



June Railway Workshop Pty. Ltd.
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Director – Freight Assessments and Management
NSW Planning, Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

Submitted via portal

Re: Environmental Impact Statement – Inland Rail Illabo to Albury

Dear Sir/Madam

I am writing in response to the Australian Rail Track Corporation's (ARTC) Environmental Impact Statement (EIS) for its proposed Illabo to Albury section of the Inland Rail corridor.

June Railway Workshop lease the Railway Roundhouse facility at the southern end of the June railway yard from ARTC.

June Railway Workshop would like clarification on some aspects of the proposal, as exhibited.

In reviewing the EIS, June Railway Workshop seeks clarification on the following points:

June

The proposal includes the construction of a new, double stack clearance over bridge to replace the existing Kemp Street bridge. Construction is anticipated to take around 10 months.

The EIS Technical Paper 1 - section 5.4.7.2 and section 5.4.10 refers to works being undertaken during weekend rail corridor possession periods and during 9-hour windows when train services are not scheduled.

ARTC timetables (or schedules) do not specifically identify trains movements into and out of the June Railway Workshop located at the Railway Roundhouse at the southern end of June.

June Railway Workshop maintains and servicing of freight locomotives and wagons. It also provisions locomotive with fuel, sand, oil and water. At times through the day Locomotive

and or wagon consists are moved in and out of the workshop facility. Access to the facility is via the arrival road and access out of the facility via the departure road. Both these roads are accessed under the over bridge. The movement in and out of the workshop facility are not timetabled with ARTC control. The movements are performed as required by freight rail operator and Junee Railway Workshop.

June Railway Workshop notes the EIS statement (Technical Paper 1 – section 5.4.10, p257), “work during these periods would be undertaken in consultation with freight operators. However, it is not expected that proposal construction works would impact upon the rail freight network.” Accordingly, confirm is sought that on-going access to the Workshop will be maintained throughout the project given the significant detrimental impact on workshop business and freight operators. Junee Railway Workshop customers include Qube, Southern Shorthaul Railway, Grain Corp, Railfirst, SCT and Sydney Rail Services.

The propose 9-hours shut per day will greatly impact the Junee Railway Workshop and may put the company into financial peril.

Junee Railway Workshop has had 3 meeting with the engineers running the inland rail project regarding access to our facility while the bridge is being replace. We note that even after these meetings and our concerns about access were raised, we are not mentioned or considered in the EIS statement.

ARTC have a responsibility to provide infrastructure and support to rail freight operator. This support is not provided if access is denied to the Junee Railway Workshop facility.

Junee Railway Workshop does not support 9-hour position window which will affect shunting operations within Junee Yard or access to the Junee Railway Workshop

I look forward to your question regarding this submission. Please contact me on 0417233285

Regards

Wayne Robinson
Director
Junee Railway Workshop
0417233285