

MEETING MINUTES
I2S Inland Rail Illabo to Stockinbingal
Community Consultative Committee

DATE / TIME

8 August 2024
 1.00pm

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)
- ▶ Gary Arthur (Cootamundra-Gundagai Regional Council)
- ▶ Russell Vincent (Community Representative)
- ▶ David Carter (NSW Farmers)
- ▶ Geoffrey Larsen (Community Member)
- ▶ Cr Pam Halliburton (Junee Shire Council)
- ▶ Luke Taberner (Junee Shire Council)
- ▶ James Kennedy (Delivery Director A2P)
- ▶ Conrad Strachan (Project Director I2S)
- ▶ Grant Johnson (Stakeholder Engagement Lead I2S)
- ▶ Jessica Jackson (Stakeholder Engagement Advisor I2S)
- ▶ Wayne Window (Environmental Advisor)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ James Davis (General Manager, Junee Shire Council)
- ▶ Martin Honner (NSW Farmers)
- ▶ David Carr (Community Member)
- ▶ James Coleborne (Community Representative)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ Clarissa Farrington (Director, Inland Rail Program Assurance, Commonwealth Infrastructure Projects Division, Department of Infrastructure, Transport, Regional Development, Communications and the Arts)
- ▶ Bronwyn Jackson (Assistant Director, Inland Rail Program Assurance, Commonwealth Infrastructure Projects Division)
- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)

Discussions

NO.	DISCUSSIONS
1. Welcome	<p>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.</p> <p>The Chair noted that there has been a re-structuring at Inland Rail (IR) since the last meeting and that Melvyn Maylin has resigned and James</p>

NO.	DISCUSSIONS
	Kennedy is the Delivery Director (Albury to Parkes) and Conrad Strachan is the Project Director (I2S). Both provided a brief history of industry experience.
2.Declarations of Interest	No new declarations
3.Minutes of Previous Meeting	It was noted and agreed that the minutes of 19 October 2023 were approved and uploaded to the Proponents website.
5.Actions from previous meeting	<p>1. Circulate RtS to members completed.</p> <p>2.Settlement where voluntary agreements reached. GJ advised acquisitions now well advanced.</p> <p>3. Bush Fire Brigades access to rail corridors in emergencies. WW explained ARTC has an emergency management plan that talks about working with RFS getting access through the rail corridor. All emergency events deemed to be an emergency are reported to the Network Control Centre. This then coordinates access and establishes site protection (ie, stopping trains). At this stage emergency services can access sites. This is backed up by a proposed condition for this project to permit access by the RFS to cross the rail corridor to access the Bethungra ranges.</p> <p>4. Communication strategy for Troy Street changes in Stockinbingal. GJ advised the use of Troy Street during construction was deleted as part of the RtS, therefore the need for the strategy was no longer necessary.</p>
6.Proponent's Reports	<p>James Kennedy (Delivery Director A2P) Program Update.</p> <p>Legal establishment of Inland Rail occurred in July 2023 with the appointment of a separate Board in August 2023. IR CEO Nick Miller was appointed in December 2023. 1 May 2024 IRPL became operational with its own governance and delivery arrangements. Looking ahead the focus is on performance and achieving delivery milestones, prioritising the construction of Inland Rail sections between Beveridge, Victoria and Parkes, NSW by end of 2027. In addition, planning north of Narromine is progressing, securing the corridor through forward planning, approvals and land acquisition. Noted that Parkes to Narromine has already been completed.</p> <p>Beveridge to Albury is under construction in 2 tranches and John Holland have been awarded the construction contract. Albury to Illabo is an enhancement project and the construction contract awarded to Martinus and is awaiting environmental approval by the NSW Minister</p>

NO.	DISCUSSIONS
	<p>for Planning. Illabo to Stockinbingal involves construction of new track and procurement is underway and is also awaiting environmental approval. Commonwealth assessment and approval is also required for I2S. S2P is an enhancement project and is currently in construction.</p> <p>(See slides for update on other IR sections.)</p> <p>Conrad Strachan (Project Director I2S) Project Update I2S scope involves 39 kilometres of new single track, 2 rail over-bridges, 8 bridges across waterways, 8 private level crossings, 1 road over rail bridge, 10 stock underpasses, 3 kilometres of upgraded track, 1 crossing loop and associated maintenance siding, 5 public level crossings and 88 new and existing cross drainage culverts. Property acquisitions are well advanced and environmental approvals at NSW level is well advanced and expected shortly then the Commonwealth EPBC process will proceed. Early commencement works which includes site surveys will get underway as soon as preferred construction contractor is finalised. The Design Phase will then commence and continue through to mid Q3 2025. Site establishment activities are anticipated to commence Q2 2025 with major construction activity expected to commence mid 2025.</p> <p>Wayne Window (Environmental Manager) Wayne provided an overview of the Approval Pathway for I2S and advised the assessment by the NSW Department of Planning (DPHI) complete has been referred to the Minister for Planning for a decision. IR is a Critical State Significant Infrastructure project and is also subject to Commonwealth environmental assessment. Once the State approval is made that provides the opportunity to commence undertaking low impact works. Once both approvals are achieved secondary approvals stage commences.</p> <p>As part of achieving State approval a lot of work has been undertaken on hydrology issues particularly flood management issues, construction and operational noise. Being a greenfield project a lot of focus has been around biodiversity, including limits to clearing and outcomes.</p> <p>The Commonwealth assessment is undertaken by way of a bilateral agreement process with NSW, targeted scope is around impacts to threatened ecological communities, threatened flora and fauna.</p> <p>The secondary approvals involve the development of Construction Environmental Management Plans covering biodiversity and biosecurity, flood and emergencies, heritage, noise and vibration, soil</p>

NO.	DISCUSSIONS
	<p>and water and traffic. An Environmental representative is to be appointed who will be the interface between the contractor and the various government regulators.</p> <p>An Environmental Protection Licence (EPL) for 'rail construction' via the Environment Protection Authority (EPA) will be required, along with site establishment plans, social impact management plan, road works approvals via Councils or TfNSW.</p> <p>All post approval documents will be published on the project website and CCC members notified as these occur.</p> <p>Workforce accommodation is a critical issue for this project given the remoteness of the planned work. An accommodation village outside Stockinbingal is proposed and management plan for its development and operation required. This will be prepared by the contractor and operated by them.</p> <p>Flood design consultation protocol is a significant activity where all impacted landowners will be consulted on drainage structures and farms dams. New conditions have been prepared in this area.</p> <p>Question: David Carter, does this involve talking to neighbouring landholders as well? WW, yes it involves landholders next to the corridor, 500 metres downstream and 100 metres upstream outside the corridor. Contour banks will be considered in the property plans. Each landholder will end up with flood design reports.</p> <p>Question: David Carter raised the question of noise protection and consultation for houses outside the corridor that are impacted by noise. WW advised that the noise impact will need to be validated, establishing which houses are impacted and then consider what is the appropriate level of treatment. This will be further validated when the operational phase commences.</p> <p>Question: David Carter raised the question about whether RFS access will be permitted at a LX that has been closed where subject to prior agreement (LX602). CS advised that the NSW Minister has gazetted the closure of LX602. The subject LX gate is locked and closed to access. It may be utilised for temporary construction access but the level crossing infrastructure must be removed at completion and before operation of the new line. David Carter also commented, a couple of creek crossings that need adjusting in height to permit the larger RFS trucks to access without having to undertake a detour. CS advised these issues will be relayed to the design team and investigated as</p>

NO.	DISCUSSIONS
	<p>part of the next step in design development and consultation requirements with RFS.</p> <p>Question: David Carter raised a question about a LX on Old Sydney Road and its level of treatment. James Kennedy asked this be recorded as an action. [ACTION]</p> <p>Grant Johnson (Stakeholder Engagement Lead I2S) Inland Rail is supporting communities along the alignment by making voluntary financial contributions. Round 19 totalling \$1,300; Round 20 totalling \$9,606 and Round 21 \$6,263. Eligible organisations can apply for amounts between \$1,000 and \$4,000.</p> <p>An Inland Rail Skills Academy has seen 18 Wagga Wagga locals, including 16 First Nations participants graduate. This has facilitated Certificate II in Rail infrastructure training in Wagga Wagga in April 2024. 16 Graduates, including 5 multicultural council participants, 7 First Nation participants and 4 disadvantaged youth members graduate from the second cohort of the IRSA facilitated Certificate II in Rail Infrastructure training in Wagga Wagga in July 2024.</p> <p>The Clontarf Foundation Partnership through the IR Skills Academy was launched in November 2023 for a further two years for a value of \$250,000 and will focus on the A2P footprint.</p> <p>IR Supplier Capability Workshops have been held over 5 rounds in Albury, Wagga Wagga, Parkes and Forbes. Since July 2023, 148 regional businesses (including 14 First Nations businesses) have participated learning what major project buyers want from suppliers and how to be more competitive.</p> <p>The STEM on track partnership with the University of Newcastle continues to give local primary and high school students a fun and educational glimpse into potential career paths in the rail industry with events in Albury and Wagga Wagga.</p> <p>Landholder Interactions: 25 properties in total are involved, 8 acquisitions have been settled, 1 partial property has been compulsorily acquired and all others agreed and are progressing to exchange or settlement.</p> <p>Property adjustment plans are being prepared for all properties covering crossing arrangements, fencing & gates. Individual Property Management Plans are also in preparation. These are evolving</p>

NO.	DISCUSSIONS
	<p>documents capturing existing farm infrastructure, then taking how the property can work through construction.</p> <p>Next steps involve communication of NSW approval, early commencement works contract, preferred contractor announcement, design and construct contract award and Commonwealth approval.</p> <p>Question: David Carter raised concern that the EIS quantified the Project access to water for construction whereas local landholders have not been able to access additional water allocations. ACTION</p>
<p>7.General Business</p>	<p>Gary Arthur asked if landholders had been contacted about gravel supplies as Council is being told private quarries want to increase their royalties as Inland Rail are offering better royalties? Grant advised he had no awareness on this subject.</p> <p>Gary Arthur noted that when LX are activated a substantial contribution is required from local councils and it is not an easy process.</p> <p>David Carter asked John Zannes (TfNSW) about Harris Gates LX upgrade which is not an Inland Rail crossing and may be deleted in the future. John advised that has no final decision has been made and TfNSW will liaise with Inland Rail.</p> <p>Russell Vincent raised a concern about drainage issues in Stockinbingal because the creek is always blocked. Wayne Window advised the proposed conditions require a more detail investigation into this issue and the need to work with council.</p> <p>Geoff Larsen expressed concern about the time taken to see trains on the line and will it work due to the level of competition on the highways. James Kennedy drew attention to the 2027 timeframe communicated in the presentation for delivery of the Beveridge to Parkes projects.</p> <p>David Carter raised the impact of construction on the condition and safety of local roads. Wayne Window advised those issues are addressed in the proposed conditions.</p> <p>Russell Vincent asked if there is a road / rail [staging] plan for the interface in Stockinbingal, particularly during the construction phase. Conrad Strachan advised there is a concept staging plan that will control these activities and that road vehicles will still be able to travel on the established roads during construction via construction detours.</p>

NO.	DISCUSSIONS
	<p>James Kennedy asked members to consider submitting their questions in advance of the meeting through the CCC Chair so answers may be able to be available at the meeting for more productive discussion, rather than being taken on notice which is not to the satisfaction of meeting participants.</p>
<p>8. Conclusions</p>	<p>The Chair indicated that the CCC membership needed to be reviewed as the project moves into the construction phase. He will be seeking advice from all existing members as to their future participation and seek any new stakeholders who may be impacted and wish to participate.</p> <p>The CCC will move to holding meetings on a more regular basis. A2I will move back onto 3 monthly cycles as will I2S when construction is closer.</p> <p>Mr West closed the meeting with a reminder about the level crossing safety campaign.</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Provide update on the design and assessment of treatment at Old Sydney Road LX	Conrad Strachan	Next Meeting
2	Provide update (if available) on the Response to Submissions report content on use of Goldenfields Water for construction	Conrad Strachan	Next Meeting

Next Meeting

Thursday 7 November 2024 **TBC**