

Inland Rail - Illabo to Stockinbingal (I2S)
Community Consultative Committee

DATE / TIME

7 November 2024
9:00am

LOCATION

Cootamundra Library
61-71 Wallendoon Street, Cootamundra

FACILITATOR

Mr Garry West

MINUTE TAKER

Mr Garry West

DISTRIBUTION

Illabo to Stockinbingal CCC

ATTENDEES (SHOW ORGANISATION IF NOT INLAND RAIL)

- ▶ Mr Garry West (Independent Chair)
- ▶ Mr Michael Mason (Cootamundra-Gundagai Regional Council)
- ▶ Ms Robyn Gray (Community Representative)
- ▶ Mr David Carter (NSW Farmers)
- ▶ Mr Martin Honner (Community Representative)
- ▶ Cr Andrew Clinton (Junee Shire Council)
- ▶ Mr James Davis (General Manager, Junee Shire Council) (part- meeting via video conference)
- ▶ Mr James Kennedy (Delivery Director - A2P)
- ▶ Mr Conrad Strachan (Project Director - I2S) (CS)
- ▶ Mr Grant Johnson (Stakeholder Engagement Lead - I2S)
- ▶ Mr Wayne Window (Environment Manager NSW & Victoria) (WW)

APOLOGIES (SHOW ORGANISATION IF NOT INLAND RAIL)

- ▶ Mr Russell Vincent (Community representative)
- ▶ Mr David Carr (Community Member)
- ▶ Mr John Zannes (Project Manager, Inland Rail, Transport for NSW)

GUESTS (SHOW ORGANISATION IF NOT INLAND RAIL)

- ▶ Ms Clarissa Farrington (Director, Inland Rail Program Assurance, Commonwealth Infrastructure Projects Division; Department of Infrastructure, Transport, Regional Development, Communications and the Arts)
- Mr Mitchell Roll (Senior Project Manager)

Discussions

NO.	DISCUSSIONS
<p>1.Welcome</p>	<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 advised that Mr Larsen has stood down from the CCC and the new Cootamundra-Gundagai Council representatives are Cr Danyal and Mr Mason and a new representative from Junee, Cr Clinton and Ms Gray from Stockinbingal.</p> <p>Mr Kennedy introduced the IRPL team present at the meeting and announced that Ms Labruyere (apology for this meeting) has started with IRPL in the capacity of Environment Manager for Albury to Parkes, focused on project delivery.</p>
<p>2.Declarations of Interest</p>	<p>No new declarations</p>
<p>3.Minutes of Previous Meeting</p>	<p>It was noted and agreed that the minutes of 8 August 2024 were approved and uploaded to the project website.</p>
<p>5.Actions from previous meeting</p>	<p>1. Provide update on the design and assessment of treatment at Old Sydney Road level crossing (LX).</p> <ul style="list-style-type: none"> • Inland Rail use consistent method for determining level crossing treatments, ALCAM method, which are reviewed by ONRSR. • Old Sydney Road LX is compliant for passive controls. • Post detailed design, a LX Treatment Report and LX Performance Report are required by the conditions of approval (E88-E93) for approval by the Planning Secretary. <p>Mr Mason asked what is the safety criteria for changing from different levels of controls at level crossings? Mr Window explained there is a condition that requires a review of level crossings performance after 10 years.</p> <p>Mr Carter asked who pays for any future upgrades? Mr Window indicated that it would depend on who was responsible for the infrastructure, via the interface agreement, most likely ARTC.</p>

NO.	DISCUSSIONS
	<p>Cr Clinton asked if there was an independent party a landowner could turn to if they disagreed with the proposal? Mr Johnson indicated that would be the Rail Safety Regulator or the Ombudsman depending on the issue.</p> <p>2. Provide update on the Response to submissions report content on use of Goldenfields Water for construction.</p> <ul style="list-style-type: none"> • Water is required for construction activities • At reference design stage (EIS & RtS), Goldenfields Water (GW) identified rate of consumption exceeds available rate of supply • GW was just one of multiple potential sources of water considered in the EIS • Accumulation of water would be required along with a road haulage program • Detailed design will further inform ongoing consultation with GW
<p>6.Proponent’s Reports</p>	<p>Mr James Kennedy (Delivery Director - A2P) Program Update. This week the Federal Government EPBC approval was received which is the final approval necessary to proceed with the project. The Design & Construct contract has been awarded to John Holland.</p> <p>Mr Kennedy provided an overview of the milestones starting with the Concept Assessment in 2018 to the Project Approval in 2024.</p> <p>Mr Kennedy explained the project relationships with the different entities. The Federal Government (Finance and Infrastructure departments) provide the scope of the project and the funding. Transport for NSW is the owner of the rail asset in NSW, that is the corridor and the rail line. Typically, Councils and/or TfNSW own the adjoining infrastructure such as roads and bridges. ARTC is the Asset operator. That is, ARTC leases the rail line and sells train paths to above rail operators to run their trains on the network.</p> <p>Inland Rail Pty Ltd (IRPL) is a subsidiary of ARTC and has been established post the Schott Review to deliver the project and then hand it back to ARTC. Martinus is the contractor appointed to deliver the Design & Construct contract. The NSW Government through the Department of Planning, Housing & Instructure provides the planning approval for the A2I project.</p>

NO.	DISCUSSIONS
	<p>Mr Kennedy provided an overview the Illabo to Stockinbingal (I2S) rail corridor where construction of approximately 39 km of new rail track will occur to develop a capacity to accommodate 1.8 km double-stacked freight trains. The new track will bypass Cootamundra and Bethungra as well as bypassing the steep, winding track (the Bethungra Spiral), 11 rail bridges will be constructed along with 13 public and private level crossings, one 2km long crossing loop and one siding location for track maintenance.</p> <p>Mr Kennedy played videos of work currently undertaken from possessions in the S2P Project. Mr Kennedy noted the ARTC possession calendar is available on the ARTC website.</p> <p>Cr Clinton asked if earlier references to 3.6km trains are correct? Mr Kennedy confirmed the train lengths are set to a maximum of 1.8km and the loops will only be built to accommodate that length train.</p> <p>Cr Clinton asked what is the maximum grade on the I2S line? IRPL confirmed it is 1 in 80.</p> <p>Mr Conrad Strachan (Project Director I2S) Project Update Mr Strachan provided a summary of the I2S Program. Primary approvals have now been given and the design phase has commenced. Property acquisitions are ongoing. The program will progress through site investigations early 2025, site establishment Q2 2025, the Construction Phase commencing late Q2 / start of Q3 2025 with the project to be finalised by Q4 2027.</p> <p>Site investigations include topographical survey, ecology, geotechnical and utility investigations are anticipated to commence December 2024. Contractor familiarisation will become more visible and individual meetings with stakeholders and property owners are anticipated to be commencing later in November 2024 and continuing into 2025. Property Management Plans will be progressing up to March 2025.</p> <p>Mr Carter raised an issue with site investigations continuing over the summer period with contractor vehicles accessing the rail corridor and farmland. Bushfire concerns are high at this time. Conrad explained that the contract, John Holland, is required to</p>

NO.	DISCUSSIONS
	<p>identify risks, including bush fire risks and hazards and have procedures and measures to control the risks. This includes Bush Fire Management requirements under the primary approval conditions [CoA E120-121].</p> <p>Action 1: IRPL will take these issues back to John Holland and report back on the bushfire safety preparedness.</p> <p>Cr Clinton sought advice that Inland Rail and John Holland Public Liability policies would cover any damage or fire on properties? Conrad confirmed that the contractor is required to hold Public and Product Liability policies specific for the project which covers events caused by the contractors activities, in addition to IRPL polices.</p> <p>Mr Window (Environmental Manager) Wayne summarised the approval pathway indicating the Secondary Approvals stage now commences which includes Construction Environmental Management Plans and subordinate plans. These plans need to be signed off by the Environmental Regulator or the Planning Secretary. All the Plans once approved will be uploaded to either the Project website or the Planning Department website.</p> <p>Action: Provide link to the relevant project websites so members can see project updates.</p> <p>There are 268 conditions relating to the project which will guide the project through the construction phase. Once the project is completed and handed back to ARTC there are 12 conditions under the “Operations” heading, along with several others that will carry forward in perpetuity. These include biodiversity monitoring, monitoring operational noise and vibration review and validation. Level Crossing performance reporting will occur up to 10 years.</p> <p>Flood design process and assurance will involve landowners in the development of the flood models with the contractor. This will be subject to independent peer review to ensure the models are valid and fit for purpose. The design work and flood performance outcomes will include consultation with landowners. The work will</p>

NO.	DISCUSSIONS
	<p>be broken up into different catchments and therefore manageable. There is an ongoing monitoring review and rectification period of 15 years after construction has been completed. This requirement will rest with ARTC.</p> <p>MS Gray asked if the study includes what happens downstream, for example in Stockinbingal where it goes into the levee system. Does it consider how to improve what currently occurs? Wayne advised there is a very specific condition around Stockinbingal which requires modelling the existing conditions and modelling with sensitivity systems to examine what occurs and how it can be improved. There will be more work required with Council to understand their outcomes.</p> <p>Mr Mason asked if this means reviewing the Stockinbingal levee system to add value and avoid risks. Mr Window indicated a risk management approach will be undertaken in conjunction with Council. The condition requires the project not to put more water into Stockinbingal.</p> <p>Action2: IRPL to provide committee members a link to the Conditions of Consent.</p> <p>Because the Project involves clearing, all clearing requires offsets. Within the clearing requirement, the project has a 39 hectare impact on Box Gum Woodland, a threatened ecological community (TEC) at risk of significant and irreversible impacts. Because the Project is Critical State Significant Infrastructure special policy requirements apply to this TEC with a Biodiversity Stewardship Agreement to be created that establishes a Box Gum Woodland site being locked in perpetuity and 20 years of ongoing works.</p> <p>Suggested future meetings will include topics such as the Social Impact Management Plan (SIMP), noise (next steps) during construction and operation as well as traffic and transport connectivity.</p> <p>MrMason said future workforce accommodation should be a topic for the future. Mr Window advised a camp has been approved by the CoA for up to 450 workers located north of Stockinbingal but</p>

NO.	DISCUSSIONS
	<p>will scale up and down as required. The workforce will access the site along the rail corridor. The camp will be place for the duration of construction. The contractor will consult with the local community to establish what facilities need to be included.</p> <p>Cr Clinton asked what are the current standards for rail noise?</p> <p>Action 3: IRPL to provide a copy of the rail noise standards to the committee.. This is the <i>Rail Infrastructure Noise Guideline</i> (NSW EPA, 2013).</p> <p>Mr Grant Johnson (Stakeholder Engagement Lead I2S) Mr Johnson provided an overview of landholder interactions and property acquisition. Property acquisition involves 25 properties, 13 have settled, 1 partial property was compulsorily acquired and all others agreed and progressing to exchange and/or settlement. Property Adjustment Plans are under preparation for all properties and will continue for some time and will lead to individual Property Management Plans.</p> <p>The conditions of approval required a community communications strategy. A draft has been submitted to the department. They also require a Public Liaison Officer within the Contractor team. A complaints management system is set through the conditions and if complaints cannot be resolved they will be escalated to an independent mediator.</p> <p>Community will see an increase in John Holland branded vehicles and employees as low impact works are undertaken covering ecological surveys, geotechnical investigations together with utility identification & relocation. A Community Information Centre is to be developed by the contractor. Site will be identified in the future. Stakeholder consultation will continue.</p>
<p>7.General Business</p>	<p>MrHonner asked if the contractor will have bushfire fire fighting capacity. Mr Window explained there is a condition setting out water storage facilities and bushfire management plans. General discussion ensued regarding practical outcomes and coordination requirements with local authorities as early as possible. Safe working requirements need to be place now with pre-construction work and not wait for construction.</p>

NO.	DISCUSSIONS
	<p>Cr Clinton asked if it is known when the entire Inland Rail Project will be completed. Ms Farrington advised it will be made by Government after the verification process is completed as required by the Schott Report which will inform the Project north of Parkes. Cr Clinton then asked how many trains? Mr Window advised the project will see an increase in the number of trains from the current 6 trains per day up to 12 by 2040. These numbers will be determined by private operators.</p>
8. Conclusions	The CCC will move to holding meetings on a more regular basis.

Actions

NO	ACTIONS	ACTION BY	DUE DATE
1	IRPL will take these issues back to John Holland and report back on the bushfire safety preparedness.	CS	Next Meeting
2	IRPL to provide committee members a link to the Conditions of Approval.	WW	29 Nov 24
3	IRPL to provide a copy of the rail noise standards to the committee.	WW	29 Nov 24

Next Meeting

13 February 2025 TBC