

# MEETING MINUTES

## I2S Inland Rail Illabo to Stockinbingal Community Consultative Committee

### DATE / TIME

26 November 2020  
1.10pm

### LOCATION

Cootamundra Ex-Servicemen's & Citizens Memorial Club  
299 Parker Street, Cootamundra

### FACILITATOR

Garry West

### MINUTE TAKER

Garry West

### DISTRIBUTION

Illabo to Stockinbingal CCC

### ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Garry West (Independent Chair)
- ▶ Geoffrey Larsen (Community Member)
- ▶ James Coleborne (Community Member)
- ▶ Cr Pam Halliburton (Junee Shire Council)
- ▶ Cr Leigh Bowden (Cootamundra-Gundagai Regional Council)
- ▶ Mark Ellis (Cootamundra-Gundagai Regional Council)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Grant Johnson (Stakeholder Engagement Lead I2S)
- ▶ Jessica Jackson (Stakeholder Engagement Advisor I2S)
- ▶ Rebecca Pickering (Director of Engagement, Environment & Property)
- ▶ Karen Brakell (Principal Water Resources Engineer – WSP)

### APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ James Pederick (I2S Environmental Advisor)
- ▶ David Carter (NSW Farmers)
- ▶ Alister Lunn (Transport for NSW)
- ▶ Rohan Johnston (Junee Shire Council)
- ▶ Tony Nichols (Community Member)
- ▶ David Carr (Community Member)

### GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Shane Sykes (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)

## Discussions

NO.	DISCUSSIONS
1. Welcome	The Chair welcomed all to the meeting and introduced Cr Leigh Bowden, Jessica Jackson and Grant Johnson attending their first CCC meeting in their respective roles. Advised Rebecca Pickering would arrive later after a function in Wagga Wagga.
2. Declarations of Interest	Cr Bowden provided her declarations to the Chair.
3. Minutes of Previous Meeting	It was noted and agreed that the minutes of the meeting on 27 August 2020 had been approved on 11 September 2020 and placed on the proponent's website.
4. Business Arising	Chair & Melvyn Maylin addressed the actions listed in the previous minutes. Action 1: It is proposed to hold an information session for landowners after the next CCC meeting. It will not form part of the CCC, however CCC members will be invited to attend. The session will be conducted by a specialist in the acquisition and compensation areas and will use case studies to explain the process. Action 2: The Hydrology presentation to follow at this meeting is part of the process of advising members on the EIS. It is hoped further details will be available for the CCC about the middle of the year. The EIS is due for lodging with DPIE late September 2021 for adequacy review and go on public exhibition early 2022.
5. Correspondence	NIL

NO.	DISCUSSIONS
<p><b>6.Proponent’s Reports</b></p>	<p><b>Melvyn Maylin (I2S Project Director)</b> The Joint Venture are having to undertake a lot more work in continuing the design development to bring it to the Reference Design Standard. This involves taking the Optimised Design and work it up to a greater level of detail. The Reference Design Standard is sufficient for the EIS. The next series of field investigations have commenced with landowners that have provided access. There are some landowners that will not provide access, in these situations we continue by using desktop analysis to make design assumptions. In addition, private access requirements are being reviewed with landowners. Hydrology, we are ground truthing the flood model with landowners and we have provided all impacted landowners with an updated map of the alignment.</p> <p>Design review is being undertaken in regard to the Stockinbingal connection and should be able to provide an update at the next meeting. Over the period December 2020 – February 2021 field investigations will continue across a number of areas including aboriginal cultural heritage, aquatic ecology, biodiversity, landscape character and visual impact, geotechnical, terrestrial, services investigations and ground water monitoring. February 2021 – May 2021 stakeholder consultation on the Interim Reference design will continue with the Final Reference Design stakeholder consultation occurring between June 2021 to August 2021.</p> <p>The land acquisition process will begin in the second half of 2021. The EIS will be lodged for review in the second half of 2021.</p> <p>Q: Why is the land acquisition process scheduled to occur at the same time as the lodgement of the EIS?</p> <p>A: The land acquisition process will occur over an extended timeframe, so we will start the conversations about which land is required to match the designed alignment. It is only the start of the process. Some landowners may agree to the acquisition but, if not agreed, then it commences into a compulsory acquisition process which is more detailed and protracted.</p> <p>In regard to hydrology engagement our consultants are talking to affected landowners, Councils, Goldenfields Water, and the Local Emergency Management Officers to understand flood behaviour and ground truth the flood model, that is, to test the assumptions in the theoretical model against the practical experience.</p> <p>Private access is being discussed with landowners as part of the design development, particularly where you have issues of severance. This involves talking to landowners about their farming operations and how and where it is practical to mitigate some of the impacts. So far 11 of 16 landowners have been met with to discuss individual impacts. The options will be either access over the line or by an underpass, but the ground topography will determine which option is achievable.</p> <p>Q: How is the discussion going with landowners? Are they engaging?</p> <p>A: The majority are cooperating, there are two who are holding back. In those cases, they are seeking the information through a third party, but the information flow is only one way.</p> <p><b>Rebecca Pickering (Director of Engagement, Environment &amp; Property)</b> I am happy to provide an update in regard to the Senate Inquiry into the Inland Rail Project. A video conference hearing occurred last week. There have been two previous hearings this year which focussed on the Queensland aspects of the project. Another hearing was held in Canberra in July. This last hearing provided an opportunity for those in NSW who provided submissions to have their say. There were questions about route alignment, budget, engagement and the schedule.</p> <p>Q: Has it finished now? A: Not sure. The Inquiry was originally supposed to wrap up this month, but COVID resulted in the end date being pushed out to February 2021, but it is unclear if that timeframe will be achieved.</p> <p>Q: What happens when it finishes? A: The Inquiry Secretariat will produce a report which would normally contain a series of recommendations which then go to the Government for a response. In the meantime, Inland Rail has been told to get on with the project, so work is continuing. One section is already completed, one has the EIS approved and construction is about to commence, and a couple of other sections have the EIS about to go on exhibition.</p>

NO.	DISCUSSIONS
	<p>The function in Wagga Wagga was the launch of a partnership agreement with the University of Newcastle to provide a STEM program to NSW secondary schools along the alignment.</p> <p><b>Heath Martin (Stakeholder Engagement Manager, Southern NSW)</b> Consultations on the refined design has been the main focus. All impacted landowners have now been provided with an updated alignment map and individual landowner maps and they were offered meetings to discuss the refined design. Five online community information sessions have been held with 14 attendees across all five sessions. This was a bit quieter than expected. Over 150 landowners in and around Stockinbingal were provided a copy of the refined design map and details regarding the broader community consultation sessions on the preferred refined design. Main feedback has been issues on severance, access, acquisition and compensation. Other concerns raised were related to noise mainly during operation. Following on from this consultation, the latest round of consultations have been with impacted landowners, councils and emergency services to discuss private access requirements and local flood behaviour. Consultations will continue through to next year, continuing to update the reference design. ARTC will continue its consultations with DPIE and other government regulators and will facilitate workshops focussed on assessment within the EIS. These workshops are planned for the first half of 2021.</p> <p>A brief update on sponsorships and Donations. The latest successful candidate is BREED Taskforce in Temora. Amounts allocated are not large, but they are awarded each quarter. About \$20,000 has been allocated in the I2S project area over the past five quarters.</p> <p>Grant Johnson (Stakeholder Engagement Lead I2S) provided details of a support program that has been raised previously by CCC members in regard to life pressures for landowners and communities resulting from the planning for the Inland Rail project. Inland Rail is providing some financial assistance to the Murrumbidgee Primary Heath Network for their activities in that area. An information pack will be provided to CCC members.</p> <p>Q: Are there any landowners that have chosen not to engage? A: Yes, there are some landowners that won't allow access for 'invasive' investigations but will allow 'non-invasive' investigations which includes the likes of walkovers. Some landowners will talk to the Project Team but won't let anyone on their land for investigations, there are a couple of landowners who are using a third party to engage with us, and there are two out of the 22 landowners who won't engage face to face with us at all.</p> <p>Q: Is it likely the project will not go ahead if you don't get a working relationship with all landowners? A: All landowners are getting updates, and we are proceeding. This will become clearer when the acquisitions process commences.</p> <p>Q: Could you explain the difference between an 'invasive' and a 'non-invasive' investigation? A: 'Invasive' means physical work such as bore holes and test pits using machines such as excavators. 'Non-invasive' is only walkovers.</p> <p>Q: Has consultation been undertaken with key aboriginal organisations? A: Yes. We are meeting with them.</p> <p><b>Karen Brakell (Principal Water Resources Engineer – WSP)</b> Karen introduced herself and her professional background. Karen is the Technical Lead of the Joint Venture Flooding, Hydrology and Water Quality aspect of the I2S Project both for the design and the environmental assessment. The presentation is to include the basics and terminology for hydrology and flooding assessment, identify the main industry standard, sources of information, present some of the current understandings of flooding and its behaviour. Understanding a flood event means understanding of the hydrology and hydraulics of an event. Hydrology looks at how the rain falls over the land and how it generates flood flows and volumes, and hydraulics converts flows and volumes to flood heights and the speed. Flood models are simply equations that have been developed to simulate rainfall, flows and heights. The model is only as good as</p>

NO.	DISCUSSIONS
	<p>the data that goes into it, that is why ground truthing is so important. Flood prone land is all land subject to inundation from a probable maximum flood event. Karen presented the history of rainfall events from March 1956 until August 2020, highlighting significant rain events. Local knowledge of these events and the results are vital. Karen provided details of the national, state and local policies and guidelines that help understanding flood risks and understand flood prone land risk management process. The ARTC has a document that details the basis of design which has criteria to inform the design to meet the service offerings of the project requirements. This ARTC document has a section on hydrology and hydraulics that sets out their requirements for flood immunity, that is understanding the flood event where the rail is overtopped. The more times the rail is overtopped the more times they have to stop the train. Damage to infrastructure is a critical impact that needs to be understood and mitigated. Afflux refers to the change in a flood level as a result of putting something in a particular flood plain. Scour is the speed of water and where it causes erosion or damage/risk to other farm infrastructure and activities. Environmental consideration is that water is a precious resource, and we don't change the flow path to dams; change the wetting and drying of wetlands or change the speed or the ability for water to pond in a creek that is used by the flora and fauna.</p> <p>Flood level inputs are governed by the data. Elevations are understanding the topography of a particular area, and where the creeks are, where the dams are. The ARTC in 2017 undertook a detailed aerial survey of the alignment. This has been supplemented by a detailed survey at critical locations of the spot heights and dimensions of key structures including for example, Burley Griffin Way, Ironbong Road, Ulandra Creek, existing rail lines at Stockinbingal and between Bethungra and Illabro. The elevation data would have indicated where the dams are, but it wouldn't have picked up the level of the water in the dam, so the modelling has assumed all the dams are full. This means when it rains the dams immediately overflow. Aerial photography is used to understand all the land use types to understand where rainfall may be interrupted by vegetation or where there are roads where rainfall does not infiltrate into the ground. The model is further developed by reviewing historic rainfall depths, historic stream flow data and design rainfall depths.</p> <p>Karen then presented the flood model layout which identifies which water flows to the Lachlan Catchment and which flows to the Murrumbidgee Catchment. A series of slides showing the flood models results (see presentation) were presented and discussed with particular reference to the proposed rail alignment. A two-stage consultation process is now being undertaken with councils, impacted landowners and other relevant stakeholders to further ground truth the base model. Input from landowners is important to verify contour banks, dams and flow paths.</p> <p>Karen will come back in 2021 to show what happens when you put the project into the topography.</p> <p>Q: Does the model show inundation periods? A: It is assumed they are two-hour events.</p> <p>A Project Update regarding Floodplain modelling for the I2S Project was tabled and will be available to all CCC members and the community.</p>
<p><b>7.General Business</b></p>	<p>Q: Will farms have more access points across the line than existed in the past? A: It is planned that there will be a greater range of types and places where access can be obtained. This range may also be affected by the topography. It is better outcomes we are trying to achieve because of the better knowledge gleaned by the project team.</p>

## Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Distribute information to CCC members unable to be present.	GJ	

## **Next Meeting**

1pm Thursday 25 February 2021. Location to be advised.