



Albury to Illabo

Stakeholder Consultation
Pack

October 2024



Project overview

- The Albury to Illabo section of Inland Rail includes enhancements along approximately 185km of existing rail corridor from the Victoria-NSW border to Illabo in regional New South Wales.
- While we will use the existing rail line, we need to make enhancements and modifications to provide sufficient height and width to support the safe running of double stacked freight trains.
- Works will include enhancements to:
 - rail tracks
 - footbridges and road bridges
 - overhead structures
 - signal structures
 - level crossings.



Project overview - planning process

State Significant Infrastructure Application



Secretary's Environmental Assessment Requirements (SEARs) issued



Environmental Impact Statement (EIS) prepared



EIS Public Exhibition



Submissions Report (after considering submissions)



Preferred Infrastructure Report



Assessment by Department of Planning, Housing and Infrastructure



Determination by the Minister for Planning



Post approval implementation and compliance



We are here

- The SIMP outlines measures for the management of **social impacts** during construction and operation of the Project
- The SIMP will set out ***how, when and by whom*** the mitigation measures committed in the Environmental Impact Statement and Preferred Infrastructure Report for the Project will be implemented as well as ***how we will monitor progress*** on implementation.
- We are seeking stakeholder input on:
 1. Your feedback to date – has anything changed?
 2. Which mitigation measures matter to you and any advice on their implementation

Your feedback

- Ensuring visual impacts are mitigated during construction (i.e. ensuring clean up of rubbish etc.)
- Ongoing communication and consultation throughout construction
- Concern around impacts to resident access to both sides of the highway.

Management Sub-Plan : Workforce Management



ID	Mitigation Measure
S11	<p>A workforce management plan will be implemented to manage local and Indigenous employment opportunities and to manage the interaction between the non-resident workforce and the community. The workforce management plan will expand upon the requirements in the Outline CEMP. The plan will include:</p> <ul style="list-style-type: none"> a) Identification of local skills gaps and potential workforce skills and training requirements, and establish how the contractor will use the Inland Rail Skills Academy to achieve its training objectives b) employment targets for local and regional residents, Indigenous people, women, under 25-year-old participation and trade related positions c) strategies for maximising local training and employment opportunities for residents d) a localised communication and engagement strategy to raise awareness of opportunities to gain employment and training e) manage health and wellbeing services needs of the temporary construction workforce, including medical, allied health and wellbeing services f) consultation with councils, local health and emergency services to establish processes for managing potential increased demand due to non-resident workforce, if required g) a code of conduct and strategies to promote workforce wellbeing h) liaison with ARTC to identify potential opportunities to provide, where possible, the continuation of employment to maximise worker retention from subsequent Inland Rail projects i) monitor regional infrastructure projects to pre-emptively identify potential constraints in labour markets
S12	A volunteering program will be implemented to encourage community cohesion between the local community and non-resident workforce through activities facilitated by ARTC.

DESIRED OUTCOMES	INDICATORS
Employment opportunities are available to people of all backgrounds, including Indigenous people, women, under 25's and the unemployed.	<ul style="list-style-type: none"> Number of Local Residents in construction workforce Number of Indigenous people, women, under 25s employed and apprentices
The proposal has enhanced skills of residents that lead to employment.	<ul style="list-style-type: none"> Number of residents who have completed Inland Rail Skills Academy courses in the social locality Number of residents who have completed training delivered by the Principal contractor in the social locality.

The mitigation measures, outcomes and indicators listed here are under consultation and are not final.

Management Sub-Plan: Local Business and Industry Content



ID	Mitigation Measure
SI3	<p>A local and Indigenous industry participation plan will be implemented which will expand upon on the requirements in the Outline CEMP. The plan will</p> <ul style="list-style-type: none"> a) identify the capacity of local and Indigenous businesses suitable to supply the proposal b) set out procurement targets and identify methods for preparing suppliers to be ready for potential demand c) liaise with business development and industry support groups, and the Wagga Wagga and Albury LALCs to understand the capacity of local and Indigenous business to engage in business with the proposal d) promote the Inland Rail website and supplier portal to businesses in the region e) deliver business capacity workshops to address contract requirements and meet-the-contractor events for local and/or Indigenous businesses
SI4	<p>Business and service providers whose access and/or properties will be impacted during construction will be engaged to:</p> <ul style="list-style-type: none"> a) agree on feasible and reasonable property-specific measures b) maintain active communication with landowners and residents adjacent to enhancement sites to inform any changes on construction schedule and receive feedback about the effectiveness of measures in place
SI5	<p>IR will promote the use of Inland Rail for local businesses to reach markets elsewhere in Australia, through social investment programs that foster innovation and business growth.</p>

DESIRED OUTCOMES	INDICATORS
To provide full and fair opportunity for local businesses to tender on contracts.	Amount spent as a cumulative total, and number of businesses engaged during the delivery of the proposal from different LGAs in the social locality
Increased capability for local Indigenous businesses.	Amount spent as a cumulative total, and number of Indigenous businesses engaged during the delivery of the proposal from different LGAs in the social locality
To assist in equipping local and regional businesses to access supply chain opportunities	Attendance rates at Inland Rail Skills Academy capacity building sessions.

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Management Sub-Plan: Housing and Accommodation



ID	Mitigation Measure
SI6	<p>A workforce accommodation plan will be implemented which will expand upon the requirements in the Outline CEMP. The plan will</p> <ul style="list-style-type: none"> a) prioritise the use of temporary local accommodation where local capacity allows b) avoid the use of private rental housing accommodation during workforce peak periods (possession). c) consider combined strategies to mitigate shortages of accommodation. d) outline transport arrangement of workers to and from works site daily. e) be informed by a capacity analysis of the local short-term accommodation and rental housing markets, demand patterns, the findings of the social impact assessment, objectives of the social impact management plan and consultation with appropriate local stakeholders f) include a regular monitoring and management mechanism to identify impacts on the capacity of local short-term accommodation and rental housing. If accommodation supply constraints become apparent, amendments will be done to the workforce housing and accommodation plan appropriately

DESIRED OUTCOMES	INDICATORS
The proposal does not impact housing affordability and availability for locals.	<p>Number of private rental properties leased by ARTC or the principal contractor</p> <p>The local rental market experiences no significant changes to availability or price.</p>
The proposal minimises impacts on temporary accommodation providers during major tourist events and peak seasons.	Short term accommodation vacancy rates remain consistent throughout the delivery program.

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Management Sub-Plan: Community Health and Wellbeing



ID	Mitigation Measure
S17	<p>A community health and wellbeing plan will be implemented, which will expand upon the requirements in the Outline CEMP. The plan will:</p> <ul style="list-style-type: none">a) identify those residents within 1 kilometre (km) of enhancement sites who are more prone to experience stress and wellbeing issues due to construction activitiesb) partner with local support mechanisms/services to provide information and support to residents who report wellbeing issues, and establish approaches to adaptively manage support measures on a case-by-case basisc) liaise with local Indigenous services and community service providers to identify potential increases in health service demand that may be as a result of the proposal's amenity changesd) outline measures to address changes in access for vulnerable community members across the rail corridor at Junee and Wagga Wagga as a result of bridge replacement works [Junee and Wagga Wagga specific]e) promote road and rail safety during construction and operation, including school-based education programs for schools in the local study area, and culturally appropriate approaches to rail safety education and awareness campaigns for Indigenous communitiesf) address privacy and safety concerns of residents adjacent to Cassidy Parade pedestrian bridge enhancement site, Edmondson Street bridge, Wagga Wagga Station pedestrian bridge and Kemp Street bridge [Wagga Wagga and Junee specific]g) ARTC will work with the Wagga Wagga and Albury LALCs and the local Aboriginal community to investigate opportunities to incorporate Aboriginal aspirations and connection to Country design principles into the proposal.
S18	<p>Cultural values and community identity: ARTC will explore with the local community, including relevant Indigenous groups, ways to enhance aesthetic value, cultural heritage, and community identity and cohesion across the social locality through a community investment program.</p>
S19	<p>Way of Life: <i>Prior to closure of the Kemp Street bridge, ARTC will investigate opportunities to reduce the duration of level crossing closures on the Olympic Highway, Junee. [Junee specific]</i></p>

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Management Sub-Plan: Community Health and Wellbeing



DESIRED OUTCOMES	INDICATORS
Amenity impacts are minimised through monitoring, engagement and continuous improvement initiatives.	People's access to local health service providers (associated with mental health, stress, sleep deprivation)
The proposal adequately manages and enhances aesthetic values in the social locality.	Number of sponsorship/donation programs delivered to enhance aesthetic values
The proposal does not impact health service access for locals.	Number of non-resident workforce accessing local health service providers Waiting lists at local health services
Health and wellbeing access is improved by the proposal.	Attendance at community health and wellbeing programs Number of sponsorships/donations implemented in the social locality
The proposal enhances connection to Country in the social locality	Number of initiatives implemented to enhance connection to Country
The community is educated and actively implementing rail safety practices.	Number of community safety events delivered
The proposal makes best efforts to avoid or minimise any activities causing adverse stress and anxiety for the community including affected landowners.	Funding and successful collaboration/programs established between local mental health services and ARTC Local presentations to local health service providers, associated with mental health, stress, sleep deprivation related to the proposal.
The level of access for emergency services is not negatively affected by the proposal.	Meetings held with Emergency Services
Distribution equity is adequately managed and not exacerbated by the proposal.	Identification of vulnerable members of the community through a door knock and phone calls located within 2km of distance of each enhancement site Number of vulnerable residents who report need for additional support services and access to additional support measures Number of vulnerable residents who received additional support report having improved their wellbeing

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Management Sub-Plan: Community and Stakeholder Engagement



ID	Mitigation Measure
SI10	<p>ARTC will oversee the preparation and implementation of a proposal-specific communication management plan. This plan will expand upon the requirements in the Outline CEMP, which would include:</p> <ul style="list-style-type: none">a) the appointment of a dedicated community and landowner liaison officerb) communications action plans tailored to each stage of the construction program that focus on awareness and preparedness for upcoming impacts, with special attention to most vulnerable groups at each precinctc) targeted engagement for residents who may experience cumulative impactsd) engagement with the LALCs to incorporate local Indigenous community knowledge into engagement practicese) requirements for ongoing consultation with Transport for NSW, and the requirement to inform emergency services of changes to access routes and road conditions.
SI12	<p>ARTC will develop an operations communication and engagement plan that builds community awareness of the rail corridor's operational characteristics, including information on level crossing operations, likely daily train movements and ARTC's ongoing role after construction.</p> <p>ARTC will continue to monitor and inform the community about ways for people to be informed about the time of day in which trains may be passing through a level crossing to facilitate access and movement around the town.</p>

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Management Sub-Plan: Community and Stakeholder Engagement



DESIRED OUTCOMES	INDICATORS
Stakeholders are informed, consulted and have access to grievance mechanisms for the Project.	Number of substantiated complaints received
	Proportion of complaints requiring escalation to complaints mediator
Stakeholders and the community are engaged in an open and transparent process.	Number and type of interactions based on stakeholder group
Landowners are aware of the proposal schedule and supported to manage impacts.	Number of complaints received during the construction program, and whether those complaints followed the ARTC complaints handling procedure
	Proportion of landowners who received information on the proposal schedule via the landowner liaison officer
	Number of complaints from landowners/adjacent properties about not meeting land access agreements or property damage
	Number of property residents who report to experience increased vibration and noise from increased number of trains
The community is made aware of disruptions and able to manage impacts accordingly.	Number of complaints received during the construction program, and whether those complaints followed the ARTC complaints handling procedure
The non-resident workforce has a minimal impact on the local community and there are mitigation measures in place to minimise negative impacts.	Number of complaints from community members regarding non-resident workforce behaviour.
Amenity impacts are minimised through monitoring, engagement and continuous improvement initiatives	Number of complaints around noise, dust and vibration from sensitive receivers

Outcomes continued on next slide

The mitigation measures, outcomes and indicators listed here are under consultation and are not final.

Management Sub-Plan: Community and Stakeholder Engagement



DESIRED OUTCOMES	INDICATORS
The proposal adequately manages and enhances aesthetic values in the social locality.	Number of complaints about loss of green space or visual impacts to landscape.
The community is educated and actively implementing rail safety practices.	Number of complaints about safety issues
	Number of vulnerable people with whom a privacy measure was agreed at their homes
The proposal makes best efforts to avoid or minimise any activities causing adverse stress and anxiety for the community including affected landowners	Number of works notifications sent out to residents within 2km of distance of each enhancement site
The level of access for emergency services is not negatively affected by the proposal.	Number of complaints about delays to emergency services
Access to school and parking is not negatively affected by the proposal.	Number of complaints about mobility issues during construction
	Number of complaints about parking issues during construction
	Number of schools who complain that their students and staff are experiencing mobility and access issues during construction
Community severance is not exacerbated by the proposal.	Number of complaints about delays to movement during operation

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We'd like to hear from you...

- *Is there anything missing from the mitigation measures listed above?*
- *Do you have any feedback on their implementation?*

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THANK YOU

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