



Greater Hume-Lockhart precinct

Looking north to Culcairn pedestrian bridge and Culcairn Yard

Traffic, transport and access

The Olympic Highway provides a connection to the enhancement sites in the Greater Hume-Lockhart precinct and is a major arterial road that carries a high volume of traffic in the region.

The Sladen Street level crossing located in the Henty Yard clearances enhancement site will be modified to accommodate track realignments, also known as track slews, and the pedestrian crossing will be upgraded to include extra safety provisions. A road closure is required for five days and traffic will be diverted to the level crossing 500 metres to the south at Rosler Parade. This may result in a maximum five-minute additional travel time for some motorists.

Construction work around stations may temporarily disrupt pedestrian movements and require traffic control. Construction vehicles associated with the Proposal are not likely to impact the road network. Below shows the maximum one-way movements per peak hour.

Enhancement site	Light vehicles per peak hour	Heavy vehicles per peak hour
Culcairn pedestrian bridge Culcairn Yard clearances	40	8
Henry Yard clearances pedestrian bridge	40	8
Yerong Creek Yard clearances	40	8
The Rock Yard clearances	7	1

What you could experience during construction:

- one road closure with traffic diversion for five days
- changed road conditions around access points to enhancement sites
- minor disruptions to travel times on bus routes
- disruption to access in and around Culcairn, Henty and The Rock stations for train passengers.

What changes will occur once operational:

- increased frequency of level crossing closures due to the increased frequency of trains
- increased safety benefits for pedestrians at the Sladen Street level crossing.

What we will do:

- develop a traffic, transport and access plan to manage changes during construction
- provide adequate signage for road and pedestrian diversions
- consult with stakeholders prior to and during traffic diversions
- require construction vehicles to park in construction compounds where practicable
- provide traffic management around railway stations
- maintain passenger rail services.





Non-Aboriginal heritage

In the Greater Hume–Lockhart precinct the Culcairn, Henty and The Rock Stations and Yard Groups are all state and locally heritage listed sites, which overlap the enhancement sites.

The Culcairn pedestrian bridge is located alongside Balfour Street and was built in 1920. It is now disused and instead pedestrians cross the track using the adjacent pedestrian crossing on Balfour Street. The pedestrian bridge will be removed and not reinstated.

What you could experience during construction:

- vibration impacts due to proximity of construction work to heritage items
- temporary construction compounds within the boundaries of heritage items.

What changes will occur once operational:

- visual impact to the heritage landscape following removal of the Culcairn pedestrian bridge.

What we will do:

- investigate gifting the removed Culcairn pedestrian bridge to council for re-purposing elsewhere
- design modifications to infrastructure within yards sympathetic to heritage status
- carry out detailed recording of heritage items and archaeological sites prior to construction
- implement a heritage management plan during construction
- prepare a heritage interpretation strategy
- implement a vibration plan during construction.

Noise and vibration



Noise intensity is measured in decibels using a method that mimics the human ear.

Construction would result in noise level exceedances at numerous receivers. Works in this precinct are planned to last for approximately three months, with the exception of The Rock Yard clearances, which is less than a month.

Predictive modelling indicates the increase in frequency and size of freight trains and the adjustments to the track may result in exceedances of operational rail noise criteria set by the *NSW Rail Infrastructure Noise Guidelines*. Seven residential receivers near the Henty Yard clearances on Ivor Street and the Olympic Highway and one non-residential receiver, being the Yerong Creek Public School, near the Yerong Creek track clearances are predicted to experience operational rail noise exceedances.

What you could experience during construction:

- noise and vibration from construction activities
- sleep disturbance
- noise from construction traffic.

Most affected sensitive receivers identified in the study area:



residential dwellings



schools



recreational areas



places of worship



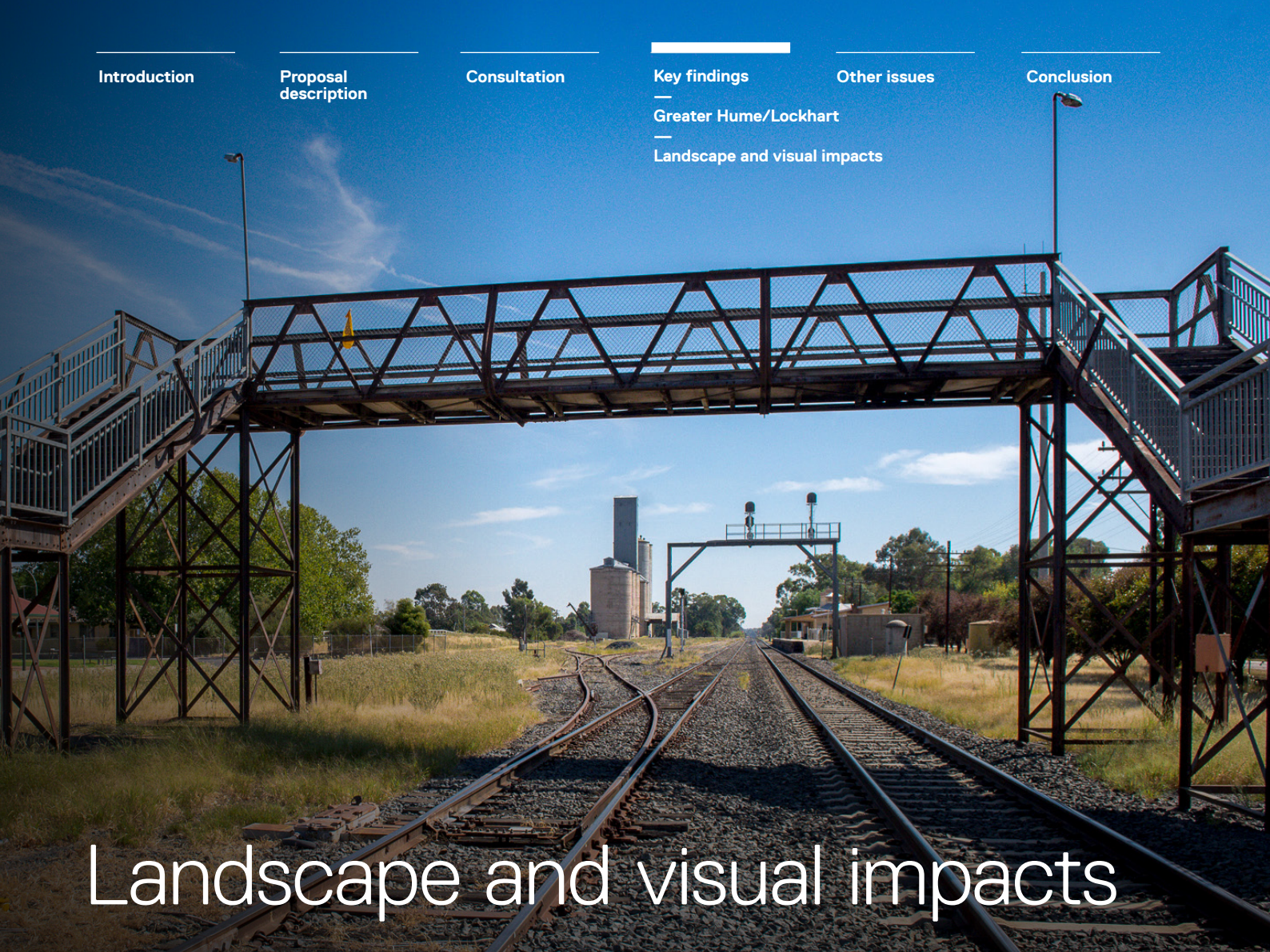
commercial properties

What changes will occur once operational:

- increased noise that exceeds operational rail noise criteria at seven residential receivers in Henty (to be confirmed by monitoring once operational)
- increased noise exceeding operational rail noise criteria at Yerong Creek Public School (to be confirmed by monitoring once operational)
- increased noise from operating trains on sections of adjusted track.

What we will do:

- limit noisy construction works to standard working hours where feasible
- communicate clearly any works needed outside of standard construction hours
- provide respite periods to reduce ongoing exposure to noise and vibration
- locate site laydown, access and stockpiles away from noise sensitive receivers
- use plant and equipment with the lowest available noise and vibration emissions where practicable
- implement a construction noise and vibration plan
- apply additional feasible and reasonable noise mitigation measures during construction in consultation with affected property owners where appropriate
- review construction noise mitigation during detailed design
- review operational noise and vibration during detailed design
- consult sensitive receivers on predicted operational noise to guide feasible and reasonable mitigation measures
- outline post-operational noise monitoring.



Landscape and visual impacts

Landscape and visual amenity impacts at the enhancement sites within the Greater Hume-Lockhart precinct will be minimal. The removal of the Culcairn pedestrian bridge will alter the appearance of the rail corridor in that location. However, the track realignments and structure modifications at most enhancement sites will have a low magnitude of change and be consistent with the existing rail corridor.



Proposed removal of Culcairn pedestrian bridge

What you could experience during construction:

- view of construction equipment including cranes and material stockpiles
- increased heavy vehicle traffic
- lighting for night-time construction.

What changes will occur once operational:

- altered visual appearance by removal of Culcairn pedestrian bridge
- more frequent (and some larger) trains passing
- increased lighting from trains travelling at night.

What we will do

- locate stockpiles and equipment laydown areas with reduced visual impact
- minimise nuisance lighting during construction where practicable
- apply appropriate urban design principles during detailed design.