

MEETING MINUTES

I2S Inland Rail Illabo to Stockinbingal Community Consultative Committee

DATE / TIME

28 July 2022
1.00pm

LOCATION

Junee Ex-Services Club

FACILITATOR

Garry West

MINUTE TAKER

Garry West

DISTRIBUTION

Illabo to Stockinbingal CCC

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Garry West (Independent Chair)
- ▶ 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 (Environmental Advisor)
- ▶ Sal Haider (I2S Project Director)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Elisha Bailey (Regional Liaison Officer, Transport for NSW)
- ▶ David Carter (NSW Farmers)
- ▶ Geoffrey Larsen (Community Member)
- ▶ David Carr (Community Member)
- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ Clarissa Farrington (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)
- ▶ Kate Hardy (Regional Business Manager, Department of Regional 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 24 February 2022 were approved and uploaded to the Proponents website. The action regarding tree planting in Stockinbingal is closed. Local discussions have commenced and are ongoing.
5. Correspondence	NIL
6. Proponent's Reports	Melvyn Maylin (A2P Project Director) Since the last CCC meeting the team have continued to develop the EIS, addressing the review comments from the Department of Planning and Environment (DPE),

NO.	DISCUSSIONS
	<p>including updates to the temporary workforce accommodation camp and hydrology modelling. The formal property acquisition process is continuing with all property valuation inspections on all properties along the I2S alignment completed and now proceeding with offer letters. All directly impacted landowners have now been engaged. Four offers have been accepted and contracts have been either executed or progressing. Six further offers have been issued to landowners. There are 27 landowners impacted.</p> <p>Contract procurement has commenced with 3 shortlisted contractors appointed. Tender documents will be issued in October 2022 and award the Design and Construct contract late 2023.</p> <p>The EIS public exhibition is expected to commence late September 2022. Following the exhibition Inland Rail will be required to prepare a response to submissions which is expected to be finalised early 2023 and EIS approval hopefully by mid 2023.</p> <p>The construction period is scheduled for the period late 2023/early 2024 to late 2026.</p> <p>Wayne Window (Environmental Advisor) Provided an update on the approval pathway, particularly focussing on the period from the DPE feedback on the draft EIS through the public exhibition and response to submissions which leads to the department undertaking its assessment and its determination. The A2I project was declared Critical State Significant Infrastructure which results in the Minister for Planning determining the Project. Two possible steps, involving an Amendment Report or a Preferred Infrastructure report, if required were outlined. It is hoped a determination will be made early 2023 by the NSW Minister. It then has to go to the Federal Government for their determination under the EPBC Act as the project was declared 'Controlled Action'. The post approval steps were outlined including the offset delivery requirements as a result of the vegetation that is cleared.</p> <p>Kirsten Velthuis (I2S Senior Environmental Advisor) Advised the EIS has been updated based on the DPE review comments on adequacy particularly relating to hydrology and flood modelling and the workforce temporary accommodation camp. The peak workforce is expected to be 425,, but will be less than 150 for at least half of the construction period. The site selection process involved a scoping study across the alignment to consider what would be the best location and Stockinbingal was deemed to be the preferred location</p>

NO.	DISCUSSIONS
	<p>due to its proximity to the bulk of the construction work. Following a multiple environmental criteria assessment a site located in north-west Stockinbingal on Grogan Road was selected. This site is approximately 7 hectares, has a good connection to the road network, the nearest residence is about 500m away, it has existing connections to electricity and water. Waste/wastewater will be disposed offsite. There are two entry/exits planned from Grogan Road and all workers will be bussed to & from their construction sites. The site is therefore large enough for worker vehicle parking during their shifts and for shift changeovers. A Social Impact Management Plan (SIMP) will be prepared and implemented for the operation of the camp. The camp will be demobilised & rehabilitated after completion of the works.</p> <p>Q: It was earlier considered the tender contractor would be able to consider alternative camp sites. Is that possibly still available? A:Yes. The EIS will identify the preferred location but the contractor will be given the opportunity to come up with alternative locations if necessary. Q: Will they have to nominate their sites for consideration prior to the issue of the contracts? A: The tender documents are being prepared and it is expected that they would provide such advice as part of their tender. We want to keep flexibility on this aspect. Q: Will the SIMP look at the impact on medical services and the like? A:Yes. That is an impact that has been identified and there will be consultation with local health care providers prior to camp construction.</p> <p>Q; When the work reaches the southern end of the alignment will you need another camp? A: It is expected that only one camp will be required. The DPE will provide their feedback and if the location is different from the EIS it may require a modification to the project.</p> <p>Karen Brakell (Principal Water Resources Engineer WSP) Provided an update on the flood modelling, the updated flood impact criteria, and the model results. The flood model updates include a finer grid, that is more data points, including the existing levees through Stockinbingal, a survey of the structures and had a peer review undertaken, which accepted the models as suitable for reference design. Sensitivity testing of blockages of culverts has also been undertaken. DPE had also requested clarification of the flood volumes at Billabong Creek and this has been satisfactorily resolved.</p>

NO.	DISCUSSIONS
	<p>There will be no changes to the levees in Stockinbingal. The model has been updated to include the existing levees and therefore understand existing flood behaviour including peak flood levels..</p> <p>The design flood criteria has been updated following discussions between DPE and ARTC and Transport for NSW and is based on an understanding of existing land uses and sensitive receptors. The key updates relate to velocity which is the speed of the water.</p> <p>Now we have an improved understanding of flood affectation across the project area and understand potential changes as a result of projected climate change considerations. The flood model updates found no new flood impacts and no changes to flooding at any roads across the project.</p> <p>Q: How is the probable maximum flood determined? A: The probable maximum flood has been estimate from the probable maximum precipitation (rainfall) which is a theoretical amount of rainfall that the Bureau of Meterology (BOM) calculates as a result of their research and studies.</p> <p>Provided a series of maps and how to read them. The EIS will contain all maps where assessments were undertaken along the whole alignment.</p> <p>Grant Johnson (I2S Stakeholder Engagement Lead) Have been involved in ongoing property acquisition discussions with landowners and engagement with Councils on wastewater treatment for the temporary workforce accommodationcamp and acquisitions at road-rail interfaces. Provided a brief overview of the A2I and S2P projects. Engagement will continue with landowners about property acquisition and will assist in the education campaign on how to make submissions on the EIS during the public exhibition. All CCC members will receive a USB with the Summary of Findings and when the public exhibition commences a link will be provided to the project on the Department of Planning website.</p>
<p>7.General Business</p>	<p>Garry West advised there was a question raised at the A2I (Wagga Sub-committee) about the length of trains that will use the Inland Rail. Rebecca Pickering (CEO – Inland Rail) will respond and the correspondence will be circulated to all CCC members. ACTION</p> <p>The Chairperson sought information on the Terms of Reference for the review announced by the new Federal Government. Clarissa Farrington advised her department had been advised that the review</p>

NO.	DISCUSSIONS
	will consider the administration and funding of the project, however work is to continue. Details of the Terms of Reference will be circulated to members when available. ACTION

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Circulate CEO Correspondence re train length.	Garry West	ASAP Completed
2	Circulate Terms of Reference for Federal Government Review of Inland Rail.	Garry West	When available

Next Meeting

TBA