

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

DATE / TIME	LOCATION	
27 July 2022 2.000pm	Wagga Wagga City Library	
FACILITATOR	MINUTE TAKER	DISTRIBUTION
Garry West	Garry West	Albury to Illabo CCC

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Garry West (Independent Chair)
- ▶ Cr Richard Foley (Wagga Wagga City Council)
- ▶ Cr Pam Halliburton (Junee Shire Council Representative)
- ▶ Mark Cunningham (Community Representative)
- ▶ Stacey Moses (Junee Shire Council)
- ▶ Rebecca Pickering (Acting CEO Inland Rail)
- ▶ Peter Veneris (Lockhart Shire Council)
- ▶ Miles Connell (Community Representative)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Casey Bootsma (Stakeholder Engagement Manager (Acting) A2I)
- ▶ Wayne Window (Environmental Advisor)
- ▶ Nathaniel Boehringer (Stakeholder Engagement Advisor)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ David Carter (Community Representative)
- ▶ Roslyn Prangnell (Urban Landcare)
- ▶ Cr Greg Verdon (Lockhart Shire Council)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ Clarissa Farrington (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)
- ▶ Silas Darby (Director Projects, Wagga Wagga City Council)
- ▶ Kate Hardy (Regional Business Officer, Department of Regional NSW)

Discussions

NO.	DISCUSSIONS
1. Welcome	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.
2. Declarations of Interest	NIL
3. Minutes of Previous Meeting	It was noted and agreed that the minutes of 23 February 2022 were approved and uploaded to the Proponents website
4. Correspondence	Email from Miles Connell concerning operational rail noise in Wagga Wagga – see attachment
5. Proponent's Reports	<p>Rebecca Pickering (Acting CEO Inland Rail) Provided an update on the Narrabri to North Star Project which entails the upgrade of 184km of existing rail corridor and construct 2km of new track near Moree. It is a stand-alone project and was fast-tracked as it could provide immediate value by allowing heavier grain trains to Newcastle. Construction is underway and the first 29km was brought back into service in November 2021 near Moree. The rest of the Inland Rail Projects are all on similar timeframes. Most of the preferred construction contractors are already appointed and final agreements are being progressed. Provided an overview of the community benefits of phase 1 of the Narrabri to North Star project.</p> <p>Advised the new Federal Government had advised to keep on with the project. The proposed review will focus on the administration and finances of the project as well as the end points of the project. The Terms of Reference are expected soon and they will be circulated to CCC members when available.</p> <p>Q: Is the proposal to extend the rail to Gladstone proceeding? A: The program will go to Brisbane in accordance with the Business Plan. The plan is to go to Acacia Ridge, however additional work is being undertaken to consider another intermodal in south-east Queensland. The Gladstone option will be studied as a spur as part of the Business Plan.</p> <p>Comment: Cr Foley indicated the concerns he had about the project particularly in Wagga Wagga and the impact at level crossings where</p>

NO.	DISCUSSIONS
	<p>extended delays are likely to occur particularly for emergency services. Reference was made to 3.8km trains and alignment and these should be part of the proposed review by the Federal Government. Cr Foley also raised the potential impact of water around the viaduct. Response: The viaduct is north of the works in Wagga and is not part of the current series of studies. The Chairperson advised he will circulate to all CCC members the terms of Reference for the Review when they are available.</p> <p>Melvyn Maylin (A2I Project Director) Provided an update of the A2I section of the Business Case which is 1.8km trains, double stacked. This project is an enhancement project. 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 & Construct (D&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>Wayne Window (Environment Advisor) 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>

NO.	DISCUSSIONS
	<p>Q: What is the status of the discussions with Wagga Council particularly around Edmondson St bridge? A: The decision has been made to de-couple the footbridge component of the work from the road bridge. The EIS will describe this pathway as a mitigation strategy.</p> <p>Q: Can you clarify the length of trains? A: The Business case clearly indicates the project is being built to run trains of 1.8km in length. However, it does say that any work done now should not preclude longer trains in the future. Any reference to longer trains will be a different project, requiring a new EIS, public exhibition and determination that is potentially decades in the future.</p> <p>Q: Can we get that clarification in writing? A: Yes ACTION for Rebecca Pickering to provide clarification in writing.</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 & 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 Cassidy Parade pedestrian bridge, 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</p>

NO.	DISCUSSIONS
	<p>discernible difference in vibration levels between single and double-stacked freight trains.</p> <p>Q: Does it address the increased frequency of trains? A: It does.</p> <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>Q: Are you looking at impacts on property values? A: The planning system does not consider changes in land values; the focus was more about the impact on businesses functions.</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: Have Land Councils been approached to help with offsets? A: Yes, they would be aware of this requirement.</p> <p>Q: What is the dollar value you are looking for? A: Have to take that request on notice. ACTION</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>

NO.	DISCUSSIONS
	<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>Q: Regarding Edmondson St bridge it is a co-owned structure, that is Council & TfNSW. Can we arrange a joint meeting with all relevant parties? A: Yes, it can be done. ACTION</p> <p>Q: At what stage was the decision made that this project was an enhancement project and not an upgrade. A: Those decisions go back to 2015 when the business case scope was being determined. In regard to alignment ARTC can't change that, if necessary, you raise it with the Federal Government.</p> <p>Q: Does a double stacked train involve double the weight? A: The track is being designed to a 25 tonne axle weight and single stack and double stack trains have to comply with this weight condition.</p> <p>Q: Does the noise come from the weight or is it the condition of the rail? A: Partly the weight but mainly it is steel on steel.</p> <p>Casey Bootsma (Stakeholder Engagement Lead) 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> <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>

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	<p>Q: The 28 day period for exhibition seems very short for a project of this nature. A: That is the statutory period, only the Planning Minister can extend it.</p> <p>Sponsorships and Donations. Details of local recipients in the presentation.</p> <p>Wayne Window (Environment Advisor) Response to correspondence on operational noise and vibration issues. See presentation for details. Environment Rail Noise Management is governed by a series of government guidelines. Noise assessment studies are undertaken at each location where an enhancement is being undertaken. These studies are included in the EIS and help guide the conditions required to be set by the relevant government agencies. Once the construction is completed there is monitoring undertaken to ensure the project is meeting the conditions set in the approval. During construction separate conditions are set in the approval as to the noise levels permitted during that phase. Freight trains tend to produce noise levels around 88db, measured 1m away from the locomotive or the wheel. Rail noise is caused by locomotives passing, rail wagons, wheel squeal on bends, horns at level crossings and irregularities in track alignment or wear.</p> <p>The noise modelling and assessment process was outlined for what occurs at each enhancement site.</p> <p>The modelling reveals that the operations will be compliant during daytime at all locations except for the Henty Yard where 7 residences will be above the noise trigger level. Effects on schools are under further consideration and at night it is compliant at all locations. Background noise levels are identified to predict average noise levels both day and night and then the maximum noise predicted when a train passes.</p> <p>New rail lines, like Illabo to Stockinbingal, have different criteria from an existing line because you can undertake designs in the construction that can reduce the noise.</p> <p>Existing rail lines have different noise guidelines.</p> <p>Q: Are any of the noise assessments conducted at the viaduct? A: Assessments are only conducted where there is an enhancement. There is no enhancement being undertaken at the viaduct. Current licences allow existing noise levels.</p>

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	<p>Comment: Current noise complaints in Wagga Wagga to the ARTC are very small. Mitigation at individual properties is considered where there are exceedances of the approved noise levels.</p> <p>Once construction is completed noise modelling is based on design, consultation is undertaken as necessary where there are exceedances.</p>
6.General Business	NIL

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Clarification of proposed length of trains using Inland Rail	Rebecca Pickering	ASAP Completed
2	<p>What is the dollar value of the biodiversity offsets required for A2I?</p> <p>Response: The offsets require approximately 220 credits to be retired, with about 60% being habitat related and 40% being species related. Offsets are secured through a market mechanism, and the quantum required present have a current market value of around \$1.2m. The market fluctuates over time, reflecting credit transactions and availability.</p>	Wayne Window	ASAP
3	Arrange meeting of Wagga Wagga City Council, TfNSW & Inland Rail re co-owned assets in Wagga Wagga City.	Melvyn Maylin	ASAP

Next Meeting

TBA

Attachment - Correspondence

In accordance with community concerns, and living within 200 meters of the line and the **steel viaduct**, my chief concern remains the “*Operational Noise and Vibration*,” of ongoing operations and the associated increase in rail traffic.

I do not feel that these concerns have been addressed to date.

ARTC Inland Rail has mailed out a flyer (IR_3205) to residents in the Construction Impact Zones. This flyer states that *Operational Noise and Vibration* is deemed “*reasonable*” with “*mitigation*.”

What sort of “mitigation” is envisaged, noting that the concern is for ongoing operations, not short term construction noise?

NSW Roads and Traffic has installed double glazing in a number of Forest Hill (East Wagga) residences to mitigate highway noise.

Capital cities make extensive use of acoustic barriers for road noise.

Secretary’s Environmental Assessment Requirements (SEARs) OCT 2020, Application Number: SSI 10055, Part 5, references the use of *track bed vibration transducers*.

Is this something being considered for Wagga residences, at least those close to the steel viaduct?

As is the case with almost all community members, I can see no benefits what so ever for Wagga from this project. There are no freight benefits unless you are shipping containers and currently, anyone who wants a job can easily obtain a position in their preferred employment field.

Failure to suitably address Operational Noise and Vibration will likely trigger a submission/petition to the Minister for Infrastructure, Catherine King MP so that residents concerns are visible.

The best outcome for the communities of Wagga, Junee and other towns along the route would be if the Government shelved the project as is happening with a number of other worthwhile projects, under the new Government’s “Value for Money” review.

Please forward this to Zoe Cox, who’s address I do not have.

Regards,

Miles Connell