

MEETING MINUTES
I2S Inland Rail Illabo to Stockinbingal
Community Consultative Committee

DATE / TIME
 24 June 2021
 1.10pm

LOCATION
 Cootamundra Library

FACILITATOR
 Garry West

MINUTE TAKER
 Garry West

DISTRIBUTION
 Illabo to Stockinbingal CCC

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Garry West (Independent Chair)
- ▶ David Carter (NSW Farmers)
- ▶ David Carr (Community Member)
- ▶ James Coleborne (Community Member)
- ▶ Rohan Johnston (Junee Shire Council)
- ▶ Cr Pam Halliburton (Junee Shire Council)
- ▶ Geoffrey Larsen (Community Member)
- ▶ Cr Leigh Bowden (Cootamundra-Gundagai Regional Council)
- ▶ Mark Ellis (Cootamundra-Gundagai Regional Council)
- ▶ Russell Vincent (Community Member)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Grant Johnson (Stakeholder Engagement Lead I2S)
- ▶ Jessica Jackson (Stakeholder Engagement Advisor I2S)
- ▶ Angela Stewart (Senior Environmental Advisor)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Martin Honner (NSW Farmers)
- ▶ Sharon Langham (Cootamundra-Gundagai Regional Council - Alternate)
- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ Shane Sykes (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)
- ▶ Wayne Window (Senior Environmental Advisor)
- ▶ Sam Carr (Local Landowner)

Discussions

NO.	DISCUSSIONS
1. Welcome	<p>The Chair welcomed all to the meeting and acknowledged the Traditional Custodians of the land on which the meeting is held.</p> <p>Mr West welcomed Russell Vincent to the meeting as a new community member of the I2S CCC and acknowledged Sam Carr as an observer to the meeting.</p>

NO.	DISCUSSIONS
2.Declarations of Interest	Mr West advised the meeting that he was appointed as the Independent Chair of the CCC by the NSW Department of Planning, Industry & Environment (DPIE) and is paid by ARTC.
3.Minutes of Previous Meeting	It was noted and agreed that the minutes of 25 February 2021 were approved and uploaded to the Proponents website. Actions listed to circulate the SEARs was done and the review of noise impacts on livestock were deferred until the environmental update during the meeting.
5.Correspondence	NIL
6.Proponent's Reports	<p>Melvyn Maylin (I2S Project Director) Provided update on activity since February CCC meeting. The presentation will include a visualisation on which Grant Johnson will provide a commentary. We are in a reference design stage and the 70% reference design consultation has been completed. We have now commenced 100% reference design consultation. Ongoing consultation continues as well as working on the environmental approvals and an update on these will be provided today. An updated alignment map has been provided to all impacted landowners dealing with the private access, stock underpasses and culverts. The land acquisition processes will commence in the second half of 2021. The Draft Environmental Impact Statement (EIS) is expected be lodged with DPIE for review in Q3 2021. Public exhibition is planned for late 2021 for a minimum 28-day exhibition period where the public and other government agencies will be invited to make formal submissions to DPIE. Approval hoped for in the second half of 2022 with the awarding of the Design and Construct (D&C) Contract in 2023.</p> <p>The procurement process has already started to identify possible future contractors who would proceed through a submission of interest phase followed by a request for proposal stage. This is being conducted concurrently with the other Inland Rail projects of A2I and S2P which are the 'brownfield' projects either side of I2S. The D&C Contract for I2S will not be awarded until the EIS has been approved.</p> <p>Provided a high-level schedule of the stages (see presentation).</p> <p>Q: Is there likely to be only one contractor?</p>

NO.	DISCUSSIONS
	<p>A: Anticipating a single contractor for the D&C contract for I2S in principle, however there are some aspects such as signalling still to be resolved.</p> <p>A I2S Fly-Thru visualisation was shown with Grant Johnson (Stakeholder Engagement Lead I2S) providing commentary (see https://www.youtube.com/watch?v=O9f5q2geHSc on the website)</p> <p>Changes to the project since the 70% reference design stage include reduced earthworks (cut & fill) which means shorter construction duration; fewer environmental impacts; improved visual amenity; smaller footprint and better budget outcomes. There has been a rationalisation of the location for the Rail Maintenance Access Road (RMAR) to align with Rural Fire Services (RFS) requirements; for example, the RMAR moved to the east side from Ironbong Road to Old Cootamundra Road. The crossing loop has been moved to the eastern side of the alignment and there has been a rationalisation of culverts, bridges and longitudinal drainage throughout the entire alignment in consideration of the latest flood modelling results and all stock underpass locations have been finalised based on flood modelling and stakeholder considerations.</p> <p>Detailed information provided on the level crossings. <u>Old Sydney Road Level Crossing</u> will be a passive level crossing (i.e. stop signs) together with road sealing 15 metres back from the stop line on both sides. These have been designed in accordance with current policy.</p> <p>Q: What is the current policy? Is it the usage of the road?</p> <p>A: The policy is determined by the Australian Level Crossing Assessment Methodology (ALCAM) which takes into account volumes of traffic, frequency of trains, visual site lines together with an element of risk mitigation. If there is a policy change and a budget commitment with it then the design will be changed to meet the new policy requirements.</p> <p>Q: Junee Shire Council has adopted a policy that level crossings on all public roads should be active rather than passive.</p> <p>A: At this time the project has to comply with ALCAM.</p> <p>Q: Seasonal conditions should also be a consideration! Eg Dry dusty roads need to be considered in regard to the distance of sealing.</p>

NO.	DISCUSSIONS
	<p>A: What is long enough? That is not determined, but we will consider the issue.</p> <p>Q: Where will the stop signs be in relation to the track?</p> <p>A: Can't give you a precise distance but it is a standard configuration. There will also be additional advance warning signs which are standard.</p> <p><u>Ironbong Road Level Crossing</u> will be an activated level crossing, (i.e lights, bells and boom gates). There is also improved drainage with the culvert system.</p> <p>John Zannes (TfNSW) noted it is Transport for NSW policy that all active level crossings are to have road speeds reduced to a maximum of 80 kph and that is to be rolled out into the future. Some sites will have lower speed limits due to local circumstances.</p> <p>Q: It is noted that the Crown Road level crossing (PU11390) is an activated crossing, but the Council Public Road Level Crossing (PU15950) is passive. Why?</p> <p>A: The Crown Road Level Crossing is just north of the end of the passing loop which causes poor visual impacts if a stationary train is on this loop and a moving train approaches the crossing on the main line.</p> <p><u>Dirnaseer Road underbridge</u> has 3 spans with vertical clearances and shortened abutments on the southern and northern sides on private land to permit local landholder machinery & stock movement without having to access the public road. (Vertical abutment v "spill through" abutment).</p> <p><u>Old Cootamundra Road Underbridge</u> has 4 spans with a vertical clearance and shortened abutment on the southern side to allow for landowners' access.</p> <p><u>Corbys lane level Crossing</u> is a Council public road with a passive crossing (i.e. stop signs).</p> <p><u>Burley Griffin Way</u> changes provide a tie-in before the existing bridge and a link into the existing Country Rail Network (CRN) line. This is a very complex site. This design lessens the impacts on the existing Burley Griffin Way, so as to keep it open during construction. The neighbouring landowner impact has also led to land acquisition discussions commencing. Some alignment changes also had to be</p>

NO.	DISCUSSIONS
	<p>undertaken to avoid a scar tree identified through the environmental investigations.</p> <p>Q: The speed limit of 100kpm over the bridge is too fast to meet the 60kpm limit as vehicles, particularly trucks, approach the village.</p> <p>A: That is a matter that should be taken to the CGRC Traffic Committee to consider. TfNSW will also give consideration at the design stage to the impacts of truck speeds which may also result in further advance warning signs.</p> <p>Q: Where will the water from the bridge and the embankment go?</p> <p>A: The water impacts have been considered by the hydrology team and will come back to the next CCC meeting with an answer in regard to drainage design. [ACTION] The principle is not to divert water on a different path to where it currently goes.</p> <p>Q: Has consideration been given to tree planting to mitigate the noise impacts from the line in the village? Will there be lights on the bridge?</p> <p>A: There are no lights proposed on the bridge but the question of tree planting to mitigate noise will be taken on notice. [ACTION]</p> <p>Heath Martin (Stakeholder Engagement Manager, Southern NSW) provided an update on stakeholder engagement, including consultations scheduled on the 100% reference design and EIS engagement, particularly noise and hydrology. The land acquisition process is to commence in the second half of 2021. This process has been changed and will now include a personal manager as part of the process to ensure landowners have the required support throughout the process. The process will run for approximately 18 months.</p> <p>Q: How many affected landowners have not directly met with?</p> <p>A: Two. However, information is being provided to them.</p> <p>Highlighted the social PinPoint map and the I2S fly through that are available on the project website.</p> <p>Q: How many Aboriginal Land Councils have been consulted?</p> <p>A: Three LACs have been consulted.</p> <p>The main concerns identified through consultation are access, acquisition and compensation, noise and vibration during construction and operation, and biosecurity.</p>

NO.	DISCUSSIONS
	<p>A number of changes to the design have been undertaken as a result of stakeholder feedback including: RMAR now on eastern side for fire access to Bethungra ranges; vertical clearance under bridges increased; clearances at level crossings are larger than standard to allow access for large machinery; location of private level crossings; shortened abutments on underbridges and stock underpasses on private land; and a scar tree avoided.</p> <p>Q: Is the Government still committed to the budget for this project? A: No advice has been provided to the contrary.</p> <p>Angela Stewart (Senior Environmental Advisor) provided a detailed overview of the project approval and EIS processes and advised that Inland Rail had been declared a Critical State Significant Infrastructure project on 3 March 2021 given the size and complexity of the NSW. The declaration does not change the approval pathway that must be followed, but it does allow for some preconstruction activities to progress with approval. These include minor utilities work, surveys and investigations, or storage of materials in existing rail facilities along the alignment.</p> <p>The SEARs were recently reissued with updates to the requirements for flooding and hydrology and guidelines that have been updated in the last two years. [ACTION] Chair to circulate SEARs issued by DPIE 30 April 2021.</p> <p>Specific examples were provided on how the assessment is approached and undertaken for noise & vibration; traffic & transport and landuse & property.</p> <p>Q: You mentioned the number of trains. Are they extra trains? A: They are the numbers forecast, but it depends upon demand. Inland Rail is building the line and other infrastructure developments (such as intermodals) are not our responsibility.</p> <p>Key property impacts include: 26 private landowners who would be subject to acquisition, totalling approximately 446 hectares; total acquisition of Crown/Council and TfNSW roads would be approximately 11.8 hectares; total acquisition of Crown land is approximately 0.74 hectares and permanent reduction of cropping land accounts for about 196 hectares.</p>

NO.	DISCUSSIONS
	<p>Wayne Window (Senior Environmental Advisor) provided an update on investigations relating to noise impacts on livestock. Not a lot of relevant research is available to assist. Further investigations will be made to see if this issue can be further advanced.</p>
<p>7.General Business</p>	<p>Q: Are contractors that undertake the construction work familiar with local rural conditions such as seasonal conditions and school bus times? Periods of high fire danger are a major concern. Will the contractors be able to work on days when 'hot day exemption notice is required?</p> <p>A: Issues such as these will be addressed through the development of a Traffic Management Plan after project consent in addition to Construction Environmental Management Plans. Consultation Management Plans are also adopted which provide contact details for contractors.</p> <p>Presentation by David Carr on landholder concerns was tabled and addressed by David seeking a response by the Inland Rail team. David indicated he was more than satisfied with the personal interface he was getting as a landowner. The people who meet with him show they care and are willing to understand the issues.</p> <p>Most neighbours' concerns relate to the proposed activities during construction and post construction. Many have and are being addressed but there are still outstanding issues such as the post construction visual impact of the new operating rail line in a rural environment.</p> <p>Very happy with the extent and detail of the hydrology impact assessment and the proposed design elements.</p> <p>An outstanding issue is the noise impact on livestock, particularly the sheep population and this needs to be seriously addressed. Some research papers have been provided but are yet to be adequately addressed. There is the potential for parts of properties that may be useless during construction. The appointment of an independent consultant to assess the sheep population in the vicinity to the rail line is requested, to assess the impact of loss of productivity and economic impact.</p>

NO.	DISCUSSIONS
	<p>Melvyn Maylin indicated they took on notice the issues raised and will be addressed in future meetings. [ACTION]</p> <p>Q: How long will the EIS be on exhibition?</p> <p>A: A minimum of 28 days.</p> <p>Q: If the project is approved when will construction start? Main concern is the ongoing operation of farms during such a lengthy period.</p> <p>A: Mid 2023 and expect to take up to 2.5 years to complete. The project will be staged so the impact will be progressive.</p> <p>Q: Are many people attending the information sessions?</p> <p>A: At the moment not very many. The numbers vary from the attendances in the earlier sessions when the information was new. Need to continue to review methods of communication.</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Circulate latest SEARs to all CCC members.	Chair	ASAP
2	Provide Hydrology drainage design in Stockinbingal.	Melvyn Maylin / Grant Johnson	Next Meeting
3	Advise whether tree planting is possible to mitigate noise in Stockinbingal.	Melvyn Maylin / Grant Johnson	Next Meeting
4	Respond to presentation on landholder issues presented by David Carr.	Melvyn Maylin	Before next meeting

Next Meeting

1pm Thursday 30 September 2021 and 9 December 2021. Location to be advised.

