

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

DATE / TIME

7 August 2024
2.000pm

LOCATION

Wagga Wagga City Council

FACILITATOR

Garry West

MINUTE TAKER

Garry West

DISTRIBUTION

Albury to Illabo CCC

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Garry West (Independent Chair)
- ▶ Cr Richard Foley (Wagga Wagga City Council)
- ▶ David Carter (Community Representative)
- ▶ Roslyn Prangnell (Urban Landcare)
- ▶ Austin Morris (Lockhart Shire Council)
- ▶ James Kennedy (A2P Delivery Director)
- ▶ Malcolm Clark (S2P/A2I Project Director)
- ▶ Casey Bootsma (Stakeholder Engagement Lead A2I)
- ▶ Wayne Window (Environmental Advisor)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Cr Pam Halliburton (Junee Shire Council Representative)
- ▶ Nicole Maher (Regional Landcare Coordinator)
- ▶ Cr Greg Verdon (Lockhart Shire Council)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ Clarissa Farrington (Director, Inland Rail Program Assurance, Commonwealth Infrastructure Projects Division, Department of Infrastructure, Transport, Regional Development, Communications and the Arts)
- ▶ Bronwyn Jackson (Assistant Director, Inland Rail Program Assurance, Commonwealth Infrastructure Projects Division)

Discussions

NO.	DISCUSSIONS
<p>1. Welcome & Introductions</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>The Chair advised Peter Veneris, former General Manager, Lockhart Shire Council has retired, and the new GM does not commence until 14 August 2024.</p> <p>Mark Cunningham advised his company has been retained by Martinus as Aboriginal Advisors for A2P. Mr West advised he sought advice and declared that Mark had a Conflict of Interest precluding him continuing as a CCC member. An alternative is being sought.</p> <p>The Chair noted that there has been a re-structuring at Inland Rail (IR) since the last meeting and that Melvyn Maylin has resigned and James Kennedy is the Delivery Director (Albury to Parkes) and Malcolm Clark is the Project Director A2I & S2P). Both provided a brief history of industry experience.</p> <p>James announced Casey has been promoted to Stakeholder Engagement & Communications Manager for Albury to Parkes.</p>
<p>2. Apologies</p>	<p>As Above</p>
<p>3. Declarations of Interest</p>	<p>No new declarations</p>
<p>4. Minutes of Previous Meeting</p>	<p>It was noted and agreed that the minutes of 18 October 2023 were approved and uploaded to the project website.</p>
<p>4. Actions from previous meeting</p>	<ol style="list-style-type: none"> 1. Link to RtS and PIR has been circulated to members. 2. Clarification of train speed at the Wagga Wagga viaduct post construction. The existing rail viaduct falls outside of the Inland Rail scope of works. There is current a temporary posted speed of 25km/hr due to ARTC maintenance works (replacing transoms). This work is underway and will be completed in the coming months after which the temporary posted speed is likely to be lifted to 60km/hr.

NO.	DISCUSSIONS
<p>5.Proponent’s Reports</p>	<p>James Kennedy (A2P Delivery Director) Program Update.</p> <p>Legal establishment of Inland Rail occurred in July 2023 with the appointment of a separate Board in August 2023. IR CEO Nick Miller was appointed in December 2023. 1 May 2024 IRPL became operational with its own governance and delivery arrangements. Looking ahead the focus is on performance and achieving delivery milestones, prioritising the construction of Inland Rail sections between Beveridge, Victoria and Parkes, NSW by end of June 2027. In addition, planning north of Narromine is progressing, securing the corridor through forward planning, approvals and land acquisition. Noted that Parkes to Narromine has already been completed.</p> <p>Beveridge to Albury is under construction in 2 tranches and John Holland have been awarded the construction contract. Albury to Illabo is an enhancement project and the construction contract awarded to Martinus and is awaiting environmental approval by the NSW Minister for Planning. Illabo to Stockinbingal involves construction of new track and procurement is underway and is also awaiting NSW Government environmental approval. Commonwealth assessment and approval is also required for I2S. S2P is an enhancement project and is currently in construction.</p> <p>(See slides for update on other IR sections.)</p> <p>Malcolm Clark (A2I Project Director) A2I Project Update.</p> <p>Site investigation and utility relocation works across the alignment are ongoing. Seasonal fauna surveys are currently being undertaken as well as surveying waterways.</p> <p>A NSW State Design Review Panel (SDRP) has been established for the project which delivers independent, expert and consistent design advice on State Significant projects related to urban design. Local councils are involved in this process. The detailed design phase is progressing with 20 design and 13 signalling packages across the A2I alignment. The scope and completion date for each site was detailed (see presentation slide).</p> <p>Various works are progressing through negotiated “possessions”.</p> <p>A2I Program involves utilities relocations by Martinus and are 68% complete. Investigation works are 98% complete. The design phase is 66% complete and construction activities are scheduled to</p>

NO.	DISCUSSIONS
	<p>commence later in 2024. Most early activity is currently focused at the Wagga Wagga area. Albury activity is not expected until early 2025.</p> <p>Question: Cr Foley asked when the Edmondson Street bridge works will commence? MC: Restricted to site investigations at the moment. Don't expect heavy mobilisation activity until January 2025.</p> <p>Question: Cr Foley Has the design been finalised, particularly around installation of lifts? MC: Currently in discussions with the Government Architect regarding the design. Council will be involved in the resolution. Temporary access has to be incorporated into the final planning conditions. Still working with the SDRP.</p> <p>Question: David Carter asked the timeline associated with the Glenrowan Bridge. Bronwyn Jackson advised work commenced in February 2023 and opened on 1 March 2024 and the pedestrian bridge is partially separate to the road bridge, but shares the same sub-structure. DC: Will there be anti-throw barriers? MC: The footbridge will but not the road overbridge. WW: The SDRP will be involved in finalising the details.</p> <p>Wayne Window (Environmental Manager)</p> <p>Wayne provided an overview of the Approval Pathway for A2I and advised the assessment by the NSW Department of Planning (DPHI) is almost complete is then referred to the Minister for Planning for a decision. IR is a Critical State Significant Infrastructure project and involved consideration of issues such as hours of work, operational noise, air quality, traffic, biodiversity and urban design outcomes. This involved Inland Rail, DHPI, Transport for NSW (TfNSW) & Councils. Following receipt of the Minister's decision with conditions a number of Secondary approvals will need to be undertaken before construction can commence. These will include Construction Environmental Management Plans covering biodiversity and biosecurity, flood and emergencies, heritage, noise and vibration, soil and water and traffic.</p> <p>An Environmental representative is to be appointed who will be the interface between the contractor and the various government regulators.</p> <p>An Environmental Protection Licence (EPL) for 'rail construction' via the Environment Protection Authority (EPA) will be required, along</p>

NO.	DISCUSSIONS
	<p>with site establishment plans, social impact management plan, road works approvals via Councils or TfNSW.</p> <p>All post approval documents will be published on the project website and CCC members notified as these occur.</p> <p>Question: DC. What about noise walls? WW. That will be looked at by the SDRP taking into consideration the noise models at the key locations. JK. The NSW Government Rail infrastructure Noise Guidelines (RING) is a key consideration for rail infrastructure projects in NSW. There are numerous ways to mitigate noise including at-property treatments, noise barriers and a locomotive noise reduction program. Solutions will take community feedback into consideration.</p> <p>Casey Bootsma (Stakeholder Engagement Lead A2I) Community Update.</p> <p>IR is supporting communities along the alignment by making voluntary financial contributions. Eligible organisations can apply for amounts between \$1,000 and \$4,000. Round 19 – October 2023 saw grants totalling over \$25,000 and Round 20 – January 2024 grants over \$10,000 and Round 21 – April 2024 nearly \$24,000. Four rounds are conducted each year with details on the project website.</p> <p>An Inland Rail Skills Academy has seen 18 Wagga Wagga locals, including 16 First Nations participants graduate. This has facilitated Certificate II in Rail infrastructure training in Wagga Wagga in April 2024. 16 Graduates, including 5 multicultural council participants, 7 First Nation participants and 4 disadvantaged youth members graduate from the second cohort of the IRSA facilitated Certificate II in Rail Infrastructure training in Wagga Wagga in July 2024.</p> <p>The Clontarf Foundation Partnership through the IR Skills Academy was launched in November 2023 for a further two years for a value of \$250,000 and will focus on the A2P footprint.</p> <p>IR Supplier Capability Workshops have been held over 5 rounds in Albury, Wagga Wagga, Parkes and Forbes. Since July 2023, 148 regional businesses (including 14 First Nations businesses) have participated learning what major project buyers want from suppliers and how to be more competitive.</p>

NO.	DISCUSSIONS
	<p>The STEM on track partnership with the University of Newcastle continues to give local primary and high school students a fun and educational glimpse into potential career paths in the rail industry with events in Albury and Wagga Wagga.</p> <p>Meetings are continuing with affected councils. Another round will be required after the September Local Government elections.</p>
<p>6. General Business</p>	<p>David Carter sought advice where construction crews will be located as Junee is full. CB. The social performance plan looks at accommodation needs. MC. Martinus are currently reviewing availability across the alignment. Specialist bridge construction crews will be brought in for the Edmondson and Kemp Street bridges and located within that proximity.</p> <p>David Carter asked about Level Crossing 1472 access for bush fire services. The gate is now shut. MC noted that rail corridor gates will be shut by the maintenance crews as a routine matter to secure the rail corridor.</p> <p>Cr Foley asked about speed in the viaduct when finished DC. It will be a 60kmph limit.</p> <p>Cr Foley asked about the impact of the current dispute between the government and the CFMEU. MC advised that is not an issue for Inland Rail and Martinus will be responsible for those issues.</p>
<p>7. Conclusions</p>	<p>The Chair indicated that the CCC membership needed to be reviewed as the project moves into the construction phase. He will be seeking advice from all existing members as to their future participation and seek any new stakeholders who may be impacted and wish to participate.</p> <p>The CCC will move to holding meetings on a quarterly basis. Recommended dates are shown below for 2024 and 2025.</p> <p>Mr West closed the meeting with a reminder about the level crossing safety campaign.</p>

Next Meeting

2024 – 6 November

2025 – 5 February; 7 May; 6 August & 5 November

