

EUROA WORKING GROUP – MEETING #5

Minutes

DATE / TIME

21 October 2019
6:00pm to 8:00pm

LOCATION

Temple Kitchen
10-12 Tarcombe St, Euroa

FACILITATOR

Michelle Croker

MINUTE TAKER

Theo Carroll

ATTENDEES

- | | | | |
|---------------------------------|---------------------------|----------------|---|
| ▶ Emma Kubeil | Strathbogie Shire Council | ▶ Todd Beavis | ARTC, Stakeholder Engagement Lead, Inland Rail |
| ▶ Cr. Alistair Thomson | Strathbogie Shire Council | ▶ Theo Carroll | ARTC, Stakeholder Engagement Advisor, Inland Rail |
| ▶ Cr. Mick Williams | Strathbogie Shire Council | | |
| ▶ Justine Collins | | | |
| ▶ Michelle Croker (Chair) | | | |
| ▶ Nola Dudley | | | |
| ▶ Tom Maher | | | |
| ▶ Ann Mahon | | | |
| ▶ Des Ryan | | | |
| ▶ Edwina Thompson (DESIGNEuroa) | | | |
| ▶ Sarah Treloar | | | |
| ▶ Bernard Walker | | | |

APOLOGIES

- ▶ Shirley Saywell
- ▶ Michael Tehan

Discussions

NO.	DISCUSSIONS
1	<p>Open meeting</p> <p>Michelle opened the meeting and ran through the agenda. She acknowledged that Working Group members have been active over email between Meeting #4 and #5.</p> <p>Emma Kubeil, Acting Group Manager Innovation & Performance at Strathbogie Shire Council, was welcomed as an observer to the meeting, though Michelle noted her input is welcome. Emma advised she will report back to Council on key outcomes of the meeting.</p>
2	<p>Actions from last meeting (#3 and #4)</p> <p>Todd ran through the actions from Meeting 3, that had been held over, and Meeting 4.</p> <p>Further review of bridge replacement options and examples of urban design</p> <ul style="list-style-type: none"> • ARTC presented three variations for a bridge replacement at meeting #3. • The project team is currently working to estimate the cost of these variations, such as the track reconfiguration, and will update the Group at the next meeting. • Todd shared examples of urban design for projects with similar elements with the Group. <p>Considerations of options presented by Working Group members</p> <ul style="list-style-type: none"> • The only option currently requiring a response is the one put forward by Tom Maher. Given it is outside the scope of the project, VicRoads will be invited to meeting #6 to provide a response. • It was agreed that the two options the Group would like VicRoads' feedback on are (1) the alternative route for trucks and (2) whether a level crossing is feasible.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> In response to a question, Todd reaffirmed ARTC’s position that the rail line will not be diverted around Euroa. Emma raised the fact that flooding is a major consideration for all options for the station precinct. She notes that flood modelling is being updated by the Catchment Management Authority. <p>Provide further information about the impact of a bridge solution on Anderson Street</p> <ul style="list-style-type: none"> Todd advised no further information on the impact on Anderson Street is available at this time. It is likely that specific impacts will not be known until detailed design commences mid next year. <p>Consider virtual modelling of the existing environment round the station precinct</p> <ul style="list-style-type: none"> ARTC is currently obtaining quotes for this work. <p>Provide peak levels of baseline noise studies</p> <ul style="list-style-type: none"> Todd advised that given the technical nature of noise studies that he would prefer to hold over until more information was available and an expert was available to present to the Group. He explained that a more detailed series of technical assessments, including noise and vibration, will be undertaken once the draft reference design is endorsed. He made a commitment that at an appropriate time, there would be a presentation to the Group to give an update on noise. The Group asked for further information on the expected noise impact of double-stacked freight trains. Edwina noted that if noise levels are projected to exceed regulations, mitigation will need to be considered in the design process. Todd agreed and explained that noise impacts are a key consideration for the design team. <p>Provide VicRoads response to Road Under Rail</p> <ul style="list-style-type: none"> Todd presented excerpts of a letter from VicRoads explaining why they would not endorse an alternative truck route, a new level crossing or Road Under Rail. It was acknowledged that this response did not satisfy the concerns of the Group and that this would hopefully be discussed at the next meeting if VicRoads are able to attend. Todd reiterated VicRoads will be invited to attend the next meeting to provide further clarity. <p>Update scope slide with commitment to providing the community with similar amenity to what exists today</p> <ul style="list-style-type: none"> Todd shared a previously provided commitment on scope and impacts to the community. The Group advised that this is not what they had in mind and reiterated that Ed Walker had made a verbal commitment at an earlier meeting that “nobody will be worse off”. Todd advised that Ed will be invited to attend the next meeting and the Group could discuss it with him then.
3	<p>Conversations with community</p>
	<p>Working Group members talked about the following themes they had picked up through conversations with the broader community:</p> <ul style="list-style-type: none"> People want to know how high the trains are going to be. Consider a display showing how high they will be. Emergency service vehicle access to the station and platforms is critical. There is broad understanding of the Working Group’s role in the process. There is still a level of disinterest. <p>Todd informed the Group that properties identified inside the project area were door-knocked on 13 October. Following questions about the homes that were included, Todd went through the list with some members who lived in close proximity to the works at the end of the meeting.</p>
4	<p>Break</p>
5	<p>Project milestones and approvals pathway</p>

NO.	DISCUSSIONS
	<p>Todd took the group through a high-level project timeline, including key milestones and approvals pathways. He noted work to prioritise the order of construction has not yet been done.</p> <ul style="list-style-type: none"> • The draft reference design will be finalised in late 2019 or early 2020. • Detailed design phase begins in July 2020. • There is a significant gap between draft reference design and detailed design phase – the Working Group will need to decide whether they adjourn during this period. <p>From an approvals perspective, it is likely Inland Rail will be recognised as a project of State and National significance. This status carries certain regulatory requirements, and ARTC will be self-referring to government departments including the Department of Energy, Land, Water and Planning (DELWP). The self-referral process will likely take 12 to 18 months. If DELWP determines ARTC has completed the work required, an Environmental Effects Statement may not be necessary. It's likely the self-referral will be made in late 2019 or early 2020.</p> <p>It was also noted that consultation would be a key consideration for any government approvals and that if it was not considered appropriate approvals may not be granted.</p> <p>A question was asked about who ultimately controls the approvals process. Todd advised that it is ultimately the responsibility of the Minister for Planning to grant a Planning Scheme Amendment.</p> <p>The role of Strathbogie Shire in approving the works was questioned. Emma advised that Council may not be in a position to approve the project as it may be exempt from Planning Requirements.</p> <p>Alistair asked how detailed the draft reference design would be in Euroa. Todd explained it is the basic concept that has taken community requirements into account – e.g. bridge replacement. Todd also noted that once the draft reference design is locked in, the next phase of detailed consultation will commence.</p>
6	<p>DESIGNEuroa meeting with ARTC and SMEC</p>
	<p>Edwina provided an update on the meeting DESIGNEuroa had with ARTC and SMEC on 13 September:</p> <ul style="list-style-type: none"> • She reported that it was a positive meeting which went some way to addressing some key concerns with the design process. • However, it became very clear that there is a gap between what ARTC can provide and what the community wants – Edwina noted filling that gap is the responsibility of Council and the community. • SMEC informed the Group that the successful urban design consultant will develop a budget for urban design based on draft reference design put forward by ARTC. • DESIGNEuroa's responsibility is to apply pressure to Council to press ARTC for a best-practice urban design outcome. <p>She raised the question of what role the Working Group would play in addressing the scope gap.</p> <p>Edwina asked when the urban design contract would be awarded, and whether the brief to urban designers could be made available to the community.</p>
7	<p>Council meeting with Working Group</p>
	<p>Emma provided a summary of the meeting the Working Group had with Council earlier in the month. Council provided a brief on the Euroa Township Strategy, including what consultation had previously been done.</p> <p>She noted that:</p> <ul style="list-style-type: none"> • There is currently a draft of the Township Strategy online – consultation is open. • Some key questions relating to what will be done with the railway precinct remain open for consultation – the precinct is blacked out in the draft strategy. • There may be an opportunity for external funding for the railway precinct. • Council want to give people the opportunity to provide meaningful input – consultation closes on 16 November.

NO.	DISCUSSIONS
	<p>The Group resolved to meet on Monday 28 October to work on a submission to the draft Strategy. It was decided that the Working Group and DESIGNEuroa would provide separate submissions.</p> <p>Edwina asked about what funding models are available, and who is responsible for leading the charge for funding. Todd responded that ARTC could play a role in identifying what additional funding from external sources is available.</p>
8	Closing meeting
	<p>Michelle closed the meeting by providing her assessment of where the Working Group is in the consultation process. She explained the 'Divergence/Convergence model', noting that all different views have to be expressed before agreement on any one issue is reached. This proved a helpful framework for the Group to understand where they are in the process.</p> <p>Annie noted that the Group must commit to using the possible attendance of VicRoads and Meeting #6 productively, and not get side-tracked by past issues.</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Share further information on expected noise levels of double-stacked freight trains, and how they compare to single-stacked freight trains.	ARTC	18 Nov
2	Clarify "nobody will be worse off" commitment made by Ed Walker.	ARTC	18 Nov
3	Provide timings for urban design contract award and advise whether brief for urban design contractors will be made public.	ARTC	18 Nov
4	Provide link for Township Strategy to Working Group Members	ARTC	8 Nov
5	Identify external funding sources	ARTC	18 Nov

Next Meeting

18 November 2019

6:00pm – 8:00pm

Temple Kitchen