

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

DATE / TIME

23 June 2021
 3.000pm

LOCATION

Wagga Wagga City Library

FACILITATOR

Garry West

MINUTE TAKER

Garry West

DISTRIBUTION

Albury to Illabo CCC

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Garry West (Independent Chair)
- ▶ David Carter (Community Representative)
- ▶ Miles Connell (Community Representative)
- ▶ Mark Cunningham (Community Representative)
- ▶ Pam Halliburton (Junee Shire Council/Community Representative)
- ▶ Rory McKenzie (Community Representative)
- ▶ Roslyn Prangnell (Urban Landcare)
- ▶ Darren Raeck (Wagga Wagga City Council)
- ▶ Peter Veneris (Lockhart Shire Council)
- ▶ 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)

- ▶ Nicole Maher (Murrumbidgee Landcare)
- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ Cr Rod Kendall (Wagga Wagga City Council)
- ▶ Bill McDonnell (NSW Farmers)
- ▶ Cr Greg Verdon (Lockhart Shire Council)

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>1. Welcome</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. Mr West introduced Wayne Window (Senior Environmental Advisor).</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. Minutes of Previous Meeting</p>	<p>It was noted and agreed that the minutes of 24 February 2021 were approved and uploaded to the Proponents website. Actions from previous meeting – the SEARs were circulated, and baseline noise monitoring locations were:</p> <p>Illabo 18 TURLAND ST, ILLABO Junee 19 RAILWAY PDE, JUNEE NSW 2663 Harefield 1296 BYRNES RD, HAREFIELD NSW 2650 Wagga Wagga KILDARE CATHOLIC COLLEGE, COLEMAN ST, TURVEY PARK NSW 2650 Wagga Wagga 8 PEACOCK DR, TURVEY PARK NSW 2650 Uranquinty 2 MORGAN ST, URANQUINTY NSW 2652 The Rock 89 NICHOLAS ST, THE ROCK NSW 2655 Yerong Ck 1-3 PLUNKETT ST, YERONG CREEK NSW 2642 Henty 23 IVOR ST, HENTY NSW 2658 Culcairn 16 Melville Street, Culcairn Table Top 398 PERRYMAN LANE, TABLE TOP NSW 2640 Albury 19 SANCTUARY LANE, ETTAMOGAH NSW 2640 Albury 322 Tribune Street, North Albury Albury 587 ABERCORN ST, SOUTH ALBURY NSW 2640</p>
<p>4. Proponent's Reports</p>	<p>Melvyn Maylin (A2I Project Director) 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</p>

NO.	DISCUSSIONS
	<p>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, 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>Heath Martin (Stakeholder Engagement Manager, Southern NSW)</p> <p>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>

NO.	DISCUSSIONS
	<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 satisfactory standard at the end of the project. 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 & 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 & level crossings.</p> <ul style="list-style-type: none"> • Heath outlined a few examples to demonstrate changes that have been made as a result of their listening to the community: • incorporating DDA compliance & the addition of a ramp on the eastern side of the Albury Station/Hume Highway footbridge. • In principle agreement with Greater Hume Council to gift the decommissioned Culcairn footbridge. • agreement to work collaboratively on associated works required at the Pearson Street Bridge track lowering; DDA compliance & working to accommodate the active travel plan at Cassidy footbridge. • pedestrian access on Edmondson Street Bridge and future proofing for school drop off zone stairs. • replacing the footbridge at Wagga Station & including DDA compliance. • exploring HML in Kemp Street Bridge design and extra wide pedestrian access to allow a viewing area.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • providing in principle agreement with Junee Council to gift the decommissioned Junee Station footbridges. <p>The sponsorship and donations program for individuals and organisations is continuing.</p> <p>Q: Have the Aboriginal Land Councils been consulted?</p> <p>A: That is currently happening through the Social Impact Assessment.</p> <p>Q: What about the RAP's?</p> <p>A: Yes, they are being consulted as part of the cultural heritage assessment.</p> <p>Melvyn Maylin (A2I Project Director) 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>Q: Did you consider lifts? A: Yes, but the ramps are considered the best rational solution.</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</p>

NO.	DISCUSSIONS
	<p>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>Q: Who owns the culverts? A: Not sure but expect they would be 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 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>Q: What are the grades? A: Currently 8% going to about 10%.</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>Q: Is there anything you can do to minimise noise & vibration? A: No. The broader issue will be traversed at the EIS stage.</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. It is not currently a regional road route. An extra wide pedestrian access will</p>

NO.	DISCUSSIONS
	<p>be provided for viewing of trains. It is anticipated there will be an 8-month construction timeframe.</p> <p>Q: Are you doing the roadworks on the Olympic Highway side?</p> <p>A: Inland Rail will only be doing the roads associated with the bridge replacement. That is the tie-in to reinstate the bridge, so it connects into the existing network.</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>Q; When does Council need to make a final decision on the future location. A: Would prefer to have a decision within 4 months.</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>Q: Concerned about only having a single track crossing the bridge and the impact that will have for trains waiting to get back onto the main line.</p> <p>A: Inland trains waiting will be at Illabo not in Junee. Other trains will use standard operating procedures and there will be no change to them.</p> <p>Q: Understand TfNSW is reviewing all highway/rail interchanges on the Inland Rail route, how much consideration therefore is given to this road underpass? A: (John Zannes) There are two reviews being undertaken, one is grade separation, and the other is level crossings. These initiatives do not impact on this road underpass.</p> <p><u>Yard & Track Work.</u> There are ten minor yard & track projects that will also occur.</p> <p>Wayne Window (Senior Environment Advisor NSW) Provided an overview of the EIS approvals pathway (see detail in presentation). A number of baseline investigations are required to inform the EIS including Biodiversity – aquatic, Groundwater, Cultural Heritage, Noise & Vibration, Landscape and Visual and Geotech/Contamination have</p>

NO.	DISCUSSIONS
	<p>been completed. Traffic & 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>Wayne provided detail how noise & vibration baseline studies are undertaken by attended (handheld noise monitors) and unattended (monitors left for a period of two weeks). This has been done across approximately 15 sites concentrating on the urban areas. For construction noise a series of scenarios are developed using conventional equipment and what these impacts may be above the baseline levels. These are then managed through a Construction Management Plan (CMP). For operational noise we have to recognise that this is not a new project as there are already trains operating in the local environment, so only need to consider the incremental increase in noise levels and compare that to the noise criteria. For this project need to consider what is the trigger level for acceptable noise mainly at night where sleep disturbance can occur.</p> <p>Q: What about vibration? Were there any studies done to consider the impact of current operational activity?</p> <p>A: I will need to check what has been done but they can build a similar model to noise. [ACTION]</p> <p>Q: What about horns being blown as trains come into the yards and then sit there idling. Houses 200m have every window rattling and brick walls cracking.</p>

NO.	DISCUSSIONS
	<p>A: Have to take these issues on notice [ACTION]</p> <p>Q; In the cultural heritage studies have any of the aboriginal organisations shown any interest in the Aboriginal Cultural Heritage Report?</p> <p>A: Have to take that on notice. [ACTION]</p> <p>Melvyn Maylin (A2I Project Director) provided details on Procurement. 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 the A2I high level schedule which schematically lays out the timing of the various parts of the project going forward. (See presentation)</p>
5.General Business	NIL

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Review current noise impacts in Wagga Wagga	Wayne Window	Next Meeting
2	Confirm vibration baseline studies undertaken	Wayne Window	Next Meeting
3	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
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.

