

MEETING MINUTES

I2S Inland Rail Illabo to Stockinbingal Community Consultative Committee

DATE / TIME

24 February 2022
1.00pm

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)
- ▶ Geoffrey Larsen (Community Member)
- ▶ Russell Vincent (Community Member)
- ▶ Cr Les Boyd (Cootamundra-Gundagai Regional Council)
- ▶ Mark Ellis (Cootamundra-Gundagai Regional Council)
- ▶ James Davis (General Manager, Junee Shire Council)
- ▶ Cr Pam Halliburton (Junee Shire Council)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Grant Johnson (Stakeholder Engagement Lead I2S)
- ▶ Jessica Jackson (Stakeholder Engagement Advisor I2S)
- ▶ Kirsten Velthuis (I2S Senior Environmental Advisor)
- ▶ Wayne Window (Senior Environmental Advisor)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Martin Honner (NSW Farmers)
- ▶ James Coleborne (Community Member)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Elisha Bailey (Regional Liaison Officer, Transport for NSW)
- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ David Carr (Community Member)

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
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 9 December 2021 were approved and uploaded to the Proponents website.
5. Correspondence	NIL
6. Proponent's Reports	Melvyn Maylin (I2S Project Director) Melvyn advised that the draft EIS had been submitted to the Department of Planning and Environment (DPE) for adequacy review and comments have been received and are currently being reviewed. DPE have requested advancement of the

NO.	DISCUSSIONS
	<p>hydrology modelling, that is work normally done at Detailed Design Stage has been brought forward. The formal property acquisition process has commenced under the Just Terms Compensation Act which will enable compulsory acquisition of properties where voluntary acquisition terms are not achieved. Voluntary acquisition discussions are underway. Currently shortlisting works contractors for the project and an expression of interest is planned to be released mid-March 2022. Following a review of the EOI, three preferred contractors will be determined, and they will receive a request for a proposal under the main works contract which is currently being prepared. The Request for Proposal (RFP) is likely to be released to the 3 preferred tenders mid-July 2022.</p> <p>The EIS public expression process has been delayed by approximately three months due to the extra work required by DPE and the final timing will be determined by DPE.</p> <p>Kirsten Velthuis (I2S Senior Environmental Advisor) Provided an overview of the draft response received from the ARTC commissioned study by the University of New England (UNE) to assess the impact of rail noise on sheep production. This study was initiated in response to a request from the CCC. The key findings are that sheep adapt. After the initial phase they adjust to the new rail infrastructure. Initially, sheep should be allowed to respond to the new situation, however, sheep adapt relatively quickly to rail traffic as it is predictable. The draft report includes some recommended practices for landowners to help manage the impact (see slide 10 in presentation).</p> <p>Q. Where it recommends placing yards away from the tracks, will financial assistance be provided to landowners to shift them to a more suitable location?</p> <p>A. This something that is normally raised during the landowner acquisition discussion process and can be incorporated into any final compensation.</p> <p>The DPE adequacy review is to ensure the requirements of the SEARs are satisfied in the EIS. The department has requested more information on the flood modelling and further information in regard to construction workforce accommodation. Other feedback was minor, and a response will be provided. Following this the EIS will be updated prior to exhibition.</p> <p>Q. Was the hydrology question about areas not studied or is it about improving information of current work?</p>

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	<p>A. It is more detailed modelling that is required particularly around the Stockinbingal area. It is our expectation that the extra modelling will not change our solutions. However, if a change is required, we will respond accordingly before the EIS is exhibited.</p> <p>Q. Was the EIS suggesting that workers accommodation be addressed by the contractors?</p> <p>A. Yes it was, however, following on from DPE’s adequacy review comments, it is understood a location for such accommodation needs to be included in the EIS. The final decision for workers accommodation location will have to be in conjunction with the contractor. No decision has been made on the potential for a number of sites. The Social Impact Assessment identified there was a shortfall of suitable available construction workforce accommodation and it had been planned to address this issue in consultation with the construction contractor.</p> <p>Comment. General discussion occurred regarding flooding at Stockinbingal and possible solutions to facilitate a design solution.</p> <p>Q. Will there be several contractors?</p> <p>A. No, there will be a single head contractor, however they will bring a model of either a joint venture or sub-contractors and will look to utilise local workers where possible. The head contractor will have financial incentives built into the contract for employment of local and indigenous workers. The construction period is expected to be 18 months once all management plans have been prepared. The expected peak workforce is approximately 450 people.</p> <p><u>Summary of Findings</u></p> <p><u>Biodiversity</u></p> <p>The project will involve removal of 76.63 ha native vegetation resulting in loss of fauna habitat and connectivity with a direct impact on some threatened flora and ecological communities. These impacts will be addressed through the development of a biodiversity management plan, fauna connectivity structures, offsetting vegetation clearing and rehabilitation of cleared areas.</p> <p>Q. Presume the native vegetation area does not include cropping areas?</p> <p>A. Correct.</p> <p>Q. How much of the native vegetation is EEC?</p> <p>A. Inland Grey Box woodland is 23.5 ha and White Box, Yellow Box, Blakely’s Red Gum Woodland is 19.93 ha.</p> <p>Q. What is the total land area involved in the 39 km of line?</p>

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	<p>A. About 240 ha is a rough guide.</p> <p><u>Land Use and Property</u> 154 ha of temporary land will be required for construction and 458 ha of permanent land will be required affecting 19 farms with resulting farming operation impact including farm severance. Construction will impact on crop and livestock operation due to dust, noise, traffic, biosecurity and water availability as well as potential damage to fencing and other property infrastructure. Operation of the new line will result in impacts on machinery and livestock movements, increased wait time at level crossings and altered water drainage. Detailed design will be undertaken to minimise construction impacts; level crossings and stock underpasses will be incorporated for ongoing farm connectivity; and during acquisition property specific measures for farm connectivity and management will be developed.</p> <p><u>Noise and Vibration</u> Construction noise impacts will occur for residences along with potential sleep disturbance (ie. Work done between 10pm- 7am Mon-Sat and between 10pm-8am Sundays) at closest residence. Operational noise assessment indicates triggering impacts at 6 private residences, 1 school and 1 church, with the majority of these located in Stockinbingal. The noise exceedance is from trains passing, train idling at crossing loop, warning signals at level crossings. Road noise will result from changes to sections of Burley Griffin Way and Ironbong Road. A construction noise and vibration plan will be prepared, where noisy works will be limited to standard construction hours where feasible and where not possible these changes will be communicated to and in agreement with affected receivers. Individual treatment of affected properties may also be undertaken where feasible.</p> <p>Q. Did the assessment consider rural residences along the route? A. Where noise exceedances are triggered mitigation measures will be considered. The noise assessment looks at impacts within 2 km along the alignment and 2 rural residences were identified to exceed.</p> <p><u>Landscape and Visual</u> Removal of vegetation and construction impacts such as spoil mounds and equipment were identified. Lighting for night construction and compound security along with increased heavy vehicle traffic. The new rail infrastructure, road realignment, new bridges and level crossing infrastructure all have impacts. Where possible lighting impacts will be reduced, compounds will be located as far as possible from sensitive receivers and implement screening where feasible.</p>

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	<p><u>Cultural Heritage</u> Includes indigenous and non-indigenous cultural heritage. 22 Aboriginal sites were identified, with direct impact to part or all of 7 of these sites and indirect impact to four scar trees. Indirect impact will be mitigated by ensuring a 50m buffer between the final alignment and three scar trees and the fourth will be fenced to avoid construction phase impacts. Consultation with Aboriginal stakeholders was undertaken and where impacts are avoidable further consultation will be undertaken and identified artefacts will be isolated and collected before construction. The Stockinbingal Heritage Conservation area and railway station are of local heritage significance. Q. Who will be the keeper of artefacts collected during construction? A. This will be negotiated with the individual Registered Aboriginal parties (RAPs). Consent conditions will establish procedures that need to be adopted.</p> <p><u>Traffic, Transport and Access</u> During construction there will be increased traffic and changes in traffic flow, interrupted land access, increased journey times due to traffic diversions and road realignment works. Operational impacts will result from the removal of a level crossing at Burley Griffin Way improving road safety, and traffic delays due to level crossings. A traffic, transport and access plan will be developed as part of the CEMP, use of guide traffic controllers during construction and ensure emergency vehicle access. Any local road damage occurring during construction will be rehabilitated. Q. Will the CEMP address the impact on school buses? A. Yes. They will be consulted.</p> <p><u>Socio-Economic Impacts and Benefits</u> Up to 450 workers will be engaged during construction and temporary workforce accommodation will be required. The benefits include up to 176 additional direct and indirect jobs created during construction, opportunities for local, regional, and indigenous businesses to participate in the construction supply chain, training opportunities and skills development, improvement to transport infrastructure, improved road safety, and improved economic improvements for agricultural producer and businesses. The CEMP will address process around industry participation, temporary housing and accommodation, workforce management and community health and wellbeing. Following adequacy review and consultation with DPE,</p>

NO.	DISCUSSIONS
	<p>further details on temporary accommodation, including location, will be included in the EIS prior to exhibition.</p> <p><u>Hydrology and Flooding</u></p> <p>The EIS will be updated however the current assessment identifies altered surface water flow due to earthworks, compounds, plant storage and stockpiling. Flooding of earthworks could move sediment into waterways, flooding in watercourses could affect temporary structures, property and infrastructure. New access tracks and dam infilling could change flow paths. The new rail formation would interrupt overland water flow together with flow concentrations at bridge and culvert outlets. Following consultation with DPE, proposed detailed flood modelling and avoidance design work will be brought forward and included in the EIS prior to exhibition.</p> <p>It is anticipated that the CCC will be consulted on this further modelling.</p> <p>Q. If the modelling suggests a certain culvert size would you go one step larger?</p> <p>A. No, we would follow the design standards to mitigate the impacts.</p> <p>Grant Johnson (I2S Stakeholder Engagement Lead) Grant presented a summary of the activities from day one of the project which has involved 500+ meetings, 250 directly with impacted landowners, 35 community information sessions, 16 MP briefings, 10 CCC meetings and 1000+ stakeholder emails. The key issues that have arisen are property acquisition, hydrology and flooding and land use and access. Stakeholder engagement is now focussed on property acquisition with landowners and discussions with sensitive receivers where there is a potential exceedance of operational rail or road noise requiring mitigation.</p> <p>Engagement with landowners is now in progress and regular meetings are occurring on properties with owners, valuers and other necessary parties. There are two types of acquisition, permanent for the corridor and temporary for the construction process. Opening letters to landowners were issued in February and there is now a minimum six month period to reach a negotiated agreement, then the compulsory phase commences. Voluntary acquisitions commenced at the end of September 2021 and 62% of landowners are engaged in that process. Some of those landowners are in the negotiation phase others regarded it as information and they will now move into the formal</p>

NO.	DISCUSSIONS
	<p>process. Only 12.5% of landowners have not engaged in any way at this stage.</p> <p>Exhibition of the EIS will involve an educational campaign to facilitate and assist with submissions. Submissions can be either online or by post.</p> <p>Q. Will the exhibition period be limited to 28 days? For a project of this size that could be a difficult timeframe.</p> <p>A. DPE will determine the exhibition timeframe.</p>
7.General Business	<p>Some media reports referring to the project outside I2S are referring to the need for new bridges over the Murray and Murrumbidgee Rivers. A. The Murray River bridge is only going to be enhanced to allow the higher trains as the structure still has many goods years left. The Murrumbidgee River bridge is not being modified.</p> <p>The Chairperson advised there is expected to one more CCC meeting before the EIS exhibition and there would be another meeting when the project team have completed the Response to Submissions (RTS). Future role of the CCC will depend upon the decision of DPE.</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 26 May 2022 TBC