

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

**DATE / TIME**

23 June 2021  
9.000am

**LOCATION**

Robert Brown Room, Albury City Council Administration  
Building

**FACILITATOR**

Garry West

**MINUTE TAKER**

Garry West

**DISTRIBUTION**

Albury to Illabo CCC

**ATTENDEES (SHOW ORGANISATION IF NOT ARTC)**

- ▶ Garry West (Independent Chair)
- ▶ Les Fraser (Culcairn Development Committee)
- ▶ Michael Oliver (Greater Hume Shire Council)
- ▶ David Christy (Albury City Council)
- ▶ Alex Berry (Albury Business Connect)
- ▶ Bruce Pennay (Community Representative)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Casey Bootsma (Stakeholder Engagement Advisor A2I)
- ▶ Wayne Window (Senior Environmental Advisor)

**APOLOGIES (SHOW ORGANISATION IF NOT ARTC)**

- ▶ Cr Kevin Mack (Albury City Council)
- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ Dennis Toohey (Border Rail Action Committee)
- ▶ Bill McDonnell (NSW Farmers)
- ▶ Paula Sheehan (Holbrook/Murray Landcare)

**GUESTS (SHOW ORGANISATION IF NOT ARTC)**

- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Shane Sykes (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)

## Discussions

NO.	DISCUSSIONS
<p><b>1. Welcome &amp; Introductions</b></p>	<p>The Chair welcomed all to the meeting. The Chair sought agreement for him to record the meeting for the purpose of preparing minutes. No objections.</p> <p>Mr West welcomed Bruce Pennay as a new community member. Anthony McFarlane has also been appointed as a new member but is not present. Mr West also introduced Wayne Window (Senior Environmental Advisor).</p>
<p><b>2. Declarations of Interest</b></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 &amp; Environment (DPIE) and is paid by ARTC. Mr West advised he had received the necessary forms from the new members.</p>
<p><b>3. Minutes of Previous Meeting</b></p>	<p>It was noted and agreed that the minutes of 24 February 2021 were approved and uploaded to the Proponents website. Actions listed was responded to by Heath Martin. An upcoming round of discussions is scheduled to occur with NSW Trains and the matter will be raised with them. This is carried over for a further report at the next meeting.</p>
<p><b>4. Proponent's Reports</b></p>	<p><b>Melvyn Maylin (A2I Project Director)</b> Provided an update on the project status and overview. A2I is an enhancement project working within the existing rail corridor with enhancements or modifications to 12 major project sites. The project is to accommodate 1.8km-long double – stacked freight trains. Existing tracks may be lowered to provide clearance under some road bridges and in other places moved sideways. In this project we are not modifying any level crossings. Whilst there have been some concerns about level crossings by the public the requirement for Inland Rail is to work within the Australian Level Crossing Assessment Methodology (ALCAM). Any changes will require a policy change by government.</p> <p>A2I is currently at 70% reference design stage which means certain design decisions have been made and we can enter stakeholder and community consultations, however there is still the opportunity to change where necessary. At the completion of the reference design,</p>

NO.	DISCUSSIONS
	<p>we will be in a position to seek environmental approvals, which will then form the basis of the construction contract.</p> <p>The project is currently in the feasibility phase which includes community consultation, site investigations, reference design and commencement of the Environment Impact Statement (EIS). The investigations will include ecological surveys, geotechnical surveys, cultural heritage surveys, utility identification surveys and noise, air quality and vibration surveys.</p> <p><b>Heath Martin (Stakeholder Engagement Manager, Southern NSW)</b> Responded to several questions received after the last CCC meeting.</p> <p>Q: How many passing loops are in the A2I project? A: There are five existing passing loops of approximately 2.2 kms long which allows the 1.8 km long trains to pull into. In addition, there are twin tracks between Junee and Illabo approximately 15 kms in length.</p> <p>Q: What works are planned to extend or build passing loops for the Inland Rail Project? A: There are none in the A2I project however there is one in the I2S project and one in the S2P project at Daroobalgie (near Forbes).</p> <p>How many level crossings are there in the A2I project? A: There are approximately 50, both public and private with some private agreements currently under review. Approximately 40% of the public level crossings in NSW are activated control signals and the private crossings are passive. (Activated signals have lights and bells and some have boom gates.) There are no plans to close any level crossings in the A2I project at this stage.</p> <p>Can we have more information on axle loads? A: The Inland Rail Line is being designed to accommodate 21 tonne axle loads with maximum speeds of 115km/h, however, the axle load can be increased to 25 tonnes, but the maximum speed is reduced to 80km/h in such circumstances.</p> <p>Community consultation is continuing with stakeholders and the community. A number of land access agreements and investigations have been undertaken which included noise, heritage, fauna investigations, ground water monitoring and geo-technical. Regular engagement meetings are held with TfNSW as well as Council's in the A2I project in regard to Master Rail Development Agreements which address existing roads and assets to ensure they are handed back in a</p>

NO.	DISCUSSIONS
	<p>satisfactory standard at the end of the project. An A2I brochure has been prepared with a project update and enhancement site design solutions and is being mailed out to site neighbours and affected landowners. Currently undertaking 70% reference design engagement. The Social Impact Assessment is being conducted concurrently by a separate team.</p> <p>A2I community concerns that have been heard through the consultation process include: operational – more frequent and higher trains, safety and delays at crossings, noise and visual amenity impacts and pedestrian access; Construction impact – noise &amp; traffic, alternate routes causing impacts to vehicles, pedestrian and bicycles, staging of construction sites and closure timeframes for bridge replacements; general – pedestrian access and DDA compliant footbridges, road/rail interfaces including grade separation &amp; level crossings.</p> <ul style="list-style-type: none"> <li>• Heath outlined a few examples to demonstrate changes that have been made as a result of their listening to the community:</li> <li>• incorporating DDA compliance &amp; the addition of a ramp on the eastern side of the Albury Station/Hume Highway footbridge.</li> <li>• In principle agreement with Greater Hume Council to gift the decommissioned Culcairn footbridge.</li> <li>• agreement to work collaboratively on associated works required at the Pearson Street Bridge track lowering; DDA compliance &amp; working to accommodate the active travel plan at Cassidy footbridge.</li> <li>• pedestrian access on Edmondson Street Bridge and future proofing for school drop off zone stairs.</li> <li>• retaining the footbridge at Wagga Station &amp; including DDA compliance.</li> <li>• exploring HML in Kemp Street Bridge design and extra wide pedestrian access to allow a viewing area.</li> <li>• providing in principle agreement with Junee Council to gift the decommissioned Junee Station footbridges.</li> </ul> <p>The sponsorship and donations program for individuals and organisations is continuing.</p> <p>Q: How do we get information on accessing non-operational rail corridors for community activities? A: These are not ARTC corridors but likely to be old CRN corridors. John Zannes (TfNSW) agreed to</p>

NO.	DISCUSSIONS
	<p>provide relevant contact details to members who need that information.</p> <p><b>Melvyn Maylin (A2I Project Director)</b> Provided details on a number of sites on the A2I route in accordance with the 70% design stage.</p> <p><u>Murray River Bridge</u> needs modification of the existing bridge (a heritage structure) which requires lifting the sway braces approximately 1.9m to enable double-stacked trains together with associated steel bridge modifications and strengthening works.</p> <p><u>Albury Station Footbridge</u> requires replacement and lifting for vertical clearance and the addition of DDA compliant ramps on both sides, together with the installation of vertical protection screens.</p> <p><u>Albury Station Yard.</u> Due to an existing heritage listed signal box there is insufficient space for the new line, other lines need to be slewed around the northern signal box to ensure sufficient space for the Inland Rail line.</p> <p><u>Borella Road Bridge.</u> At this site the track requires lowering to provide vertical clearance, concrete retaining walls and collision protection. It is a difficult site due to drainage issues.</p> <p><u>Billy Hughes Bridge.</u> Requires track lowering for vertical clearance and concrete retaining walls.</p> <p><u>Culcairn Footbridge.</u> This footbridge has been decommissioned and is to be removed. In principle agreement has been met to gift it to council and they will relocate it to a site of their choice. Some local representation has been made to locate the footbridge to land on the western side. Inland Rail can only deal with the local council as it will be their responsibility. This issue will need to be resolved in the near future.</p> <p><u>Pearson St Bridge.</u> Track lowering to ensure vertical clearance and possibly associated works on an adjacent culvert in conjunction with council.</p> <p><u>Cassidy Footbridge.</u> Needs to be raised approximately 2m, and a 3m wide path to accommodate an active cycle plan proposed by council. In addition, DDA compliant ramps need to be constructed on both sides together with vertical pedestrian safety screens. These works will be at Inland Rail cost. There is ongoing discussion with Council and the</p>

NO.	DISCUSSIONS
	<p>schools because of the proposed location of the start of the active cycle plan.</p> <p><u>Edmondson St Bridge.</u> Bridge is to be replaced and raised approximately 2m, causing undesirable gradient down to the Sturt Highway, but no other solution is feasible. Nearby school requests are also under consideration including footpaths on both sides of the road and vertical pedestrian safety screens both at the edge of the road and side of the bridge.. It is expected there will possibly be an 8-month closure for construction, based on standard working hours. These assumptions will be revised in collaboration with Council and the community. A detour via Docker St is proposed.</p> <p><u>Wagga Station Footbridge.</u> Footbridge is to be replaced and raised approximately 2m, A 2m wide pedestrian path is to be constructed on the eastern side, together with DDA compliant ramps on both sides and vertical pedestrian safety screens.</p> <p><u>Kemp St Bridge in Junee.</u> This bridge is to be replaced and raised for vertical clearance on the existing alignment. Currently designing Heavy Mass Load (HML) in regard to the bridge but not the associated road network which can be modified later by others if required. An extra wide pedestrian footpath will be provided for viewing of trains. It is anticipated there will be an 8-month construction timeframe.</p> <p><u>Junee Station Footbridge Removal.</u> This footbridge is to be removed to allow for the passage of double-stacked freight trains. The current vertical clearance is only 4.9m whereas 7.1m is required. In principle agreement has been agreed with council to gift and relocate the decommissioned footbridge.</p> <p><u>Olympic Highway Overpass.</u> The track needs to be reconfigured to allow for a single track to run across the bridge (currently two tracks) to enable safe passage of double-stacked trains. In addition, there will be minor modifications and strengthening works to the bridge superstructure.</p> <p><u>Yard &amp; Track Work.</u> There are ten minor yard &amp; track projects that will also occur.</p> <p><b>Wayne Window (Senior Environment Advisor NSW).</b> Provided an overview of the EIS approvals pathway (see detail in presentation). A</p>

NO.	DISCUSSIONS
	<p>number of baseline investigations are required to inform the EIS including Biodiversity – aquatic, Groundwater, Cultural Heritage, Noise &amp; Vibration, Landscape and Visual and Geotech/Contamination have been completed. Traffic &amp; Transport and Biodiversity – terrestrial investigations are ongoing. Expect the EIS to be lodged with DPIE early in 2022 after which it will go on public exhibition for formal submissions from the community and government agencies. Determination will be made by the NSW Minister for Planning and Public Spaces. <i>The A2I project does not require assessment and approval under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).</i></p> <p>ARTC applied to DPIE earlier this year to have Inland Rail declared ‘Critical State Significant Infrastructure’ (CSSI). This was determined in addition to the previous recognition as ‘State Significant Infrastructure’ given the size and complexity of the NSW projects. The declaration does not change the approval pathway that must be followed, but it does allow for some preconstruction activities to progress with approval. These include minor utilities work, surveys and investigations, or storage of materials in existing rail facilities along the alignment.</p> <p><b>Melvyn Maylin (A2I Project Director)</b> provided details on <b>Procurement</b>. The A2I and S2P enhancement projects will be a single contract as they are both ‘brown field’ projects. Currently holding briefing meetings with industry with respect to awarding of design and construct contracts. It will be an Incentivised Target Cost (ITC) form of contact.</p> <p>Concluded by providing a high-level schedule for the A2I project (see presentation).</p>
<p><b>7.General Business</b></p>	<p>Bruce Pennay acknowledged the grant received by Albury &amp; District Historical Society from Inland Rail which assisted with their digitisation project. The signal box needs care! Who does that Inland Rail or ARTC? A: It is an ARTC asset. [ACTION] Seek advice from ARTC as to what they propose to maintain this asset. ARTC also have an enquiry line for issues such as this: P - 1300 550 402 E – <a href="mailto:enviroline@artc.com.au">enviroline@artc.com.au</a></p> <p>Bruce Pennay seeks assistance from Inland to investigate the feasibility of designing, constructing and installing a sturdy, scaled model of the new Murray Bridge accompanied by a picture/text and Braille</p>

NO.	DISCUSSIONS
	<p>interpretation boards explaining the significance of the bridge to the nation and to Albury-Wodonga and the reasons why the bridge has been adjusted to meet new needs. This could be located at the Albury Museum. [ACTION] Taken on notice for advice at a future date.</p> <p>Les Fraser asked if there will be barrier through the towns to separate the lines to restrict unnecessary access for safety. [ACTION] A: This could be an operational issue for ARTC not necessarily Inland Rail.</p>

## Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Consultation with NSW Trains to understand their vision for the shared use of the rail line between Albury and Illabo. – Carried Forward	Heath Martin	Next Meeting
2	Seek ARTC advice re ongoing maintenance of Albury North Signal Box	Heath Martin	Next Meeting
3	Response to request for funding scaled model & interpretation boards re rail bridge over river Murray	Heath Martin	Next Meeting
4	Seek advice re provision of safety barriers (fencing) in towns eg. Culcairn	Melvyn Maylin	Next Meeting

## Next Meeting

9am Wednesday 29 September 2021 and 8 December 2021. Location to be advised.