

MEETING MINUTES

I2S Inland Rail Illabo to Stockinbingal Community Consultative Committee

DATE / TIME

25 February 2021
1.10pm

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)
- ▶ David Carter (NSW Farmers)
- ▶ David Carr (Community Member)
- ▶ Rohan Johnston (Junee Shire Council)
- ▶ Cr Pam Halliburton (Junee Shire Council)
- ▶ Martin Honner (NSW Farmers)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Tom Whiteley (I2S Lead Design Engineer)
- ▶ Grant Johnson (Stakeholder Engagement Lead I2S)
- ▶ Jessica Jackson (Stakeholder Engagement Advisor I2S)
- ▶ Karen Brakell (Principal Water Resources Engineer – WSP)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Geoffrey Larsen (Community Member)
- ▶ James Coleborne (Community Member)
- ▶ Mark Ellis (Cootamundra-Gundagai Regional Council)
- ▶ Cr Leigh Bowden (Cootamundra-Gundagai Regional Council)
- ▶ Sharon Langham (Cootamundra-Gundagai Regional Council)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)
- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Amber McSwiney (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 noted apologies received from Cr Leigh Bowden, Mark Ellis, Sharon Langham, Geoffrey Larsen and James Coleborne. Mr West noted that Tony Nicholls intends resign from the CCC due to work commitments.
2.Declarations of Interest	Mr West advised the meeting that he was appointed as the Independent Chair of the CCC by the NSW Department of Planning, Industry & Environment (DPIE) and is paid by ARTC.

NO.	DISCUSSIONS
3.Minutes of Previous Meeting	It was noted and agreed that the minutes of 26 November 2020 were approved and uploaded to the Proponents website. Action listed was done.
5.Correspondence	NIL
6.Proponent's Reports	<p>Melvyn Maylin (I2S Project Director) Provided update on activity since November CCC meeting. Probably the last time we will refer to the previous reference design as we are moving forward to update the optimised alignment to reference design standard which is now at the 70% stage. Ongoing consultation has occurred with the updated alignment map being provided to all impacted landowners and dealing with the private access, stock underpasses and culverts and drainage issues.</p> <p>Commenced the next series of field investigations including Aboriginal heritage, aquatic ecology, geotechnical investigations, services investigations, ecology, visual impact and groundwater monitoring. The hydrology model has been refined including stage 2 consultation incorporating 1% and 10% AEP existing and after design maps which Karen Brakell will provide more detail about. Design development is continuing to make sure the engineering elements are completely covered.</p> <p>Stakeholder consultation on the interim reference design will continue during February and March and move to consultation on the final reference design from May to July 2021. The land acquisition process is due to commence in the second half of 2021 and the EIS is scheduled to be lodged in this period also with the public exhibition planned for early 2022. EIS approval hopefully in the second half of 2022. Following approval move to award a Design and Construct (D&C) contract in 2023.</p> <p>The stage 2 hydrology engagement is to show the updated hydrology model overlayed with the interim reference design to demonstrate impacts. This consultation has been with affected landowners, Council, Goldenfields Water and the Local Emergency Management Committee (LEMC).</p> <p>Provided a high-level schedule of the stages (see presentation). A forum for landowners on land acquisitions will occur at the conclusion of the CCC meeting today.</p> <p>Q. What are the broad headings encompassed in the EIS? A. The areas to be covered in the EIS are broadly covered by the SEARs that were issues by DPIE following the lodgement of the scoping report at the beginning of the project.</p> <p>NOTE: The Chair will circulate the SEARs to all CCC members. (ACTION)</p>

NO.	DISCUSSIONS
	<p>The EIS is not just about environmental issues but other issues such roads and social issues.</p> <p>Q. Does it cover livestock?</p> <p>A. It would be covered under the heading of property impacts and farming.</p> <p>Heath Martin (Stakeholder Engagement Manager, Southern NSW) Most stakeholder engagement has been on the interim reference design which was delayed due to the optimisation phase that had to be undertaken. The Interim Reference Design drawings are currently with Councils and TfNSW for review and comment. Main feedback from the information sessions has been severance, access, acquisition and compensation. Other concerns raised were related to biosecurity, visual and noise impact. This will mainly conclude the 70% design stage. The feedback on the hydrology engagement was on operational issues such as all-year access, water in stock underpasses, velocity of water through culverts causing erosion.</p> <p>Grant Johnson (Stakeholder Engagement Lead I2S) A number of community information sessions are planned during March so information gathered can be fed back into the design team. Engagement going forward includes May to June consultation on the 100% interim reference design and 95% of the EIS. The CCC will be included in those consultations. The Social Impact Assessment (SIA) is underway by the consultants undertaking the task. A survey will be distributed to CCC members to contribute.</p> <p>Q. What feedback have you been received from the LEMC?</p> <p>A. Mainly wanting to be kept abreast of the plans and impacts such as road deviations during construction.</p> <p>David Carter indicated access to the Bethungra Hills has been an issue raised with access being limited to one way in and out which is unique. They cannot be accessed from the East.</p> <p>A. This will be discussed with RFS at our next meeting.</p> <p>Q. Concern livestock issues have not been adequately considered such as noise impacts. An overseas study suggested that animals within 500 metres of the source of noise such as a train would have a 10-15% effect on productivity. Will the EIS specifically look at the issue?</p> <p>A. Need to take on notice. ACTION Further investigation to be undertaken.</p> <p>Tom Whitely (Lead Design Engineer I2S) Provided a summary of the I2S project details and an overview of the 70% Design at various points along the project (see presentation).</p>

NO.	DISCUSSIONS
	<p>Constructability is a crucial part of this phase of the design not just the engineering to achieve a balanced project. Mostly settled on the horizontal alignment.</p> <p><u>Sheet 1</u></p> <p>Q. Has speed been compromised due to some curves being increased?</p> <p>A. Have had to compromise on speed for a short distance which is negligible.</p> <p>Q. Has the crown crossing been maintained?</p> <p>A. Yes.</p> <p><u>Sheet 2</u></p> <p>The level crossing at Old Sydney Road has been assessed by the ALCAN model and will be a passive crossing.</p> <p>Q. The community would like to see that crossing controlled by lights rather than just a stop sign as dust and fog can be a problem.</p> <p>A. That feedback will be considered.</p> <p><u>Sheet 3</u></p> <p>The intersection with Ironbong Road will be an active level crossing with associated road works.</p> <p><u>Sheet 4</u></p> <p>A passing loop passes along this section and as a result you can't have a crossing over the two tracks where a train may also be idling. A crown road level crossing will now be a passive crossing for landowners to access adjoining land. It is also the main access to the Bethungra Hills.</p> <p>Q. Forming the crown road for some distance will help firefighting.</p> <p>A. Take that feedback on notice.</p> <p>Q. Landowner access to the small parcel of land on the western side is very limited by only having one crossing.</p> <p>A. Issues such as that will be taken into account by the property team.</p> <p>Q. What is the length of the passing loop?</p> <p>A. It is 2.2 km long.</p> <p>Q. Is there scope to lengthen it if required in the future?</p> <p>A. Yes there is.</p> <p><u>Sheet 13</u></p> <p>Changes in design at Stockinbingal don't change the functionality.</p> <p>The presentation shows several visualisations of before and after the change. (see presentation).</p> <p>Karen Brakell (Principal Water Resources Engineer – WSP)</p>

NO.	DISCUSSIONS
	<p>Reviewed last presentation and updated the flood features of the design together with the estimated impacts to flooding and surface water as a result of ground truthing. Gathering data from landowners was vital in understanding where contour banks were located and what impacts they have.</p> <p>Q. When you do data studies do you model on a bare paddock as compared to a pastured paddock as the impacts of runoff and speed would be considerably different?</p> <p>A. Yes, try to but can't consider every variable so look to an average. Assume all dams are full. Trying to match four key events.</p> <p>Q. Have you modelled the impacts of climate change?</p> <p>A. Yes. Have used the CSIRO climate change tool for the different regions. That will be reflected in the EIS dealing with climate change.</p> <p>Climate change information websites: https://www.climatechangeinaustralia.gov.au/en/climate-projections/climate-futures-tool/introduction-climate-futures/ https://climatechange.environment.nsw.gov.au/Climate-projections-for-NSW/Interactive-map http://arr.ga.gov.au/_data/assets/pdf_file/0016/40543/CC_Workshop_DiscussionPaper_Final.pdf</p> <p>The design flood criteria look at aspects such as height, speed (velocity) and direction. This is to guide if culverts, bridges, scour protections and open channels are required and where. Examples in the presentation show examples of where these design elements are implemented and the impacts of different flood events (see presentation). The aim of the flood modelling is to as far as possible, is to not change current flood behaviour, particularly in Stockinbingal.</p> <p>Impacts on individual properties is being discussed with affected landowners.</p> <p>Q. Is the model you are using a universal model?</p> <p>A. I am using commercially purchased models that are publicly available. XP-RAFTS and TUFLOW</p> <p>Q. Are your models independently audited?</p> <p>A. Yes, they are peer reviewed as required by the SEARs.</p>

NO.	DISCUSSIONS
7. General Business	<p>Q. Is there any funding available for landowner groups to consult independent of Inland Rail on issues that are regarded as crucial to their interests? Can they submit an application for funding?</p> <p>A. There is nothing in place now in the pre-acquisition stage but recommend something gets submitted so we can look at it, without making any promises of a commitment.</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Circulate SEARs to all CCC members	Chair	ASAP
2	Review noise impacts on livestock	Heath Martin	Next Meeting

Next Meeting

1pm Thursday 27 May 2021. Location to be advised.