

## Meeting 1: RINA / GADRA

**DATE:** 11/11/2021

### ATTENDEES

**GADRA:** Una Caulfield, Ruth Carty, Sheila O'Connor  
**RINA:** Andrea Raffetti, Luke Albanese  
**TII:** Suzanne Angle (for introduction only)

- **Introductions by TII:** Initial introductions were completed by Suzanne Angley, who confirmed that it was still intended to submit for a Railway Procurement Order (RPO) in Q2 2021.
- **Introductions by RINA:** RINA introduced themselves as an Italian engineering company, with significant technical experience in metro and railway. They confirmed that they have experience in advising residential stakeholder groups
- **Extent of Service being provided:** RINA confirmed that they will be on the project up to submission for the RPO, including preparation for the oral hearing. There is an option for TII to continue with their services past this point, but currently that is optional.
- **Role:** GADRA noted the value of the Independent Expert role during Metro North, whose advice contributed to the re-alignment decision, and queried whether RINA would have an input into design elements as opposed to simply interpreting design. RINA confirmed that their intent is to discharge their role in a manner similar set by GW, the independent advisors for Metro North. They confirmed that their role included a review the existing documentation regarding the Emerging Preferred Route (EPR) as prepared by Arup and the Preferred Route (PR) as prepared by Jacobs. They will highlight any impacts or consequences that residents' groups don't appear to be aware of and committed to highlighting aspects that they don't believe are optimal, they would highlight this. Ultimately, they confirmed that they are here to answer Residents Associations questions and would encourage all groups to engage with them both formally and informally. They noted that they have expertise in traffic management, which the Metro North advisor did not, so will be able to advise in relation to that. RINA confirmed that key to their role is that need to translate technical matters into simpler language for the various groups
- **Reporting Approach:** GADRA queried whether RINA proposed to provide regular reports to their stakeholders. RINA noted that the EIS is the most significant item to be assessed as part of their role and, being a material document, it would take time to analyse in full. They confirmed their understanding that previous advisors did provide periodic draft reports on their analysis as it progressed and noted that they proposed to follow the same approach. They confirmed their understanding is that TII will begin to release draft chapters/draft alignment drawings in two weeks and committed to providing interim reports on this.

It was noted that some items will be common to all residents' groups (e.g., noise, vibration etc) but others will be specific to particular groups. In relation to this, GADRA highlighted their particular concerns regarding the shaft in Hampstead Park, which included the process to incorporate it into the design in the first instance, the lack of alternatives considered and the subsequent consultation. They explained their proposal that the shaft be developed as a station, at least providing something in return to residents for the challenges of the construction process and the loss of the parkland, noting a station could remain unopened until nearby developments progressed. GADRA noted that matters specific to the area such as this would merit specific

consideration by RINA. RINA confirmed that another group (Hampstead Residents Association) had raised similar concerns and acknowledged that it did seem to merit review and provision of a report on their review.

GADRA noted the intent that reports provided by RINA, together with short meetings notes on any engagement, would be placed on the GADRA website and handed out, where required by specific residents. This was in lieu of public meetings with our residents, which currently are not possible. RINA accepted this approach.

- **Access to Specific Expertise:** GADRA noted that in the Metro North engagement, the advisor had facilitated direct engagement with a tunnelling expert. RINA confirmed that they had tunnelling expertise as part of their group and offered to include that expert at the next meeting.
- **Process:** RINA confirmed that issues could be identified either by RINA or by the residents' groups. Based on their analysis and stakeholder submissions, they would develop a list of issues and agree with stakeholders on which were areas of focus.
- **Independence:** RINA reassured GADRA of their independence from TII. They confirmed that they would inform TII of progress or any material issues, but noted that at the end of the process, these will become public in any case.
- **Specific areas of Concern:** In addition to concerns regarding the shaft already raised, GADRA raised a question as to what would happen in a scenario where construction started (e.g., digging of station boxes) and then halted (e.g., another economic downturn) and queried what the mitigation plan would be. RINA acknowledged that this was a valid concern and committed to considering. GADRA further noted that the Hampstead Park noise levels, which had been measured during Metro North, were equivalent to that in a countryside so noted that that area would be specifically sensitive to increases in noise levels.
- **Next Steps:** GADRA and RINA agreed to have formal meetings approx. monthly and committed to reverting with proposals for the next one. In the meantime, GADRA committed to documenting and submitting details of their most material concerns for RINA's review and consideration.
- **Closing Remarks:** GADRA noted that our association are pro metro and are simply seeking to get the best design of metro possible for our residents. While GADRA does understand that there will be disruption associated with a project of this nature, they would be working strenuously to mitigate and minimise this as much as possible. GADRA also reiterated that it would be easier to gain support for the challenges residents would face during construction if there was a consequent gain in terms of a station.

**/END**