

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

18 October 2023  
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)
- ▶ David Christy (Albury City Council)
- ▶ Michael Oliver (Greater Hume Council)
- ▶ Olufemi Kolawole (Stakeholder Engagement Advisor A2I)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Casey Bootsma (Stakeholder Engagement Lead A2I)
- ▶ Wayne Window (Environment Manager NSW & VIC)
- ▶ Andrew Garratt (Stakeholder Engagement Manager A2P)

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

- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Paula Sheehan (Holbrook/Murray Landcare)
- ▶ Dennis Toohey (Border Rail Action Committee)
- ▶ Dennis Hickey (Albury & District Historical Society)

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

- ▶ Clarissa Farrington (A/g Director – Inland Rail Program Assurance – Commonwealth Infrastructure Projects Division)
- ▶ Jennifer Ross (Community & Stakeholder Engagement Manager, Martinus Rail)
- ▶ Lee Eulenstein (Henty Landholder – Observer)

## Discussions

NO.	DISCUSSIONS
<p><b>1. Welcome &amp; Introductions</b></p>	<p>The Chair opened the meeting with an acknowledgement of country. The Chair sought agreement for him to record the meeting for the purpose of preparing minutes. No objections. The Chair welcomed all to the meeting and advised that he was liaising with the Albury Business Chamber regarding the appointment of a new representative. The Chair asked members to consider if there were any stakeholders they felt would benefit from being a member as the project progresses.</p>
<p><b>2. Apologies</b></p>	<p>As above</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 August 2023 were approved and uploaded to the project website.</p>
<p><b>5. Proponent's Reports</b></p>	<p><b>Melvyn Maylin (A2I Project Director) Program Update.</b> North of Parkes the focus is on securing the corridor through forward planning, approvals and land acquisition. South of Parkes the Project is funded. Construction started on S2P on 23-25 September 2023 utilising an ARTC 60-hour possession. The I2S contract is under tender review following the close of tenders on 19 September 2023. Planning approvals for A2I and I2S are well advanced however construction on these sections cannot commence until consent is granted by the NSW Minister for Planning. Construction is underway on the Beveridge (Melbourne) to Albury (B2A).            Martinus contract was awarded for A2I &amp; S2P on 23 June 2023, however they cannot commence construction of A2I until the DPE approvals are granted and the Notice to Proceed is issued which is expected in May 2024. Some geotechnical works can be carried out and some design work can commence. Signalling removal works can commence along with utilities relocation.            A2I Preferred Infrastructure report (PIR) and Response to Submissions (RtS) Report are in the process of being finalised. The PIR is scheduled to be lodged with DPE on 2 November 2023. It will then go on</p>

NO.	DISCUSSIONS
	<p>exhibition on 15 November 2023 for 3 weeks closing on 6 December 2023.</p> <p><b>Wayne Window (Environmental Manager NSW &amp; VIC)</b> Wayne provided an update to the pathway to approval which includes the RtS and the PIR which will be submitted to the DPE on 2 November 2023. Due to the volume of submissions DPE has resolved to place the PIR on public exhibition. Following the close of exhibition, a further RtS report will be prepared and submitted to DPE early in 2024.</p> <p>As indicated at the last CCC meeting 155 submissions were received following the exhibition of the EIS: 134 from members of the public; 8 community groups, 3 councils and 10 State agencies and departments. 64% of submissions were from individuals located within 5km of the proposed site. The RtS will address all the topics raised providing clarifications and revisions.</p> <p>The PIR will respond to the extra work requested by the departments on train numbers and speeds, particularly clarifying the numbers north and south of Junee. Traffic and transport issues were raised in Wagga Wagga and Junee, as well as operational noise and minor questions on air quality, hydrology, heritage, bridges, and urban design. Wayne provided an overview of the detail arising from additional studies on the above topics that will be covered in the PIR. The additional assessments and simulations provide more detailed analysis of construction phase impacts on traffic and pedestrians. This has found there are minor impacts in Albury, Culcairn and Henty arising from vehicle movements.</p> <p>The PIR request was also for operational phase traffic assessments showing impacts once the whole Inland Rail project is operational on level crossings which is linked to both train length and speed. The finding is that on a conservative basis average closures times will increase by 1.5 times. The changes would be minimal. The studies also show the major cause for change is the background growth in traffic in the urban areas.</p> <p>Operational Noise and Vibration has been another of the key assessment areas. The Rail Infrastructure Noise Guideline identifies how to identify project impacts and mitigation options. The request was made to model operational noise along the entire A2I alignment rather than just the worksites. Over 28,343 receivers were modelled which has allowed identification of mitigation measures that are both feasible and reasonable, when such mitigations could be available and when it could be rolled out. These are not locked in stone but are</p>

NO.	DISCUSSIONS
	<p>designed to provide the public with a greater understanding of the issue and possible outcomes.</p> <p>DPE and Heritage have an interest in the ‘look and feel’ outcome of the bridges that are being replaced. The concept designs established will be shared with councils to best integrate them into the townscape and as they will be high structures, they will all need DDA accessibility outcomes. Some additional heritage issues needed clarification.</p> <p><b>Question:</b> Les Fraser raised concern about the distance from the Olympic Highway to various level crossings was not long enough to cater for the length of many of the newer trucks with trailers and road trains. Most of the crossings only have flashing lights and not boom gates. The result could be that the ends of these could be left either across the rail line while trying to turn onto the highway or still on the road while a train passes on the crossing. Wayne advised they were aware of the problem and were involved in discussions with TfNSW. Unfortunately, because Inland Rail is an enhancement project, they can only make changes at the sites where work is being undertaken.</p> <p><b>Casey Bootsma (Stakeholder Engagement Lead A2I)</b> Most current engagement is focused on briefings associated with the PIR. When the PIR is on exhibition there will be community drop-in sessions held in conjunction with DPE in Albury, Henty, Wagga Wagga and Junee. These sessions will be extensively advertised. A summary of findings document will be released and available to the community.</p> <p><b>ACTION:</b> Casey and Garry West will arrange for a link to the full PIR and RtS documents on the DPE website together with details of the drop-in sessions.</p> <p>The Inland Rail Skills Academy is continuing with the Certificate in Rail Infrastructure, Safety Access, Working at Heights, and Confined Spaces. Hopefully the Academy can offer in the future the White Card for existing Certificate II Rail Graduates in conjunction with TAFE NSW. These courses provide qualifications for potential work on Inland Rail or other rail infrastructure projects.</p> <p><b>Question:</b> David Christy sought clarification as to which councils will be consulted on the RtS. Casey advised only those councils that made submissions. Also planning to meet with the community organisations that made submissions.</p>
<p><b>6. General Business</b></p>	<p>Les Fraser sought clarification of the timing of works at Culcairn. Melvyn advised no work can be undertaken until the project is approved by DPE. Les asked if the pedestrian crossing is likely to be moved further from the highway when the bridge is removed.</p>

NO.	DISCUSSIONS
	<b>Action:</b> MM & WW to check and clarify if there are any changes proposed.

## Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Provide link to RtS and PIR on DPE website with communications pack to CCC members.	Garry West & Casey Bootsma	November 2023
2	Clarify proposed location of the rail pedestrian crossing at Culcairn	Melvyn Maylin & Wayne Window	ASAP

## Next Meeting

To Be Advised