Inland Rail Submission A21 Albury to Illabo

As a resident of Railway Street, Wagga Wagga, I am writing concerning my concerns around the impact of increased vibration and noise disturbance from increased train traffic with the proposed enhancement of the A21 Albury to Illabo line and the impact on the amenity of the residential conservation area adjacent to Wagga Wagga Railway Station. I am a regular user of the XPT service to Melbourne and I am a supporter of the use of rail as a form of transportation of goods and population generally.

My residence is identified as 215072 in the *Tech Paper 7 Operational Noise and Vibration (Rail)*. I am located 65m from the redevelopment rail corridor. Current noise levels vary from unobtrusive passenger trains, to extremely disruptive rolling stock carrying heavy steel which are extremely loud and produce a great deal of vibration.

I understand there are short term impacts of the development due to construction. I understand that construction works will be for a limited time. The solution proposed in the EIS is that a Noise Management Plan will be developed that will reduce the predicted noise levels. There appears to be no scope in the report for pre-construction assessments of potentially impacted properties to provide a baseline to check the vibration impact from construction.

Of greater concern to me are the longer term impacts of:

- Increased frequency of trains
- Increased weight of load of trains
- Increased length of trains
- Change to the visual amenity of Wagga Wagga Station Pedestrian Bridge

The assessment in the EIS for the SSI-10055 project of noise and vibration impacts appears to be somewhat limited by the amount of testing performed to date. I note that the *A2I EIS – Chapter 15 Noise and vibration* on page 6 cites 15 locations where noise was monitored over the A21 redevelopment section. Unless I have understood, these sites in Wagga are extremely limited especially considering the potential residential sites that have been nominated as being impacted.

The RAIL guidelines for noise triggers are identified ast exceeding existing noise levels by 2dBA or more (LAeq) or 3dBA (LAFmax) and predicted noise levels exceed LAeq daytime 65dBA, night time 60dBA; and LAmax 85dBA. My property's estimated change would be by +4dBA LAeq (daytime), +1dBA (night time) and exceed LAmax of 85dBA with 86dBA (although this change is not by +2-3dBA). These estimates run very close to the trigger levels for a sensitive receiver and therefore I would like actual readings of testing done at my property prior to the commencement of any project works.

Although the EIS states that the axle weight of trains does not vary, and that indeed the heavier loads cause less vibration, I would be interested to see actual vibrational readings of the varying trains and their loads. The Technical Paper (p.127) also mentions that the noise and vibration of double stacked (container) wagons have not been considered in current EIS assessments. There is a significant variation in sound due to trains breaking at Wagga Wagga Railway Station and in the yards. The bunching and stretching of their wagons can be very disruptive. Wagga Wagga Station is also used as a driver transfer, so many trains do need to stop and start at the Station.

The estimated increases in noise and vibration do not appear to take into consideration the significant length of trains in certain categories that are expected to increase, along with the frequency of trains expected to increase. Noise and disturbance seems to not be measured over a time period, rather a

single point in time. I do not believe that the current 'desktop survey' sufficiently explores the increased noise and vibration.

Albury to Junee	**Day**	**Night**	**Total**		
Current situation				**Length of Train**	**Daily Passing Length**
Intermodal	3	3	6	1786	10716
Steel	1	1	2	986	1972
General Freight	1	1	2	584	1168
Grain	1	1	2	614	1228
MEL-SYD Passenger (XPT)	2	2	4	154	616
Total Services	8	8	16	4124	15700
Project Commencement 2025					
Inland Rail Express	3	1	4	1747	6988
Inland Rail Superfreighter	4	2	6	1744	10464
Intermodal	2	0	2	1786	3572
Griffith Export Container	1	1	2	584	1168
Central NSW Grain	0	1	1	984	984
MEL-SYD Passenger (XPT)	3	0	3	154	462
Total Services	13	5	18	6999	23638
Design Year 2040					
Inland Rail Express	3	1	4	1747	6988
Inland Rail Superfreighter	5	2	7	1744	12208
Intermodal	3	0	3	1786	5358
Griffith Export Container	1	1	2	584	1168
Central NSW Grain	0	2	2	984	1968
MEL-SYD Passenger (XPT)	4	0	4	154	616
Total Services	16	6	22	6999	28306

The table above is based on data provided in the EIS *Tech Paper 7 Operational Noise and Vibration (Rail)* (pp.38-40). It shows that by 2025 the passing length of trains will be 50% greater than the current passing length. By 2040 this will be 80% greater than the current passing length. I don't feel that the cumulative effect of the noise and vibration of longer trains should be ignored. *Technical Paper 7: Operational noise and vibration (rail)* (p.70) acknowledges that the increased number of train passbys will increase vibrational dose and influence human comfort.

The mitigation strategies outlined in both the EPA RAIL Guidelines and referred to in the current EIS *Technical Paper 7: Operational noise and vibration (rail)* (pp.72-77) indicate that there will be retrospective mitigation and amendment, however these will be assessed post development and subject to many clauses. I would appreciate a firmer proposal to minimise any increase in noise would be on offer and indeed budgeted for, prior to the project commencement.

The outlined programme of monitoring (p.76) needs to be extended to further identified sensitive receivers of noise and vibration, and should be conducted prior to commencement of works with mitigation measures outlined prior to commencement of works. It is stated that this programme of monitoring has been completed (p.77). I would be interested to review the mitigation strategies proposed for individual dwellings and a corridor of dwellings at the Wagga Wagga Railway Station. In particular, I am aware of the Conservation Area restrictions applied to residences in the adjacent streets. This limits the mitigation strategies applied to the architectural facade of buildings, fencelines and the visual amenity of the area. Rail barriers may be appropriate in this particular instance (p.74) but there has been no proposal available of the visual impact of such barriers.

The visual impact of Wagga Wagga Station Pedestrian Bridge is of concern in the long term. Viewpoint 18 and Viewpoint 19 in the *A2I EIS – Chapter 17 Landscape and visual amenity* are appropriate for the passerby. However the viewpoint from my residence would be a significantly larger piece of infrastructure that will change the existing skyline. It would be of use to see further artists' impressions of different angles - including from the railway platform itself.