPARATOR
- GARDEN BED — 75-100mm HARDWOOD MULCH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- SWALE — JUTE MESH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- TURF - ZOYSIA SP. — 100mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- HYDROMULCHING — 100mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- HL HERITAGE LIGHTING
- BRICK BENCH SEATING
- INTERPRETIVE INLAY
- EXISTING TREES
- EXISTING TREES REMOVED
- TREES SUBJECT FOR REVIEW
- PROPOSED TREES
- G(B) EXISTING GAS - QUALITY B
- G(D) EXISTING GAS - DIGITISED
- S(D) EXISTING SEWER LINE - QUALITY C
- S(D) EXISTING SEWER LINE - DIGITISED
- OF(B) EXISTING OPTICAL FIBRE - QUALITY B
- OF(D) EXISTING OPTICAL FIBRE - DIGITISED
- W(C) EXISTING WATER LINE - QUALITY C
- W(D) EXISTING WATER LINE - DIGITISED
- S&C EXISTING SIGNAL CABLES
- EXISTING ELECTRICAL OVERHEAD WIRES
- X X X EXISTING UTILITIES TO BE REMOVED
- S PROPOSED SEWER

DETAILED DESIGN REVIEW

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Used on / Next higher assembly

Scale: 1:250/ 1:500 A1 / A3 — 0 5 10m

File name: 5-0052-210-ELE-J2-DR-2112.dgn

Alternate DMS number: 5-0052-210-ELE-J2-DR-2112

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
C	02/10/25	DEMOLITION OF TREE UPDATE	MG	MN	AL	ME	
B	19/09/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	08/05/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | aurecon | BG&E | MARTINUS | INLAND RAIL

Designed M.GOCK 02/10/25 — Approved By M.EASTON

Checked M.MENADIC 02/10/25

Ind. Rev. Company TRACT — Ind. Rev. Name A.LUCAS — Signed

Ind. Review Signature 02/10/25 — Approval Date 02/10/25

ARTC ACCEPTANCE — Accepted By — Signed — Acceptance Date

ARTC

Sheet No. 2 OF 4 — SHEET SIZE A1 — Scale 1:250

TITLE
ALBURY TO ILLABO
DETAIL PLAN - SHEET 2
KEMP STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

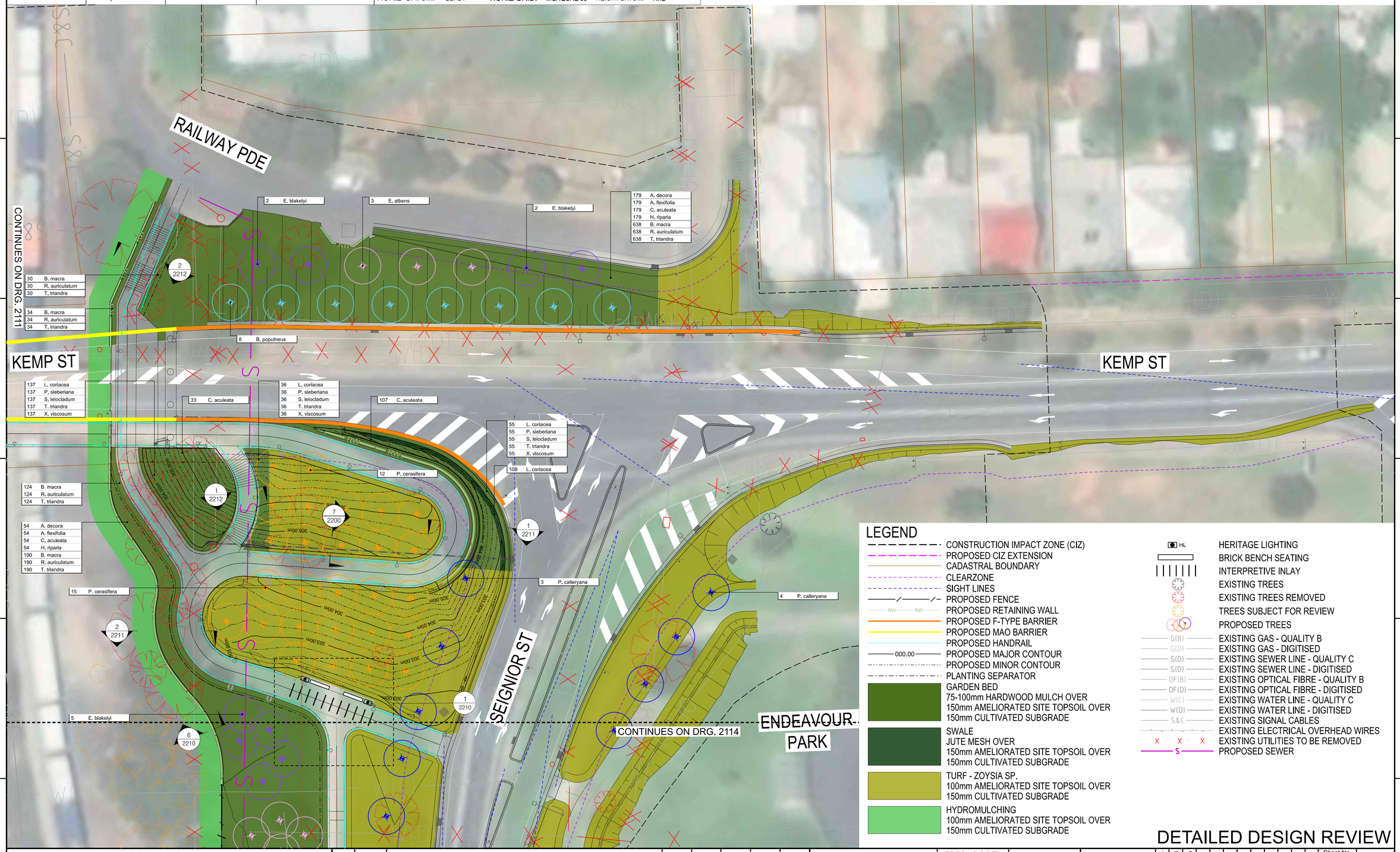
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DO NOT SCALE OFF DRAWING. ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE

DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM — HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number: 5-0052-210-ELE-J2-DR-2113



LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- CADASTRAL BOUNDARY
- CLEARZONE
- SIGHT LINES
- PROPOSED FENCE
- PROPOSED RETAINING WALL
- PROPOSED F-TYPE BARRIER
- PROPOSED MAO BARRIER
- PROPOSED HANDRAIL
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PLANTING SEPARATOR
- GARDEN BED — 75-100mm HARDWOOD MULCH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- SWALE — JUTE MESH OVER 150mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- TURF - ZOYSIA SP. 100mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE
- HYDROMULCHING 100mm AMELIORATED SITE TOPSOIL OVER 150mm CULTIVATED SUBGRADE

- HL — HERITAGE LIGHTING
- BRICK BENCH SEATING
- INTERPRETIVE INLAY
- EXISTING TREES
- EXISTING TREES REMOVED
- TREES SUBJECT FOR REVIEW
- PROPOSED TREES
- G(B) — EXISTING GAS - QUALITY B
- G(D) — EXISTING GAS - DIGITISED
- S(D) — EXISTING SEWER LINE - QUALITY C
- S(D) — EXISTING SEWER LINE - DIGITISED
- OF(B) — EXISTING OPTICAL FIBRE - QUALITY B
- OF(D) — EXISTING OPTICAL FIBRE - DIGITISED
- W(C) — EXISTING WATER LINE - QUALITY C
- W(D) — EXISTING WATER LINE - DIGITISED
- S&C — EXISTING SIGNAL CABLES
- EXISTING ELECTRICAL OVERHEAD WIRES
- X X X — EXISTING UTILITIES TO BE REMOVED
- S — PROPOSED SEWER

DETAILED DESIGN REVIEW

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Used on / Next higher assembly

Scale: 1:250/ 1:500 A1 / A3 — 0 5 10m

File name: 5-0052-210-ELE-J2-DR-2113.dgn

Alternate DMS number: 5-0052-210-ELE-J2-DR-2113

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
C	02/10/25	DEMOLITION OF TREE UPDATE	MG	MN	AL	ME	
B	19/09/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	08/05/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | BG&E | MARTINUS | aurecon

Designed M.GOCK	02/10/25	Approved By M.EASTON
Checked M.MENADIC	02/10/25	
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed
Ind. Review Signature	02/10/25 Approval Date	

INLAND RAIL

ARTC ACCEPTANCE: Accepted By / Signed / Acceptance Date

ARTC

A B C

Sheet No. 3 OF 4

Scale 1:250

SHEET SIZE A1

TITLE
ALBURY TO ILLABO
DETAIL PLAN - SHEET 3
KEMP STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

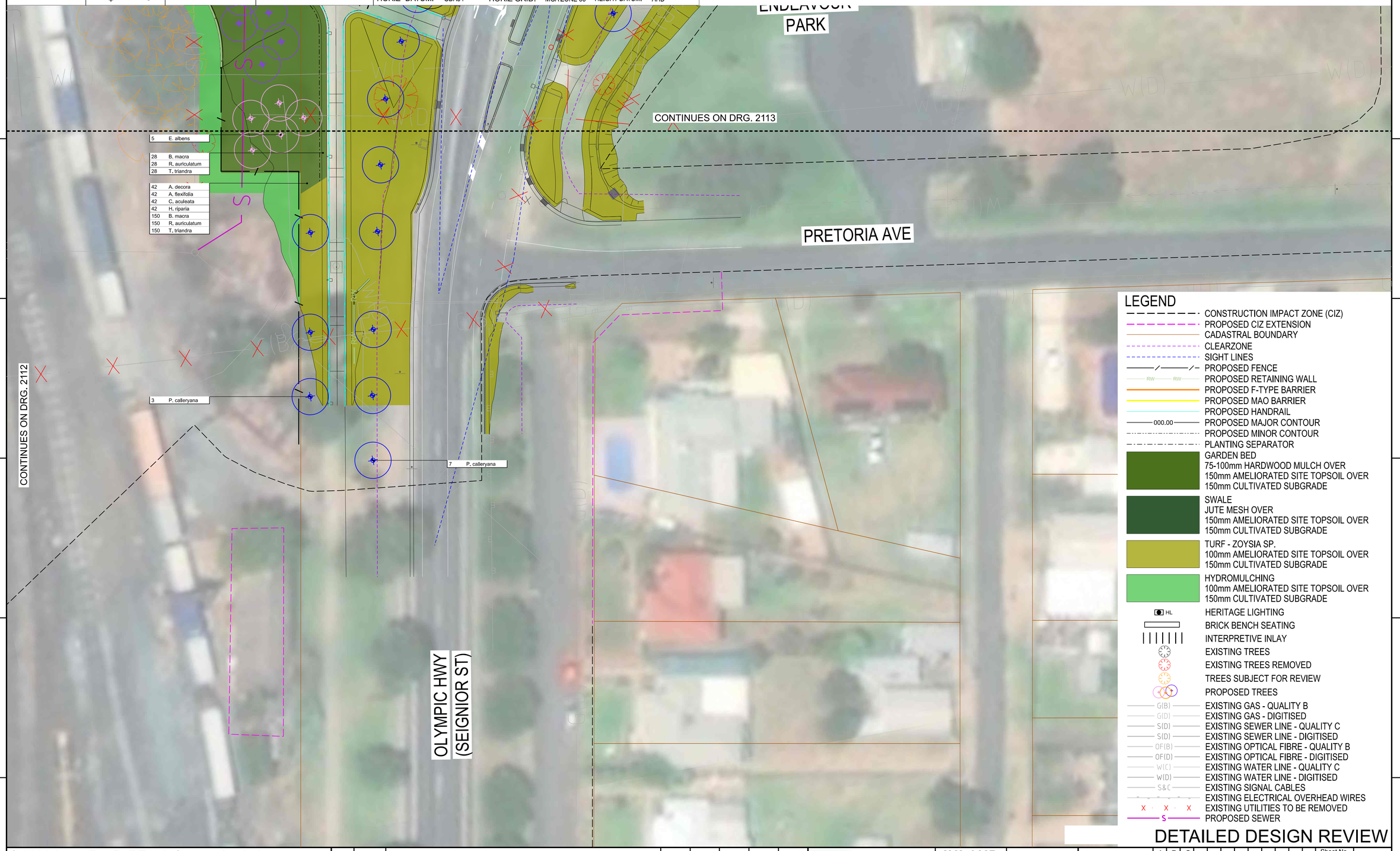
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DO NOT SCALE

ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM
HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number
5-0052-210-ELE-J2-DR-2114



LEGEND

- CONSTRUCTION IMPACT ZONE (CIZ)
- PROPOSED CIZ EXTENSION
- CADASTRAL BOUNDARY
- CLEARZONE
- SIGHT LINES
- PROPOSED FENCE
- PROPOSED RETAINING WALL
- PROPOSED F-TYPE BARRIER
- PROPOSED MAO BARRIER
- PROPOSED HANDRAIL
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PLANTING SEPARATOR
- GARDEN BED
  75-100mm HARDWOOD MULCH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- SWALE
  JUTE MESH OVER
  150mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- TURF - ZOYSIA SP.
  100mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- HYDROMULCHING
  100mm AMELIORATED SITE TOPSOIL OVER
  150mm CULTIVATED SUBGRADE
- HL HERITAGE LIGHTING
- BRICK BENCH SEATING
- INTERPRETIVE INLAY
- EXISTING TREES
- EXISTING TREES REMOVED
- TREES SUBJECT FOR REVIEW
- PROPOSED TREES
- G(B) EXISTING GAS - QUALITY B
- G(D) EXISTING GAS - DIGITISED
- S(D) EXISTING SEWER LINE - QUALITY C
- S(D) EXISTING SEWER LINE - DIGITISED
- OF(B) EXISTING OPTICAL FIBRE - QUALITY B
- OF(D) EXISTING OPTICAL FIBRE - DIGITISED
- W(C) EXISTING WATER LINE - QUALITY C
- W(D) EXISTING WATER LINE - DIGITISED
- S&C EXISTING SIGNAL CABLES
- EXISTING ELECTRICAL OVERHEAD WIRES
- EXISTING UTILITIES TO BE REMOVED
- PROPOSED SEWER

DETAILED DESIGN REVIEW

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Used on / Next higher assembly

Scale 1:250/ 1:500 A1 / A3 (0 5 10m)

File name: 5-0052-210-ELE-J2-DR-2114.dgn

Alternate DMS number: 5-0052-210-ELE-J2-DR-2114

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B	19/09/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	08/05/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | BG&E | MARTINUS | aurecon

Designed M.GOCK 02/10/25
Checked M.NENADIC 02/10/25
Ind. Rev. Company TRACT | Ind. Rev. Name A.LUCAS
Ind. Review Signature 02/10/25

INLAND RAIL

Approved By M.EASTON
Signed
02/10/25 Approval Date

ARTC ACCEPTANCE

Accepted By
Signed
Acceptance Date

ARTC

Sheet No. 4 OF 4
SHEET SIZE A1
Scale 1:250

TITLE
ALBURY TO ILLABO
DETAIL PLAN - SHEET 4
KEMP STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

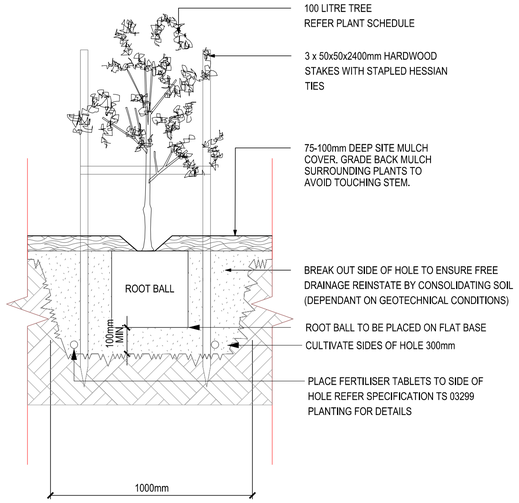
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CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

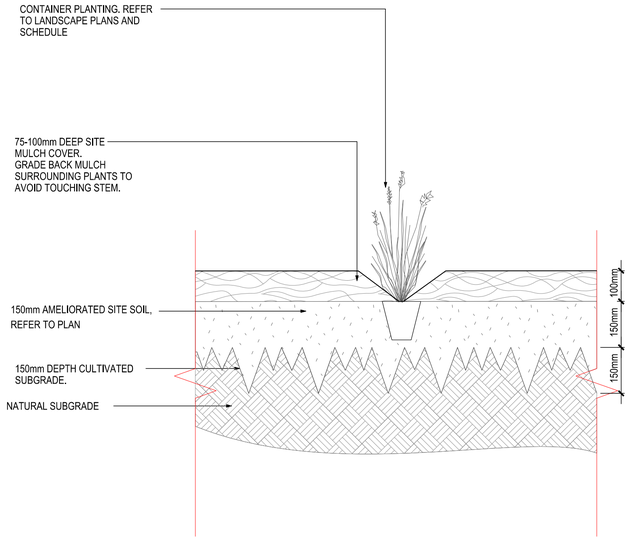
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DATUM
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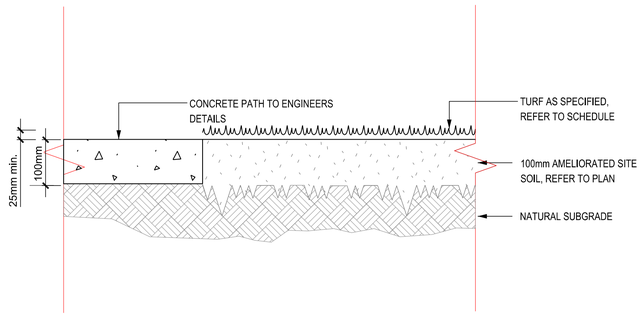
Third Party Drawing Number
5-0052-210-ELE-J2-DR-2200



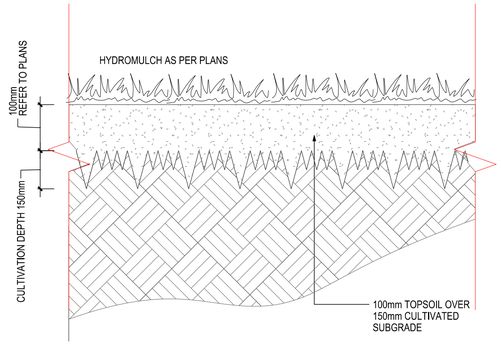
1 TYPICAL 100 LITRE TREE PLANTING SECTION 1:20



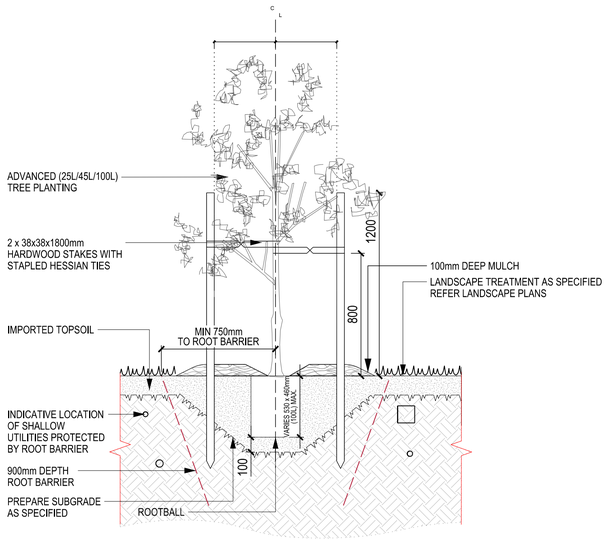
2 TYPICAL TUBESTOCK SHRUB PLANTED IN GARDEN BED SECTION 1:10



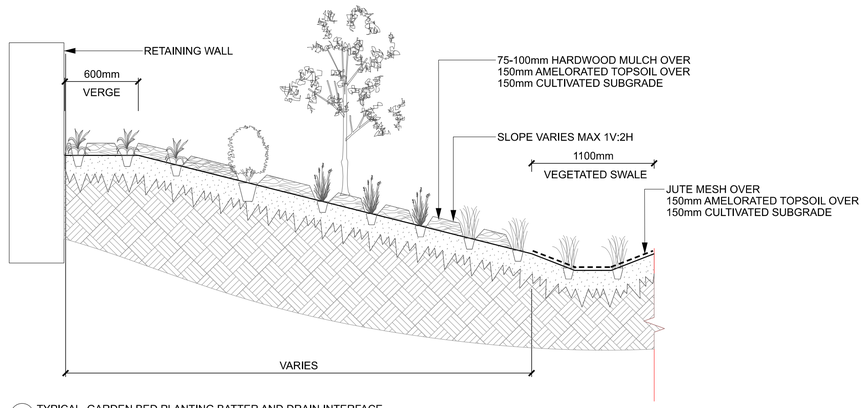
3 TYPICAL TURF DETAIL SECTION 1:10



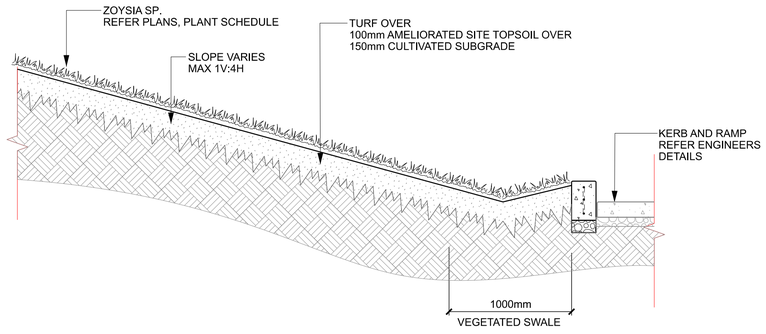
4 HYDROMULCHING SECTION 1:10



5 TYPICAL ROOT BARRIER SECTION 1:20



6 TYPICAL GARDEN BED PLANTING BATTER AND DRAIN INTERFACE SECTION 1:25



7 VEGETATED SWALE ADJACENT PATH SECTION 1:25

DETAILED DESIGN REVIEW

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Drawing standard in accordance with EGP-04-01 & EGP-04-02

Used on / Next higher assembly	Scale

File name	Alternate DMS number
5-0052-210-ELE-J2-DR-2200.dgn	5-0052-210-ELE-J2-DR-2200

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
C	02/10/25	DEMOLITION OF TREE UPDATE	MG	MN	AL	ME	
B	19/09/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	08/05/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | aurecon | BG&E | MARTINUS | INLAND RAIL

Designed M.GOCK	02/10/25	Approved By M.EASTON	ARTC ACCEPTANCE
Checked M.MENADIC	02/10/25		Accepted By
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed	Signed
Ind. Review Signature	02/10/25	02/10/25 Approval Date	Acceptance Date

ARTC

Sheet No. A B C
Scale AS SHOWN
SHEET SIZE A1

TITLE
ALBURY TO ILLABO
TYPICAL LANDSCAPE DETAILS
KEMP STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

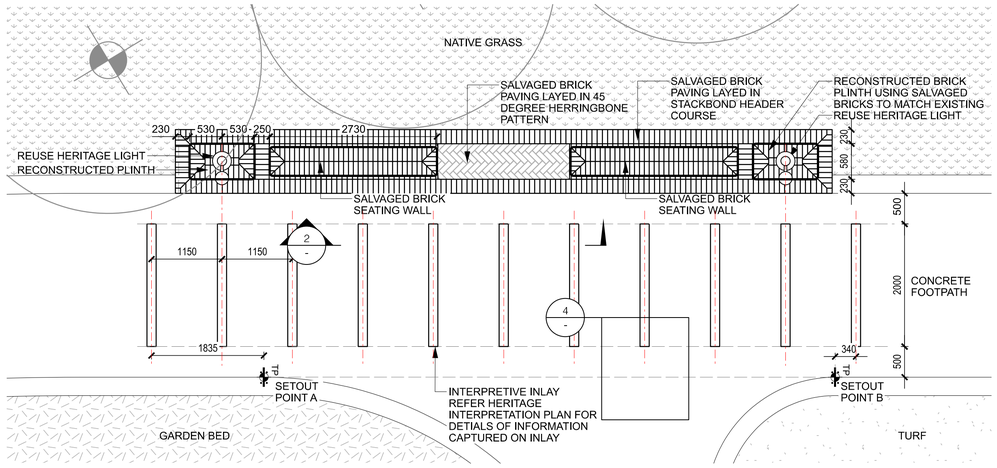
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CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

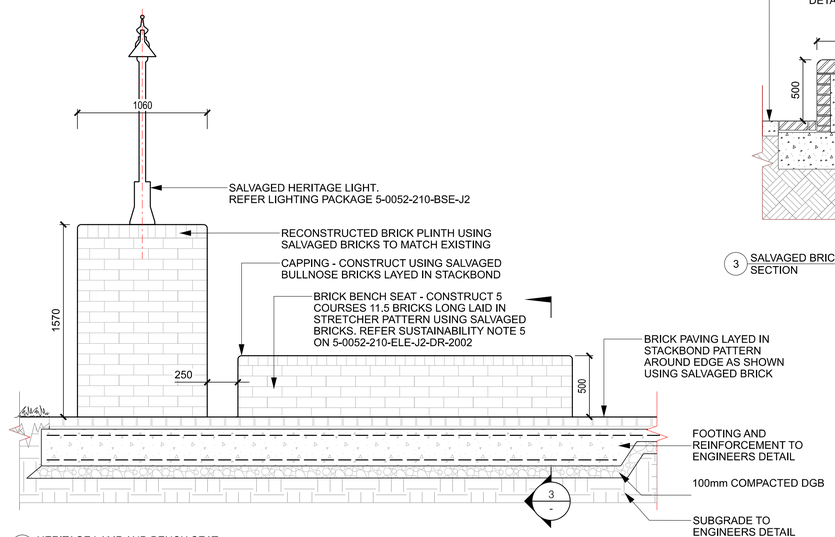
DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM — HORIZ -DATUM: GDA94 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

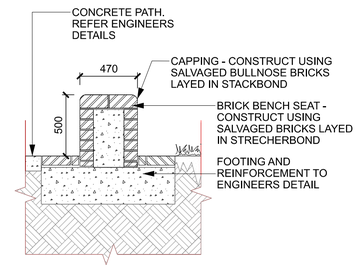
Third Party Drawing Number
5-0052-210-ELE-J2-DR-2210



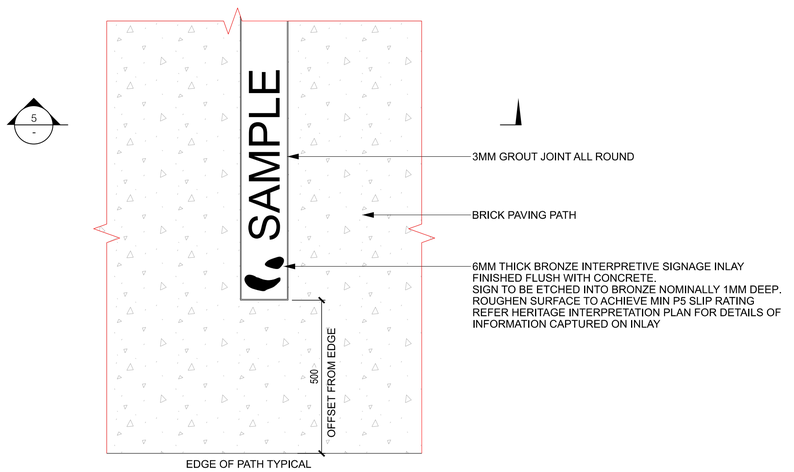
1 HERITAGE REST AREA DETAIL PLAN 1:50



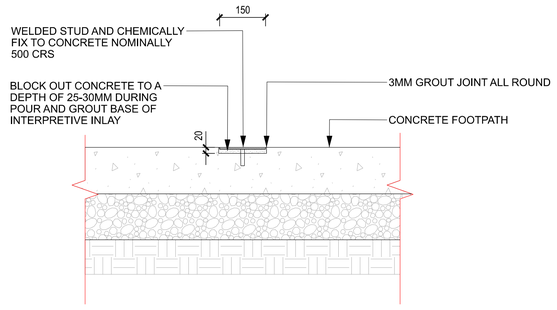
2 HERITAGE LAMP AND BENCH SEAT SECTION/ELEVATION 1:25



3 SALVAGED BRICK BENCH SEAT SECTION 1:25



4 INTERPRETIVE INLAY DETAIL PLAN 1:10



5 INTERPRETIVE INLAY DETAIL SECTION 1:10

6 KEYSTONE WALL SECTION 1:20

DETAILED DESIGN REVIEW

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File name	Alternate DMS number
5-0052-210-ELE-J2-DR-2210.dgn	5-0052-210-ELE-J2-DR-2210

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
B	19/09/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	
A	08/05/25	ISSUED FOR PRELIMINARY DESIGN REVIEW	MG	MN	AL	ME	

Tract | BG&E | Aurecon | MARTINUS

Designed M.GOCK	19/09/25	Approved By M.EASTON
Checked M.NENADIC	19/09/25	
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed
Ind. Review Signature	19/09/25 Approval Date	

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ARTC ACCEPTANCE

Accepted By

Signed

Acceptance Date

ARTC

Sheet No. A B

SHEET SIZE A1

Scale AS SHOWN

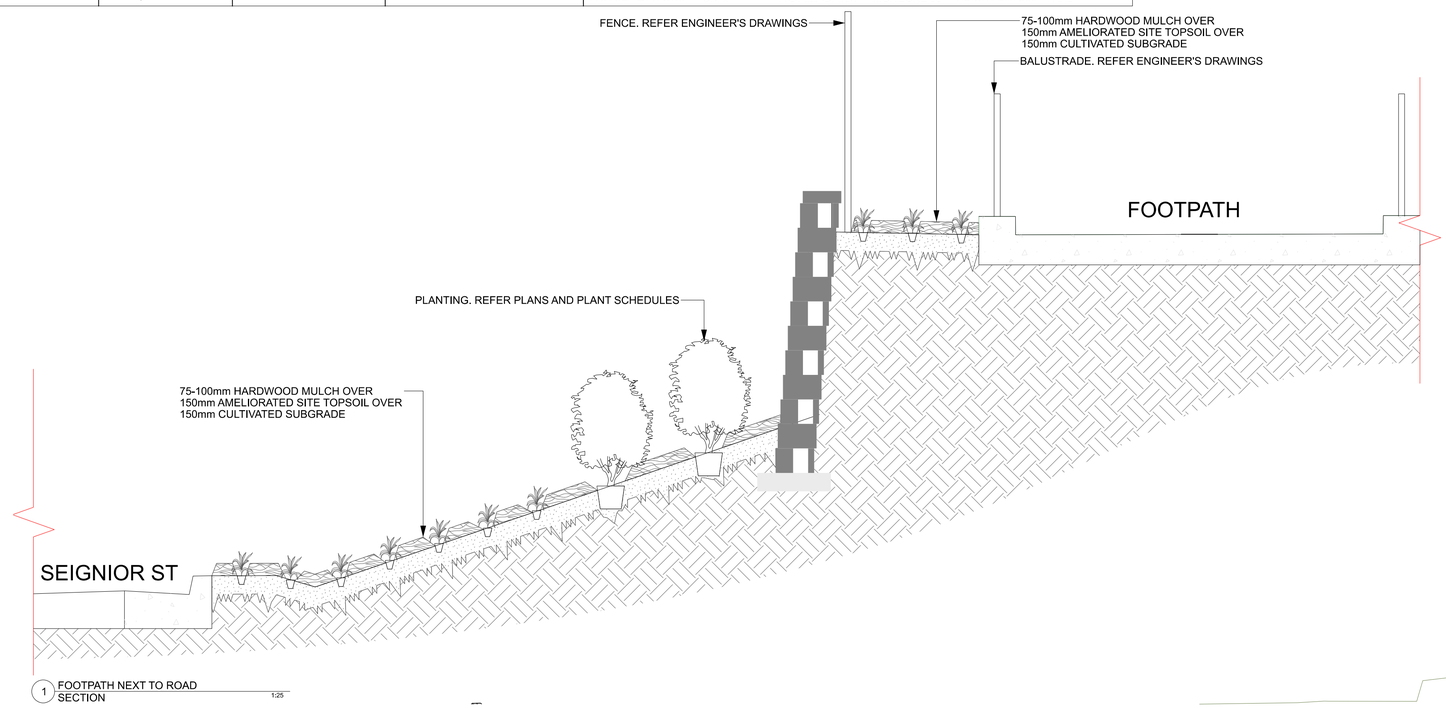
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HARDSCAPE DETAILS
KEMP STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

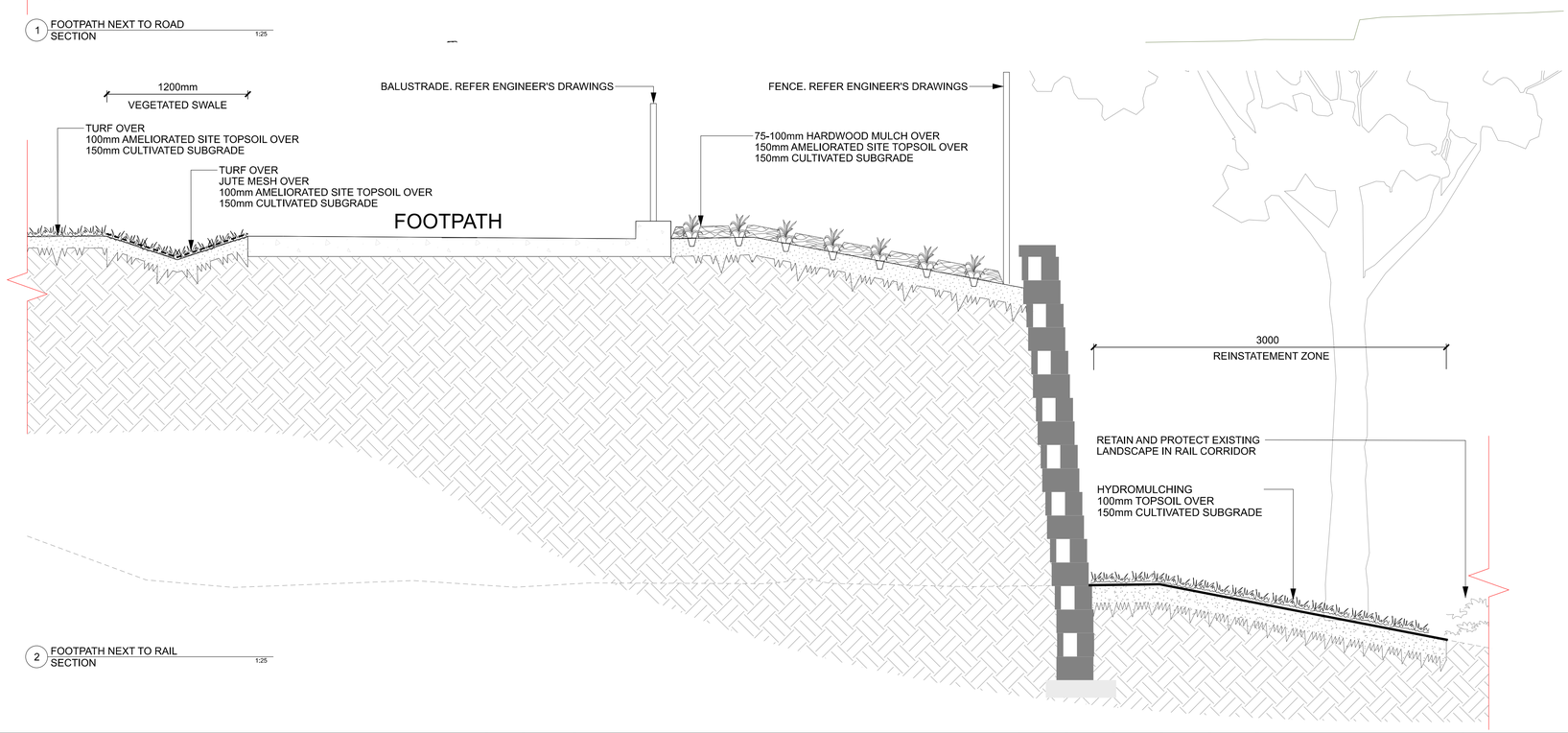
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Third Party Drawing Number
5-0052-210-ELE-J2-DR-2211



1 FOOTPATH NEXT TO ROAD SECTION 1:25



2 FOOTPATH NEXT TO RAIL SECTION 1:25

DETAILED DESIGN REVIEW

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Used on / Next higher assembly	Scale
File name	**Alternate DMS number**
5-0052-210-ELE-J2-DR-2211.dgn	5-0052-210-ELE-J2-DR-2211

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A	19/09/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	

Tract | aurecon | BG&E | MARTINUS | INLAND RAIL

			ARTC ACCEPTANCE
Designed M.GOCK	19/09/25	Approved By M.EASTON	Accepted By
Checked M.NENADIC	19/09/25		
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed	Signed
Ind. Review Signature	19/09/25	19/09/25 Approval Date	Acceptance Date

ARTC

A

Sheet No. 10F3
SHEET SIZE A1
Scale 1:25

TITLE
ALBURY TO ILLABO
TYPICAL SECTION
KEMP STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

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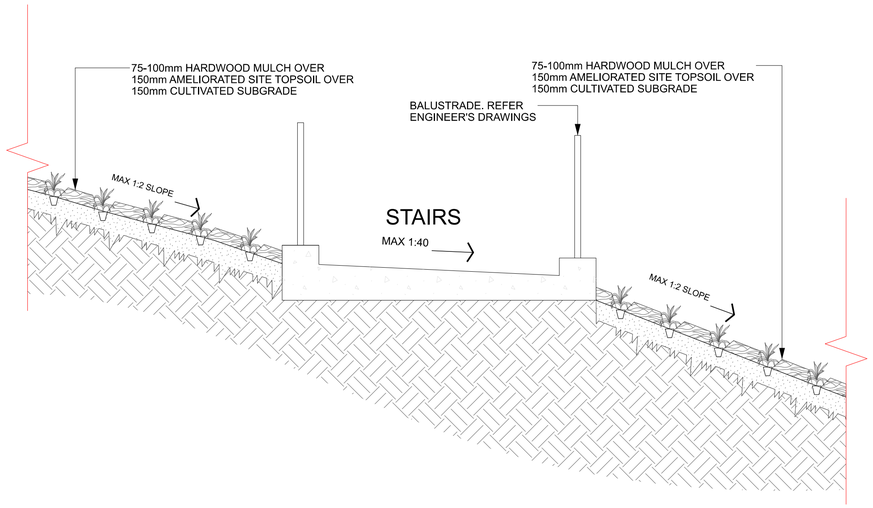
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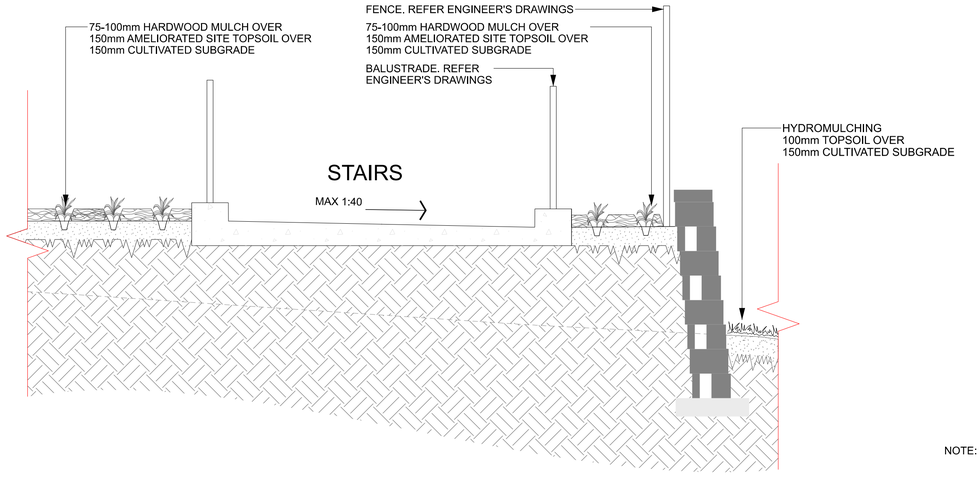
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Third Party Drawing Number
5-0052-210-ELE-J2-DR-2212



1 STAIRS NORTH OF ROAD SECTION 1:25

NOTE: WHERE SLOPE IS 1:2 JUTE MESH TO BE LAID OVER MULCH



2 STAIRS SOUTH OF ROAD SECTION 1:25

NOTE: WHERE SLOPE IS 1:2 JUTE MESH TO BE LAID OVER MULCH

DETAILED DESIGN REVIEW

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A	19/09/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	

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Checked M.NENADIC 19/09/25
Ind. Rev. Company TRACT
Ind. Rev. Name A.LUCAS
Ind. Review Signature 19/09/25

INLAND RAIL

Approved By M.EASTON
Signed
Approval Date 19/09/25

ARTC ACCEPTANCE

Accepted By
Signed
Acceptance Date

ARTC

A

Sheet No. 2 OF 3

SHEET SIZE A1

Scale 1:25

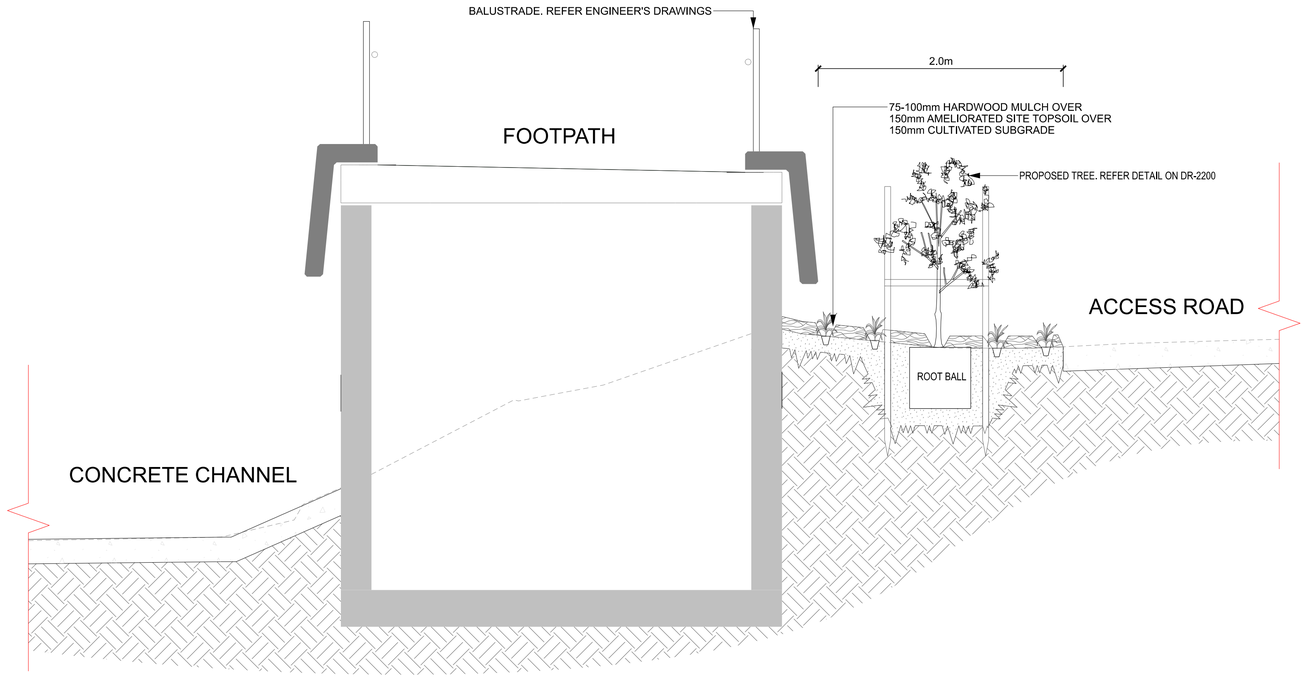
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TYPICAL SECTION
KEMP STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

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Third Party Drawing Number
5-0052-210-ELE-J2-DR-2213



1 RAMP NEXT TO CHANNEL SECTION 1:25

DETAILED DESIGN REVIEW

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File name	**Alternate DMS number**
5-0052-210-ELE-J2-DR-2213.dgn	5-0052-210-ELE-J2-DR-2213

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A	19/09/25	ISSUED FOR DETAILED DESIGN REVIEW	MG	MN	AL	ME	

Tract | aurecon | BG&E | MARTINUS

Designed M.GOCK	19/09/25	Approved By M.EASTON
Checked M.NENADIC	19/09/25	
Ind. Rev. Company TRACT	Ind. Rev. Name A.LUCAS	Signed
Ind. Review Signature	19/09/25	19/09/25 Approval Date

INLAND RAIL

ARTC ACCEPTANCE

Accepted By	
Signed	
Acceptance Date	

ARTC

A

Sheet No. 3 OF 3
Scale 1:25
SHEET SIZE A1

TITLE
ALBURY TO ILLABO
TYPICAL SECTION
KEMP STREET BRIDGE AND FOOTBRIDGE - LANDSCAPING

Last Modified - 4/7/2025 10:11:42 AM

CAD File - T:\Projects\SYD\2024\224-0019-00 - CM+Martinus Inland Rail\- Common Files\- Titleblock\X_IR_A1_ref.dgn

A2I | Albury to Illabo

Urban Design and Landscape Plan
Appendix 6 Conduits & Services Details

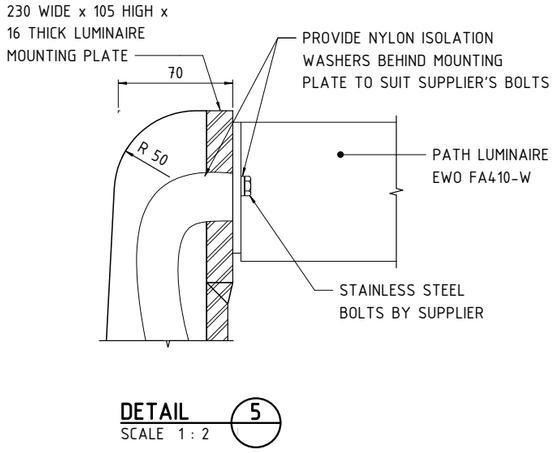


MARTINUS INLAND RAIL

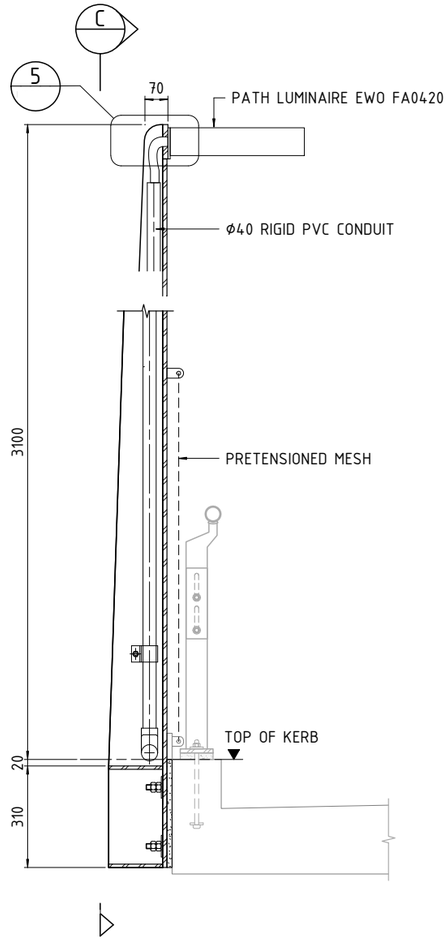
Project Wide - Typical Details

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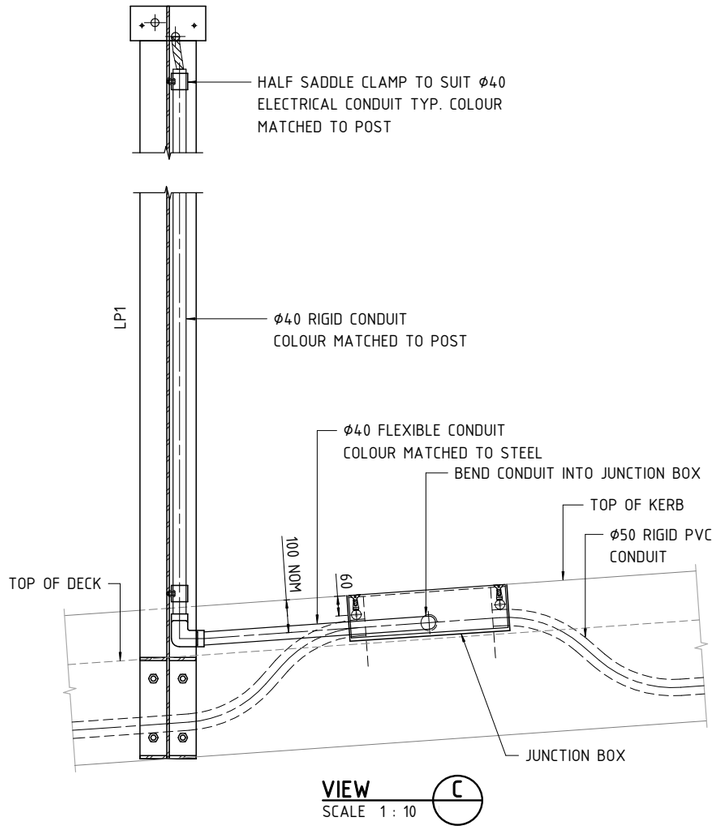
A6 - 0001 - Project Wide - Typical Ramp Light Post Details
A6 - 0002 - Project Wide - Truss Conduit Details
A6 - 0003 - Project Wide - Typical Truss Bridge Lighting Details
A6 - 0004 - Project Wide - Typical Girder Bridge Lighting Details



DETAIL 5
SCALE 1 : 2



Typical Light Post Conduit Arrangement



VIEW C
SCALE 1 : 10

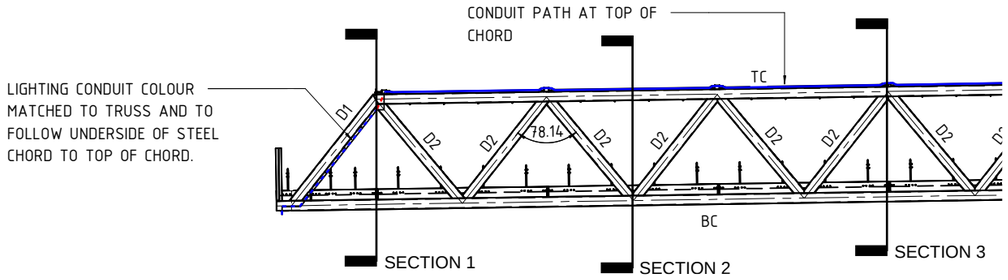
Typical Kerb Junction Box with Conduit

1:2 / 1:4
A1 / A3
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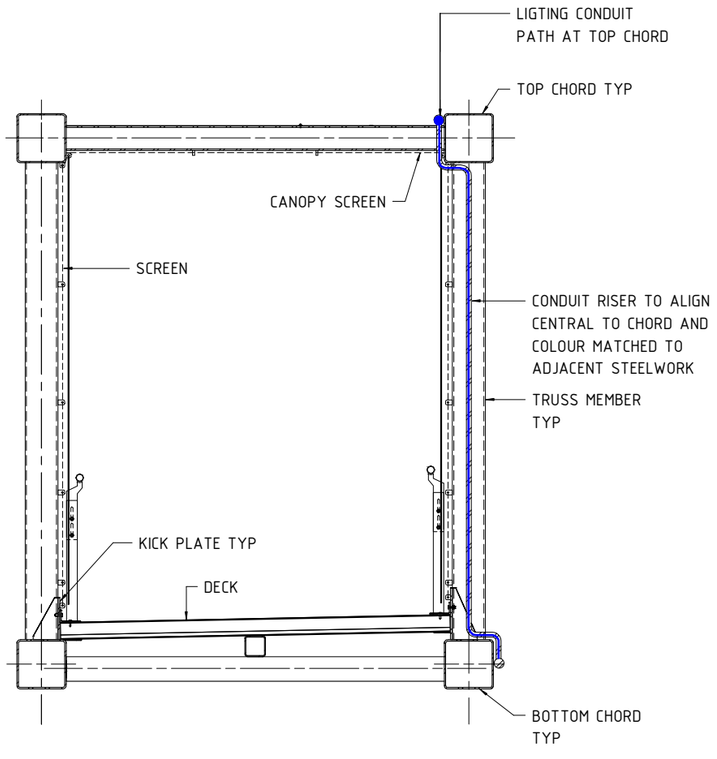
Project Wide - Typical Ramp Light Post Details

SHEET No. A6 - 0001

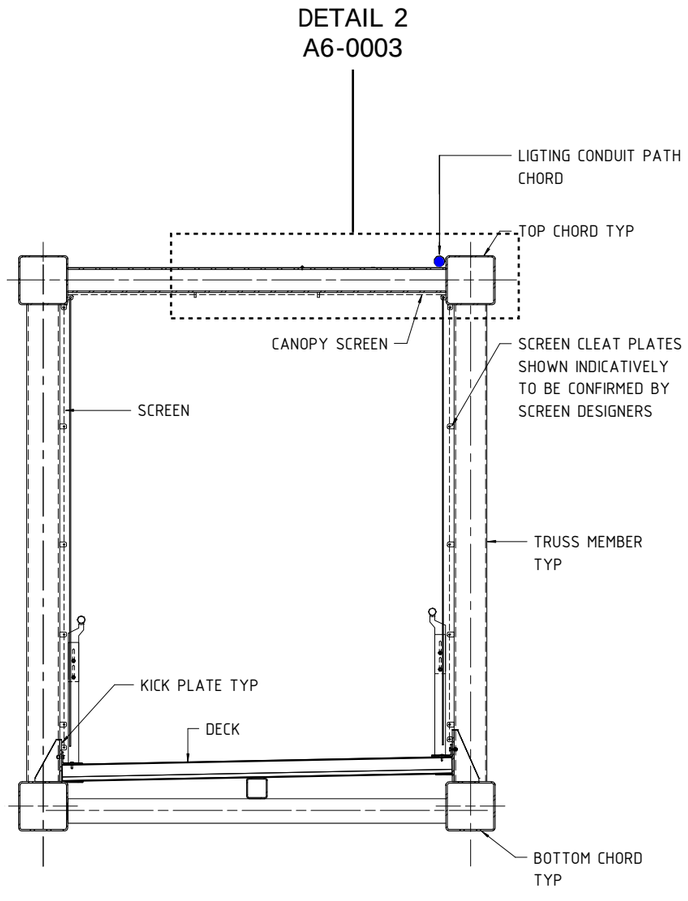
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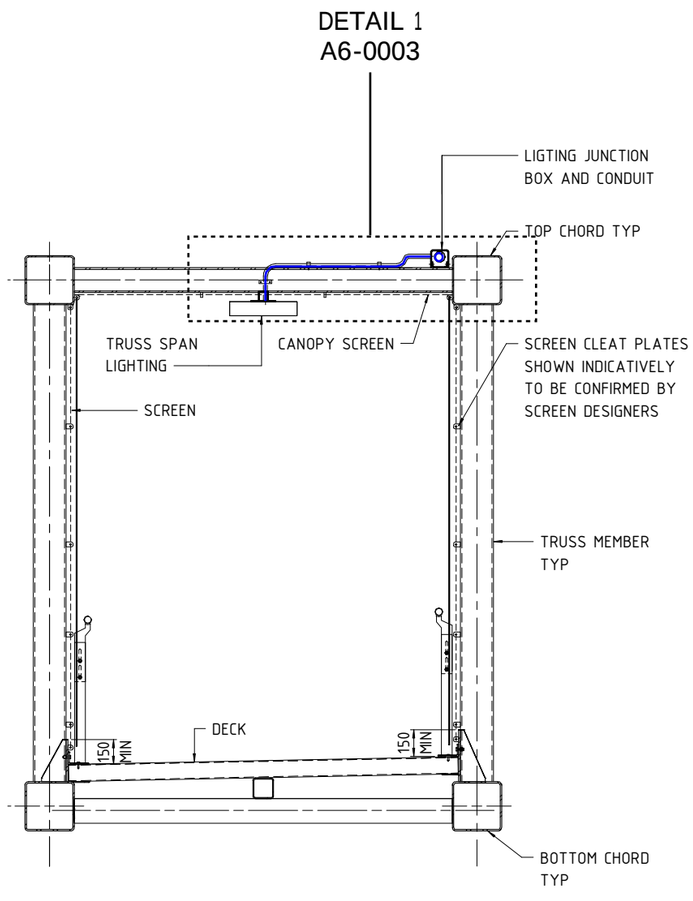
ELEVATION - TYPICAL TRUSS CONDUIT RETICULATION



SECTION 1 - CONDUIT RISER



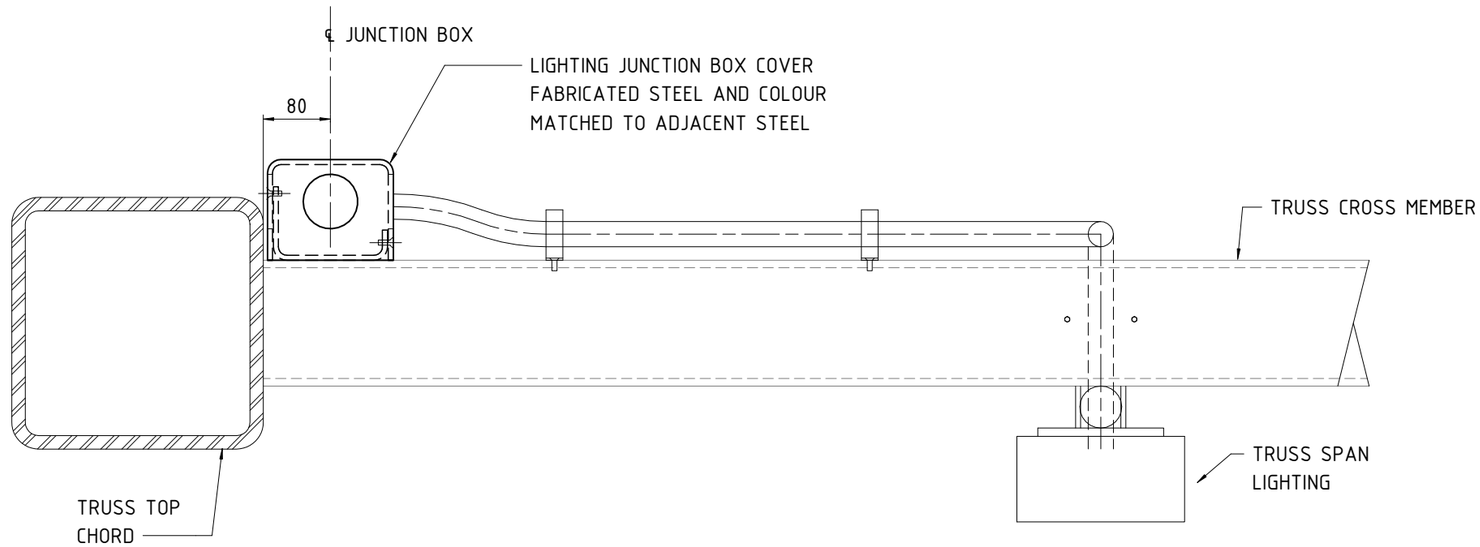
SECTION 2 - TYPICAL CONDUIT RETICULATION



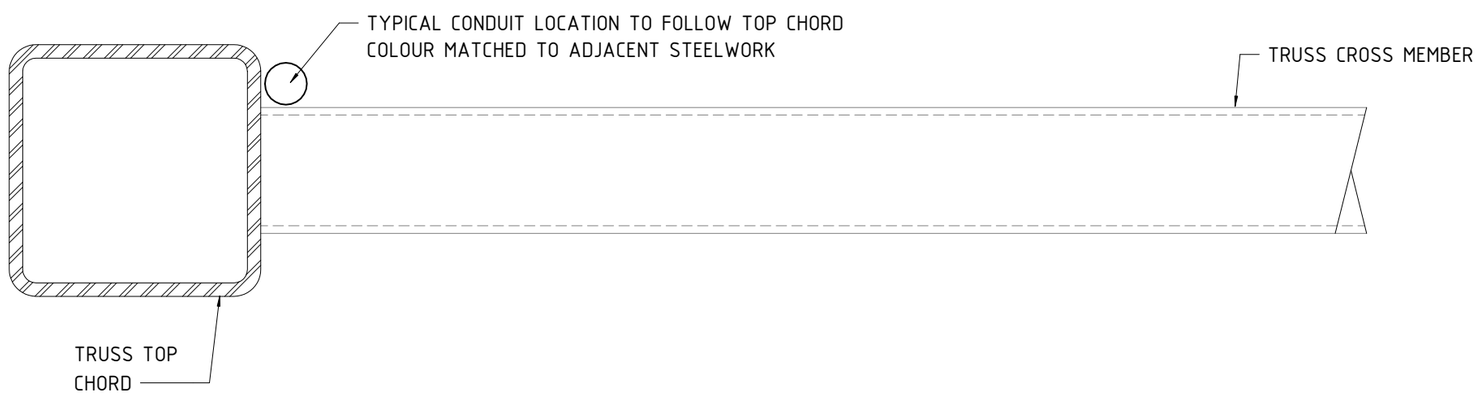
SECTION 3 - TYPICAL LIGHTING CONNECTION

Project Wide - Truss Conduit Details

SHEET No. A6 - 0002

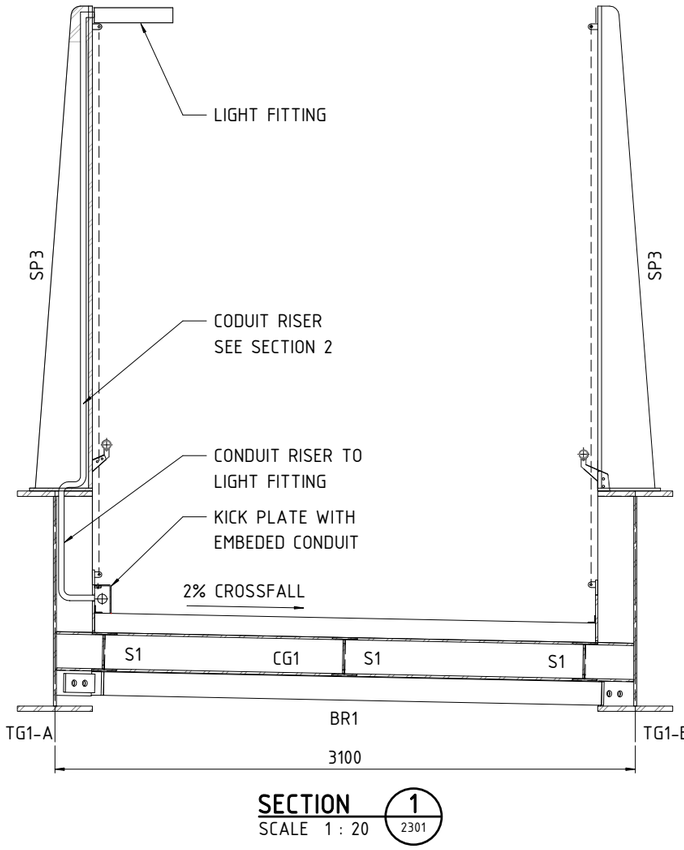


DETAIL 1 - Typical Truss Bridge Lighting Conduit Detail

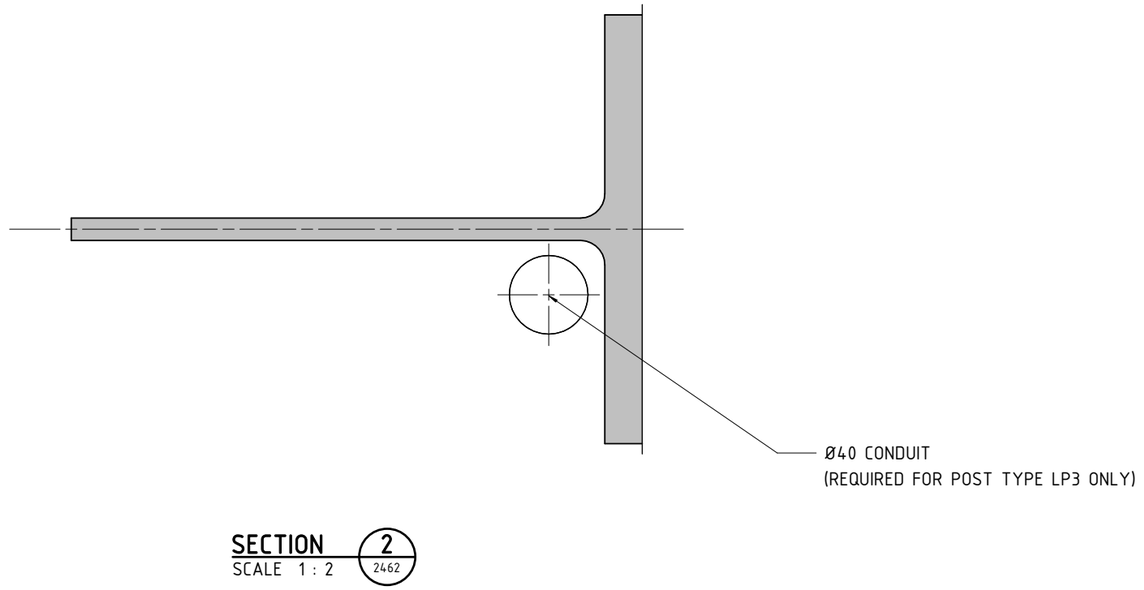


DETAIL 2 - Typical Truss Bridge Lighting Conduit Reticulation

Project Wide - Typical Truss Bridge Lighting Details



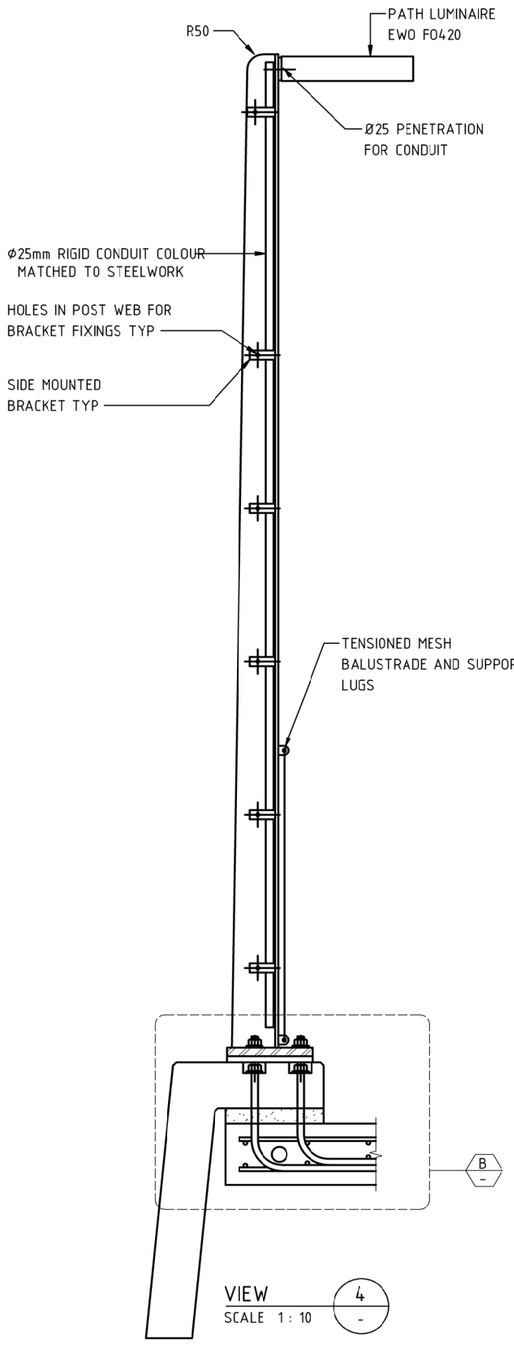
DETAIL 1 - Typical Girder Bridge Lighting Conduit Detail

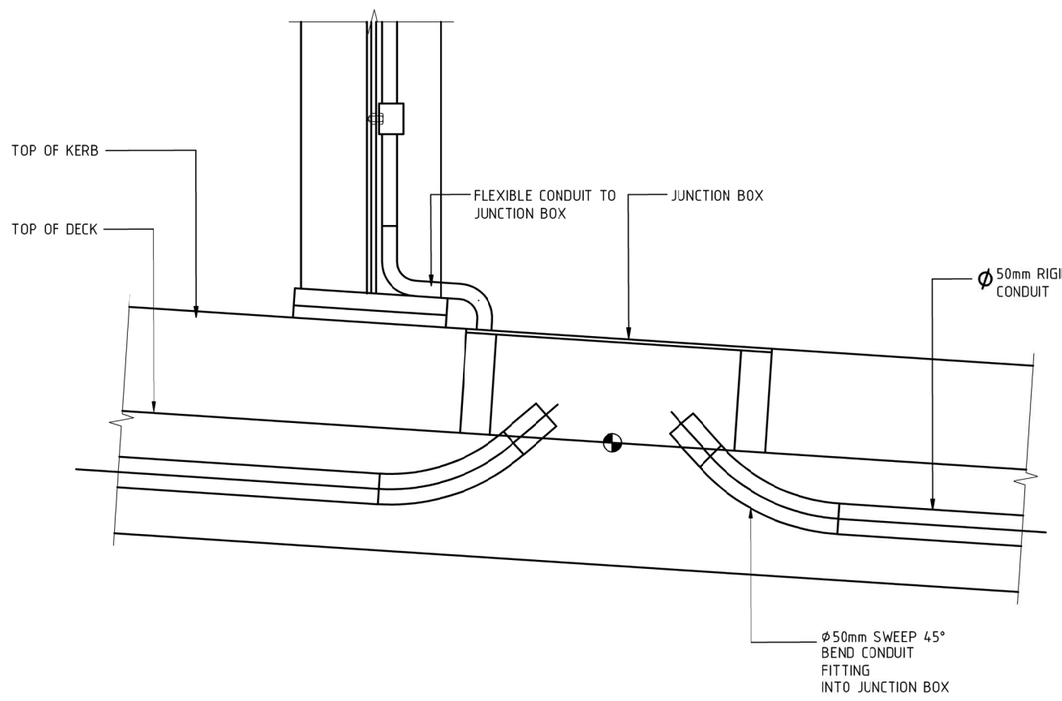


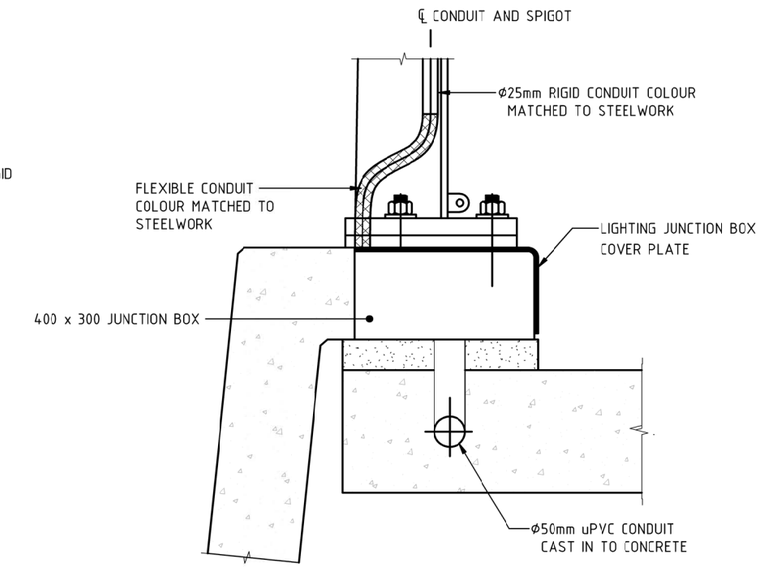
DETAIL 2 - Plan - Typical Post Conduit Riser

Project Wide - Typical Girder Bridge Lighting Details

SHEET No. A6 - 0004







DETAIL
SCALE 1 : 5
B
-

Project Wide - Typical Infrastructure Bridge Lighting Details

SHEET No. A6 - 0005

Site Lighting and Conduit Plans

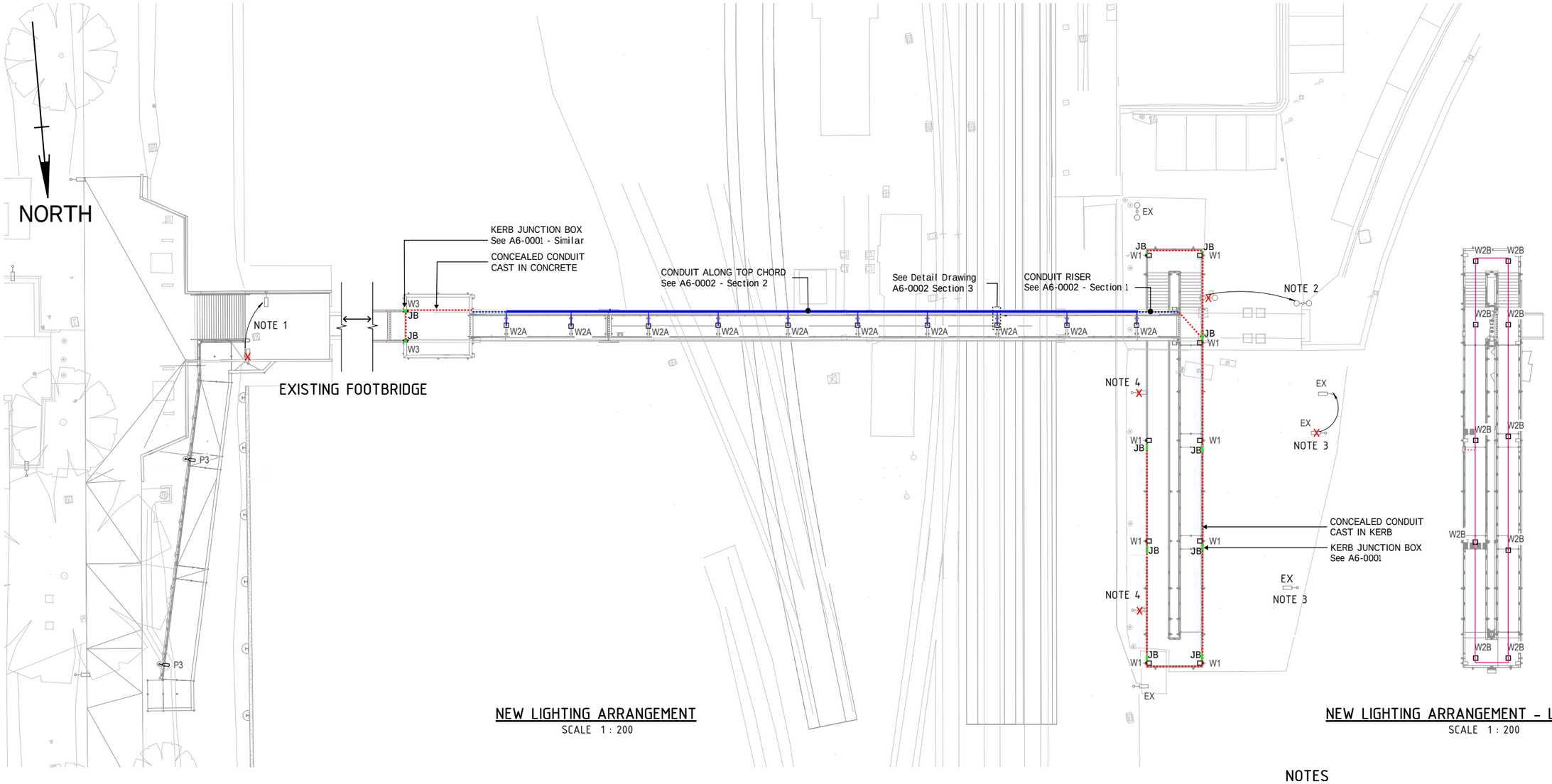
Contents

A6 - 1001 - Albury Station - Conduit Path and Lighting Arrangement
A6 - 2001 - Wagga Wagga Station - Conduit Path and Lighting Arrangement
A6 - 3001 - Cassidy Parade Footbridge - Conduit Path and Lighting Arrangement
A6 - 4001 - Edmondson Street Bridge - Conduit Path and Lighting Arrangement
A6 - 5001 - Kemp Street Bridge - Conduit Path and Lighting Arrangement

DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE

DATUM
HORIZ -DATUM: GDA2020 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number



NEW LIGHTING ARRANGEMENT
SCALE 1 : 200

NEW LIGHTING ARRANGEMENT - LOWER RAMP
SCALE 1 : 200

CONDUIT LEGENED

- CONCEALED CONDUIT CAST IN KERB
- EXPOSED CONDUIT RISER - ALGINED CENTRE OF TRUSS BRACE
- EXPOSED CONDUIT - TOP CHORD
- SURFACE MOUNT CONDITU SOFFIT
- JB — KERB JUNCTION BOX

LIGHTING LEGEND

- EX — EXISTING STREET LIGHTING
- EX — EXISTING POLE LIGHTING
- REMOVED/RELOCATED STREET LIGHTING FITTING
- REMOVED/RELOCATED LIGHTING FITTING



W1 (W1) MODERN BRACKET MOUNTED LANTERN
FA 420W | EWO - 10W - 1100lm -3000K AS06 OPTIC- WITH SIDE SHIELD ACCESSORY



W2 (W2A) MODERN CEILING MOUNTED LANTERN (OPTIC ROTATED 0°)
(W2B) MODERN RECESSED MOUNTED LANTERN (OPTIC ROTATED 90°)
FA 100C | EWO - 10W - 1100lm -3000K AS07 OPTIC- WITH SIDE SHIELD ACCESSORY



W3 (W3) MODERN WALL MOUNTED LANTERN
EL W | EWO - 7W - 500lm -3000K TS11 OPTIC



P3 (P3) 7000mm HEIGHT STREET LIGHTING ON POLE - BURIED ROUND TAPERED 9500 MM POLE (GM POLE) | ROADLED MIDI | SYLVANIA - 16W-1812.8 lm- 3000K

NOTES

1. EXISTING STREET LIGHTING LUMINAIRE TO BE RELOCATED AS INDICATED ALONG THE NEW EASTERN RAMPS AND STAIRCASE.
2. EXISTING LIGHTING EQUIPMENT TO BE RELOCATED.
3. EXISTING CAR PARK LIGHTING TO BE RELOCATED. ARRANGEMENT SHOWN IN DRAWING ARE COMPLIANT WITH T HR SS 80001 ST STANDARD AND PEDESTRAIN CROSSING ARE COMPLIANT WITH AS/NZS 1158. 3.1.2020 STANDARD.
4. EXISTING LIGHTING EQUIPMENT TO BE REMOVED.

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Used on / Next higher assembly:	Scale 1:200 / 1:400 A1 / A3 0 2 4 6 8m
Filename 5-0052-210-BSE-B3-DR-2200	Alternate DMS number: 5-0052-210-BSE-B3-DR-2200

Albury Station - Conduit Path and Lighting Arrangement

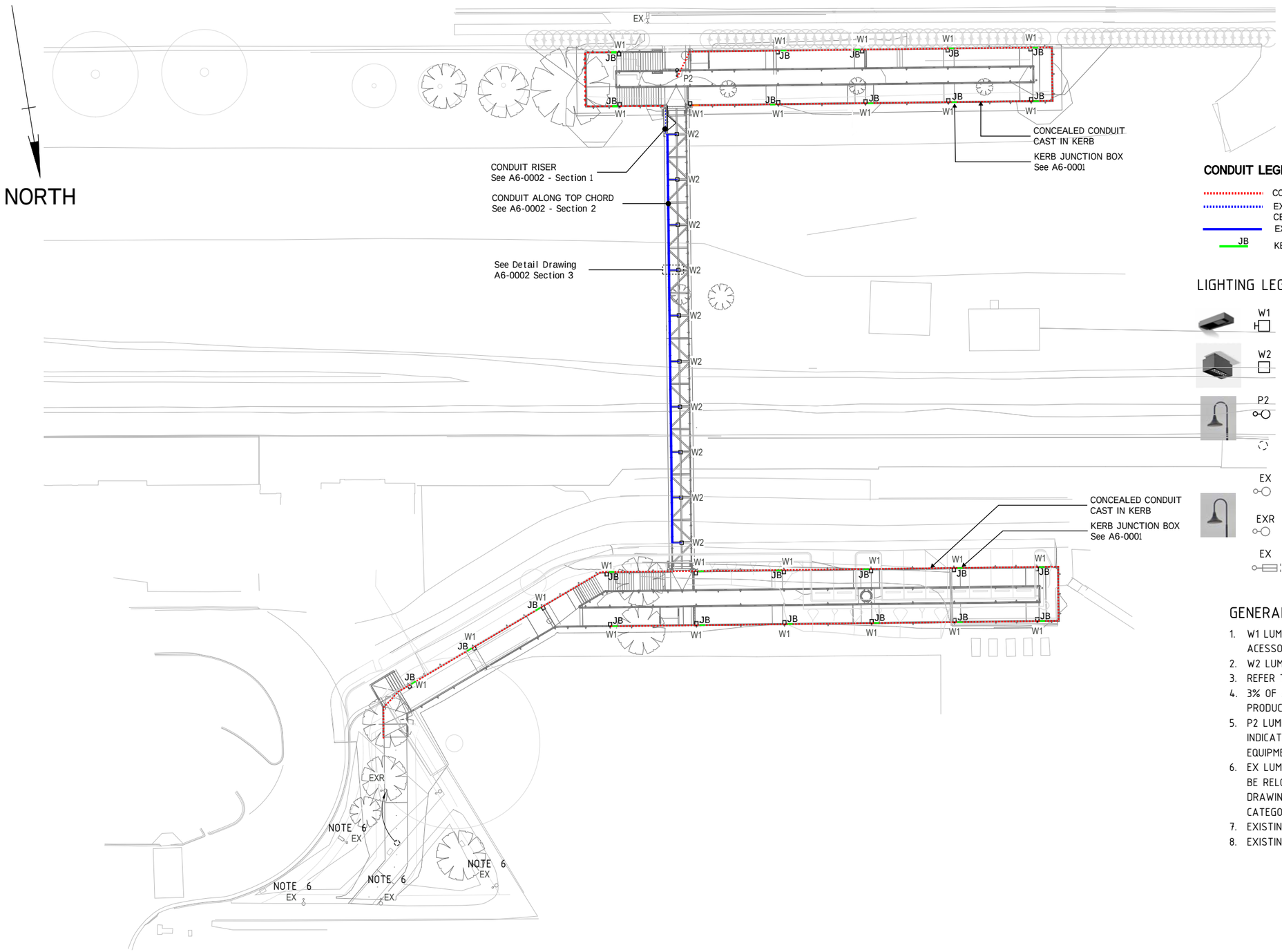
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Revit Model - Autodesk Docs://524067 - Inland Rail A2P/5-0052-210-BSE-B3-MD-0001.rvt

DRAWN TO AS1100	DO NOT SCALE	ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE	DATUM
			HORIZ -DATUM: GDA2020 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD

Third Party Drawing Number



CONDUIT LEGENED

- CONCEALED CONDUIT CAST IN KERB
- EXPOSED CONDUIT RISER - ALGINED CENTRE OF TRUSS BRACE
- EXPOSED CONDUIT - TOP CHORD
- JB — KERB JUNCTION BOX

LIGHTING LEGEND

- W1 — (W1) MODERN BRACKET MOUNTED LANTERN (RECTANGULAR) FO 420W | EWO - 10W - 1100 lm -3000K (ANTHRACITE FINISH)
- W2 — (W2) MODERN SURFACE MOUNTED LANTERN (RECTANGULAR) FA 100C | EWO - 10W - 1100lm -3000K AS07 OPTIC (ANTHRACITE FINISH)
- P2 — (P2) HERITAGE TOP POLE MOUNTED LANTERN (CIRCULAR) PARKVILLE | SYLVANIA - 25W - 4433 lm -4000K (ANTHRACITE FINISH)
  INITIAL POSITION OF EXISTING HERITAGE TOP POLE MOUNTED LANTERN
- EX — EXISTING HERITAGE TOP POLE MOUNTED LANTERN (CIRCULAR)- RETAINED
- EXR — EXISTING HERITAGE TOP POLE MOUNTED LANTERN (CIRCULAR)- RELOCATED
- EX — EXISTING STREET LIGHTING- RETAINED

GENERAL NOTES:

1. W1 LUMINAIRES TO BE BRACKET MOUNTED THOUGH A MOUNTING PLATE ACESSORY ON SCREEN POSTS.
2. W2 LUMINAIRE TO BE SURFACE MOUNTED ON RODS.
3. REFER TO DESIGN REPORT FOR DETAILED LUMINAIRE SPECIFICATIONS.
4. 3% OF ALL PRODUCTS (BY COST) MUST HAVE A VALID ENVIRONMENTAL PRODUCT DECLARATION (EPD), OR EQUIVALENT.
5. P2 LUMINAIRE TO BE TOP POLE MOUNTED. DRAWING SPECIFICATIONS ARE INDICATIVE ONLY. FINAL SPECIFICATION TO MATCH WITH EXISTING EQUIPMENT ON PRECINCT.
6. EX LUMINAIRE TO BE RETAINED AT SAME LOCATION. EXR LUMINAIRES TO BE RELOCATED FOLLOWING NEW LANDSCAPE DESIGN. THE POLE LAYOUT DRAWING IS COMPLIANT WITH THE REQUIREMENTS OF AS/NZS 1158.3, PP3 CATEGORY, AND SYDNEY TRAINS GUIDELINES.
7. EXISTING STREET LIGHTING EQUIPMENT TO BE RETAINED.
8. EXISTING CARPARK LIGHTING TO BE RETAINED AS -IS..

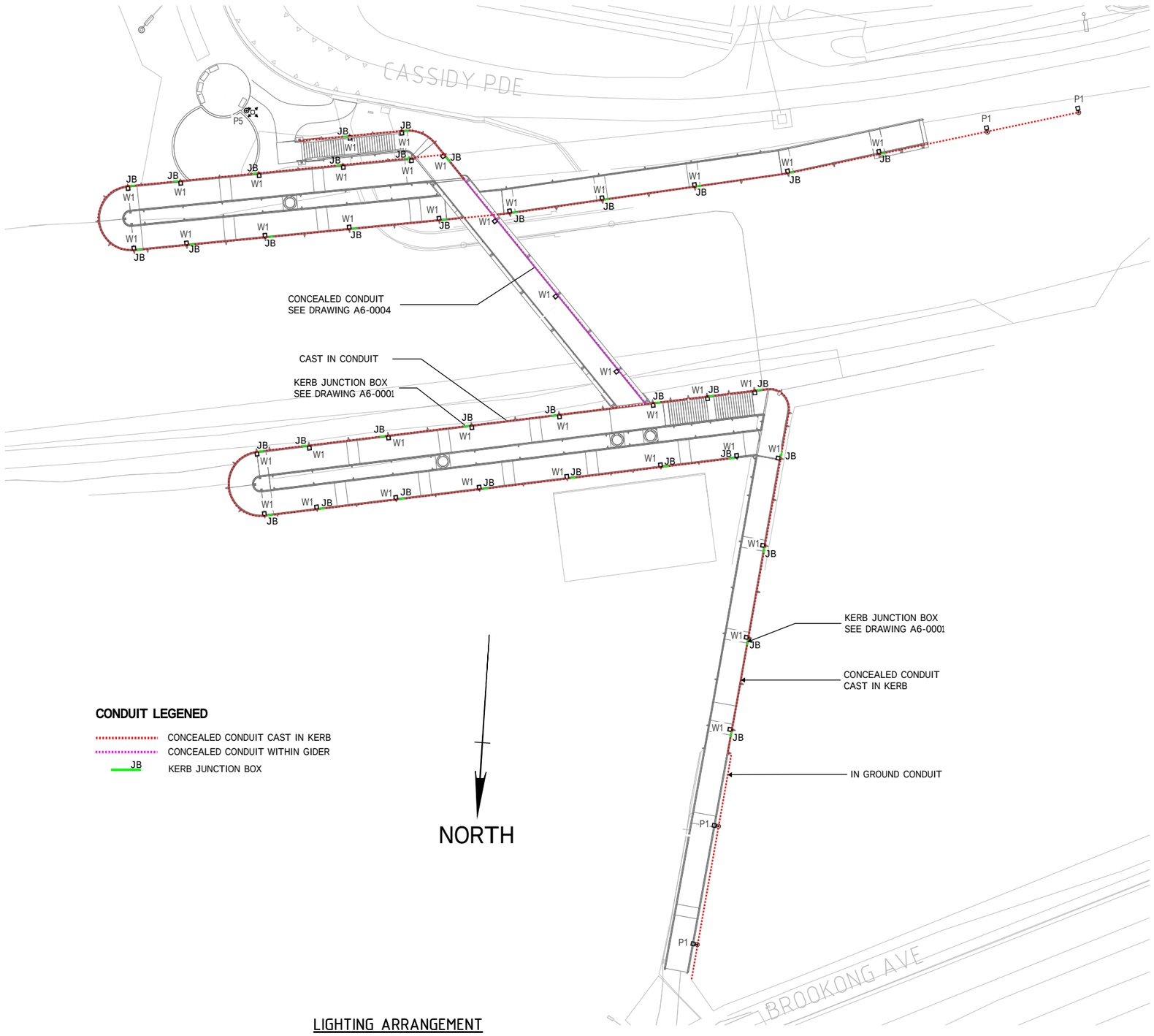
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Filename 5-0052-210-BSE-W8-DR-2200	Alternate DMS number: 5-0052-210-BSE-W8-DR-2200

Wagga Wagga Station - Conduit Path and Lighting Arrangement

SHEET No. A6 - 2001

DRAWN TO AS1100	DO NOT SCALE	ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE	DATUM: HORIZ -DATUM: GDA2020 HORIZ GRID: MGA ZONE 55 HEIGHT DATUM: AHD	Third Party Drawing Number



LIGHTING LEGEND

W1 — (W1) MODERN BRACKET MOUNTED LANTERN
FO 420W | EWO - 10W - 1100 lm -3000K - WITH SIDE SHIELD ACCESSORY

P1 — (P1) MODERN TOP POLE MOUNTED LANTERN
FA 770 | EWO - 10W - 1100 lm -3000K- WITH SIDE SHIELD ACCESSORY

P5 — (P5) MODERN TOP POLE 360DEG LANTERN
CN A SERIES | EWO - 41.8W - 4600 lm -3000K

EXISTING STREET LIGHTING TO REMAIN

NOTES

1. W1 LUMINAIRES TO BE BRACKET MOUNTED THROUGH A MOUNTING PLATE ACCESSORY ON STRUCTURAL SCREEN POST.
2. P1 LUMINAIRES TO BE POLE MOUNTED WITH THE ALIGNMENT OF THE RAMP HANDRAIL.
3. 3% OF ALL PRODUCTS (BY COST) MUST HAVE A VALID ENVIRONMENTAL PRODUCT DECLARATION (EPD), OR EQUIVALENT.
4. ALL LUMINAIRES TO HAVE AN AUTOMATED FUNCTION VIA THE PE CELL.

CONDUIT LEGENED

- CONCEALED CONDUIT CAST IN KERB
- CONCEALED CONDUIT WITHIN GIDER
- JB — KERB JUNCTION BOX

NORTH

LIGHTING ARRANGEMENT
SCALE 1 : 250

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Drawing standard in accordance with EGP-04-01 & EGP-04-02

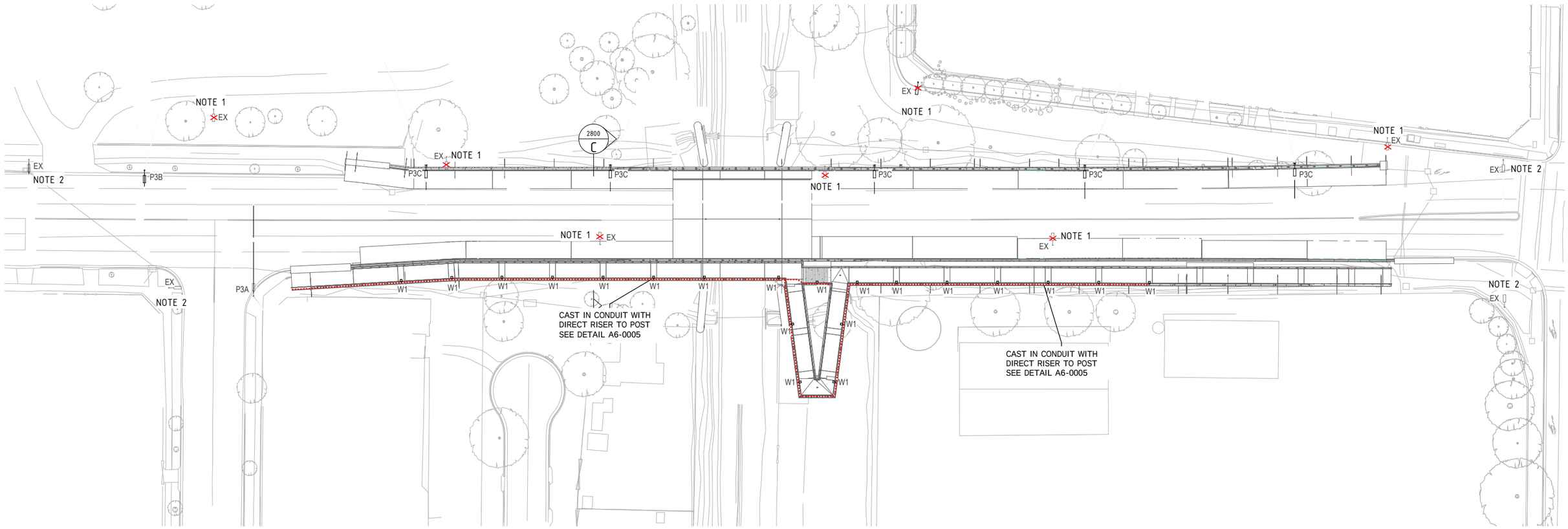
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Filename: 5-0052-210-BSE-W4-DR-2201	Alternate DMS number: 5-0052-210-BSE-W4-DR-2201

Cassidy Parade - Conduit Path and Lighting Arrangement

SHEET No. A6 - 3002

Last Modified - 1/08/2025 10:31:29 AM

Revit Model - Autodesk Docs://524067 - Inland Rail A2P/5-0052-210-BSE-W4-MD-0001.rvt



LIGHTING ARRANGEMENT

SCALE 1 : 400

LIGHTING LEGEND

EX	EXISTING STREET LIGHTING TO BE REMOVED
EX	EXISTING STREET LIGHTING TO REMAIN
P3A	(P3A) WOOD STREET LIGHTING POLE (H=9M) - AVENTO 1 - SYLVANIA - 150W - 19,792 LM - 4000K
P3B	(P3B) STEEL STREET LIGHTING POLE (H=9M) - AVENTO 1 - SYLVANIA - 150W - 19,792 LM - 4000K
P3C	(P3C) STEEL STREET LIGHTING POLE (H=10.5M) - AVENTO 1 - SYLVANIA - 150W - 19,792 LM - 4000K
W1	(W1) MODERN WALL MOUNTED LANTERN - FO 420W EWO 10W - 1100 LM -3000K - SIDE SHIELD ACCESSORY

CONDUIT LEGENED

CONCEALED CONDUIT CAST IN CONCRETE

GENERAL NOTES:

1. EXISTING STREET LIGHTING EQUIPMENT TO BE REMOVED.
2. EXISTING STREET LIGHTING EQUIPMENT TO BE RETAINED.
3. NEW STREET LIGHTING EQUIPMENT ON BRIDGE TO BE MOUNTED BEHIND THE SAFETY FENCE OF THE ROAD. FOR POLE MOUNTING DETAILS, REFER TO SECTION AND DETAIL DRAWING 5-0052-210-BSE-W5-DR-2800.
4. 3% OF ALL PRODUCTS (BY COST) MUST HAVE A VALID ENVIRONMENTAL PRODUCT DECLARATION (EPD), OR EQUIVALENT.

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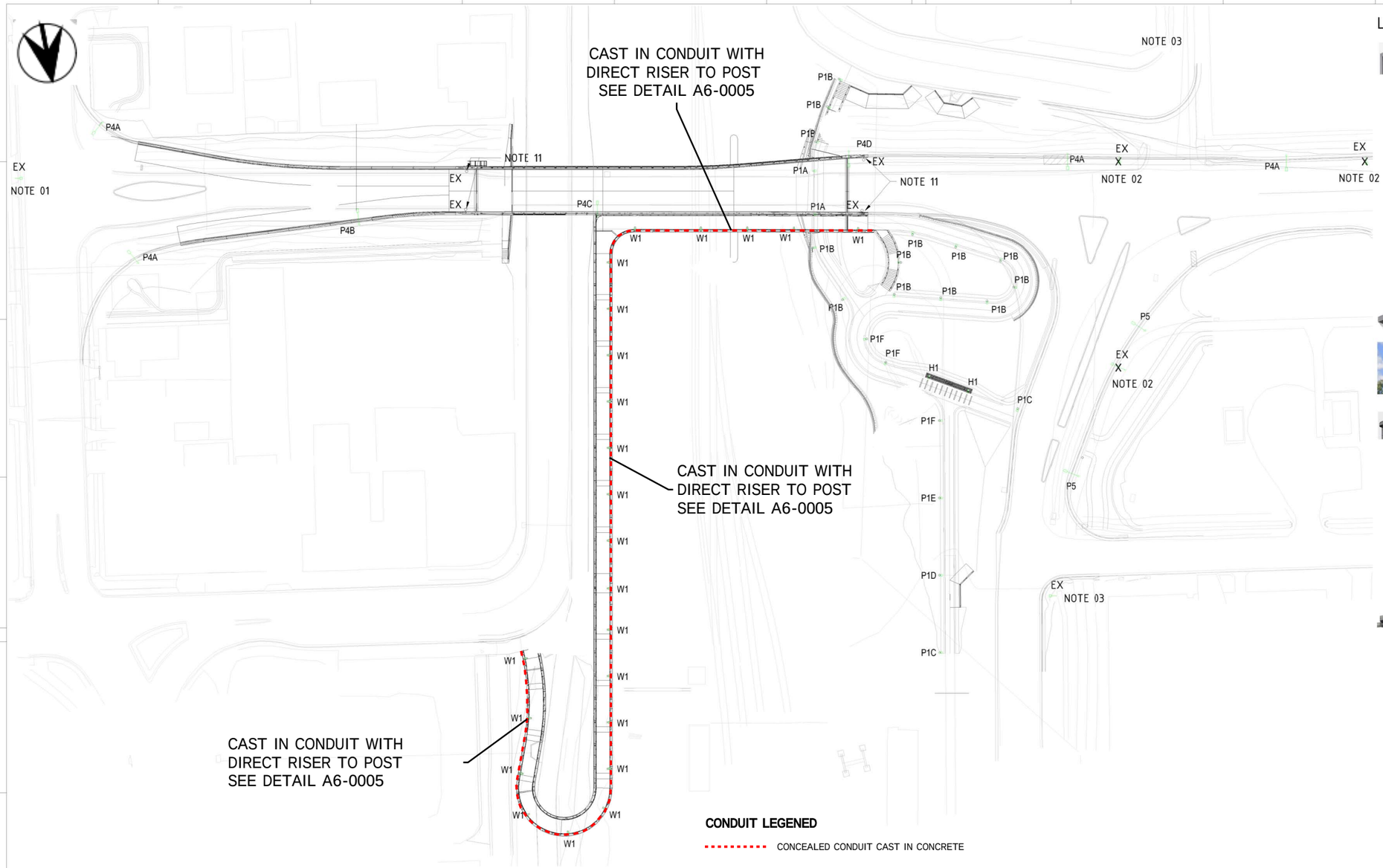
REFERENCES:

Edmondson Street Bridge - Conduit Path and Lighting Arrangement

SHEET No. A6 - 4001

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PLOT DATE & TIME:8/09/2025 4:30:15 PM
Autodesk Docs://524067 - Inland Rail ADP/5-0052-210-BSE-W5-MD-0001.rvt



LIGHTING LEGEND

P1x

P1A - BURED POLE MOUNTED LANTERN (EWO- FA770 /M1) 10W | 1100lm 3000K (CRI 80) AS 06 OPTIC - POLE = 2600mm

P1B - BURIED POLE MOUNTED LANTERN (EWO- FA770 /M1) 10W | 1100lm 3000K (CRI 80) AS 06 OPTIC - POLE = 3000mm

P1C - BURIED POLE MOUNTED LANTERN (EWO- FA770 /M1) 10W | 1100lm 3000K (CRI 80) AS 06 OPTIC - POLE = 5000mm

P1D - BURIED POLE MOUNTED LANTERN (EWO- FA770 /M1) 10W | 1100lm 3000K (CRI 80) AS 06 OPTIC - POLE = 6000mm

P1E - BURIED POLE MOUNTED LANTERN (EWO- FA1070 /M1) 10W | 1100lm 3000K (CRI 80) AS 06 OPTIC - POLE = 7000mm

P1F - BURIED POLE MOUNTED LANTERN (EWO- FA1070 /M1) 10W | 1100lm 3000K (CRI 80) AS 06 OPTIC - POLE = 8000mm



W1

W1 - BRACKET MOUNTED LANTERN (EWO- FA 410 /W) 10W 1100lm 3000K (CRI 80) AS 06 OPTIC - MOUNTING HEIGHT = 3000mm



H1

H1 - RELAMPED EXISTING HERITAGE LIGHTING POLE (WE EF - 127-8302) 9W | 980lm 3000K (CRI 80) ASYMMETRIC SIDE THROW S70 - MOUNTING HEIGHT = 5000mm



P4x

P4A - BURIED TIMBER POLE MOUNTED LANTERN (EWO- F SYSTEM M-F6) 93W | 11200lm 3000K (CRI 80) AS08 OPTIC - POLE = 14000mm X 4kN

P4B - BURIED TIMBER POLE MOUNTED LANTERN (EWO- F SYSTEM M-F6) 180W | 17600lm 3000K (CRI 80) AS06 OPTIC - POLE = 15500mm X 4kN

P4C - MOUNTED PLATE STEEL POLE WITH LANTERN (EWO- F SYSTEM M- F6) 180W | 17600lm 3000K (CRI 80) AS06 OPTIC - POLE = 12000mm

P4D - BURIED TIMBER POLE MOUNTED LANTERN(EWO- F SYSTEM M-F6) 180W | 17600lm 3000K (CRI 80) AS06 OPTIC - POLE = 18500mm X 6kN



P5 - BURIED TIMBER POLE MOUNTED LANTERN (SYLVANIA- AVENTO 2) 225W | 33000lm 4000K (CRI 70) PSN07 OPTIC - POLE = 14000mm X 4kN

CONDUIT LEGENED

CONCEALED CONDUIT CAST IN CONCRETE

LIGHTING ARRANGEMENT - OVERALL

SCALE 1 : 500

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REFERENCES:

5-0052-210-SBD-J2-MD-2001.rvt
5-0052-210-DCW-J2-M2D-2001.dwg

1:500 @ A1 0 5 10 15 20 25 m

Kemp Street Bridge - Conduit Path and Lighting Arrangement

SHEET No. A6 - 5001

Autodesk Docs://524067 - Inland Rail A2P/5-0052-210-BSE-J2-MD-0001.rvt
PLOT DATE & TIME: 11/11/2025 10:31:29 AM