

MEETING MINUTES
A2I Inland Rail Albury to Illabo
Wagga Wagga Sub-Committee
Community Consultative Committee

DATE / TIME	LOCATION	
24 February 2021 3.000pm	Wagga Wagga City Library	
FACILITATOR	MINUTE TAKER	DISTRIBUTION
Garry West	Garry West	Albury to Illabo CCC

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Garry West (Independent Chair)
- ▶ David Carter (Community Representative)
- ▶ Miles Connell (Community Representative)
- ▶ Pam Halliburton (Junee Shire Council/Community Representative)
- ▶ Serena Hardwick (Chamber of Commerce)
- ▶ Rohan Johnston (Junee Shire Council)
- ▶ Cr Rod Kendall (Wagga Wagga City Council)
- ▶ Johan Louw (Lockhart Shire Council)
- ▶ Nicole Maher (Murrumbidgee Landcare)
- ▶ Bill McDonnell (NSW Farmers)
- ▶ Rory McKenzie (Community Representative)
- ▶ Roslyn Prangnell (Urban Landcare)
- ▶ Darren Raeck (Wagga Wagga City Council)
- ▶ Cr Greg Verdon (Lockhart Shire Council)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Casey Bootsma (Stakeholder Engagement Advisor A2I)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Mark Cunningham (Community Representative)
- ▶ Peter Veneris (Lockhart Shire Council)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Amber McSwiney (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)

Discussions

NO.	DISCUSSIONS
<p>1.Welcome</p>	<p>The Chair welcomed all to the meeting and thanked members for nominating. The Chair sought agreement for him to record the meeting for the purpose of preparing minutes. No objections.</p>
<p>2.Declarations of Interest</p>	<p>Mr West advised the meeting that he was appointed as the Independent Chair of the CCC by the NSW Department of Planning, Industry & Environment (DPIE) and is paid by ARTC.</p>
<p>3.Proponent’s Reports</p>	<p>Melvyn Maylin (A2I Project Director) Provided an overview of the Australian Rail and Track Corporation (ARTC) and the Inland Rail Project, which is a priority infrastructure project for the Australian Government. Advised the Inland Rail route is 1,700km long and is divided into 13 distinct projects of which Albury to Illabo (A2I) is one. Some of the projects are greenfield (i.e. New corridor, including completely new design and new track) and others are brownfield (i.e. Use existing corridor, some including upgrade, others are enhancement). A2I is an ‘Enhancement’ project requiring horizontal and vertical clearance works at specific sites to accommodate the operation of double stacked trains. A2I spans 185kms of existing rail corridor from the Victoria-NSW border at Albury, travelling through Wagga Wagga and Junee to Illabo.</p> <p>The project was declared a State Significant Infrastructure project in May 2020 and preparation of the Environmental Impact Statement (EIS) has commenced. WSP has been appointed as the service provider to deliver both the Reference Design and the EIS.</p> <p>The A2I project is at the reference design stage, with early design being delivered in January 2021. Reference design is described by three stages, 30%, 70% and 100%. Early reference design is 30%.</p> <p>The A2I project is in Phase 2, the feasibility phase which includes community consultation, site investigations, feasibility design, and the EIS. To prepare the EIS a number of investigations are undertaken including ecological surveys, geotechnical surveys, cultural heritage surveys, utility identification surveys, noise, air quality and vibration surveys.</p>

NO.	DISCUSSIONS
	<p>A slide in the presentation showed predicted numbers of trains that are to use the A2I section over each 24-hour period.</p> <p>The EIS approvals pathway and the planning approval process was outlined in detail. The EIS lodgement with DPIE is planned for early 2022.</p> <p>The Multi-Criteria Analysis (MCA), a standard industry process, is used by Inland Rail as an options selection process. That is setting the criteria and ranking the alternatives to justify the key decisions. It is not a 'black & white' exercise, but it does add rigor to the process of achieving a balanced outcome of the project.</p> <p>The project is broken into different work packages. That is the Albury Package, the Greater Hume – Lockhart Package, the Wagga Wagga Package and the Junee Package. The works in each package was detailed in the presentation. (See presentation).</p> <p>At the next CCC meeting there should be more detail available for each of the works proposed within each package.</p> <p>Other works within the rail corridor include what is generally described as Yard & Track works such as track modifications, gantry modification, and slewing of loops and main lines. Slew means moving tracks sideways.</p> <p>Q. Are the trains planned to be 1,800 metres in length?</p> <p>A. Yes that is the length the project is being designed. If ARTC has to change the length to 'future proof' the line, then an assessment of the requirements will occur at that time. At this time there is no proposal to adopt a longer option.</p> <p>Q. Track lowering was mentioned as an option for some of the works, as the line is currently operational, how do you undertake those works?</p> <p>A. Doing work in the operating environment can only occur during periods known as 'possessions or closures'. Possessions are for short periods of time and closures can usually only occur twice a year and for periods of 60 hours.</p> <p>Q. Do Track waivers come with a restriction in speeds?</p>

NO.	DISCUSSIONS
	<p>A. Sometimes yes. Waivers are not set. They can vary according to the circumstances.</p> <p>Q. Will safety screens be part of future bridge designs?</p> <p>A. Yes. Issues of safety are a major part of the design.</p> <p>Q. Is there a possibility for the Junee station footbridge to be relocated to the railway museum when it is dismantled?</p> <p>A. Yes, that is a possibility and can be discussed further, but Inland Rail does not want to have any ongoing liability for the structure.</p> <p>Q. Configuration of bridges need to cater for the future vehicle sizes?</p> <p>A. The main remit for ARTC is to construct a rail line to accommodate double stacked trains and not to undertake massive changes to road infrastructure, but some changes may occur where there is collaboration and extra funding provided by other agencies.</p> <p>Q. Some of the existing level crossings may cause stacking issues. Is there any proposal to close any of them?</p> <p>A. No. Frequency and timing are the main issues.</p> <p>Q. Is it proposed that Inland Rail speeds will be quicker than they are now? What are the noise implications if that occurs?</p> <p>A. No, trains are already operating at the speeds Inland Rail are proposed to run at. Noise mitigation and monitoring is part of the work that will be undertaken as part of the EIS.</p> <p>Q. What measures are likely to be undertaken in regard to vibration?</p> <p>A. Vibration is an issue that will be studied as part of the EIS. Dilapidation surveys are also a requirement of such projects.</p> <p>Q. 21 tonne is the current axle load, can or will it be increased to accommodate the double stacked trains?</p> <p>A. It is not part of the design brief to increase axle loads. Volume and weight are part of the loading considerations that have to be taken into account to accommodate the double stacked trains.</p> <p>Heath Martin (Stakeholder Engagement Manager, Southern NSW) The role of the Stakeholder Engagement team is to support the delivery of Inland Rail by helping build a social licence to operate. Capturing the information from community</p>

NO.	DISCUSSIONS
	<p>consultation is most important and is put into a database to help justify all elements of the project, not just the rail infrastructure.</p> <p>Issues for consultation for this project include the existing reputation of ARTC, change in approvals process, describing the project’s scope of works, coordination with Councils, State Government and rail operators to resolve issues, community concerns about more frequent, longer and taller trains as well as construction impacts. Local knowledge is critical to delivering the project in line with community expectations. Feedback from CCC members on agenda requirements is important.</p> <p>Q. From a council perspective who is the point of contact for things such as level crossings etc. is it ARTC or Inland Rail?</p> <p>A. Day to day operational issues is still with ARTC but if it is project related then it is Inland Rail.</p> <p>Casey Bootsma (Stakeholder Engagement Advisor A2I)</p> <p>Provided an overview of the activities that have been conducted within the A2I project in regard to recent information sessions, stakeholder meetings & presentations relating to early reference design consultation.</p> <p>Feedback at these sessions have been recorded and is fed into the design team.</p> <p>Investigations underway or planned include aquatic ecology, noise monitoring, heritage and social impact assessment.</p> <p>Provided an overview of the sponsorship and donation program.</p> <p>Melvyn Maylin (A2I Project Director) provided the A2I high level schedule which schematically lays out the timing of the various parts of the project going forward. (See presentation)</p>
<p>4.General Business</p>	<p>Q. Where is the noise monitoring planned that is scheduled for March?</p> <p>A. It is baseline monitoring, and it will include vibration monitoring. Will find out where these monitors are to be located and advise CCC members.</p> <p>Chair advised he would circulate the Secretary’s Environmental Assessment Requirements (SEARs).</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Distribute copy of SEARS to CCC members	Chair	ASAP
2	Details of where noise monitoring is planned during March	Heath / Casey	ASAP

Next Meeting

3pm Wednesday 26 May 2021. Location to be advised.

2021 Proposed Schedule: 26 May 2021, 25 August 2021 & 24 November

2021