

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

DATE / TIME
 29 September 2021
 9.000am

LOCATION
 Online Microsoft Teams

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)
- ▶ Cr Kevin Mack (Albury City Council)
- ▶ Dennis Toohey (Border Rail Action Committee)
- ▶ Bill McDonnell (NSW Farmers)
- ▶ Paula Sheehan (Holbrook/Murray Landcare)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Kurt Uebergang (Design Manager, A2P)
- ▶ Casey Bootsma (Stakeholder Engagement Advisor A2I)
- ▶ Zoe Cox (Environmental Advisor, A2I)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Joanne Cheshire (Senior Manager, Community & Place Partner, Transport for NSW)
- ▶ Clarissa Farrington (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)

Discussions

NO.	DISCUSSIONS
1. Welcome & Introductions	The Chair opened the meeting with an acknowledgement of country and welcomed all to the meeting. The Chair sought agreement for him

NO.	DISCUSSIONS
	<p>to record the meeting for the purpose of preparing minutes. No objections.</p> <p>Mr West introduced Zoe Cox (Environmental Advisor, A2I), Kurt Uebergang (Design Manager, A2P) from the Inland Rail project team. Also introduced were Clarissa Farrington, Federal Department of Infrastructure, Transport, Regional Development & Communications who took over from Shane Sykes and Joanne Cheshire from Transport for NSW.</p>
<p>2.Declarations of Interest</p>	<p>No new declarations</p>
<p>3.Minutes of Previous Meeting</p>	<p>It was noted and agreed that the minutes of 23 June 2021 were approved and uploaded to the project website. Actions listed was responded to by Heath Martin & Zoe Cox. (See presentation for comments on actions)</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 requiring horizontal and vertical clearance works at specific sites, to accommodate the operation of double stacked trains.</p> <p>The project was declared Critical State Infrastructure in March 2021. The final reference design has been delivered during September 2021, there are some points still to be resolved.</p> <p>The Environment Impact Statement (EIS) is well underway and is due to be on public exhibition early 2022, and construction commencing 2023. The project nearing the end of the feasibility phase and is about to commence the approval phase. The feasibility phase has included community consultation, site investigations, feasibility design and the environment impact statement which are all supported by a number of specific surveys.</p> <p>The schedule identifies the EIS submission and public exhibition will be finalised in Q1 2022, a design & construct contractor will be appointed in 2022 and the detailed design is expected to be completed in 2022 with construction scheduled to commence in 2023. A public selection process is currently underway to select a shortlist of 3 tenderers who will be invited to tender for a D&C Contract. It is expected the preferred contractor will be appointed mid next year. This project is being combined with the S2P Project for the construction phase. Construction of A2I will not commence until the EIS is approved.</p>

NO.	DISCUSSIONS
	<p>Heath Martin (Stakeholder Engagement Manager, Southern NSW) Dialogue is continuing with key stakeholders on the construct impacts including noise and traffic impacts, alternate routes, staging of construction sites and closure timeframes for bridge replacements. Discussions with Councils have been ongoing generally in regard to pedestrian access and DDA compliant Footbridges as well as road-rail interfaces including grade separation and level crossings. This is an enhancement project, so changes to level crossings will only occur where we are required to create more clearance for the double stacked trains.</p> <p>Concern appears to have eased on the operational aspects such as frequency of trains, safety, and delays at crossings as a result of the detail discussion the team has been undertaking. The noise and visual amenity impacts is ongoing.</p> <p>Highlighting how we are listening; a number of design features have been accepted and incorporated into the final reference design. Examples include: retaining the footbridges at Wagga Wagga and Albury stations; DDA compliance ramps at Albury Station footbridge, Cassidy footbridge and Wagga Wagga Station footbridge; extra wide ramp at Cassidy footbridge; gifting of redundant footbridges at Culcairn and Junee to councils. Other examples include working collaboratively with council at the Pearson Street Bridge; pedestrian access enhancements at the Edmondson Street Bridge; enhancing the Kemp Street Bridge to be HML compliant and refining traffic detour options for Wagga Wagga and Junee based on community and council feedback.</p> <p>Casey provided an overview of the community consultation activities for September and October, which includes progressing Master Inland Rail Development Agreements (MIRDA) with all A2I Councils. An online community information session is planned for 7 October on the final reference design. CCC members will receive an invite from the CCC Chairperson. Casey also provided an update on the sponsorship & donations program (see presentation). Details & guidelines about sponsorships & donations are also on the project website.</p> <p>Kurt Uebergang (A2I Design Manager) Provided details on a number of sites on the A2I route in accordance with the 100% reference design stage.</p> <p>Reference design is about identifying all the different elements of the system that need to come together to provide the engineers solution that feedbacks to the projects objectives.</p>

NO.	DISCUSSIONS
	<p>For each part of the component of the project the presentation shows current and proposed (indicative only) slides.</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. There is the potential loss of two car spaces, subject to detailed design. The heritage listed signal box is not impacted.</p> <p>Q: Will the new ramp be widened to be accessible for bicycles? A: Some of the enhancements including DDA compliant ramps won't be able to be widened to accommodate the mix of pedestrians, cyclists etc. It is not proposed to have cyclist dismount signs on this ramp, it is more reliant on people using common-sense. The ramps widths are in accordance with the standards. They haven't been to be cycle only paths.</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. In addition, there are three lines that need the required horizontal clearance to meet ARTC requirements. The platform line will not be changed. The main line is slewed to meet the horizontal clearance and the loop line moved around the signal box.</p> <p>Q: What is the distance of the slewing to achieve the horizontal clearance between the platform line and the main line? A: It is up to 345mm.</p> <p><u>Riverina Highway</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 due to the extended catchment. This is a challenging site to ensure provision of ongoing maintenance.</p> <p>Q: Will there be any work on the passenger line? A: No work is proposed on the passenger line.</p> <p><u>Billy Hughes Bridge</u>. Requires track lowering for vertical clearance and concrete retaining walls. The track works extend for 1,034m. The environmental team has requested the potential inclusion of glider poles for Squirrel Glider, this will subject to the detailed design.</p>

NO.	DISCUSSIONS
	<p>The anticipated construction duration for each site was outlined. Murray River Bridge 241 days; Albury Yard Track slews 57 days; Albury Footbridge Replacement 120 days; Riverina Highway Bridge Track Lower 318 days; and Billy Hughes Bridge Track Lower 324 days. (See presentation for detail). Actual dates, timings and packaging of these works will be resolved by the D&C contractor.</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. Greater Hume Council proposed location is Eric Thomas Park near Culcairn Station. The loop line track slews up to 100mm away from the Main line. No works are proposed on the level crossing or platform and there will be no impacts to yard sidings or connections. In addition, there will be a modification to the Station signal gantry. The construction duration is anticipated to be 56 days.</p> <p><u>Henty Sladen Street Level Crossing Works.</u> At this site works involved are to provide for compliant clearances and a reconstruction of the road to replace the culvert under the crossing, widening of existing roadway, including barrier kerbs and upgrading of crossing signage & signals. Construction is proposed in a way that does not require closure of the Olympic Highway but operate with contra flows as work progresses. The construction duration is anticipated to be 61 days. Q: When the diversions are underway will that include heavy vehicle access? A: Where cars & trucks can be accommodated using half the crossing & reduced speed limit and do work on the other side otherwise there will have to be a diversion around the site completely. That level of planning will be undertaken by the D&C contractor.</p> <p><u>Yerong Creek Yard.</u> This site involves a track slew up to 666mm for 1190m of the main line to allow trains to pass each other safely. A disused platform on the main line will be removed to enable the track slew. The works will occur under traffic management to avoid closure of the level crossing. The construction duration is anticipated to be 61 days.</p> <p><u>The Rock – Gantry Modification.</u> The Urana Street level crossing will be managed through traffic control while the signal gantry is modified to allow double stacked trains to pass. The existing fencing will be reinstated. The construction duration is anticipated to be 15 days. Q: Where fencing is removed will it be replacing with the same type & standard of fencing? A: The ARTC has a standard that is design to suit either rural or urban environments. That is the standard to be used.</p>

NO.	DISCUSSIONS
	<p><u>Uranquinty Yard.</u> This is a track slew site to allow trains to safely pass each other. The existing platform is to be removed. The construction duration is anticipated to be 54 days.</p> <p><u>Pearson St Bridge.</u> Track lowering to ensure vertical clearance for double stacked trains. There is a possibly associated works may be conducted on an adjacent culvert in conjunction with council. The construction duration is anticipated to be 324 days.</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. The construction duration is anticipated to be 120 days.</p> <p><u>Edmondson St Bridge.</u> Bridge is to be replaced and raised approximately 2m, causing a significant gradient down to the Sturt Highway. Discussions are underway with Council & Transport for NSW to finalise the design. 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. These assumptions will be revised in collaboration with Council and the community. Two detour options are being discussed with Council these being, via Docker St or Bourke Street. The construction duration is anticipated to be 240 days.</p> <p><u>Wagga 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. The construction duration is anticipated to be 120 days.</p> <p><u>Wagga Wagga Station Yard.</u> Track slew is required in this location to allow trains to safely pass each other. The construction duration is anticipated to be 54 days.</p> <p>Q: Is Inland Rail responsible for replanting vegetation? A: Yes, that will be covered off in the EIS.</p> <p><u>Bomen Yard.</u> 1,150m of the mainline needs to be slewed to allow trains to safely pass each other. The current crossing is barricaded off and it will not be opened. The construction duration is anticipated to be 52 days.</p>

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	<p>Q: Media reports say you are going to rearrange the heritage railway station at Bomen. A: Take that on notice as an action to provide more detail. [ACTION]</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. There is ongoing discussion with Junee Shire Council. At detailed design stage more work will be done on the grades at the eastern approach. An extra wide pedestrian footpath (2.5m) will be provided for viewing of trains. The construction duration is anticipated to be 206 days.</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>Junee to Illabo Dual Track Slews.</u> There is approximately 15 kms of the mainline tracks to be slewed. There are some level crossings that are impacted and they have been through the ALCAM assessment process to determine if they need to be activated and what if any modifications are required.</p>
<p>7.General Business</p>	<p>Q: More information about the Master Inland Rail Development Agreements? It was talked about in the context of Councils. What is the scope of those agreements? A: Much of the infrastructure that will be impacted by this enhancement project are owned by agencies other than ARTC, such as councils and Transport for NSW. It is a standard agreement put in place with the infrastructure owner which spells the terms of engagement with the asset, what are the conditions for working together, who pays for what. The agreement is then carried forward into the D&C stage of the project.</p> <p>Q: When is it planned to cover the environmental issues? A: An overview was provided at the last CCC meeting.</p> <p>[ACTION] Next meeting cover more detail on the environmental issues. The technical reports are still being fed into the EIS. If CCC have</p>

NO.	DISCUSSIONS
	specific matters please feed them through the Chairperson. Q: Will we get to see the EIS before it goes on public exhibition. A: No. Inland Rail will submit the EIS to the DPIE and they will manage the EIS process. Chair commented that if the CCC members don't have some input into the EIS before it goes on public exhibition it is a wasted opportunity.

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Provide a detailed response on the proposed works at Bomen, with particular regard to potential impacts on the heritage aspects.	Kurt Uebergang	Next Meeting
2	Provide more detailed discussion on environmental impacts that are being fed into the EIS	Heath Martin	Next Meeting

Next Meeting

9am, Wednesday, 8 December 2021. Location to be advised.