

**MEETING MINUTES****A2I Inland Rail Albury to Illabo  
Wagga Wagga Sub-Committee  
Community Consultative Committee****DATE / TIME**

23 February 2022  
2.00pm

**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)
- ▶ Cr Pam Halliburton (Junee Shire Council Representative)
- ▶ Rory McKenzie (Community Representative)
- ▶ Roslyn Prangnell (Urban Landcare)
- ▶ Cr Greg Verdon (Lockhart Shire Council)
- ▶ Martin Honner (NSW Farmers – Alt)
- ▶ Stacey Moses (Junee Shire Council)
- ▶ Peter Veneris (Lockhart Shire Council)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Casey Bootsma (Stakeholder Engagement Lead A2I)
- ▶ Wayne Window (Senior Environmental Advisor)
- ▶ Zoe Cox (Environmental Advisor, A2I)
- ▶ Jessica Jackson (Stakeholder Engagement Advisor I2S)

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

- ▶ Nicole Maher (Murrumbidgee Landcare)
- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Bill McDonnell (NSW Farmers)
- ▶ Mark Cunningham (Community Representative)

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

- ▶ Clarissa Farrington (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)
- ▶ Cindy Pappin (Manager Transport Strategy, Transport for NSW)
- ▶ Nicole Payne (Inland Rail Assessment Officer, Transport for NSW)

## Discussions

NO.	DISCUSSIONS
<p><b>1.Welcome</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><b>2.Declarations of Interest</b></p>	<p>Cr Pam Halliburton declared she has a non-significant non-pecuniary interest in level crossing LX605 if it is raised during the meeting.</p>
<p><b>3.Minutes of Previous Meeting</b></p>	<p>It was noted and agreed that the minutes of 8 December 2021 were approved and uploaded to the Proponents website. Actions listed was responded to by Melvyn Maylin. David Carter indicated he feels the action should relate to safe access after the works are completed. Melvyn advised the solutions have not been identified at this stage.</p>
<p><b>4.Proponent’s Reports</b></p>	<p><b>Melvyn Maylin (A2I Project Director)</b> Provided an update on the project status. The EIS was submitted to the Department of Planning &amp; Environment (DPE) for adequacy review and their comments in response are currently being reviewed. Some extra work is required which is expected to delay final submission by about three weeks. The timing of exhibition will then be for DPE to determine. Today we propose to present the summary of findings from the EIS and to seek comments from CCC members.</p> <p>Three parties have been shortlisted to tender for the project and it is intended to release the tender documents to them in May 2022. Ministerial approval is expected shortly for the property acquisition strategy. In this case it will be for temporary occupation and will not involve large tracts of land.</p> <p>Detailed design is planned to commence in Q1 2023 with construction in 2023/24.</p> <p>Melvyn provided an overview of the predicted growth in the number of trains (see slide 8). The peak is expected to be reached about 2039. Not all trains will be double stacked but building for that capacity. The business case for the work was provided to meet Australia’s freight challenge, creating a modal shift with safer roads, less road congestion, fewer carbon emissions and providing a stimulus to the economy by providing a construction employment peak of 21,500 jobs an \$18 billion GDP boost. For NSW it will provide a \$3.4B GSP boost and 7,500 construction jobs.</p>

NO.	DISCUSSIONS
	<p>After the tender documents have been issued for the A2I project, industry briefings will commence to explain the project’s procurement and delivery strategy, how lower-tier suppliers can become engaged, and promote local and indigenous business to be engaged in the supply chain and work packages.</p> <p>Q. Will the contractor be required to establish their own workforce and what about a work camp?</p> <p>A. Yes the contractor will be required to establish their own workforce but a work camp will not be required for this project.</p> <p><b>Zoe Cox (Environment Advisor)</b> The Summary of Findings is a document that accompanies the EIS to provide an overview of the potential impacts of the proposal and the proposed mitigation measures.</p> <p>The EIS for the A2I project has been broken up into four precincts: Albury, Greater Hume/Lockhart, Wagga Wagga and Junee. There are 24 sites across the project. The four key areas are traffic, non-Aboriginal heritage, noise and vibration, landscape and visual impacts. The construction is expected to take about 16 months and is largely scheduled to link to periods of possession. The peak workforce is estimated at 770. Additional possession periods are being sought.</p> <p><i>The slides for each precinct provide the detail of the impact of each project and what mitigation is planned.</i></p> <p><u>Greater Hume / Lockhart Precinct</u></p> <p>The Yerong Creek Public School is predicted to experience operational noise exceedances. The school has been contacted and there will be ongoing discussions about the impact and mitigation options.</p> <p><u>Wagga Wagga Precinct</u></p> <p>Replacement of the Edmondson St bridge is a major project requiring traffic diversion to be in place for about 9 months. The impacts will be on both vehicular and pedestrian movements.</p> <p>The Wagga Wagga station pedestrian bridge and the Cassidy Parade pedestrian bridge will be replaced. Due to the cumulative impact a staging plan is being considered so that one bridge is open at all times. The impact period is about 6 months. Discussions are underway with the bus services for both schools and the town, so they are aware of the impacts of all these changes. Contractors will be required to park in the construction compounds. A traffic, transport and access plan will be prepared, and it will detail the signage requirements and the</p>

NO.	DISCUSSIONS
	<p>road and pedestrian diversions. The Cassidy Parade bridge is a heritage item and will require a heritage management plan and interpretation strategy.</p> <p>Q. Who do we deal with regarding utilities during construction? Inland Rail or ARTC? A. At the enhancement sites it will be Inland Rail for the rest of the line it will remain with ARTC.</p> <p>Noise level exceedances will occur at each enhancement site during construction. Cumulative noise impacts will also occur resulting from the Wagga Wagga yard track realignment, Cassidy Parade pedestrian bridge and Edmondson bridge during construction. Two education receivers are predicted to experience operational noise exceedances and have been consulted on this issue.</p> <p>Night-time construction lighting needs to be managed during possession periods. An urban design and landscape plan will be prepared during the detailed design stage to manage these impacts.</p> <p><u>Junee Precinct</u></p> <p>The Kemp St bridge replacement will take about 8 months. It will be not available for use at all during that period so traffic diversions will be in place. A small parcel of recreation space will be required during construction. At the end there will be no net loss of this space it will be just a different configuration.</p> <p>There are 3 level crossings between Junee and Illabo requiring modification and each will require traffic diversions for 3 to 5 days. There will be parking impacts at the Junee station and pedestrian movements will also require to be managed.</p> <p>Two passive level crossings are to be upgraded to active crossings. Intersection of Railway Parade, Kemp Street and Olympic Highway will be reconfigured. Existing movements will be maintained. Relevant stakeholders will be consulted prior to and during the traffic diversions.</p> <p>The unused Junee pedestrian bridge will be removed and will be handed to Council. Responsibility for the bridge will then rest with Council.</p> <p>Q. During diversions is it likely the crew changing location at Junee can be moved? A. Discussions are taking place with the operational division of ARTC on that issue.</p> <p>Noise levels will need management at all Junee locations during construction.</p>

NO.	DISCUSSIONS
	<p>The noise assessment indicates two schools will be impacted by operational noise, one in Junee and the other in Illabo. Consultations with both will guide mitigation.</p> <p>Q. What is the potential for operational noise impacts for residents of Illabo?</p> <p>A. The noise assessment does not indicate this to occur. The assessment is only conducted at the enhancement sites.</p> <p>Q. There appears to be a question about predicted train numbers?</p> <p>A. The numbers are averaged and reflect trains other than main line freight movements.</p> <p>Q. What rehabilitation / vegetation is planned for the land left vacant by the track slews?</p> <p>A. Where land is disturbed it will be rehabilitated but vegetation has to be limited in operational areas.</p> <p><u>Other Assessments</u></p> <p>Aboriginal heritage – no predicted impacts as part of the project. Mitigation measures will be in place to avoid impacts to the area of archaeological potential.</p> <p>Air quality – no predicted impacts during construction. Dust impacts will need to be managed by the contractor in accordance with the Construction Environment Management Plan (CEMP).</p> <p>Groundwater – some groundwater may be expected during excavation at track lowering sites. More work on these will be undertaken at the Detail Design Stage.</p> <p>Hydrology and flooding – as this is an enhancement project all drainage works are designed to mimic or improve existing drainage and flooding conditions. The assessment indicates this has been achieved and monitoring will continue through Detailed Design and construction. DPE has requested some further information on this topic be provided prior to the EIS going on exhibition.</p> <p>Land use and property – temporary occupation of about 27 hectares is required during construction. One easement acquisition is required for the relocation of a utility.</p> <p>Social – a Social Impact Management Plan will be prepared to track and report on measures to mitigate social impacts and enhance community benefits during construction. There are different dynamics associated with each of the project sites.</p>

NO.	DISCUSSIONS
	<p>Soils and contamination – further contamination testing is to be done at higher risk sites. This is an operational rail corridor so there is potential contamination associated with historical usage of trains.</p> <p>Waste – excess spoil is expected, and volumes need to be minimised as far as practicable.</p> <p>Q. What sort of contamination is expected?</p> <p>A. Older structures are likely to have lead paint, and fuel leaks associated with historical uses. The contractor will be responsible for the management of contamination issues.</p> <p>Q. Will local landfill be used for this excess spill?</p> <p>A. Yes, it will go to EPA licenced sites where necessary.</p> <p><u>Biodiversity</u></p> <p>This was referred in detail at the last meeting. As the works proposed are in the rail corridor it is predominately cleared, and existing vegetation is generally of low or moderate condition.</p> <p>Most of the threatened ecological community (TEC) is located in the Junee to Illabo section.</p> <p>Squirrel Glider has been identified as a species for regional connectivity near the Billy Hughes bridge and glider poles are planned across the rail corridor at that location.</p> <p>Q. What you call TEC vegetation?</p> <p>A. TEC vegetation is defined in the State and Commonwealth legislation. It is native vegetation that is endemic to a particular location, not ornamental. The assessment is only at the enhancement sites across the project.</p> <p>More detail can be found in the EIS when available.</p> <p><u>Early Works</u></p> <p>A2I has been declared Critical State Significant Infrastructure (CSSI) which allows certain activities to be carried out before the start of construction including minor utilities work, surveys and investigations and storage of materials in existing rail facilities along the alignment. These are subject to a separate approval process and are assessed in a Review of Environmental Factors (REF). Early work is underway in this regard.</p> <p><b>Casey Bootsma (Stakeholder Engagement Lead)</b></p> <p>The last 12 months there have been 120+ individual meetings, 14 community information sessions, 13 MP briefings, 10+ design changes as a result of feedback and 791 stakeholder emails. The key issues that</p>

NO.	DISCUSSIONS
	<p>have arisen are operational noise and vibration, traffic impacts during construction and visual amenity and landscape.</p> <p>Casey outlined the changes that occurred as a result of the consultation.</p> <p>EIS engagement includes providing digital and hard copies of the Summary of Findings at each LGA Council Office. The full EIS document will be found on the DPE Major Projects website after it is lodged.</p> <p>An advertising campaign will be undertaken to alert the community to the EIS and submission process. Public submissions will be able to be made online on the DPE Major Project website or by post. Submissions can only be made during the exhibition period.</p> <p>The Stakeholder Team will continue to consult with affected schools on noise and vibration, property acquisition and utility relocation engagement.</p> <p>Casey provided an update on sponsorship and donations and advised the current round is open until 30 April 2022.</p> <p>Q. Will the USB have the full EIS? A. No, only the Summary of Findings. The full EIS can only be accessed via the DPE Major Projects website.</p> <p>Q. What will be the period of exhibition? A. That will be determined by DPE, normally only 28 days.</p>
<p><b>5.General Business</b></p>	<p>Chairperson advised the next meeting of the CCC is after the submission period is closed and Inland Rail has prepared its Response to Submissions (RTS). Hopefully there will a role for a CCC or a reference group of some form in the post determination time and during construction.</p>

## Actions - NIL

## Next Meeting

TBA