

MEETING MINUTES

A2I Inland Rail Albury to Illabo

Albury Sub-Committee

Community Consultative Committee

DATE / TIME

23 February 2022
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)
- ▶ Dennis Hickey (Albury & District Historical Society - Alt)
- ▶ Dennis Toohey (Border Rail Action Committee)
- ▶ Bill McDonnell (NSW Farmers)
- ▶ Alex Berry (Albury Business Connect)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Casey Bootsma (Stakeholder Engagement Lead A2I)
- ▶ Wayne Window (Senior Environmental Advisor)
- ▶ Zoe Cox (Environmental Advisor, A2I)
- ▶ Jessica Jackson (Stakeholder Engagement Advisor I2S)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Paula Sheehan (Holbrook/Murray Landcare)
- ▶ Anthony McFarlane (Australian Business)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ Clarissa Farrington (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)
- ▶ Cindy Pappin (Manager Transport Strategy, Transport for NSW)
- ▶ Nicole Payne (Inland Rail Assessment Officer, Transport for NSW)

Discussions

NO.	DISCUSSIONS
1. Welcome & Introductions	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.
2. Apologies	Paula Sheehan, Heath Martin, Anthony McFarlane, Alister Lunn & John Zannes
3. Declarations of Interest	No new declarations
4. Minutes of Previous Meeting	It was noted and agreed that the minutes of 8 December 2021 were approved and uploaded to the project website. Actions listed was responded to by Melvyn Maylin.
5. Proponent's Reports	<p>Melvyn Maylin (A2I Project Director) Provided an update on the project status. The EIS was submitted to the Department of Planning & Environment (DPE) for adequacy review and their comments in response are currently being reviewed. Some extra work is required which is expected to delay final submission by about three weeks. The timing of exhibition will then be for DPE to determine. Today we propose to present the summary of findings from the EIS and to seek comments from CCC members.</p> <p>Three parties have been shortlisted to tender for the project and it is intended to release the tender documents to them in May 2022. Ministerial approval is expected shortly for the property acquisition strategy. In this case it will be for temporary occupation and will not involve large tracts of land.</p> <p>Detailed design is planned to commence in Q1 2023 with construction in 2023/24.</p> <p>Melvyn provided an overview of the predicted growth in the number of trains (see slide 8). The peak is expected to be reached about 2039. The business case for the work was provided to meet Australia's freight challenge, creating a modal shift with safer roads, less road congestion, fewer carbon emissions and providing a stimulus to the economy by providing a construction employment peak of 21,500 jobs and \$18 billion GDP boost. For NSW it will provide a \$3.4B GSP boost and 7,500 construction jobs.</p> <p>After the tender documents have been issued for the A2I project, industry briefings will commence to explain the project's procurement</p>

NO.	DISCUSSIONS
	<p>and delivery strategy, how lower-tier suppliers can become engaged, and promote local and indigenous business to be engaged in the supply chain and work packages.</p> <p>Q. There has been some public questioning of the value and the business case. Is this being challenged or rebutted? The big picture needs not to be lost.</p> <p>A. The business case is built on building a rail freight line between Brisbane and Melbourne. This has not changed, and the project is progressing.</p> <p>Clarissa Farrington advised there are good answers in the Senate Inquiry which occurred last year and, in the NSW, Parliamentary Inquiry. Following are the links:</p> <p>https://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/InlandRail/Government_Response</p> <p>https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2638#tab-reportsandgovernmentresponses</p> <p>Q. Is there a requirement in the tender documents for local employment? A. Yes. That will be a key part of the tender process with a local employment incentivised criteria.</p> <p>Q. What is going to happen to the Yerong Creek railway station? A. There is nothing happening other than upgrading the crossing and some minor track slews.</p> <p>Zoe Cox (A2I Environmental Advisor) The Summary of Findings is a document that accompanies the EIS to provide an overview of the potential impacts of the proposal and the proposed mitigation measures.</p> <p>The EIS for the A2I project has been broken up into four precincts: Albury, Greater Hume/Lockhart, Wagga Wagga and Junee. There are 24 sites across the project. The four key areas are traffic, non-Aboriginal heritage, noise and vibration, Landscape and visual impacts. The construction is expected to take about 16 months and is largely scheduled to link to periods of possession. The peak workforce is estimated at 770.</p>

NO.	DISCUSSIONS
	<p><i>The slides for each precinct provide the detail of the impact of each project and what mitigation is planned.</i></p> <p><u>Albury Precinct</u></p> <p>No construction road closures, or detours are planned however there will be temporary and permanent parking impacts at Albury Station. A further review will be undertaken at the detailed design stage to see if the parking impacts can be minimised. Two spaces are expected to be lost at the operational phase. The Albury Station footbridge replacement will take about four months and a pedestrian diversion will be in place which will involve extra travel time. The new footbridge will be bigger than the current footbridge as it needs to be DDA compliant. The changes to the Murray River bridge are mainly increasing the height of the arches. This is planned to be in a way that is visually sympathetic to the heritage of the bridge. It will involve the erection which may result in temporary access changes for water users, however this is subject to ongoing consultation with relevant stakeholders.</p> <p>Mitigation of impacts will include construction vehicles parking in construction compounds, traffic management around the station for pedestrian and vehicle movement. All the work will be spelt out in a traffic, transport and access plan, Construction Environment Management Plan (CEMP), which will be developed.</p> <p>A heritage management plan will be prepared for the construction together with a heritage interpretation strategy.</p> <p>Comment: There are a couple of businesses in the vicinity of the Station where impacts will need to be managed. A. This will be addressed in the CEMP.</p> <p>Construction Noise Assessment indicates there will be noise level exceedances at each enhancement site during construction. This will be addressed through a construction noise and vibration plan and with the construction team. There will be some sleep disturbance impacts where night-time work is undertaken during possession periods.</p> <p>The noise assessment indicates there will be one educational receiver predicted to experience operational noise exceedances. Detailed discussion will occur with them to understand how they operate and work out the preferred way to mitigate those impacts.</p> <p>Operational noise and vibration impacts will be reviewed after the detailed design is available. Operational noise monitoring will also occur to validate the assessment and the actual impact.</p>

NO.	DISCUSSIONS
	<p>During possession periods night-time construction lighting will be required and managed. Possessions are normally for a 60-hour period. The number of possessions is still be determined. An urban design and landscape plan will be prepared.</p> <p><u>Greater Hume / Lockhart Precinct</u> A 5 day closure will occur at the Sladen Street level crossing in Henty to accommodate the track slew. A road diversion will be in place to the Rosler Parade level crossing 500 m south, causing additional travel time. Discussions will occur with local bus company about this impact. Work in the yards will impact on passenger access to trains and this will need to be managed to provide safety benefits for users. However, access will be maintained during the works. There will be operational impacts due to extra train traffic, but it will be a gradual increase. A pedestrian boom gate will be installed at the Sladen Street crossing as a new safety measure which will be activated with the traffic lights. At Culcairn the pedestrian bridge will be removed creating a visual change. Comment. Could the 5 day closure not occur at the time of Henty Field Days and also harvest times. Emergency Services will also need to be consulted. Local communication on timing of closures will also avoid unnecessary criticism. Q. What is the closure time for the crossing at Culcairn? A. This crossing is not impacted. Q. The bridge that is being gifted, is it the whole bridge? A. Council have expressed interest only in the top deck for relocation and to be used as a viewing deck. The Noise Assessment predicts six residences in Henty will be impacted by operational rail noise. Discussions have been initiated with these people and mitigation measures will be developed. Q. When the line is fully operational does local government review the noise impact for areas along the route where future development may occur? A. Local government has guidelines on how to treat areas adjacent to operational rail lines where development is proposed. The Yerong Creek Public School is predicted to experience operational noise exceedances. The school has been contacted and there will be ongoing discussions about the impact and mitigation options.</p> <p><u>Other Assessments</u></p>

NO.	DISCUSSIONS
	<p>Aboriginal heritage – no predicted impacts as part of the project. Mitigation measures will be in place to avoid impacts to the area of archaeological potential.</p> <p>Air quality – no predicted impacts during construction. Dust impacts will need to be managed by the contractor in accordance with the Construction Environment Management Plan (CEMP).</p> <p>Groundwater – some groundwater may be expected during excavation at track lowering sites. More work on these will be undertaken at the Detail Design Stage.</p> <p>Hydrology and flooding – as this is an enhancement project all drainage works are designed to mimic or improve existing drainage and flooding conditions. The assessment indicates this has been achieved and monitoring will continue through Detailed Design and construction. DPE has requested some further information on this topic be provided prior to the EIS going on exhibition.</p> <p>Land use and property – temporary occupation of about 27 hectares is required during construction. One easement acquisition is required for the relocation of a utility.</p> <p>Social – a Social Impact Management Plan will be prepared to track and report on measures to mitigate social impacts and enhance community benefits during construction. There are different dynamics associated with each of the project sites.</p> <p>Soils and contamination – further contamination testing is to be done at higher risk sites. This is an operational rail corridor so there is potential contamination associated with historical usage of trains.</p> <p>Waste – excess spoil is expected, and volumes need to be minimised as far as practicable.</p> <p>Q. Is Council Waste Recovery Centre licensed to take contaminated material?</p> <p>A. Yes it is licensed by the EPA.</p> <p><u>Biodiversity</u></p> <p>This was referred in detail at the last meeting. As the works proposed are in the rail corridor it is predominately cleared, and existing vegetation is generally of low or moderate condition.</p> <p>Most of the threatened ecological community (TEC) is located in the Junee to Illabo section.</p> <p>Squirrel Glider has been identified as a species for regional connectivity near the Billy Hughes bridge and glider poles are planned across the rail corridor at that location.</p> <p><u>Early Works</u></p>

NO.	DISCUSSIONS
	<p>A2I has been declared Critical State Significant Infrastructure (CSSI) which allows certain activities to be carried out before the start of construction including minor utilities work, surveys and investigations and storage of materials in existing rail facilities along the alignment. These are subject to a separate approval process and are assessed in a Review of Environmental Factors (REF). Early work is underway in this regard.</p> <p>Casey Bootsma (Stakeholder Engagement Lead)</p> <p>The last 12 months there have been 120+ individual meetings, 14 community information sessions, 13 MP briefings, 10+ design changes as a result of feedback and 791 stakeholder emails. The key issues that have arisen are operational noise and vibration, traffic impacts during construction and visual amenity and landscape.</p> <p>Casey outlined the changes that occurred as a result of the consultation.</p> <p>EIS engagement includes providing digital and hard copies of the Summary of Findings at each LGA Council Office. The full EIS document will be found on the DPE Major Projects website after it is lodged.</p> <p>An advertising campaign will be undertaken to alert the community to the EIS and submission process. Public submissions will be able to be made online on the DPE Major Project website or by post. Submissions can only be made during the exhibition period.</p> <p>The Stakeholder Team will continue to consult with affected schools on noise and vibration, property acquisition and utility relocation engagement.</p> <p>Casey provided an update on sponsorship and donations and advised the current round is open until 30 April 2022.</p>
<p>6. General Business</p>	<p>Chairperson advised the next meeting of the CCC is after the submission period is closed and Inland Rail has prepared its Response to Submissions (RTS). Hopefully there will a role for a CCC or a reference group of some form in the post determination time and during construction.</p> <p>An Inland Rail advertising program is scheduled to occur at some stage later in the year.</p>

Actions - NIL

Next Meeting

TBA