

MEETING MINUTES

I2S Inland Rail Illabo to Stockinbingal Community Consultative Committee

DATE / TIME

9 December 2021
1.05pm

LOCATION

Junee Ex-Services Memorial Club

FACILITATOR

Garry West

MINUTE TAKER

Garry West

DISTRIBUTION

Illabo to Stockinbingal CCC

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Garry West (Independent Chair)
- ▶ Geoffrey Larsen (Community Member)
- ▶ James Davis (Junee Shire Council)
- ▶ 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)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ David Carter (NSW Farmers)
- ▶ Martin Honner (NSW Farmers)
- ▶ Clarissa Farrington (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)
- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ Elisha Bailey (Regional Liaison Officer, Transport for NSW)

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. Declarations of Interest	No new declarations
3. Minutes of Previous Meeting	It was noted and agreed that the minutes of 30 September 2021 were approved and uploaded to the Proponents website. Action for the last

NO.	DISCUSSIONS
	<p>meeting – Grant Johnson advised that discussions have occurred with the school and the concept is in abeyance until more detailed design work is progressed.</p>
<p>5. Correspondence</p>	<p>NIL</p>
<p>6. Proponent’s Reports</p>	<p>Melvyn Maylin (I2S Project Director) The Environmental Impact Statement (EIS) has been submitted to DPIE for their adequacy review and hopefully public exhibition in February 2022 and approval early in 2023. Voluntary acquisition discussions have been occurring with landowners and about 60% have directly engaged. The reference design stage is now complete. Project team have undertaken an internal governance process called stage gate where we review all required design activities. Ministerial approval for the formal acquisition process has now been received. This allows a new voluntary path and then the compulsory acquisition process. The next step is a letter to all landowners which will come from Transport for NSW. These may be issued before Christmas but there are some internal constraints which may delay that until after Christmas.</p> <p>Feedback from DPIE following the adequacy review will determine the next steps and relative timing of the project. Expecting to see the Public Exhibition of the EIS in March 2022, anticipating approval early 2023. Award a D& C Contract in mid 2023, however this will not occur without approval.</p> <p>Q: If adequacy is approved can we receive advice, so we know the project is on track? A: Yes, and we will come back to the CCC with more detail of what is in the EIS.</p> <p>Q: Will the D&C Contactor be an Australian firm? A: Will go to the Australian market, however there are international companies operating within this environment. Registration of interest has already occurred, and we are awaiting a response and we will be seeking to maximise local input.</p> <p>Kirsten Velthuis (Senior Environmental Advisor) The EIS will be finalised following adequacy review so it can be resubmitted to DPIE for public exhibition. We are also developing a non-technical Summary of Findings of the EIS which will be available during exhibition. The main topics in that summary will be noise and vibration, hydrology, social and economic impacts. Prior to public exhibition we will meet</p>

NO.	DISCUSSIONS
	<p>with each property owner where noise trigger levels are predicted to be exceeded. As mentioned, the public exhibition process is expected to be in March 2022.</p> <p><u>Operational Noise Consultation</u> This has been an area of interest in the community we are developing an interactive noise map to show results of operational rail noise modelling for sensitive receptors within 2km of the alignment which will be available during exhibition. Noise is addressed by predicted average noise levels over a period of time and the maximum level of noise during an event.</p> <p>Where modelling identifies it is likely that Inland Rail may exceed noise trigger levels, the team will work with impacted residents to develop appropriate reasonable and feasible noise management measures.</p> <p>Q: How did you arrive at the 6 trains per day? A: That is the noise modelling based on the projected trains per day on the I2S section at the time when it becomes operational. Q: Are there any examples from other parts of the network to demonstrate the modelling is reasonable? A: Our team weren't involved in the assessments from other parts of the network, so I can't provide an accurate response. The modelling on I2S is based on the Rail Infrastructure Noise Guidelines (RING) which is used by the ARTC.</p> <p><u>Study of Noise Impact on Livestock</u> The University of New England Research Group engaged are:</p> <ul style="list-style-type: none"> • Dr Amy Tait – ruminant welfare scientist specialising in how stress affects sheep / cattle behaviour and productivity. • Dr Fran Cowley – senior lecturer in livestock production; ruminant nutritionist. • Tellisa Kearton – PhD student; research expertise in how sheep respond and adapt to novel experiences. <p>Study aims is to provide advice on how sheep and cattle could be expected to perceive, react behaviourally and adapt to nearby rail traffic; implications of these responses may have for their welfare and productivity. It will be a desktop study of existing literature / impact assessments, combined with UNE in-house knowledge and expertise. The report is expected to be completed in February 2022.</p> <p>Comment: This is unnecessary. There is no impact.</p> <p>Heath Martin (Stakeholder Engagement Manager, Southern NSW)</p>

NO.	DISCUSSIONS
	<p>Provided a recap of the engagement activities completed with the CCC in 2021, including design milestones, hydrology updates, landowner property acquisition workshop, and EIS updates. The input from the CCC has been valuable and is appreciated. Since the last CCC meeting landowners have been sent Land Acquisition Packages and voluntary acquisition discussions have been progressing.</p> <p>The voluntary acquisitions are being conducted under the same terms as the formal TfNSW process except that the formal process has strict timetables including a minimum six month negotiation period. This is followed by a compulsory acquisition phase if agreement cannot be reached in that negotiation period.</p> <p>The Inland Rail team currently dealing with landowners throughout the voluntary acquisition process will continue into the formal acquisition process so there is continuity. Discussions have commenced with landowners that have been identified with operational noise exceedances. Next steps will involve ongoing landowner meetings including property valuation meetings. All landowners have been provided with the same information whether they have engaged now or not. Q: If the TfNSW letter goes to landowners before Christmas is that when the six month timeframe commences? A: Yes. When the opening letters are issued the minimum six month negotiation period commences.</p> <p>A Business Capability Development Webinar was held in November to help educate businesses how they can get involved. This one was more generic and not just focussed on Inland Rail which will be added to in the future.</p> <p>Consultation on the EIS exhibition will involve registration for USBs (will be used to disseminate the EIS) – late January; an awareness campaign on the EIS through February and March including information sessions involving subject matter experts and hard copies of the Summary of Findings. We are also developing a podcast on the EIS to help understand the detail and how to make submissions.</p> <p>Grant Johnson (Property Acquisition). Land acquisition packs have been issued to all applicable landowners. These plans cover the permanent acquisition areas as well as temporary occupation areas, such as construction activities including laydown areas.</p>

NO.	DISCUSSIONS
	<p>Some landowners have decided to concentrate on their harvest activities rather engage in the voluntary acquisition process at this stage.</p> <p>Next steps will involve valuation inspections and negotiations with parties engaged in voluntary acquisition and then move into the formal acquisition process. There will be an acquisition manager who is an expert, and the stakeholder team will act as personal managers. The process is very involved and time consuming to ensure landowners get the right information.</p>
<p>7.General Business</p>	<p>Q: What provision has been made for signalling on laneways and crossings? A: There will be a number of active and passive crossings. The standard is determined by the ALCAN assessment process. Any change outside this will need to be a political / policy process and not part of the Inland Rail remit.</p> <p>Can we have some consistency regarding the length of seal eg. Corby's Lane and Old Sydney Road. Advised that this will be further discussed at the detailed design stage.</p> <p>It was noted that TfNSW are scoping and developing a number of grade separations particularly at Harris Gate which not part of this project. No commitments have been made at this stage.</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

Next Meeting

1pm 24 February 2022. Location to be advised.

