

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

27 July 2022  
9.000am

**LOCATION**

Robert Brown Room, Albury City Council  
552 Kiewa St, Albury

**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)
- ▶ Dennis Hickey (Albury & District Historical Society - Alt)
- ▶ Dennis Toohey (Border Rail Action Committee)
- ▶ Paula Sheehan (Holbrook/Murray Landcare)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Casey Bootsma (Stakeholder Engagement Manager (Acting) A2I)
- ▶ Wayne Window (Environment Manager)
- ▶ Nathaniel Boehringer (Stakeholder Engagement Advisor)
- ▶ Gary Templeton (ARTC Level Crossing Strategy Manager) by videoconference

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

- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ Alex Berry (Albury Business Connect)
- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)

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

- ▶ Clarissa Farrington (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 opened the meeting with an acknowledgement of country and 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. Apologies</b></p>	<p>Alex Berry, Cr Kylie King, Alister Lunn &amp; John Zannes</p>
<p><b>3. Declarations of Interest</b></p>	<p>No new declarations</p>
<p><b>4. Minutes of Previous Meeting</b></p>	<p>It was noted and agreed that the minutes of 23 February 2022 were approved and uploaded to the project website.</p>
<p><b>5. Proponent's Reports</b></p>	<p><b>Melvyn Maylin (A2I Project Director)</b> Advised that the EIS is being finalised for submission to DPE for public exhibition, assessment and determination following some additional work. Procurement update: the request for proposal (RFP) was released on 30 June 2022 and three contractors have been shortlisted. A meet the shortlisted contractor event was held on 18-20 July 2022 in Albury, Wagga Wagga and Forbes (Note. The Forbes meeting was for the Stockinbingal to Parkes Project). This was to allow local contractors and suppliers to meet with short listed contractors and learn how they may become involved in the project. The detailed design is yet to undertaken. Property acquisition update: no permanent land acquisition is required for A2I, they are only temporary occupations and will be done by way of leases. All relevant property owners have been contacted.</p> <p>The EIS public exhibition is expected to commence on 17 August 2022. The appointment of the Design &amp; Construct (D&amp;C) Contractor is expected in Q2 2023, with detailed design commencement to follow and construction to commence late 2023 going through to 2026.</p> <p>Q: When the EIS goes on exhibition will you require hard copies to be available and all council chambers and libraries? A: Yes, hard copies are to be at libraries and there will be a USB available with a "Summary of Findings" for people who require them.</p> <p><b>Gary Templeton (Level Crossing Strategy Manager ARTC)</b> During the period since the last CCC meeting several requests were made in regard to level crossings and their management of safety risks at the</p>

NO.	DISCUSSIONS
	<p>various rail interfaces. (See presentation for details) Gary provided an overview of the interface agreements which are required by the Rail Safety National Law which obligates Rail Transport Operators. The law also established the regulator which is the Office of the National Rail Safety Regulator (ONRSR).</p> <p>The ARTC and Councils are required to enter into Road / Rail Interface Agreements (IA) which include level crossings, pedestrian crossings, road over rail bridges, rail over road bridges, subways/underpasses and footbridges. In the Albury LGA for example, the draft IA includes 4 stakeholders who have interface maintenance responsibilities, these being ARTC, Albury CC, TfNSW &amp; UGL. The Council Road Manager is the local contact for the community as required.</p> <p>As the construction of active level crossings can be prohibitively expensive the ARTC has recently undertaken a trial with the aim to develop a lower cost active level crossing solution. The trial is currently in stage 1 with the completion expected at the end of 2022. Stage 1 is factory based testing and if successful move to stage 2 which will be a field based trial.</p> <p>The grade crossing predictor was overviewed which detects the speed of trains approaching the crossings to provide a constant warning time at the level crossing and the trial being undertaken between the standard crossing compared with a solar GCP5000 integrated crossing system.</p> <p>A road user behaviour data collection module pilot has recently been undertaken at the Odewahns Rd crossing in Culcairn to determine the level of compliance with the 'Stop' sign control. Initial findings indicate that approximately half of the road users failed to fully stop at the level crossing. The findings will be used to support ALCAM assessments and traffic data validation and for discussions with various councils and their traffic committees. The pilot was also a trial of the crossing predictor equipment.</p> <p>Members thanked Gary for the information but believe further information is needed on what type of devices are being installed at the various crossings and when they are needed. It was agreed that further interaction should be undertaken with the ARTC Level Crossing Performance Manager or Gary as the Strategy Manager as needed. (Details in presentation). It was noted that this briefing had been organised at the request of a committee member but acknowledged the subject matter, while relevant, is outside the scope of Inland Rail.</p>

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	<p><b>Wayne Window (Environment Manager)</b> Provided a review of the approval pathway, particularly focussing on the period from the DPE feedback on the draft EIS through the public exhibition and response to submissions which leads to the department undertaking its assessment and its determination. The A2I project was declared Critical State Significant Infrastructure which results in the Minister for Planning determining the Project. Two possible steps, involving an Amendment Report or a Preferred Infrastructure report, if required were outlined. It is hoped a determination will be made early 2023.</p> <p>Q: Do either of the two steps require further exhibition? A: Not necessarily, it depends on the extent of change proposed and/or advice from DPE.</p> <p>DPE and agency feedback required further work and changes in the EIS relating to traffic and transport, noise, social and localised economic matters, biodiversity, hydrology and flooding. DPE have also introduced a change to the assessment practice and guidelines called the Rapid Assessment framework and Summary of Findings. These changes are designed to make the front end of the EIS more clearly understood. The Summary of Findings will not go into the details but clearly identify where the detail on each relevant issue can be found in the EIS document.</p> <p><u>Traffic &amp; Transport:</u> The feedback requested further detail on the construction phase impacts such as detours, duration of work reduction in accessibility and operational phase changes. Clarifications have been made in the EIS but also acknowledged that more detail will be in the management plans and in the detailed design. Specific commitments have been made to continue to work with TfNSW and Councils for the Edmondson St bridge and Kemp St. bridge. In both of these, the pedestrian crossings have been decoupled from the main bridge project and solutions are progressing.</p> <p><u>Noise:</u> The feedback requested further detail on the construction vibration impacts on road and heritage structures and operational impacts arising from taller bridge decks and vibration level differences between single and double-stacked freight trains. Further explanation has been added to the EIS on these issues and clarification that there are no adverse road noise impacts from taller bridge decks and no discernible difference in vibration levels between single and double-stacked freight trains.</p>

NO.	DISCUSSIONS
	<p><u>Social and Economic Matters:</u> More study and refining has been undertaken to meet the agency requirements of the new social impact assessment. The social impacts associated with a project of this nature are limited and will be mainly focussed during the construction phase. Management of impacts to businesses is important and mitigation measures were clarified and strengthened.</p> <p><u>Biodiversity:</u> Agency changes to biodiversity assessment methodology required a revision of minor technical matters along with augmented mapping and commentary to align with the revised departmental guidance. There will be minimal impact in this project, but squirrel glider poles in some locations will be installed and design review of construction zones to avoid impacts. The offset requirements are still work in progress. The obligation in this project is minimal and is dependent on the market-based system.</p> <p>Q: Will there be replanting of vegetation where it is removed? A: Yes, different planting systems will occur depending on the environment eg. Urban or rural. Flora and fauna managements plans will address the specific requirements in more detail.</p> <p><u>Hydrology:</u> This is an issue across the whole program and is not specific to this project. Feedback required quantitative modelling, and this has been undertaken at four enhancement sites. The results indicate the quantitative design limits would be met. Further work is required in the detailed design phase at the Wagga Wagga Yard.</p> <p><u>Flooding and Drainage impact Assessment – Uranquinty:</u> The proposed enhancement work involves track realignment, rail bridge alteration and level crossing modification which results in an increase in vertical alignment of 0-50mm. The drainage mimics the existing flow paths. Using the latest flood model from Council a number of different flood models were run and they showed no change to the council flood data.</p> <p>Several indicative photomontages were included to show the changes at Albury Station, the Cassidy Parade pedestrian bridge, the Edmondson St bridge and the Kemp St bridge.</p> <p><b>Casey Bootsma (Stakeholder Engagement Acting Manager)</b> Provided an update on engagement activities including noise engagement and investigations with identified schools; undertaken a mailout to residents who are within 200 metres of the various impact zones indicating they may be impacted and to keep updated with the project. Other engagement is detailed in the presentation.</p>

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	<p>The EIS planned engagement was outlined. CCC members will be provided with a USB providing a copy of the Summary of Findings document. An extensive advertising campaign will follow when the public exhibition occurs along with community information sessions. It is unsure if the full EIS can be provided on the USB, but members will be provided with a direct link to the project on the DPE website. The process of making submissions was outlined and is available in the meeting presentation.</p> <p>Consultation next steps include notification letters regarding the EIS public exhibition and information sessions. Details of public information sessions and locations will be communicated to CCC members via the Chairperson. These sessions will only be on how to make submissions. Submissions can only be made during the public exhibition period.</p> <p>Sponsorships and Donations. Details of local recipients in the presentation. Q: Can unsuccessful applicants re-submit or reapply? A: Yes. Q: How many submissions did you get in the last round and since the beginning and the total value? A: 6 applications were received for the last round. Will have to take the totals on notice.</p> <p><b>ACTION:</b> Total number of applicants and value for the project to be provided.</p>
<p><b>6. General Business</b></p>	<p>The Chairperson sought information on the Terms of Reference for the review announced by the new Federal Government. Clarissa Farrington advised her department had been advised that the review will consider the administration and funding of the project, however work is to continue. Details of the Terms of Reference will be circulated to members when available. <b>ACTION</b></p>

## Actions

NO.	ACTIONS	ACTION BY	DUE DATE
<p><b>1</b></p>	<p>Total number of applications and value of sponsorship and donations made during the project.</p>	<p>Casey Bootsma</p>	<p>When ready</p>
<p><b>2</b></p>	<p>Circulate Terms of Reference for Review of Inland Rail project</p>	<p>Garry West</p>	<p>When issued</p>

## Next Meeting

TBA