

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

DATE / TIME

8 May 2025
11am

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)

- | | |
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| ▶ Mr Garry West (Independent Chair) | ▶ Mr Conrad Strachan (Project Director - I2S) (CS) |
| ▶ Ms Robyn Gray (Community Representative) | ▶ Mr Grant Johnson (Stakeholder Engagement and Communications Manager – A2P) |
| ▶ Mr David Carter (NSW Farmers) | ▶ Eleanor Falkiner (Stakeholder Engagement Lead) (EF) |
| ▶ Mr Russell Vincent (Community representative) | ▶ Rachael Labruiere (Environment Manager) |
| ▶ Mr John Zannes (Project Manager, Inland Rail, Transport for NSW) | ▶ Emma Hurst (Stakeholder Engagement Advisor) |
| ▶ Cr Andrew Clinton (Junee Shire Council) | ▶ Susan Kay (Program Principal Advisor) |
| ▶ Mr James Coleborne (Community Representative) | ▶ Mr James Kennedy (Delivery Director - A2P) (JK) |
| ▶ Mr Michael Mason (Cootamundra-Gundagai Regional Council) | ▶ Ms Clarissa Farrington (Director, Inland Rail Program Assurance, Commonwealth Infrastructure Projects Division; Department of Infrastructure, Transport, Regional Development, Communications and the Arts) |

APOLOGIES (SHOW ORGANISATION IF NOT INLAND RAIL)

- ▶ Mr David Carr (Community Member)
- ▶ Mr Martin Honner (Community Representative)
- ▶ Mr James Davis (General Manager, Junee Shire Council)
- ▶ Lloyd Hart (Junee Shire Council)

GUESTS (SHOW ORGANISATION IF NOT INLAND RAIL)

Discussions

NO.	DISCUSSIONS
1.Welcome	<p>The Chair opened the meeting with an acknowledgement of country and welcomed all to the meeting.</p> <p>The Chair sought agreement for him to record the meeting for the purpose of preparing minutes. No objections.</p>
2.Declarations of Interest	No new declarations
3.Minutes of Previous Meeting	It was noted and agreed that the minutes of 14 February 2025 were approved and uploaded to the project website.
5.Actions from previous meeting	<ul style="list-style-type: none"> • General arrangement design of Burley Griffin Way bridge at Stockinbingal – addressed in Project Update • Noise modelling and mitigation – covered in Planning and Environment section • Review project communication methods – covered in Community Update section • Provide CCC members link to EIS assessment of workforce accommodation camp – Link distributed via email by CCC Chair on 17 March
6.Proponent's Reports	<p>Mr James Kennedy (Delivery Director A2P) - Program Update.</p> <p>Mobilisation of the Inland Rail has commenced and will be on site and in towns conducting a range of activities from site inspections to door knocks and community events.</p> <p>Mobilisation of the Contractor (John Holland) has also commenced who are on sites along the alignment completing early works. In the second half of 2025 construction will commence across many sites.</p> <p>Martinus, the delivery contractor for the Albury to Illabo (A2I) section of the project will have an increased presence in the Illabo area.</p>

NO.	DISCUSSIONS
	<p>Mr Kennedy provided highlights of the Annual Sustainability Report 2023-2024.</p> <p>Albury to Illabo Update</p> <p>State Approval for this enhancement project was received in October 2024 and the contractor, Martinus is currently working through the detailed design and secondary approvals. Enabling works near the Edmondson Street Bridge in Wagga Wagga will be undertaken in Q1 2025, includes electricity pole relocations and gas relocations. Major construction will begin in Q3 2025.</p> <p>Stockinbingal to Parkes Update</p> <p>Closing out Darroobalgie Loop and Lachlan River Bridge. Surveying and design checks of power poles. All works are to be completed by mid-2025.</p> <p>Beveridge to Albury (B2A) Update</p> <p>Tranche 1 – first 4 sites in Victoria</p> <ul style="list-style-type: none"> • March – Project completion at Glenrowan and pedestrian underpass opens in Wangaratta • April – Seymour-Avenel Road opens to public and first trains stop at the new Wangaratta station platform <p>Tranche 2 – remaining 8 sites in Victoria</p> <ul style="list-style-type: none"> • Over the last 6 months community engagement for preliminary design on all 8 sites • Site establishment and early works commenced across all Tranche 2 sites • May – major construction commenced in Euroa <p>Mr Conrad Strachan (Project Director I2S) - Program Update.</p> <p>Mr Strachan provided an overview of the I2S program detailing that property acquisitions have been completed; the design phase (30-70% stage) and site investigations are well underway with site</p>

NO.	DISCUSSIONS
	<p>establishment to commence in Q2 2025 and the construction phase commencing in Q3 2025 and the project finalising by end Q3 2027.</p> <p><u>Three month lookahead</u></p> <p>Ongoing investigations including biodiversity, geotechnical, utility and heritage will be ongoing.</p> <p>Design development and consultation and Management Plan development continues, along with procurement, site sheds/ancillary compounds/laydown area establishments.</p> <p>The establishment of the Temporary Workers' Accommodation at Stockinbingal will also be commencing.</p> <p>A major weekend Rail Possession occurred 3 to 5 May 2025 at Illabo Junction.</p> <p>Ms Gray noted there was no mention of ongoing investigations into hydrology. Mr Kennedy explained the various meanings of 'investigations' in the context of the work underway, and why Ms Gray may not be seeing personnel in the field doing investigations. The physical field investigations have been completed, and the remaining investigation work was desktop work in the design office. Mr Strachan indicated there will be more reference to hydrology in the Planning and Environment section, however, a lot of design work is ongoing.</p> <p><u>Utility Relocations</u></p> <p>Relocation of utilities to begin in Q1 2025 include:</p> <ul style="list-style-type: none"> • Goldenfields Water relocation • APA Gas relocation, and • Communications relocations (eg Telstra, NBN and Optus) <p>Consultation with key stakeholders will be undertaken on the designs of relocated services.</p> <p>Mr Russell Vincent noted there is no mention of Telstra. We currently don't get reception will that improve. Mr Kennedy and Mr Strachan noted that the work with Telstra is about adjusting existing services where they clash with the Inland Rail alignment and are do not involve service upgrades.</p>

NO.	DISCUSSIONS
	<p>Mr Carter asked if the water relocations impacted the main line between Illabo and Bethungra. Mr Strachan explained it only refers to the local line servicing the storage tank on the hill and no upgrades to the watermain are involved, only relocation of the section conflicting with the new rail corridor. Any utilities relocation works will involve using new materials (not repurposing existing material in the section being relocated).</p> <p><u>Construction Village, Stockinbingal</u></p> <p>A temporary construction village will be located at Grogan Road, Stockinbingal between Racecourse Lane and McLaughlins Lane. The site is 7.7ha and the location was assessed in the NSW Government Planning Approval. Consultation is underway to develop a Site Establishment Management Plan (SEMP) which must be endorsed by the Environmental Representative and submitted to DPHI for approval one (1) month prior to establishment of the accommodation facility. Low impact works is planned for June 2025 with the establishment of the facility planned for August 2025. The Temporary Workforce Facility Management Plan must be endorsed by the Environmental Representative and submitted to DPHI one (1) month prior to use of the accommodation facility by construction personal commences.</p> <p>Cr Clinton asked how big the septic system is to cope for 350 people. Mr Kennedy confirmed that all utilities including the septic system will be sized to suit the headcount and in the camp. In addition, a tertiary treatment system is being investigated to allow reuse of waste water for dust suppression and other construction water needs.</p> <p>Mr Vincent asked if there is surplus water can it be available for farmers? Mr Strachan advised that there will be no surplus water as there will be a large need for water in the construction activities and that the recycled water would only reduce the demand on other water supply sources.</p> <p>Specialist private camp operator to set up, manage, demobilise camp for duration of project.</p>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • Accommodate up to 350+ beds • Demobilised at the end of use and site rehabilitated • Code of Conduct for all employees/contractors <p>The accommodation facility will include the following facilities:</p> <ul style="list-style-type: none"> • Room including desk and ensuite • Administration office • Kitchen and dining facilities • Car, bus and truck parking • Recreation room and gymnasium • Laundry facilities • Landscaping <p>Traffic management around camp</p> <ul style="list-style-type: none"> • Transport – Buses have designated pickup/drop off zone within the camp • Traffic control measures – signage, speed limit changes, traffic control to be confirmed with Cootamundra Gundagai Council <p>Camp Construction and Servicing / Operational activities;</p> <ul style="list-style-type: none"> • Camp construction and delivery servicing is limited to the same project approved working hours conditions; <ul style="list-style-type: none"> ○ 7am-6pm Monday to Saturday ○ No time on Sunday/Public Holidays ○ out-of-hours activities may be undertaken where they comply with the planning approval conditions for work outside of these hours • Staff Roster – 14 days on/7 days off <ul style="list-style-type: none"> ○ Drive in / drive out ○ Fly-in / Fly-out; Buses transporting workers to/from regional airports and camp ○ Authorised Work / Tool of Trade vehicles, plus bus transport general workers to site and back each day ○ Work / trade vehicles <p>Utility requirements for Camp</p>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • Areas of hardstand for carparking and demountables • Potable water – mains connection or water trucks (subject to approvals) • Sewage/wastewater – stored onsite in tanks and trucked offsite • Electricity – connected to network or onsite generators • Telecommunications – Satellite (eg Starlink) • Final details determined when contract awarded to private operator <p>Cr Clinton noted the temporary lights used during the possession (The Junee to Illabo section – A2I project) were confusing and possibly lowering road speed limits could be worth considering. Mr Kennedy responded indicating a certain minimum level of lighting is required for safe working, and that traffic management was in place with lowered speed limits along the length of the works and at key intersections, as negotiated with the road authority.</p> <p>Cr Clinton noted that the land being purchased for the new corridor is likely to leave remnant parcels of RU1 zoned land less than 100 ha in size. Are they likely to be re-zoned?</p> <p>ACTION:</p> <ol style="list-style-type: none"> 1. What will be the land use zone applied to the strips of land acquired for the rail line? 2. If the future rail corridor land has been or is to be rezoned, what was/is the process? <p>Mr Mason noted that it is unlikely to be a local council decision as this is a State Significant Project.</p> <p>Mr Strachan noted that the only land that has been permanently acquired is land for the rail corridor. Any land outside is leased for temporary construction and remains with the landowner. Only a couple of instances where the whole property has been acquired to meet individual landowner requirements. Surplus land will be subject to a divestment strategy at the completion of the project.</p> <p>Ms Rachael Labruyere (Environment Manager A2P)</p> <p>Ms Labruyere provided an overview of activities following the Project approval with conditions of consent in October 2024. Currently low impact works are being carried out. Development of</p>

NO.	DISCUSSIONS
	<p>the Environmental Management Plans is underway and include proposed mitigation measures.</p> <p><u>Hydrology</u></p> <p>Design of railway drainage has strict criteria around changes to flood behaviours and discharge of water. Investigations and field studies inform the design outlined in the 29 conditions of approval. The design will be subject to peer review and consultation. A detailed flood modelling and reporting process will be implemented to ensure design compliance. It is particularly important to note that the conditions include construction and operation obligations including one condition which requires Flood Review reports must be prepared following 15 years of operation. Ms Gray asked how does this affect me as a local impacted landowner? Ms Labruyere explained that the Conditions of Approval require impacted parties to be part of the consultation process. Some preliminary flood modelling is being undertaken, including flood depths, and flood velocities and changes in flooding.</p> <p>Mr Mason noted the scale of the modelling is quite broad and how does a local person fit into that scale of study. How does an individual who is impacted have their situation addressed? Ms Labruyere responded that while the scale of the study across the project is broad every single location is being assessed a part of the flood model. The conditions require that the flooding impacts can't be increased, they have to be improved or maintained at existing levels.</p> <p>ACTION: Circulate link to Conditions of Consent (Hard copy available on request)</p> <p>Mr Johnson noted that all the Conditions of Approval and the Management Plans are displayed on the project website.</p> <p><u>I2S – Ecological Surveys</u></p> <ul style="list-style-type: none"> • Completion of the Summer and Autumn Woodland bird surveys. • Commencement of Squirrel glider Surveys/Trapping

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • Surveys are aimed at determining fauna movements and controls to be implemented during construction and mitigations post construction. • The survey timing and periods has been based on the number of sightings of species throughout the year. • Ecologists will be trapping and tracking the gliders during the day and night between May and July 2025 using collars. • The survey results are then used to inform the Fauna Connectivity Strategy. <p>Ms Susan Kay (Program Principal Environmental Advisor)</p> <p><u>Operational Noise and Vibration</u></p> <p>An operational rail and road noise and vibration review (ONVR) is being undertaken using the final project design and predicting the operational rail and road noise for the year of commencement and in the year 2040 to meet the requirements of the operational noise conditions of consent. (E15-E20)</p> <p>Rail: The EIS identified 6 residential and 2 non-residential exceedances:</p> <ul style="list-style-type: none"> • Stockinbingal – 4 residential and 2 non-residential exceedances • Bethungra / Illabo junction – 1 residential exceedance • Illabo - 1 residential exceedance <p>Road: The EIS identified 1 residential exceedance in Stockinbingal</p> <p>Operational Noise and Vibration Review is based on the final project design and is IRPL’s commitment to mitigation which includes:</p> <ul style="list-style-type: none"> • Updated noise model • Results of façade inspection for non-residential receivers (Internal criteria) – rail only • Community consultation <p>The ONVR will be verified by an independent expert and approved by the NSW Department of Planning, Housing and Infrastructure (DPHI).</p> <p>Mr Coleborne asked how do you know if your residence has been included in the exceedances? Ms Kay advised those individuals</p>

NO.	DISCUSSIONS
	<p>would have been identified in the EIS, however, through the ONVR process every impacted property owner will be engaged directly.</p> <p><u>Operational Noise Mitigation</u></p> <p>The EIS identified at-property treatments as the most reasonable and feasible mitigation measure for residential properties. The type of property treatment is dependent on the type of property, the impacted rooms and the exceedance above the criteria</p> <ul style="list-style-type: none"> Includes air conditioning, ceiling fans, upgraded glazing, solid core doors, blocking gaps in eaves – tailored to each property <p>Locomotive Noise Control Program will benefit I2S and targets four locomotive classes (C, CLF, AN, and EL). Other classes of locomotives are approved by the EPA.</p> <p>Following completion of the ONVR, the scope of work for each property will be developed in consultation with property owners. Construction noise will be assessed and mitigated separately.</p> <p>Mr Carter expressed concern that more noise comes from the rolling stock not the engine. Ms Kay advised that the ONVR will consider noise from the whole train. The new track should also provide a quieter environment.</p> <p>Cr Clinton asked if the modelling in one year or ten years proves to be incorrect? Ms Kay indicated that IRPL has to undertake monitoring for both time frames and if it is noisier than predicted in the noise model additional mitigation will be required.</p> <p>Mrs Eleanor Falkiner (Stakeholder Engagement Lead I2S)</p> <p><u>Engagement Review</u></p> <p>The I2S Team have reviewed communications methods, channels and distribution lists and have been working with John Holland on a program of comprehensive consultation including:</p> <ul style="list-style-type: none"> Project updates and fact Sheets to directly and indirectly impacted landowners (5-10km from the alignment) Community Drop-In sessions in Junee, Illabo and Stockinbingal Presentations to Community groups in Stockinbingal

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • Advertising in local papers and social media • Utilising Council communications channels • Seeking feedback on how/where the community likes to receive information <p>An engagement overview for Q1 2025 was presented outlining the activities undertaken and their purpose. These included monthly meeting with Councils, meet the contractor events, STEM on Track events, SIMP consultation, and land access negotiations for low impact works.</p> <p><u>Social Impact management Plan Engagement approach</u></p> <p>Work has commenced in the development of a Social Impact Management Plan through targeted engagement with specific stakeholder groups on social impacts most relevant to their particular business, interests or community. In addition broader engagement has been undertaken through community drop-in sessions in Junee and Illabo, through posters and community feedback survey.</p> <p>The impact themes relevant to I2S include workforce management, community health and wellbeing, housing availability and affordability, community engagement, industry participation and the cumulative impacts from other infrastructure projects.</p> <p>Mr West and CCC members noted the feedback from stakeholders regarding the SIMP consultation has been very positive.</p> <p><u>SIMP Consultation Outcomes</u></p> <p>Approximately 16 meetings have been held and received feedback from 47 stakeholders.</p> <p>Top issues include: impact on local traffic (harvest, Burley Griffin Way, driver etiquette), engaging local workforce and industry, communication methods and cumulative impacts.</p> <p>Outcomes (examples):</p> <ul style="list-style-type: none"> • Specialised consultation on hydrology and the camp in Stockinbingal • Consultation with local group fire captains in Illabo and Stockinbingal

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> Legacy projects, and Bus operator consultation <p>Next steps:</p> <ul style="list-style-type: none"> Survey available to the community until 16/05/25 SIMP plan submitted to IR, ER and DPHI SIMP publicly available Monitored quarterly and reported against every 6 months. <p><u>Upcoming engagement activities</u></p> <p>Consultation on the detailed design and the SIMP is continuing as well as community drop-in sessions, ecological surveys, establishment works of the Temporary Workers Accommodation and well as pre-construction consultation, awareness and education.</p> <p>Mr Carter indicated he felt there needed to be more communication in the Illabo area from John Holland.</p>
7.General Business	Next meeting to consider a presentation on Construction Noise.
8. Conclusions	Meeting closed at 1pm

Actions

NO	ACTIONS	ACTION BY	DUE DATE
1	<p>1. What will be the land use zone applied to the strips of land acquired for the rail line?</p> <p>2. If the future rail corridor land has been or is to be rezoned, what was/is the process?</p>	CS	Next meeting
2	Circulate link to Conditions of Approval (Hard copy available on request)	GW/EF	As soon as possible

Next Meeting

7 August 2025 @ Illabo TBC