

An aerial photograph of a long freight train traveling through a vast, flat, rural landscape. The train is composed of many dark-colored freight cars, stretching far into the distance. The surrounding area is a mix of open fields and scattered trees under a clear sky. The overall tone of the image is dark and monochromatic, with the text overlaid in bright yellow and white.

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# COMMUNITY CONSULTATIVE COMMITTEE (CCC)

Illabo to Stockinbingal

24 February 2022



# Acknowledgment of Country

Inland Rail acknowledges the Traditional Custodians of the land on which we work, and pay our respects to Elders past, present and emerging.

# PRESENTATION OVERVIEW

- + Project Update
  - + Melvyn Maylin – A2P Project Director
- + Environmental Impact Statement Update
  - + Kirsten Velthuis – I2S Senior Environmental Advisor
- + Stakeholder Engagement Update
  - + Grant Johnson – I2S Stakeholder Engagement Lead
- + Questions



# ILLABO TO STOCKINBINGAL PROJECT UPDATE

Melvyn Maylin  
Project Director



# I2S PROJECT UPDATE

## Activity since December CCC meeting:

### 1. Continued development of the Environmental Impact Statement

- Received feedback from the Department of Planning and Environment (DPE) and currently addressing review comments

### 2. Formal Property Acquisition Process

- Opening formal acquisition letters from TfNSW have been sent to landowners (February 2022)
- Opening letters start the formal acquisition process

# CURRENT STATUS

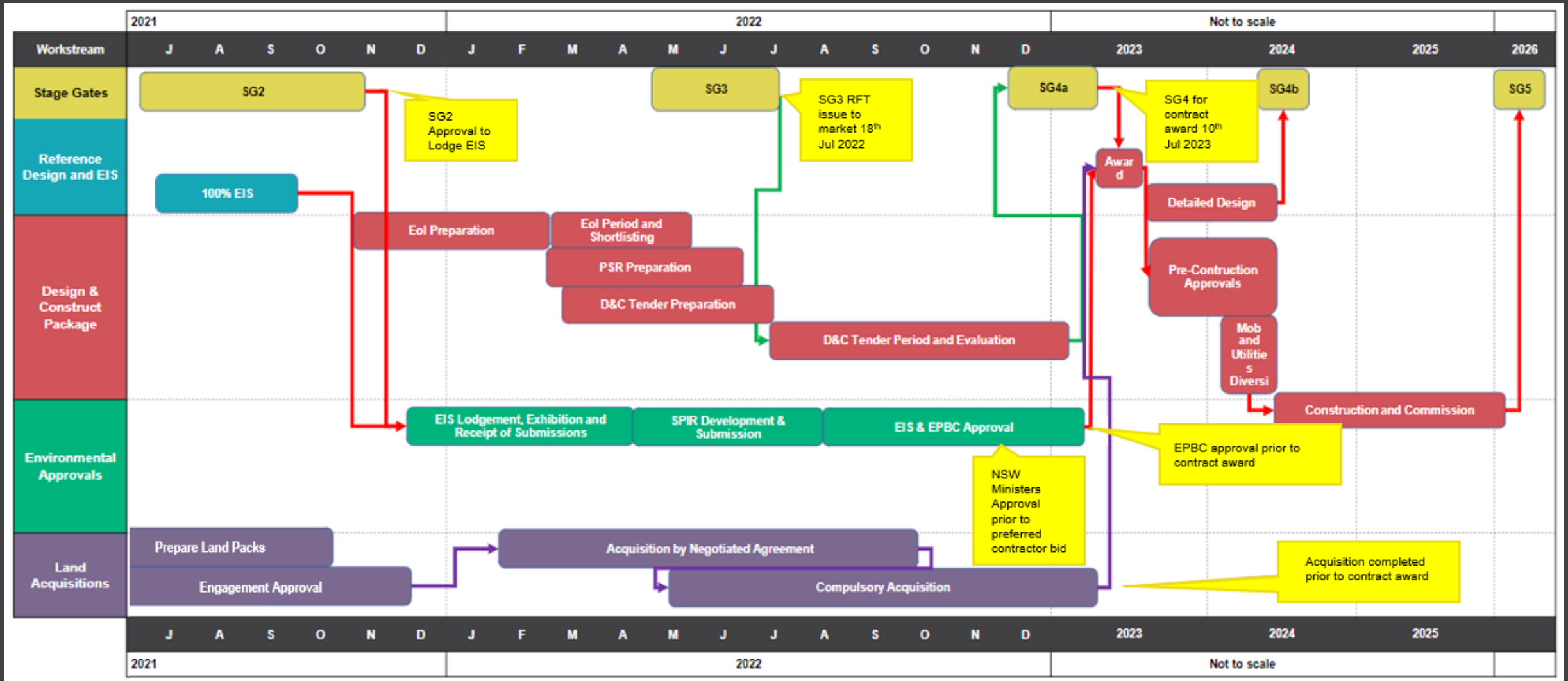
- + Environmental Impact Statement (EIS) has been reviewed by the Department of Planning and Environment (DPE) as an adequacy review
  - + Currently addressing comments made from DPE and advancement of hydrology modelling
- + TfNSW Property Acquisition Opening Letters sent to landowners
- + Shortlisting of works contractors in hand. Expression of Interest will be released March 2022
- + Main works contract documentation under preparation

# WHAT NEXT

ACTIVITY	DATE
Property Acquisition Discussions	Ongoing
EIS Public Exhibition	Mid-2022 (TBC)*
Response to submissions	Late-2022 (TBC)*
EIS Approval	Q1 2023 (TBC)*
Expression of Interest for Contractors	March 2022
Short List of Contractors	May 2022
Commence tender	July 2022
Award Design and Construct (D&C) Contract	Q1 2023*

\*Dates subject to DPE Approvals

# I2S HIGH LEVEL SCHEDULE





# Environmental Impact Statement Update

Kirsten Velthuis

Senior Environmental Advisor



# RAIL NOISE AND LIVESTOCK

In response to feedback received during CCC, ARTC commissioned University of New England (UNE) to assess the impact of rail noise on sheep production. The draft report was received in February 2022.

## Key findings: Sheep Adapt

- + After an initial phase of high novelty, sheep habituate to new rail infrastructure
- + Initially, sheep should be allowed to respond to new situation, such as by moving away from new rail line, to minimise impact on productivity
- + Sheep adapt relatively quickly to rail traffic as it is highly predictable; reducing production impact

## Recommendations for landowners:

- + Place yards and areas with high stocking density away from the track to reduce contagious startle responses
- + House ewes and new-born lambs away from rail until bonding is well established to mitigate impact of noise on bonding
- + Buffer zones and trees between rail and paddocks reduce impact of noise, vibration, air movement and provide a visual barrier
- + Awareness of the potential impact of rail noise on sheep to stockpersons and farm managers.
- + Genetic selection of flock for calm temperament is a long-term strategy to reduce impacts and improve productivity in general



# EIS ADEQUACY REVIEW

Prior to exhibition, DPE undertakes an adequacy assessment of the EIS:

- + Assess against Project Secretary's Environmental Assessment Requirements (SEARS)
- + Review by DPE, other agencies (such as TfNSW) and an Independent Assessor

Assessment findings:

- + Request for additional information on hydrology/flooding and potential construction workforce accommodation;
- + Minor adequacy comments on other key impact areas, generally considered adequate

What next:

- + Liaising with DPE on proposed response to all comments;
- + ARTC to bring forward detailed assessment of flooding/ hydrology impacts which was planned post-exhibition
- + ARTC to investigate potential locations suitable for construction workforce accommodation
- + EIS will be updated with updated hydrology assessment and potential location for construction workforce accommodation prior to exhibition

# SUMMARY OF EIS KEY FINDINGS

## BIODIVERSITY

### Key impacts:

- + Removal of 76.63 ha native vegetation
- + Loss of fauna habitat and connectivity
- + Direct impact on threatened flora and ecological communities
- + Potential fauna injury and mortality (construction traffic, trains)
- + Construction of waterway crossings impacting aquatic biodiversity
- + Farm dam removal may impact water quality and flow regimes



### What we will do:

- + Biodiversity management plan
- + Fauna connectivity structures
- + Offsetting vegetation clearing
- + Fauna rescue and relocation
- + Rehabilitate cleared areas



# SUMMARY OF EIS KEY FINDINGS

## LAND USE AND PROPERTY

### Key impacts:

- + 154 hectares of temporary (construction) land required
- + 458 hectares of permanent land required, affecting 19 farms
- + Farming operation impact due to farm severance
- Construction:
  - + Impacts to crop and livestock operation, due to dust, noise, traffic, biosecurity; soil/ water availability
  - + Potential damage to fencing or other property infrastructure
- Operation:
  - + Disrupted machinery and livestock movements across rail
  - + Increased wait time at level crossings once operational
  - + Altered water drainage

### What we will do:

- + Minimise construction and operation footprints as far as reasonably practicable
- + Manage the acquisition process in accordance with relevant requirements
- + Incorporate level crossings and stock underpasses for farm connectivity
- + During acquisition develop property-specific measures to manage individual farms' needs

# SUMMARY OF EIS KEY FINDINGS

## NOISE AND VIBRATION

### Key impacts:

- + Construction noise impact for residential receivers along the project
- + Potential sleep disturbance during construction at closest residence
- + Operational noise exceeding trigger levels at 6 private residences, 1 school and 1 church.
- + Highest exceedance is 4 decibel.
- + Rail noise from train passings, train idling at crossing loop, warning signals/ train horn sounding at level crossings
- + Road noise from changed sections of Burley Griffin Way and Ironbong Road

### What we will do:

- + Implement a construction noise and vibration plan
- + Limit noisy works to standard construction hours where feasible
- + Communicate clearly any works outside of standard construction hours
- + Increase working distances from sensitive receivers where feasible
- + Reasonable and feasible mitigation measures for affected receivers (such as alternate accommodation during construction, at-property treatments, or boundary screening)



# SUMMARY OF EIS KEY FINDINGS

## LANDSCAPE AND VISUAL IMPACT

### Key impacts:

- + Removal of vegetation
- + View of spoil mounds, stockpiles, construction equipment
- + Increased heavy vehicle traffic
- + Lighting for night construction and compound security
- + Visual impact of new rail infrastructure
- + Burley Griffin Way realignment and overpass
- + New bridges
- + Fencing along the rail corridor
- + Level crossing signage and infrastructure

### What we will do:

- + Reduce lighting impacts where practicable during construction
- + Locate stockpiles and laydown areas to reduce visual impact
- + Locate compounds as far as possible from sensitive receivers
- + Use construction materials to minimise visual impacts where possible to integrate with surrounding landscapes
- + Implement screening where feasible
- + Rehabilitate temporary construction areas



# SUMMARY OF EIS KEY FINDINGS

## CULTURAL HERITAGE

- + Project is located on land of Wiradjuri People
- + Assessment identified 22 Aboriginal sites, incl 4 scar trees
- + Stockinbingal Heritage Conservation Area and Railway station are of local heritage significance

### Key impacts:

- + Disturbance of part or all of a heritage item or place
- + Vibration impacts
- + Accidental damage through movement of machinery and equipment
- + Altered access.
- + Long-term (operational) impacts on visual amenity.



### What we will do:

- + Ensure 50m buffer between final alignment and Aboriginal sites (scar trees)
- + Fencing off of a scar tree along temporary access road
- + Direct impacts will be further reduced where practical during detailed design
- + Consult Aboriginal stakeholders where impacts are not avoidable
- + Isolate and collect identified artefacts before construction



# SUMMARY OF EIS KEY FINDINGS

## TRAFFIC, TRANSPORT AND ACCESS

### Key impacts

#### ➤ Construction:

- + Increased traffic and changes in traffic flow
- + Interrupted land access
- + Increased journey times due to traffic diversions
- + Impacts to livestock transportation
- + Impact to transport services by realignment of Burley Griffin Way & Ironbong road

#### ➤ Operation

- + Removal of level crossing at Burley Griffin Way improving road safety
- + Reduction in road-side parking at Burley Griffin Way
- + Rail safety measures at level crossings
- + Traffic delays due to level crossings



### What we will do:

- + Develop a traffic, transport and access plan
- + Use traffic controllers during construction
- + Ensure emergency vehicle access
- + Rehabilitate damaged local roads

# SUMMARY OF EIS KEY FINDINGS

## SOCIO-ECONOMIC IMPACTS AND BENEFITS

### Key impacts:

- + Up to 450 workers during construction
- + Temporary workforce accommodation

### Key benefits:

- + 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 through ARTC Skills Academy
- + Improvements in transport infrastructure
- + Improved road safety
- + Improved economic and social livelihood from easier access to and from national and global markets for agricultural producers, farmers and businesses.



### What we will do:

Develop a social impact management plan for:

- + Industry participation
- + Temporary housing and accommodation
- + Workforce management
- + Community health and wellbeing.

# SUMMARY OF EIS KEY FINDINGS

## HYDROLOGY AND FLOODING

### Key impacts:

- + 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, impacting property and infrastructure
- + New access tracks and temporary creek crossings could impact vegetation, erode and move sediment and change flow paths
- + Dam infilling and new transverse drainage could change flow paths
- + The new rail formation would interrupt overland water flow
- + Overland flow concentration at bridge and culvert outlets potentially causing peak flood levels at these locations

### What we will do:

- + Following consultation with DPE, we will bring forward proposed more detailed flood modelling to include in the EIS before exhibition.
- + Limit the construction duration to lower the probability of being impacted by large rainfall
- + Design to avoid and/or minimise the potential impacts on flooding and watercourses
- + Minimise cut and fill, following the existing topography
- + Maintain the passage of flow through the installation of culverts
- + Design pier footings at bridges to suit potential flood flow



**Note: the EIS will be updated with results of more detailed flood modelling, in consultation with DPE.**



# Stakeholder Engagement Update

Grant Johnson

I2S Stakeholder Engagement Lead



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## ENGAGEMENT ACTIVITIES



**500+** Meetings, 250 with directly impacted landowners



**35** Community information sessions attended by 500+ people



**16** MP briefings



**10** CCC meetings



**1000+** Stakeholder emails

# STAKEHOLDER ENGAGEMENT UPDATE

## Completed engagement activities since December 2021:

- + CCC Meeting held in December
- + Landowners sent formal property acquisition 'Opening Letter' from TfNSW
- + Discussions with sensitive receivers where there is a potential exceedance of operational rail or road noise guidelines requiring mitigation



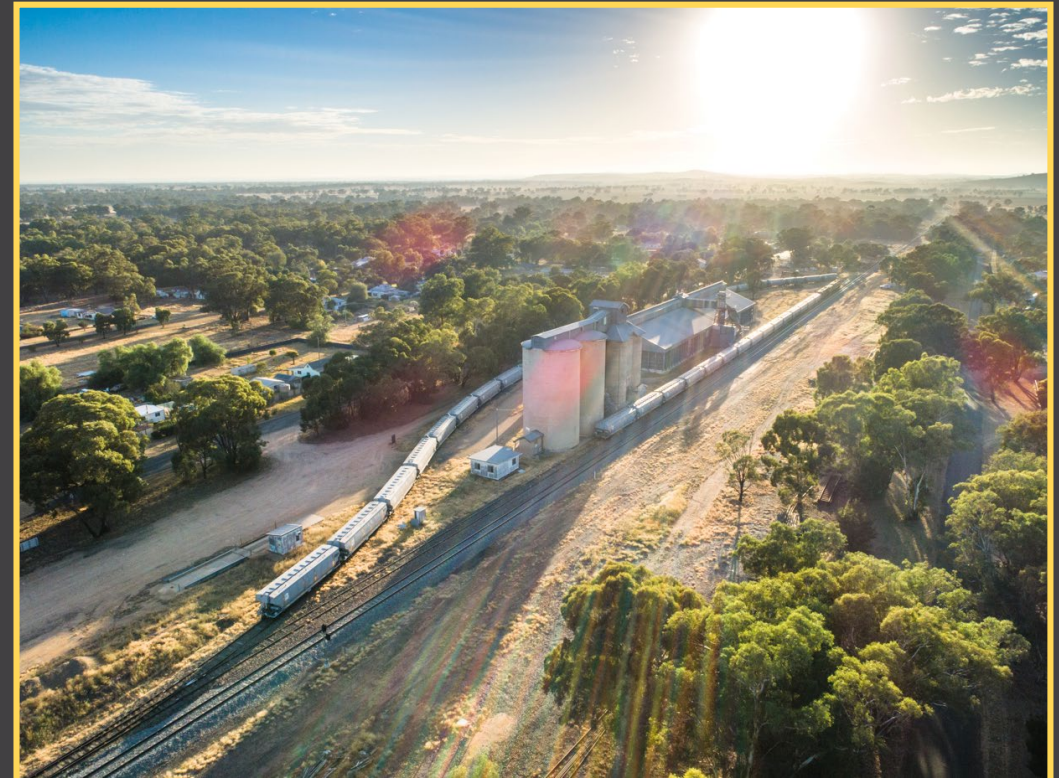
Bethungra community drop-in session  
June, 2021



# ENGAGEMENT AND CONSULTATION NEXT STEPS

## Indicative timing:

- + Continued engagement with landowners about property acquisition
  - + Ongoing meetings with landowners
  - + Property valuation meetings
- + Mid-2022 (TBC): Public Exhibition of EIS and how to make submissions
  - + Education Campaign
  - + Summary of Findings
  - + Podcast
  - + Public drop-in sessions
- + Community Consultative Committee (CCC) meetings (TBC)



Stockinbingal Grain Silos

# HOW TO MAKE SUBMISSIONS

## Online:

- + At DPE's Major Project website: [www.planningportal.nsw.gov.au/major-projects/have-your-say](http://www.planningportal.nsw.gov.au/major-projects/have-your-say)
- + Set up an account on DPE's Major Project page
- + Go to the Illabo to Stockinbingal Project on DPE's Major Project page and click 'Make Submission'

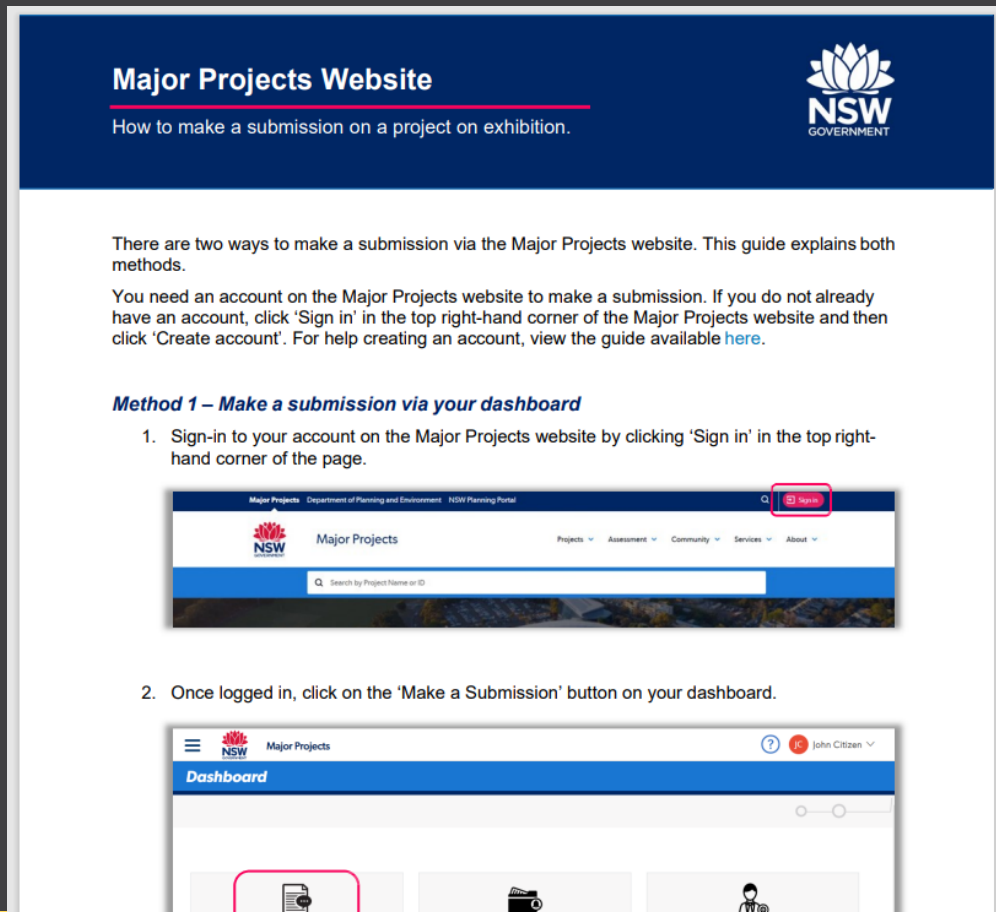
## By post:

- + Post a physical copy of your submission to DPE
- + Address the submission to the nominated contact person or team listed on the Project's page (DPE will confirm the addressee at the time):
- + Katherine Klouda  
Planning and Assessment, Department of Planning and Environment  
Locked Bag 5022, Parramatta NSW 2124

Submissions can be made during the public exhibition period only

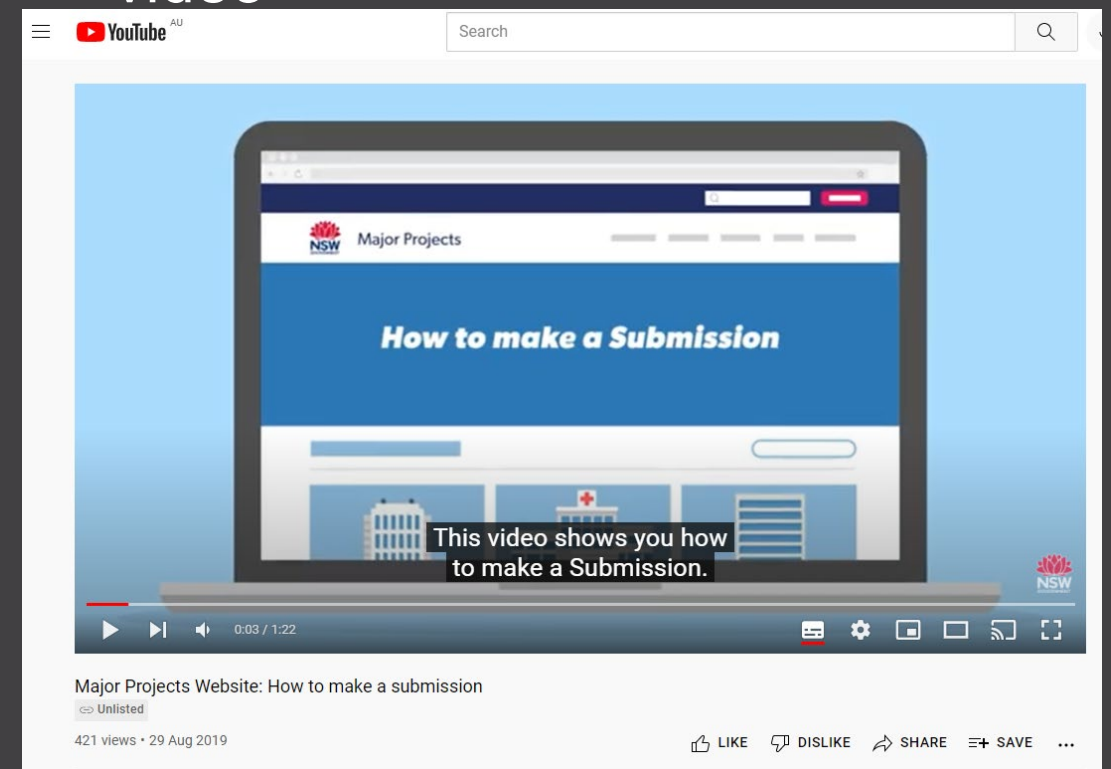
# HOW TO MAKE SUBMISSIONS – DPE MAJOR PROJECTS WEBSITE

+ How to make submissions document



The screenshot shows the 'Major Projects Website' page with the NSW Government logo. The page title is 'Major Projects Website' and the subtitle is 'How to make a submission on a project on exhibition.' The main content area contains text explaining two methods for making a submission. The first method is 'Method 1 – Make a submission via your dashboard'. Step 1 is 'Sign-in to your account on the Major Projects website by clicking 'Sign in' in the top right-hand corner of the page.' Below this step is a screenshot of the website's top navigation bar with a red box around the 'Sign in' button. Step 2 is 'Once logged in, click on the 'Make a Submission' button on your dashboard.' Below this step is a screenshot of the user's dashboard with a red box around the 'Make a Submission' button.

+ How to make submissions YouTube video



The screenshot shows a YouTube video player. The video title is 'Major Projects Website: How to make a submission'. The video content shows a laptop displaying the Major Projects website with the text 'How to make a Submission' overlaid. A subtitle at the bottom of the video reads 'This video shows you how to make a Submission.' The video player interface includes a search bar, a play button, a progress bar (0:03 / 1:22), and a settings icon. Below the video player, the video title 'Major Projects Website: How to make a submission' is displayed, along with 'Unlisted', '421 views • 29 Aug 2019', and interaction buttons for LIKE, DISLIKE, SHARE, and SAVE.

+ <https://www.youtube.com/watch?v=bU2tAO2eQAI>



# PROPERTY ACQUISITION UPDATE AND NEXT STEPS

- + Ministerial approval received for the formal TfNSW acquisition of property
  - + Permanent acquisition areas
  - + Temporary occupation areas (e.g. construction activities including laydown areas)
- + Opening Letters issued February 2022
- + Landowners who commenced voluntary acquisition will continue those negotiations under the TfNSW formal process
- + Minimum six month period to achieve a negotiated outcome



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Questions?

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**Thank you**