

Inland Rail Albury to Illabo section Environmental Impact Statement Submission (SUB-48830505)

28 September 2022

Director – Freight Assessments and Management  
NSW Planning, Department of Planning and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

To Whom It May Concern

**Subject: Submission to Inland Rail Environmental Impact Statement (EIS) Inland Rail Albury to Illabo section Environmental Impact Statement Submission (SUB-48830505)**

I have attended a number of community consultation sessions regarding the Albury to Illabo section of the Inland Rail and on each occasion I have raised some of the following concerns of the Inland Rail travelling through the centre of Wagga Wagga:

- A preferred route of the Inland Rail would be to bypass the centre of Wagga Wagga;
- The disruption to the residents and ratepayers of Wagga Wagga during the construction period;
- The disruption to the residents and ratepayers of Wagga Wagga when the project is completed with traffic congestion at the level rail crossings, increased noise, increased vibration and structural damage to houses and property, increased light pollution, increased air pollution, increased safety risks with the increased number of double stacked trainings travelling through the centre of Wagga Wagga. With the construction of the Inland Rail the following streets and roads will be impacted:
  - Bourke Street
  - Fox Street
  - Edward Street
  - Docker Street
  - Urana Street
  - Macleay Street
  - Railway Street
  - Lake Albert Road
  - Pearson Street
  - Dobney Avenue
  - Fernleigh Road
  - Edmondson Street
  - Mitchelmore Street
  - Best Street

Please note that this is not a complete list, as once the project is completed the motorists will find the least affected and shortest route for their journey which will see other streets affected by the Inland Rail;

- I will also mention the traffic congestion at the level rail crossings and the delays to emergency vehicles and their response times;
- The changing water flows and flooding associated to the construction and the finished project around the Pearson Street bridge works. The works will impact and increase the risk of flooding from Fernleigh Road through to Edward Street / Sturt Highway;

- At the consultation sessions I also mentioned that when the Inland Rail project constructs car parks they increase the size of the parking spaces to accommodate for the larger vehicles in regional Australia such as the RAMS, Dual and Single Cab Toyota Landcruisers, Chevrolet Silverados, Ford 150, Ford 250 and the GMC 2500 HD Denali etc
- Houses located in close proximity of the Inland Rail in the following streets will be severely impacted by the Inland Rail:
  - Coleman Street
  - Langdon Avenue
  - Higgins Avenue
  - Reddoch Drive
  - Donnelly Avenue
  - Cassidy Parade
  - Brookong Avenue
  - Roma Street
  - Mima Street
  - Kildare Street
  - Norman Street
  - Bimbeen Street
  - Inverary Street
- At the consultation sessions I attended I mentioned I was disappointed with Wagga Wagga City Council in that they were not attending all the Albury to Illabo Community Consultative Committee meetings and consultation sessions and this can be seen by the attendance in the attached meeting minutes.

End of submission

## MEETING MINUTES

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

#### DATE / TIME

8 December 2021  
2.00pm

#### LOCATION

Council Meeting Room, Wagga Wagga City Council,  
243 Baylis St, Wagga Wagga

#### FACILITATOR

Garry West

#### MINUTE TAKER

Garry West

#### DISTRIBUTION

Albury to Illabo CCC

#### ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Garry West (Independent Chair)
- ▶ Mark Cunningham (Community Representative)
- ▶ Martin Honer (NSW Farmers – Alternate)
- ▶ Stacey Moses (Junee Shire Council)
- ▶ Peter Veneris (Lockhart Shire Council)
- ▶ 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)
- ▶ Nicole Maher (Murrumbidgee Landcare)
- ▶ David Carter (Community Representative)
- ▶ Bill McDonnell (NSW Farmers)
- ▶ Elisha Bailey (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)

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

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

## Discussions

NO.	DISCUSSIONS
1. Welcome	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	Nicole Maher, David Carter and Clarissa Farrington & Elisha Bailey
3. Declarations of Interest	David Carter updated his Declaration to advise that Level Crossing LX605 is jointly shared by him and Junee Shire Council and is earmarked to be upgraded from passive to active. This crossing is the principal entrance to his farming business. The Chairperson noted the updated declaration, and no objection was raised in the meeting.
4. Minutes of Previous Meeting	It was noted and agreed that the minutes of 29 September 2021 were approved and uploaded to the project website.
5. Proponent's Reports	<p><b>Melvyn Maylin (A2I Project Director)</b> 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.</p> <p>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><b>Zoe Cox (A2I Environmental Advisor)</b> 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</p>

NO.	DISCUSSIONS
	<p>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 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 to not to be a controlled action.</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><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</p>

NO.	DISCUSSIONS
	<p>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><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 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>Q: Will an Aboriginal Cultural Survey be undertaken on any land required for temporary purposes? A: The assessment to date has covered all land that is being impacted. Q: Have any artifacts found been moved off site? A: At this stage no. Heritage NSW and the Aboriginal stakeholders will be consulted if there are any finds that are required to be relocated.</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</p>

NO.	DISCUSSIONS
	<p>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: This project may coincide with other major projects and result in demand for local rental housing.</p> <p>Q: What is the project indigenous recruitment target? A: Can't directly answer at this stage but when we get to the appropriate stage, we will have local employment and indigenous employment targets.</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 diversion routes, staged approach to works, parking controls and traffic management.</p>

NO.	DISCUSSIONS
	<p>Q (On Notice): What is being planned for residents who live south of Kemp Street safe access across Kemp Street to the north once the new bridge and associated road works are completed? A: Not able to respond at this stage. There are some issues that also need addressing from Junee Shire Council. <b>[ACTION]</b></p> <p>C: In the Junee to Illabo section there are several level crossings that will impact on farming operations if closed without consultation. R: The closure period of any of these crossings will be relatively short and there will be further engagement with impacted parties.</p> <p>C: The Edmondson Street bridge diversion needs further examination due to existing congestion on Lake Albert Road. Q: Is that to do with the traffic light sequencing? A: Mainly, yes and possibly should be reviewed in the traffic management plan.</p> <p>C: There needs to a review of the level crossing trigger when trains are shunting in the Junee yards. Q: Is this existing through trains as it may not be an Inland Rail issue, it may be an ARTC operational issue and should be passed on to them?</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</p>



NO.	DISCUSSIONS
	<p>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> <p><b>Heath Martin (Stakeholder Engagement Manager, Southern NSW)</b></p> <p>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</p>

NO.	DISCUSSIONS
	<p>Advertising for Drop-in sessions – 9 March 2022</p> <p>Exhibition Live - 28 March 2022</p> <p>(Exhibition date to be determined by DPIE)</p> <p>Comment: Some residents may not have computer access, could the library be a point of access.</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. Next round is now open and closes late January 2022.</p>
<b>6.General Business</b>	<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 specific things members want more detail on, please provide that request through the Chairperson.</p> <p>Workforce planning issues which were raised at the Albury Sub-committee will be discussed at the next CCC meeting.</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	Safe access for Junee residents across Kemp Street when works completed.	Melvyn Maylin	Next meeting
2	Provide information on workforce and skill requirements for the project and co-ordination possibilities	Heath Martin	Next CCC meeting

## **Next Meeting**

2pm Wednesday 23 February 2022. Location to be advised.

## MEETING MINUTES

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

#### DATE / TIME

23 February 2022  
2.00pm

#### 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)
- ▶ David Carter (Community Representative)
- ▶ Cr Pam Halliburton (Junee Shire Council Representative)
- ▶ Rory McKenzie (Community Representative)
- ▶ Roslyn Prangnell (Urban Landcare)
- ▶ Cr Greg Verdon (Lockhart Shire Council)
- ▶ Martin Honner (NSW Farmers – Alt)
- ▶ Stacey Moses (Junee Shire Council)
- ▶ Peter Veneris (Lockhart Shire Council)
- ▶ 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)

- ▶ Nicole Maher (Murrumbidgee Landcare)
- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Bill McDonnell (NSW Farmers)
- ▶ Mark Cunningham (Community Representative)

#### 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
<b>1.Welcome</b>	The Chair welcomed all to the meeting. The Chair sought agreement for him to record the meeting for the purpose of preparing minutes. No objections.
<b>2.Declarations of Interest</b>	Cr Pam Halliburton declared she has a non-significant non-pecuniary interest in level crossing LX605 if it is raised during the meeting.
<b>3.Minutes of Previous Meeting</b>	It was noted and agreed that the minutes of 8 December 2021 were approved and uploaded to the Proponents website. Actions listed was responded to by Melvyn Maylin. David Carter indicated he feels the action should relate to safe access after the works are completed. Melvyn advised the solutions have not been identified at this stage.
<b>4.Proponent's Reports</b>	<p><b>Melvyn Maylin (A2I Project Director)</b> Provided an update on the project status. The EIS was submitted to the Department of Planning &amp; 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. Not all trains will be double stacked but building for that capacity. 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 an \$18 billion GDP boost. For NSW it will provide a \$3.4B GSP boost and 7,500 construction jobs.</p>

NO.	DISCUSSIONS
	<p>After the tender documents have been issued for the A2I project, industry briefings will commence to explain the project's procurement 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. Will the contractor be required to establish their own workforce and what about a work camp?</p> <p>A. Yes the contractor will be required to establish their own workforce but a work camp will not be required for this project.</p> <p><b>Zoe Cox (Environment Advisor)</b> 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. Additional possession periods are being sought.</p> <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>Greater Hume / Lockhart Precinct</u></p> <p>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>Wagga Wagga Precinct</u></p> <p>Replacement of the Edmondson St bridge is a major project requiring traffic diversion to be in place for about 9 months. The impacts will be on both vehicular and pedestrian movements.</p> <p>The Wagga Wagga station pedestrian bridge and the Cassidy Parade pedestrian bridge will be replaced. Due to the cumulative impact a staging plan is being considered so that one bridge is open at all times. The impact period is about 6 months. Discussions are underway with the bus services for both schools and the town, so they are aware of the impacts of all these changes. Contractors will be required to park in the construction compounds. A traffic, transport and access plan will be prepared, and it will detail the signage requirements and the</p>

NO.	DISCUSSIONS
	<p>road and pedestrian diversions. The Cassidy Parade bridge is a heritage item and will require a heritage management plan and interpretation strategy.</p> <p>Q. Who do we deal with regarding utilities during construction? Inland Rail or ARTC? A. At the enhancement sites it will be Inland Rail for the rest of the line it will remain with ARTC.</p> <p>Noise level exceedances will occur at each enhancement site during construction. Cumulative noise impacts will also occur resulting from the Wagga Wagga yard track realignment, Cassidy Parade pedestrian bridge and Edmondson bridge during construction. Two education receivers are predicted to experience operational noise exceedances and have been consulted on this issue.</p> <p>Night-time construction lighting needs to be managed during possession periods. An urban design and landscape plan will be prepared during the detailed design stage to manage these impacts.</p> <p><u>Junee Precinct</u></p> <p>The Kemp St bridge replacement will take about 8 months. It will be not available for use at all during that period so traffic diversions will be in place. A small parcel of recreation space will be required during construction. At the end there will be no net loss of this space it will be just a different configuration.</p> <p>There are 3 level crossings between Junee and Illabo requiring modification and each will require traffic diversions for 3 to 5 days. There will be parking impacts at the Junee station and pedestrian movements will also require to be managed.</p> <p>Two passive level crossings are to be upgraded to active crossings. Intersection of Railway Parade, Kemp Street and Olympic Highway will be reconfigured. Existing movements will be maintained. Relevant stakeholders will be consulted prior to and during the traffic diversions.</p> <p>The unused Junee pedestrian bridge will be removed and will be handed to Council. Responsibility for the bridge will then rest with Council.</p> <p>Q. During diversions is it likely the crew changing location at Junee can be moved?</p> <p>A. Discussions are taking place with the operational division of ARTC on that issue.</p> <p>Noise levels will need management at all Junee locations during construction.</p>

NO.	DISCUSSIONS
	<p>The noise assessment indicates two schools will be impacted by operational noise, one in Junee and the other in Illabo. Consultations with both will guide mitigation.</p> <p>Q. What is the potential for operational noise impacts for residents of Illabo?</p> <p>A. The noise assessment does not indicate this to occur. The assessment is only conducted at the enhancement sites.</p> <p>Q. There appears to be a question about predicted train numbers?</p> <p>A. The numbers are averaged and reflect trains other than main line freight movements.</p> <p>Q. What rehabilitation / vegetation is planned for the land left vacant by the track slews?</p> <p>A. Where land is disturbed it will be rehabilitated but vegetation has to be limited in operational areas.</p> <p><u>Other Assessments</u></p> <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>



NO.	DISCUSSIONS
	<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. What sort of contamination is expected?</p> <p>A. Older structures are likely to have lead paint, and fuel leaks associated with historical uses. The contractor will be responsible for the management of contamination issues.</p> <p>Q. Will local landfill be used for this excess spill?</p> <p>A. Yes, it will go to EPA licenced sites where necessary.</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>Q. What you call TEC vegetation?</p> <p>A. TEC vegetation is defined in the State and Commonwealth legislation. It is native vegetation that is endemic to a particular location, not ornamental. The assessment is only at the enhancement sites across the project.</p> <p>More detail can be found in the EIS when available.</p> <p><u>Early Works</u></p> <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><b>Casey Bootsma (Stakeholder Engagement Lead)</b></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</p>

NO.	DISCUSSIONS
	<p>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>Q. Will the USB have the full EIS? A. No, only the Summary of Findings. The full EIS can only be accessed via the DPE Major Projects website.</p> <p>Q. What will be the period of exhibition? A. That will be determined by DPE, normally only 28 days.</p>
<b>5.General Business</b>	<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>

## Actions - NIL

## Next Meeting

TBA