

MEETING MINUTES

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

DATE / TIME

18 October 2023
2.000pm

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)
- ▶ Miles Connell (Community representative)
- ▶ Mark Cunningham (Community Representative)
- ▶ Roslyn Prangnell (Urban Landcare)
- ▶ Peter Veneris (Lockhart Shire Council)
- ▶ Lloyd Hart (Acting Director, Community Development, Junee Shire Council)
- ▶ David Carter (Community Representative)
- ▶ Cr Pam Halliburton (Junee Shire Council Representative)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Casey Bootsma (Stakeholder Engagement Lead A2I)
- ▶ Wayne Window (Environmental Manager NSW & VIC)
- ▶ Andrew Garratt (Stakeholder Engagement Manager A2P)
- ▶ Olufemi Kolawole (Stakeholder Engagement Advisor A2I)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Cr Greg Verdon (Lockhart Shire Council)
- ▶ James Davis (General Manager, Junee Shire Council)
- ▶ Martin Honner (NSW Farmers Representative)

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)

Discussions

NO.	DISCUSSIONS
1. Welcome & Introductions	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.
2. Declarations of Interest	David Carter advised he has a part interest in LX 605
3. Minutes of Previous Meeting	It was noted and agreed that the minutes of 23 August 2023 were approved and uploaded to the project website.
4. Proponent's Reports	<p>Melvyn Maylin (A2I Project Director) Program Update. North of Parkes the focus is on securing the corridor through forward planning, approvals and land acquisition. South of Parkes the Project is funded with planned delivery by 2027. 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).</p> <p>Martinus contract was awarded for A2I & 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.</p> <p>A2I Preferred Infrastructure report (PIR) and Response to Submissions (RtS) Report are in the process of being finalised. The PIR is scheduled</p>

NO.	DISCUSSIONS
	<p>to be lodged with DPE on 2 November 2023. It will then go on exhibition on 15 November 2023 for 3 weeks closing on 6 December 2023.</p> <p>Wayne Window (Environmental Manager NSW & VIC) 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.</p> <p>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. The A2I project does not need Commonwealth Government planning approval.</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, mostly from Wagga Wagga; 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. In Wagga Wagga additional work was undertaken due to bridge closures for long periods to determine where that traffic would go and the potential impact along the rail corridor. When the bridge in Junee is closed all traffic will have to be diverted through the middle of the town. Also additional studies were required 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.</p>

NO.	DISCUSSIONS
	<p>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>Two Level Crossings LX 605 & 1472 proposed actions are detailed in the PIR. These proposals arose as a result of proposed track slews in the location as the tracks are too close together. The tracks will also be moved further away from the highway. LX 605 is a shared access road to a Junee Shire Council Quarry and a property owned by David Carter. It is proposed the level crossing would be modified to accommodate a realigned track, about 16m south of the existing location and will be upgraded from a passive to an active level crossing. LX1472, Wornes Gate Lane is a short distance west of LX605. The preferred design solution is permanent closure of this level crossing. Some CCC members indicated this crossing was part of a stock route. Wayne advised it is not clear that it is a stock route but is crown land. Further consultations will be held with LLS and stakeholders. David Carter asked if it could be kept for emergency access for bushfire fighting purposes as well.</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 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>General discussion about what noise barriers were being considered and feasibility. Melvyn indicated some work was also being undertaken to see what could be done to mitigate locomotive noise by the use of mufflers. It is not known how many properties will need noise mitigation, and more studies are being done.</p>

NO.	DISCUSSIONS
	<p>Question: David Carter sought advice on the characteristic of noise of the train passing through an urban area as compared to a stopped train. Wayne explained Inland Rail trains are ‘through trains’ and would normally be louder than an idling trains due to the work load. The model looks at both scenarios. Miles Connell sought comment on speed restriction at the viaduct in Wagga Wagga. Wayne advised that at the moment there are speed limits due to constructional conditions. Once this is fixed the speed restriction will be lifted but unsure what will be the proposed speed.</p> <p>ACTION: Wayne to check what the speed will be at the viaduct.</p> <p>Casey Bootsma (Stakeholder Engagement Lead A2I) 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>ACTION: 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>
6.General Business	NIL

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

NO.	ACTIONS	ACTION BY	DUE DATE
2	Clarify train speed at the viaduct in Wagga Wagga once the construction is complete.	Wayne Window	ASAP

Next Meeting

To Be Advised