

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

8 December 2021
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)
- ▶ Bruce Pennay (Community Representative)
- ▶ Dennis Toohey (Border Rail Action Committee)
- ▶ Anthony McFarlane (Australian Business)
- ▶ Bill McDonnell (NSW Farmers)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Casey Bootsma (Stakeholder Engagement Advisor A2I)
- ▶ Zoe Cox (Environmental Advisor, A2I)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ Clarissa Farrington (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)
- ▶ Alex Berry (Albury Business Connect)
- ▶ Paula Sheehan (Holbrook/Murray Landcare)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)

Discussions

NO.	DISCUSSIONS
1. Welcome & Introductions	<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>
2. Apologies	<p>Paula Sheehan, Alex Berry and Clarissa Farrington</p>
3. Declarations of Interest	<p>No new declarations</p>
4. Minutes of Previous Meeting	<p>It was noted and agreed that the minutes of 29 September 2021 were approved and uploaded to the project website. Actions listed was responded to by Melvyn Maylin. Melvyn advised there are no proposed works to the structures associated with the Bomen Railway Station listing. (See presentation for comments on actions)</p>
5. Proponent's Reports	<p>Melvyn Maylin (A2I Project Director) Provided an update on the project status and overview. A2I is an enhancement project requiring horizontal and vertical clearance works at specific sites, to accommodate the operation of double stacked trains.</p> <p>The project was declared Critical State Infrastructure in March 2021. The final reference design has been delivered during September 2021, there are some points still to be resolved.</p> <p>The Environment Impact Statement (EIS) is well underway and is due to be on public exhibition early 2022. The project nearing the end of the feasibility phase and is about to commence the approval phase. The final reference design was completed in October 2021 with construction scheduled to commence in 2023.</p> <p>Zoe Cox (A2I Environmental Advisor) Zoe commenced by providing an overview of the planning approval process in NSW from the preparation of a scoping report, preparing the Environmental Assessment Report (EIS), public exhibition of the EIS for public comment and the approval. It is expected the draft EIS will be submitted to the Department of Planning, Industry and Environment (DPIE) for an Adequacy Review shortly.</p> <p>Once the EIS is placed on public exhibition, a minimum of 28 days is provided for community feedback and formal submissions from government agencies and the Minister for Planning and Public Spaces</p>

NO.	DISCUSSIONS
	<p>will make the decision on the project’s approval. The Federal department of Agriculture, Water and the Environment determined it did not require assessment and approval under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) therefore it is deemed not to be a controlled action.</p> <p>Q: Under the adequacy review process could the relevant sections of the EIS be released to specialist groups for review? A: Adequacy involves DPIE and other relevant government agencies reviewing the content. It is not for review by external bodies until it gets to the public exhibition stage. It is a process for planning to determine if the necessary aspects have been adequately addressed. If not, the proponent has to undertake further assessment of the deficient areas. The CCC is being provided with an overview of some of the key findings of the EIS before it goes to DPIE for public exhibition.</p> <p>Key Assessment Chapters of EIS:</p> <p><u>Non-Aboriginal Heritage:</u> Major impacts due to full demolition and replacement of the Cassidy Parade footbridge (this structure is on the Section 170 ARTC Register); the Edmondson Street bridge is not of historical significance but is considered to be of local significance and value to the community, the same applies to the Kemp Street bridge. The Yerong Creek Railway Station was identified as an archaeological potential site. This relates to what appears to be the remnants of the old railway station platform. Minor to moderate impacts occur on the Murray River Bridge, which is a State Heritage listed item, so will be looking to incorporate the existing design features back into the new infrastructure. As many of the old railway stations are old and heritage listed where work will occur such as Albury, Culcairn, Wagga Wagga, Bomen and Junee work within these heritage precincts would result in minor to moderate impacts. In terms of mitigations at the Edmondson St Bridge, there will be an attempt to salvage some old bricks in the existing structure and to re-install them in the new bridge. All works will be undertaken within a heritage Interpretation Strategy, that involves archival recording and in some instances interpretive signage may be incorporated.</p> <p>Q: No reference has been made to the Signal Box at the Albury Station and what interpretive information is being undertaken regarding the impacts on the Murray River Bridge. A: In regard to the Signal Box the</p>

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	<p>project does not intend impact on it, but it is a constraint and tracks have to be deviated around it. Maintenance and upgrade of that building rests with the ARTC. They have a budget for works and they are holding off until the Inland Rail works are completed. Information had previously been provided about grant opportunities for the Heritage Society for the development of a model or display. Q: Surely it is the responsibility of the project to undertake the necessary interruptive work? A: Inland Rail will take the request on notice to see what can be done. In addition, there is a commitment in the EIS to undertake a Heritage Interpretation Strategy that still needs to be develops.</p> <p><u>Aboriginal Heritage</u> This proposal is on the land of the Wiradjuri People. The EIS involved invitations to Aboriginal stakeholders to register an interest in the project and they became involved in site surveys. The draft report is provided for them to comment. Two isolated stone artefacts were identified, at Yerong Creek and Junee. The one at Yerong Creek is quite away from the project so no impacts and no mitigation is required. The one at Junee at the Olympic Highway Underbridge was found in the vicinity of the work and mitigation is proposed to provide the necessary protection during construction. In addition, some archaeological potential was identified near the Murray River bridge site, so mitigation is required during construction. Another important part is the identification of the cultural values and the intangibles. The Bomen Axe Quarry was identified but it is a significant distance from the proposed works. The Doodle Comer Swamp near Henty was identified as a culturally important place with concerns related to potential erosion impacts. Whilst it is some distance away from the proposed works, mitigation of erosion impacts will be undertaken.</p> <p>Q: If you do find something during construction what are you required to do? A: Predictive modelling is done first looking at the topography and previous landuse to test the likelihood of heritage value. If artifacts are found there is a process that involves due diligence and notification to the Heritage branch of DPIE.</p> <p><u>Landuse and Property</u> Given that A2I is an enhancement project, most of the work has been contained within the existing active rail corridor so as to minimise the impacts during construction. However, there are some instances where temporary occupation is required of private land for compound sites. In the operational stage permanent</p>

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	<p>acquisition is not expected to be required, however, new easements may need to be established for the realignment of utilities. There will also be a reconfiguration of open space at endeavour Park at Junee as a result of the HML changes to the bridge. Discussions are being undertaken with Council collaboratively in the Detailed Design to ensure the outcomes are suitable to all parties.</p> <p><u>Social and Economic</u> Relying on periods of possessions to do a lot of the work with the rail corridor. As a result, there will be quick influxes of workers, but at the peak there will be 770 personnel who will give rise to local employment opportunities. There will be impacts on landholders/occupants but will be minor due to the temporary land requirements. All this activity will increase the demand for supply of materials and services, and these services will be sourced locally where possible. During operations, there will be a benefit as a result of the safety and accessibility improvements to pedestrian bridges in Albury and Wagga Wagga which will be DDA compliant. The inclusion of shared user paths on the replacement bridges. There will be some change in the local amenity in regard to noise and visual as a result of the longer and double stacked freight trains with an increased frequency. At this time, the predicted operational rail noise impacts are only on a couple of identified receivers.</p> <p>Comment: The increased workforce will increase the demand on the already tight housing rental market. Response: This has been considered in the Social Impact Assessment. The impact will be dependent on the construction schedule and will be reviewed when the preferred construction contractor comes on board. There will also be a Workforce Accommodation Strategy. We will also try to use as many local resources as possible. Not proposing to build additional accommodation for the A2I project. A cumulative impact assessment has been done which looks at all the major projects coming on stream at a similar time to Inland Rail.</p> <p>Q: Is the pedestrian bridge at the Albury railway station going to be a shared pathway facility. A: It will only be a DDA compliant pedestrian bridge.</p> <p>Q: During the possession periods will you be working 24 hours at a time? If so, you will likely have a lot of noise complaints. A: A Construction Noise & Vibration Assessment has been undertaken to identify the people most affected and work with them. There will be standard hours of work, however during the periods of major</p>

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	<p>possessions where we get 60 hours of line shut down. During these periods we will be seeking to work 24 hours continuously and we will have to liaise with the affected parties. While this will cause short term noise issues, but it will reduce the duration of the impact.</p> <p>Q: Will the longer-term projects be undertaken continuously or Monday to Friday? A: Will be applying for extended hours every day, however there will be certain triggers to use standard hours of construction which is 7am to 6pm Monday to Friday and 8am to 1pm on Saturdays and no work on Sundays and Public Holidays based on level and duration of impact. The construction periods are only estimates at this stage. The contractor will have a better idea of the timeframes.</p> <p><u>Biodiversity</u> As this is an enhancement project and the work will be mainly within the operational rail corridor which is already cleared of vegetation the biodiversity impacts are minimal. The proposal envisages the removal of 4.4 hectares of native vegetation across the project. There are some riparian vegetation impacts expected at Sandy Creek, Jeralgambeth Creek in Illabo and the Murray River at the bridge. There are no significant impacts predicted on State or Commonwealth listed species, vegetation communities and populations.</p> <p><u>Visual and Landscape</u> The main features of the proposal with potential for operational visual impacts are the replacement and in some cases removal of road bridges and pedestrian bridges, modification of rail bridges, track lowering and the increased frequency of longer and higher trains. This changes the character of the area but over time people will become accustomed to the changes. The mitigation of these impacts will be subject to refinement in the detailed design phase and will involve replacement tree plantings and there will be further consultation with councils and community feedback. Other measures will include mitigating temporary construction lighting impacts, light spill from permanent lighting and train headlights. There will also be urban landscaping.</p> <p><u>Traffic and Movement During Construction</u> There will be a number of closures and traffic management measures associated with a number of the projects. Each project was considered over several slides (see presentation). Mitigation and Management could include creation of</p>

NO.	DISCUSSIONS
	<p>diversion routes, staged approach to works, parking controls and traffic management.</p> <p>Q: Henty has been an issue in the past due to the nature of the town and the older demographic. A: There is a commitment in the EIS to further investigate opportunities to mitigate impacts.</p> <p><u>Noise Management and Construction Hours</u> The Interim Construction Noise Guidelines (ICNG) were used to assess noise management procedures. The standard works hours under the ICNG are 7am to 6pm Monday to Friday, 8am to 1pm Saturdays and no work on Sundays and Public Holidays. We will be seeking approval for 6am to 6pm daily, however, for periods longer than 3 months mitigation will be to fall back to the ICNG standard. These longer hours will mean there is the ability to minimise the impact periods. The EPA will be continuously consulted as they regulate noise and whatever is approved will be built into the Conditions of Approval.</p> <p><u>Operational Noise and Mitigation Eligibility</u> The Rail Infrastructure Noise Guideline (RING) advises the levels at which operational noise and vibration are deemed reasonable or unreasonable. The criteria differ for new railway compared to upgraded railway. For houses near an upgraded railway need to meet an increase in the average noise over day and night by 2dB or more or maximum noise by 3dB or more AND exceed the predicted noise levels as defined by the RING. Modelling and assessment is undertaken to identify the receivers likely to be impacted from changes to the track and determine what mitigation is necessary. There are some schools and houses being predicted to be affected and are we are in discussions with them. It should be noted that all the noise impacts are only predictions at this stage and will be firmed up at detail design stage will further monitoring will occur and work within ARTC mitigation guidelines.</p> <p><u>Hydrology</u> There has been engagement with councils and Transport for NSW throughout the reference design stages. Where there is track lowering sites the hydrology impacts are being designed to provide a 1% AEP flood immunity. Where there is drainage works, it is proposed to mimic or improve existing drainage and flooding conditions. Overall, the prediction is that flooding impacts are expected to be minor or negligible where vertical alignment of the existing track has been altered.</p>

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	<p>Q: Where there are existing drainage issues, will they be rectified by Inland Rail? A: No. On A2I only impacts that result from changes we make to the vertical alignment or track lowering.</p> <p>Heath Martin (Stakeholder Engagement Manager, Southern NSW) Current engagement is focussed on noise and vibration consultation with sensitive receivers. Meetings have also been held, with residents around the Edmondson Street Bridge regarding the proposed design and a community newsletter is being prepared to provide a project update and feature noise and vibration. Individual meetings on noise and vibration will continue where needed. There will also be letters sent out to sensitive receivers inviting them to attend an information session on noise and vibration on 25 January 2022. CCC members will be included on the distribution of the newsletter which will be sent prior to the engagement cut off on 14 December 2021. Next year we will commence engagement on property acquisition, which is mainly temporary. We will also be out engaging on the EIS and associated public exhibition, including an awareness campaign and information sessions. Following this, and once the contractor is engaged, there will be a round of community engagement related to local suppliers and local capacity building such as where different businesses fit into the supply chain, and how to promote your business. In the second half of 2022, the contractor will begin detailed design, which will involve various engagement rounds with the community and key stakeholders.</p> <p>Key anticipated dates associated with the EIS are:</p> <p>Registration for the USB – 9 February 2022 Advertising for Drop-in sessions – 9 March 2022 Exhibition Live - 28 March 2022 (Exhibition date to be determined by DPIE)</p> <p>Casey provided an update on sponsorship and donations including advice of recent local recipients including the Wagga Wagga Rail Heritage Association for new display cabinets and the Junee Business And Trades for the community Christmas tree.</p>
<p>6. General Business</p>	<p>The next meeting there will be a presentation of the Summary of the facts and findings in the EIS, together with a hard copy. If there are</p>

NO.	DISCUSSIONS
	<p>specific things members want more detail on, please provide that request through the Chairperson.</p> <p>Anthony McFarlane requested how Inland Rail intended to approach skill sets required and what Business NSW can do to assist. The Inland Rail team took this on notice as an item for further information at the next meeting. [ACTION]</p> <p>When the project is finished will there be a renaming of some of the infrastructure? Unlikely, they are usually known by location.</p> <p>Chairperson raised the future of the CCC, noting if there is no condition in the consent requiring a CCC then the CCC will likely cease when the EIS goes on exhibition. Uncertainty was expressed as there are some detailed designs to be provided whilst meetings would only be on a needs basis. A CCC is a means of the Project Team keeping the key stakeholders informed rather than just feedback sessions.</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Provide information on workforce and skill requirements for the project and co-ordination possibilities	Heath Martin	Next CCC meeting

Next Meeting

9am Wednesday 23 February 2022. Location to be advised.