

MEETING MINUTES
I2S Inland Rail Illabo to Stockinbingal
Community Consultative Committee

DATE / TIME

19 October 2023
 1.00pm

LOCATION

Cootamundra Library

FACILITATOR

Garry West

MINUTE TAKER

Garry West

DISTRIBUTION

Illabo to Stockinbingal CCC

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Garry West (Independent Chair)
- ▶ Mark Ellis (Cootamundra-Gundagai Regional Council)
- ▶ Russell Vincent (Community Representative)
- ▶ James Coleborne (Community Representative)
- ▶ David Carter (NSW Farmers)
- ▶ Geoffrey Larsen (Community Member)
- ▶ David Carr (Community Member)
- ▶ Lloyd Hart (Acting Director, Planning & Community Development, Junee Shire Council)
- ▶ Melvyn Maylin (Project Director A2P)
- ▶ Grant Johnson (Stakeholder Engagement Lead I2S)
- ▶ Jessica Jackson (Stakeholder Engagement Advisor I2S)
- ▶ Kirsten Velthuis (Senior Environmental Advisor I2S)
- ▶ Wayne Window (Environmental Advisor)
- ▶ Andrew Garratt (Stakeholder Engagement Manager A2P)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Cr Pam Halliburton (Junee Shire Council)
- ▶ James Davis (General Manager, Junee Shire Council)
- ▶ Martin Honner (NSW Farmers)
- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ Clarissa Farrington (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)
- ▶ Alexander Scott, Mick Fallon & Chris Marsh (NSW Department of Planning) (via MS Teams)

Discussions

NO.	DISCUSSIONS
1.Welcome	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.
2.Declarations of Interest	No new declarations
3.Minutes of Previous Meeting	It was noted and agreed that the minutes of 28 July 2022 were approved and uploaded to the Proponents website.
5.Correspondence	NIL

NO.	DISCUSSIONS
6.Proponent's Reports	<p>Mick Fallon (DPE) provided an overview of the role of the Department of Planning in reviewing the EIS and make recommendations to the Minister who will be the decision maker for the project.</p> <p>Melvyn Maylin (Project Director A2P) Project Update. Dr Kerry Schott AO was appointed by the Australian Government in October 2022 to undertake and Independent review of Inland Rail. The Review findings were released on 6 April 2023 and the Government agreed to the 19 recommendations in full or in principle. As a result, Inland Rail Pty Ltd was established as a subsidiary of the ARTC with its own board to govern the delivery of the Inland Rail project effective 1 July 2023. On 7 July 2023 the Government announced the Chair, Board members and interim Statement of Expectations outlining the objectives and expectations for the future delivery of Inland Rail.</p> <p>The Review findings had a strong focus on prioritising construction south of Parkes with completion by 2027. The works have been budgeted subject to the granting of the necessary planning approvals. North of Parkes there are minor parts that have been constructed, but the focus is on securing approvals and securing land to protect the route. There is no timeline for further funding for these parts of the project. The findings also made it clear that the route will not be changed. This means the I2S alignment will not change providing certainty to the project.</p> <p>The I2S EIS was exhibited from 14 September to 26 October 2022 which resulted in 29 submissions from the public and government agencies. Design and Construct Tender has closed on 19 September 2023 with 3 tenderers, and these are currently being evaluated and negotiated following the completion of the Reference Design. The Detailed Design will be undertaken by the successful tenderer. The EIS approval is scheduled for February 2024.</p> <p>A cadastral survey of all properties along the alignment has now been completed and land acquisition is scheduled for completion in May 2024. Land acquisition is being undertaken through voluntary negotiation and through compulsory acquisition under the <i>Land Acquisition (Just terms Compensation) Act 1991 NSW</i>.</p>

NO.	DISCUSSIONS
	<p>The Design and Construct (D&C) Contract is scheduled to be awarded in May 2024, after the approval by DPE and completion of the acquisition program.</p> <p>Further geotechnical investigations have been undertaken where access to the alignment is available so as to give tenderers more certainty for their pricing. Further work has been done on erosion threshold velocity (ETV) testing to gain more knowledge of the velocity of water coming out of culverts and waterways. These results are under discussion with DPE. Further biodiversity surveys have commenced this week. These are seasonal surveys on land where access was previously not available.</p> <p>Question: David Carter questioned why there is another opportunity for A2I submissions that is not available for I2S. Melvyn explained that A2I received a lot more submissions resulting in DPE requesting further work to be undertaken by way of a Preferred Infrastructure Report (PIR). DPE has advised the PIR for A2I will be exhibited for 3 weeks, hence an opportunity for more submissions on that project. Whilst the Response to Submissions (RtS) for both projects will be submitted to DPE and placed on their website there is not another exhibition of this document. Alex Scott (DPE) talked to the difference between the extra work required for both projects but advised when the RtS is received the Department will be prepared to talk to anybody who made a submission.</p> <p>The I2S Response to Submissions report is scheduled to be submitted in November 2023. The EIS approval is scheduled for February 2024 with the Environment Protection and Biodiversity Conservation Act (EPBC) (Federal Government) approval scheduled for May 2024 together with the awarding of the D&C Contract. The detailed design will take place between May 2024 and March 2025 at the same time as any secondary approvals and early works construction commencing in August 2024.</p> <p>Question: David Carr asked if the Independent Review of Infrastructure will have an impact on the Inland Rail Project. Clarissa confirmed that Inland Rail is outside the scope of the IRP Review. Some extraneous and complimentary investment to Inland Rail is caught up in the Review. It included some ARTC projects but excluded Inland Rail.</p>

NO.	DISCUSSIONS
	<p>David questioned what happens if there is a blowout in the costings above what has been provided by the budget. Melvyn explained that there has to be greater cost certainty before any additional funds will be granted. Beveridge to Parkes (B2P) has been provided budget to proceed. For the rest of the Inland Rail project there is no certainty for timing or funding. There is an expectation that we deliver the Beveridge to Parkes program is delivered to time and budget. There is no uncertainty associated with A2I and I2S except for the final approvals. For example, the contract for A2I has been awarded and came to 2% below estimates. Due to probity limitations, I can't disclose detail on the I2S contract but am reasonably confident it will be at or around our estimate. I2S is an essential project so as to avoid the Bethungra Spiral.</p> <p>David Carter sought clarification on the A2P completion date and what does early works mean? Melvyn confirm the programmed operational date for A2P is 2027 and early works will include works such as laybys, storage places, and moving utilities.</p> <p>Kirsten Velthuis (I2S Senior Environmental Advisor) Main work has been preparing a response to the submissions to the EIS. There were a total of 29 submissions; 12 members of the public, 2 community groups, 3 public authorities and 12 NSW government departments and agencies.</p> <p>Issues raised by member of the public: 46% were land use and property; 16% traffic and transport; 16% flooding; 7% vibration; 6% hazard and safety; 3% landscape and visual; 3% socio-economic; 2% biodiversity; 0.9% waste and 0.1% air quality.</p> <p>Key issues by authorities and agencies: property and land use, hydrology and flooding, traffic and transport, noise and vibration, biodiversity and visual and landscape character.</p> <p>Key changes since EIS exhibition in response to consultation with landowners and other stakeholders, footprint changes and design refinements include: relocation of two compounds in response to landowner feedback, improved property access and improved road user safety, increased road seal length at Old Sydney Rd level crossing, borrow pit no longer proposed, Troy Street (Stockinbingal) no longer proposed as a detour during construction and reduced impacts to existing farmland. The revised footprint is 31.12 ha smaller.</p> <p>Comment: David Carter, the Old Sydney Rd level crossing should be activated to improve safety. Kirsten explained that the crossing had been assessed in accordance with the Australian Level Crossing</p>

NO.	DISCUSSIONS
	<p>Assessment Model (ALCAM) standard which doesn't recommend activation.</p> <p>Question: James Coleborne sought clarification about reference to compounds. Kirsten explained these are construction compounds not for accommodation.</p> <p>Geoffrey Larsen raised flooding concern as result of the 2022 and 2023 floods and whether there has been any changes to the design. Kirsten explained additional flood modelling has been undertaken in Stockinbingal and updated as a result.</p> <p>The Biodiversity Development Assessment Report has been updated with additional biodiversity surveys in summer and spring. There has been a review and refinement of the mapping of biodiversity features as well as assessing the impact of the proposed footprint changes. There has been preliminary fauna connectivity studies undertaken and there has been a recalculation of the biodiversity credit obligation.</p> <p>As a result of feedback from DPE the Flood and Hydrology Impact Assessment Report has been updated by additional hydrology survey of the Stockinbingal area resulting in the flood model being updated and the flood and hydrology impact and mitigation measures being brought forward. This work was to be undertaken during the detailed design stage. Also verified compliance with the intentions of the Stockinbingal Floodplain Risk Management Study and Plan (2002). The additional studies show where the water flows now and where it will flow when the new infrastructure is in place.</p> <p>Question: Russell Vincent asked when this additional information will be released. There are still roads closed following the last floods. Kirsten explained all the information will be part of the Response to Submissions (RtS) Report that will be submitted to the department next month. The RtS will also include responses to the submissions made as a result of the EIS exhibition.</p> <p>Mark Ellis advised council is scheduled to do the clean up work but they haven't received approval to undertake repair work.</p> <p>ACTION: Garry West will send a link to the RtS when it is available on the DPE website.</p> <p>Question: David Carr sought advice if rectification is undertaken if the modelling is show to be incorrect in four to five years time. Wayne Window explained there will be extensive and ongoing reviews as part of the verification process which covers the first fifteen years after the</p>

NO.	DISCUSSIONS
	<p>project is completed. There is a scheduled program of monitoring. DPE explained that they will have the modelling independently reviewed and have the project appropriately conditioned.</p> <p>David Carter asked if existing dams are modelled as a result of the new infrastructure potentially impacting ground flow. Wayne explained that all existing dams are considered but sometimes not in regard to hydrology but more in line with property adjustment post development.</p> <p>Other assessments and clarifications include impact assessment of the proposed footprint changes, land use conflict risk assessment of workforce accommodation camp, supplementary landscape character & visual impact assessment and updated noise and vibration. Property severance and connectivity measures have been included to cover stock underpasses and private level crossings. Typical layouts were provided during the meeting. These will be part of the individual property negotiations.</p> <p>Question: David Carter is there possible warning in conjunction with private level crossings? Wayne explained that each private crossing will be assessed through the safety assessment process.</p> <p>Grant Johnson (Stakeholder Engagement Lead I2S) Primary focus has been on engaging with owners and tenants to reach negotiated outcomes in accordance with the <i>Land Acquisition (Just Terms Compensation) Act 1991 NSW</i>. Twenty-five properties are involved, 3 have been acquired, 5 in-principal agreements and are progressing toward contacts, and the remaining are still in negotiation. Progressing towards commencement of compulsory acquisition in consultation with TfNSW. The issuing of a Proposed Acquisition Notice (PAN) commences a 90-day compulsory acquisition process. The 1st tranche of properties will move into the PAN process with the issue of a pre-PAN letter which triggers a 21-day notification period, then the PAN is issued. Negotiations continue throughout the PAN period. The 1st tranche of Pre-PAN letters will be issued this month (October)</p> <p>Question: David Carr. Once you have an in-principal agreement when does it get settled? There appears to be no certainty in the time lines. You cannot sell, property management timeframes are hindered. Grant explained it is difficult to discuss individuals publicly. Whilst a PAN is issued private negotiations can and will continue in an endeavour to achieve settlement.</p>

NO.	DISCUSSIONS
	<p>ACTION: Inland Rail will investigate if there are hold ups in settlement where voluntary agreement has been reached.</p> <p>David Carter. The 3 properties that have been acquired are they whole or part of properties. Where a whole property has been acquired yet not required beyond construction when and how will you dispose of the balance? Grant advised there is a divestment team in place and they will develop a strategy for those properties.</p> <p>David Carr expressed that he believed there was uncertainty about the project proceeding up to May 2024 due to possible cost blowouts. Melvyn assured the meeting there is no uncertainty about the project proceeding south of Parkes as the Federal Government has made it very clear. We have a high degree of certainty we can deliver the project within the scope of funds provided. Clarissa explained if additional funds are required they will be by the Equity Finance Agreement which is already in place where construction has commenced in Victoria. I2S is contingent to south of Parkes being completed.</p> <p>Question: James Coleborne. Will you have acquired all the land by May 2024? Melvyn assured the meeting they will as they can't issue D&C contracts for access without proper ownership.</p> <p>Since July 2022 stakeholder engagement has entailed meeting landowners, meeting shortlisted contractor events and councils with responses to the EIS. The sponsorship and donations program is ongoing along with supplier capability development. A cadastral survey has been conducted for all properties on the alignment.</p> <p>Question: David Carr. Has there been difficulty gaining access to people's properties? Has it been considered about paying people for access? Grant indicated there were some difficulties in gaining access.</p>
7.General Business	<p>Russell Vincent sought assistance in having the railway station at Stockinbingal repaired and finding a tenant to provide a service to the community. Grant will provide Russell with an ARTC contact to discuss possible grant funding. It is not an Inland Rail project.</p> <p>David Carter questioned whether sufficient water was available for construction. Kirsten indicated she wasn't aware of any difficulties. Details will be available in the RtS.</p> <p>David Carter raised concern that access down the rail corridor may not be available to brigades where a fire is not on the corridor. Also, can</p>

NO.	DISCUSSIONS
	<p>major crossings be kept open for Category 1 fire vehicles to access the corridor.</p> <p>ACTION: Inland Rail to follow up with ARTC what the policies for Bush Fire brigades are accessing rail corridors in emergencies.</p> <p>Mark Ellis advised there needs to be a communication with the Stockinbingal community regarding the Troy Street decision.</p> <p>ACTION: Develop communication strategy for Troy Street changes.</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Send link for access to the RtS to CCC members	Garry West	November 2023
2	Inland Rail to investigate if there are hold ups in settlement where voluntary agreement has been reached.	Melvyn Maylin & Grant Johnson	ASAP
3	Investigate ARTC policies for Bush Fire Brigades accessing rail corridors in emergencies.	Wayne Window	ASAP
4	Develop a communication strategy for Troy Street changes	Grant Johnson	ASAP

Next Meeting

TBA