

MEETING MINUTES

I2S Inland Rail Illabo to Stockinbingal Community Consultative Committee

DATE / TIME

30 September 2021
1.05pm

LOCATION

Microsoft Teams - Online

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)
- ▶ Cr Pam Halliburton (Junee Shire Council)
- ▶ Martin Honner (NSW Farmers)
- ▶ Mark Ellis (Cootamundra-Gundagai Regional Council)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Grant Johnson (Stakeholder Engagement Lead I2S)
- ▶ Jessica Jackson (Stakeholder Engagement Advisor I2S)
- ▶ Kirsten Velthuis (I2S Senior Environmental Advisor)
- ▶ Thomas Whiteley (I2S Lead Design Engineer)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Geoffrey Larsen (Community Member)
- ▶ Cr Leigh Bowden (Cootamundra-Gundagai Regional Council)
- ▶ Russell Vincent (Community Member)
- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Joanne Cheshire (Senior Manager, Community & Place Partner, Transport for NSW)
- ▶ Greg Mineham (Lead Community & Safety Partner, Transport for NSW)
- ▶ James Davis (General Manager, Junee Shire Council)
- ▶ Clarissa Farrington (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)
- ▶ Elisha Bailey (Regional Liaison Officer, Transport for NSW)
- ▶ Minna Demetriou (Regional Support Officer, 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.

NO.	DISCUSSIONS
	<p>Mr West introduced Kirsten Velthuis (Environmental Advisor), Thomas Whiteley (Design Engineer, I2S) from the Inland Rail project team. Also introduced were Clarissa Farrington, Federal Department of Infrastructure, Transport, Regional Development & Communications who took over from Shane Sykes and Joanne Cheshire from Transport for NSW.</p>
<p>2.Declarations of Interest</p>	<p>No new declarations</p>
<p>3.Minutes of Previous Meeting</p>	<p>It was noted and agreed that the minutes of 24 June 2021 were approved and uploaded to the Proponents website. The updated SEARs were circulated. Other actions will be dealt with during the meeting.</p>
<p>5.Correspondence</p>	<p>NIL</p>
<p>6.Proponent’s Reports</p>	<p>Melvyn Maylin (I2S Project Director) Provided update on activity since June CCC meeting. The reference design stage is now complete. The reference design is the process of identifying the core solutions. This then means the project is sufficiently defined to go to the Design and Construct Stage to complete the final design. The EIS is based on the 100% reference design which will be submitted for exhibition and determination. Updated letters on the Voluntary Property Acquisition process have been sent to landowners and further letters are going out this week.</p> <p>Dialogue has commenced with landowners however the formal compulsory acquisition process will not commence until after Ministerial approval.</p> <p>The EIS is undergoing a final internal review. It is proposed to submit it to DPIE in November for their adequacy review and hopefully public exhibition in February 2022 and approval early in 2023.</p> <p>Expect to award a design and construct (D&C) contract in mid 2023.</p> <p>Provided a high-level schedule of the stages (see presentation).</p> <p>Tom Whiteley (Technical Update). Start with a brief overview of the project using a Social Pinpoint (not part of the presentation). The greenfield part of the project commences at Billabong Creek with a new bridge. It then follows the existing rail corridor which saves a</p>

NO.	DISCUSSIONS
	<p>major cut into the hill and keeps the line further away from a neighbour, avoiding impacts on the landholding, and avoiding removing numerous trees.</p> <p>At Old Sydney Road there will be a passive level crossing as it has low traffic volumes and good sight lines.</p> <p>Q: At Old Sydney Road originally there was going to be 15 metres of seal either side. Is that retained? A: Yes, that is the industry standard for Inland Rail. C: This doesn't account for the length of trucks that will use the crossing or the associated dust. A: At the detailed design stage that can be flushed out in more detail.</p> <p>At Ironbong Road an active level crossing has been introduced. The previous design had the rail going over the top of the road. This will involve a slight realignment of Ironbong Road and introduce a speed restriction for road safety.</p> <p>The passing loop section (approximately 2 km) has been moved further south as the land is flatter. At the end of the passing loop a level crossing on a Crown Road will be activated for safety reasons.</p> <p>No changes at Dirnaseer Road or Old Cootamundra Road.</p> <p>Burley Griffin Way 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, and the new alignment will permit retaining the 100kpm speed. The changed design avoids some serious hydrology issues.</p> <p>Overview of hydrology impacts (see presentation). The aim is to keep water flows in their existing pathway. Therefore, no expected issues in Stockinbingal township or on Burley Griffin Way.</p> <p>Q: Is the new culvert likely to cause afflux problems? A: The modelling shows that any afflux caused will be negligible and localised to the upstream side of the culverts.</p> <p>Heath Martin (Stakeholder Engagement Manager, Southern NSW) provided an update on stakeholder engagement, including consultations scheduled on the 100% reference design. The feedback from the CCC has been incorporated into the final reference design.</p> <p>Engagement with landholders has led to a greater understanding of the issues for both landholders and the project team. Noise and</p>

NO.	DISCUSSIONS
	<p>vibration are issues coming more to the fore at the moment. The data is currently under review. Construction timeframes are now also being discussed.</p> <p>Letters providing the Land Acquisition Package are going out this week. All the impacts are outlined in these packages such as noise and hydrology.</p> <p>Engagement up to Christmas will be explaining the acquisition process followed by sessions guiding people through the EIS.</p> <p>Grant Johnson (Property Acquisition). Summarised the property acquisition process and protocol. ARTC is able to acquire land directly, ahead of the TfNSW process which is voluntary. The voluntary process it is in line with the compensation scheme in the Just Terms Act however there is no obligation for landowners to commence.</p> <p>An Acquisition Manager and a Personal Manager will be assigned to each landowner to ensure a consistent and equitable approach. This is a new approach that has been introduced by the NSW Government by bringing in a Personal Manager. It is hoped this will provide more comfort to landowners.</p> <p>Q: Are Councils able to be advised that the acquisition process has commenced? A: Yes</p> <p>Kirsten Velthuis (Senior Environmental Advisor) Update on the status of the EIS and the public exhibition process. The EIS draft is being finalised and will go to DPIE for an adequacy review to ensure it meets the requirements of the SEARs. Following that review if no further work is required it will go on public review for a minimum period of 28 days. DPIE will manage the public exhibition process. Following a question, it was confirmed that the exhibition time is a minimum of 28 days.</p> <p>Inland Rail will provide a printed summary of the EIS findings and hold community information sessions along with speaking to landowners and stakeholders within the project area about the EIS content.</p> <p>Q: How wide do you consider the project area to be? A: During the period of consultation a substantial database has been developed and they will be considered as being part of the project area. There will be guidance as to how to make submissions.</p>

NO.	DISCUSSIONS
	<p>Kirsten responded to an issue that has been raised in the past by David Carr about parts of properties being rendered unproductive for animal husbandry both during the rail construction and operation and the need to appoint an independent consultant to assess these impacts. A Doctor and a Professor from Charles Sturt University from Wagga Wagga are being considered along with a professor in Agricultural Science at UNE and potentially also a researcher at the University of Queensland. A final decision is yet to be made. David expressed his appreciation.</p> <p>A flow chart was displayed to demonstrate the full extent of the EIS process. (See presentation)</p> <p>The Chairperson set out the plan for the next meeting to see an overview of the contents of the EIS. Meetings in 2022 will be on a needs basis as the exhibition proceeds.</p>
<p>7.General Business</p>	<p>Grant Johnson covered the outstanding action regarding possible tree planting in Stockinbingal to mitigate noise and visual amenity. At this stage there is no clarity as to what extent of tree planting will assist and the action should be carried forward to the detailed design stage.</p> <p>Q: Does Inland Rail propose to use the Crown Road and Council Roads as access routes for construction? A: Once the corridor is acquired haul roads will be constructed within that boundary. The D&C contractor will have to work out their own strategy, but as they are public roads they may also be considered. C: The condition of those roads is not great; would they be upgraded to meet any changed requirements? A: That would be the responsibility of the D&C contractor.</p> <p>Melvyn also outlined the role of Master Inland Rail Development Agreements (MIRDA) with Councils that covers infrastructure assets impacted by the project.</p> <p>Q: Is there a review on the Inland Project by the new Minister? A: There is no evidence of any reviews of the project in NSW.</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Advise whether tree planting is possible to mitigate noise and amenity in Stockinbingal.	Grant Johnson	Ongoing

Next Meeting

1pm, 9 December 2021. Location to be advised.