

Regional Rail Fleet Project

Dubbo Maintenance Facility Review of Environmental Factors

PUBLIC DISPLAY OF REVIEW OF ENVIRONMENTAL FACTORS

About the Regional Rail Fleet Project

The NSW Government is replacing the entire NSW regional rail fleet, including 60 XPTs and more than 50 XPLOER and Endeavour passenger cars.

The new trains will improve safety, comfort and reliability for passengers who travel from Sydney to many regional centres in NSW, as well as Canberra, Melbourne and Brisbane.

The first new trains are expected to be running by the early 2020s, with the full fleet coming into service progressively.

Maintenance facility

A new purpose-built maintenance facility will be built at Dubbo to service and maintain the new trains, subject to planning approval.

Dubbo was selected as the preferred location for the proposed new facility after a comprehensive analysis of potential sites against a range of different criteria including operational, environmental, social, economic and construction considerations.

This brochure outlines the current planning for the new maintenance facility and provides details about the proposed site and the Review of Environmental Factors (REF). It also provides information about how you can have your say during the display of the REF.

Proposed Dubbo Maintenance Facility



Key features of the proposed Dubbo Maintenance Facility



About the proposal

The purpose-built facility is designed to accommodate six trains of up to 200 metres in length. Details of the proposed maintenance facility are featured on the artist's impression on the previous page.

The maintenance facility would include:

- a maintenance building for carrying out general maintenance and to hold necessary spare parts to maintain the new trains
- an administration building with offices and amenities to house maintenance and office staff, including staff parking areas
- a storage area with loading dock
- a security building

- a wheel lathe building to maintain the train wheels
- train decanting and cleaning facilities
- an automated train wash building to wash trains and necessary infrastructure for waste water management
- a yard area with tracks to allow for the efficient movement of trains within the site for maintenance activities
- realignment of the Main Western Line within the site - the existing rail line would be removed
- power supply equipment for the facility including a new substation.

Should the proposal proceed, the concept design shown above would be refined and progressed to a detailed design that is suitable for construction by the successful tenderer.

Fast Facts

Pending planning approval:

- construction would start in early 2019
- the maintenance facility would start operating in 2021
- the site would cover an area of about 25 hectares
- structures would be carefully designed to integrate with the character of the area
- existing vegetation on the site would be retained where possible
- the facility would be accessed from Wingewarra Street
- facility operating times would be 24-hours a day.

Key project benefits

Maintaining the new regional train fleet in Dubbo provides an opportunity to stimulate the regional economy. This includes:

- around 50 long term jobs including traineeships and apprenticeships
- at its peak, 200 jobs during construction of the maintenance facility
- around 60 jobs during train completion work
- local business opportunities include supplying goods and services during the construction and operation phases
- employment, apprenticeships and opportunities for Aboriginal businesses.

Construction

Construction would start in early 2019. The maintenance facility would start operating in 2021.

Most of the construction would be done during standard construction working hours – 7.00am to 6.00pm Monday to Friday; 8.00am to 1.00pm Saturdays; with no work on Sundays or public holidays.

Residents would be notified in advance if out of hours work is required. Out of hours work, such as night work, would be required where construction activities would otherwise severely impact traffic flow, rail customers or stakeholders.

Review of Environmental Factors

A Review of Environmental Factors (REF) is an environmental assessment that is required to obtain project approval under Part 5 of the NSW *Environmental Planning and Assessment Act 1979*.

A REF examines the significance of likely environmental impacts of a proposal.

It identifies measures required to mitigate any adverse impacts to the community or environment during the construction and operation phases of a project.

A REF which includes project information, concept plans and impact studies will be on display for public comment until **28 August 2018**.

It covers:

- traffic and transport
- landscape and visual amenity

- noise and vibration
- Aboriginal heritage
- non-Aboriginal heritage
- property, land use and socio-economic
- biodiversity
- contamination, landform, geology and soils
- hydrology, flooding and water quality
- air quality
- climate change and sustainability.

The following pages provide an overview of the key impacts. Full details of all environmental issues and mitigation measures can be viewed in the REF document and accompanying studies.



Assessment of key issues

Traffic and transport

During the peak of construction there will be around 200 heavy vehicles in and out of the site. There will be around 135 light work vehicles accessing the site during peak periods.

Access to the site for all construction vehicles will be via White Street during the standard daytime shift.

A construction traffic management plan will be developed to minimise impacts on neighbours, nearby residents, users of local roads and surrounding streets.

Traffic impacts would be significantly less when the facility is operational. About 20 vehicles would access the site during each shift, with only two heavy vehicles accessing the site per day.

There would be increases to closures at rail level crossings at Fitzroy Street, Wheelers Lane and Sheraton Road once the facility is operational.

Landscape and visual character

The proposed facility would be similar in scale to the existing buildings within the surrounding industrial area and would not be visible, except in close proximity.

Once operational the facility would operate 24 hours a day seven days a week. It will include lighting at night and there may be some light spill for nearby residents.

Design considerations to minimise light spill and visual impacts of the proposed facility will be considered during detailed design.

Noise and vibration

A detailed noise assessment was carried out to evaluate and predict the potential impact of the maintenance facility during construction and operation. Noise monitoring was also conducted to measure existing noise.

A Construction Noise and Vibration Management Plan would be prepared for the construction period. This plan would outline measures to reduce the noise impact from construction activities. Noise mitigation measures which would be considered include:

- training workers and contractors on the importance of minimising noise emissions
- switching off any equipment not in use for extended periods



- avoiding or limiting the simultaneous operation of noisy equipment
- avoiding deliveries at night/evenings wherever practicable.

The proposed maintenance facility design would include sound insulation and other sound proofing measures.

The facility is proposed to be built into a cutting which would result in reduced noise to surrounding residences. Noise barriers or other treatments may be required near the existing residential areas. Noise mitigation would be confirmed subject to a detailed operational noise assessment and in consultation with property owners. This assessment would also consider the impact of reflected noise within the facility.

An Operational Noise and Vibration Management Plan would be prepared and implemented. This plan would include management strategies and alternative methodologies for horns, warning signals and horn testing at the facility. This could include testing horns elsewhere on the network or developing alternative testing techniques.

Property, land use and socio-economic

During construction the Proposal would benefit the community through significant employment opportunities.

During the peak of construction around 200 jobs would be generated.

60 jobs would be generated during train completion work.

The maintenance facility would employ around 50 maintenance staff.

There would also be opportunities for local businesses to supply goods and services during the construction and operation phases.

Additionally, as part of the Regional Rail Project, Transport for NSW is developing a regional Jobs, Skills and Industry Participation Plan to ensure opportunities for people and businesses in regional NSW are maximised.

Biodiversity

We have assessed the flora and fauna on the proposed site to minimise environmental impacts where we can.

The assessment included:

- field surveys
- research and analysis of relevant databases, literature and reports
- identification and likelihood of impacts to threatened species, communities and high value ecosystems
- assessment of impacts under the Office of Environment and Heritage's Framework for Biodiversity Assessment
- identification of mitigation and management measures.





Two plant community types were found on the site – Derived Grassland and Fuzzy Box Woodland. Fuzzy Box Woodland is listed as an endangered ecological community under the *Biodiversity Conservation Act 2016*.

About 9.2 hectares of Derived Grassland would need to be cleared to make way for the facility. This Derived Grassland would have supported the Fuzzy Box Woodland.

A Vegetation Management Plan, including restoration of the retained Fuzzy Box Woodland and provision of offsets for impacts to native vegetation and individual trees, would be developed to manage potential environmental impacts.

After construction, the site would be rehabilitated and landscaped where possible.

Hydrology, flooding and groundwater

Downstream water quality could be impacted during construction if runoff is allowed to mix with exposed soils. Existing detention basins would be relocated, meaning pollutants and sediments could be carried downstream in large plumes if it rained before they were re-established.

Standard measures to control erosion and sediments would be used so construction of the facility is unlikely to cause water quality impacts.

The preliminary flood assessment predicted:

- the site currently experiences shallow flooding during a 1 in 20 year flood event
- minor increase in flood levels on properties outside the site after the facility was built
- significant flood levels within the site and a section of the existing railway.

A site specific Flood Impact Assessment would be undertaken during detailed design to confirm the impacts of the Proposal on flood levels and behaviour for both the Proposal site and surrounding properties. Where flood levels/flood behaviour at surrounding private properties are predicted to increase as a result of the Proposal, appropriate flood mitigation measures are to be identified and implemented to ensure that there is no net increase in flood levels and adverse flood behaviour as a result of the Proposal.

The planning process

COMMUNITY CONSULTATION

Transport for NSW develops initial concept design options for the project including identification and consideration of environmental constraints, risks and opportunities.

We are here

Transport for NSW prepares a Review of Environmental Factors (REF) for public display and invites submissions.

Transport for NSW assesses and responds to feedback and prepares a submission report with proposed conditions to minimise environmental impacts.

Transport for NSW determines the Proposal.
Conditions of Approval made available on Transport for NSW website.

Construction commences subject to compliance with conditions.

Have your say

The public display of the REF provides an opportunity to provide more details to the community about the project and to get your feedback.

The REF and concept design for the proposed maintenance facility will be on public display between **8 August to 28 August 2018**.

You can view the REF and project information at the following locations:

Dubbo Regional Council

Corner of Church and Darling Street, Dubbo

Macquarie Regional Library

Macquarie St and Talbragar Street, Dubbo

Transport for NSW

Level 5, Tower A, Zenith Centre,
821 Pacific Highway, Chatswood

Or visit the project website

www.transport.nsw.gov.au/projects/current-projects/regional-rail

Community information sessions

Transport for NSW will be holding two community information sessions during the public display of the REF. We want to continue to work with the community to understand local issues and identify appropriate mitigation measures.

These community information sessions will provide an opportunity for interested members of the community to find out more about the project and the REF. Members of the project team will be available to answer your questions.

The details of these sessions are listed below:

Thursday 16 August 2018

Drop in anytime between **4pm and 8pm**
Western Plains Cultural Centre Auditorium
76 Wingewarra Street, Dubbo

Saturday 18 August 2018

Drop in anytime between **9am and 12pm**
Dubbo Regional Theatre and Convention
Centre, Oxley Room
155 Darling Street, Dubbo

Formal submissions

Feedback on the project can be given by:

Emailing: projects@transport.nsw.gov.au

Visiting: haveyoursay.nsw.gov.au

Writing to: Regional Rail Fleet Project
Dubbo Maintenance Facility
Associate Director Environmental
Impact Assessment
Locked Bag 6501, St Leonards, NSW 2065

All submissions must be in writing and received by
5pm on Tuesday 28 August 2018

Next steps

Following the close of the public display period, Transport for NSW will consider all submissions received from the community and respond to this feedback.

A Submissions Report will be prepared and made publically available. The project team will write to those who made a submission to advise them when the report is available.

The project team is committed to keeping the local community updated on the project.

Contact us

For more information:

Email projects@transport.nsw.gov.au

Call **1800 684 490**

Or visit www.transport.nsw.gov.au/projects/current-projects/regional-rail



This document contains important information about public transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on **131 450** and ask them to call Transport for NSW on **(02) 9200 0200**. The interpreter will then assist you with translation.