



JUNEE SHIRE COUNCIL

NOTICE ORDINARY COUNCIL MEETING – 18 APRIL 2023 COMMENCING AT 4:30PM IN THE COUNCIL CHAMBERS

OUR VISION

“Junee will be a great place to live, with a healthy civic pride. That will come about because the amenity of the Shire – social, recreational, cultural, environmental and visual – is the best quality possible given our circumstances. There will be an increase in population because of this, with the increase made up of people who are net contributors to the community.

“Junee will be prosperous and existing services and businesses will have been preserved and grown. The Shire will have economic development strategies recognising the different circumstances of urban and rural areas.

“Junee will be a place where innovative, responsive leadership and management occurs in all facets of community life.

“It will be an independent Local Government area with a strong sense of identity.”

OUR MISSION

The community and Junee Shire Council are to **Make Tracks** systematically and with determination towards the Shire **Vision.**”

OUR COMMUNITY VALUES

Proud and welcoming – we are proud of our Shire and as a friendly community we encourage and support new residents and business owners.

Innovative and progressive – we welcome new ideas and we seek to make changes that will improve the lifestyle of our community.

Inclusive – we have a perspective broader than the Shire boundary; our regional focus means we are tuned to the opportunities available through co-operation and partnerships.

Leadership and wisdom – we listen and act; we are prepared to take tough decisions in the best interests of the future of our people, our place and our economy.

HOW CAN A MEMBER OF THE PUBLIC SPEAK AT A COUNCIL MEETING?

Members of the public are welcome to attend meetings and address the Council. Registration to speak must be made by making application by 10:00am on the day of the meeting by filling out the Public Address Application Form found on the following link: [Public-Address-Application-Form-Council-Meetings](#)

AGENDA – 18 APRIL 2023

COUNCIL MEETING OPENS

ACKNOWLEDGEMENT OF COUNTRY

APOLOGIES

CONFIRMATION OF MINUTES – 21 MARCH 2023

DECLARATION OF INTERESTS

MAYOR MINUTE

GENERAL MANAGER'S REPORT

1. CREDIT CARD GUIDELINES AND POLICY
2. INDEPENDENT REVIEW OF THE DELIVERY OF THE INLAND RAIL PROGRAM
3. COUNCIL INVESTMENTS AND BANK BALANCES
4. DEVELOPMENT APPLICATION 2023/10 – 4 WATERWORKS ROAD, JUNEE - NEW DWELLING
5. DEVELOPMENT APPLICATION 2022/90 – 14 DESALIS STREET, OLD JUNEE (NEW DWELLING)
6. DEVELOPMENT APPLICATION 2022/72 – 659 OLD JUNEE ROAD, OLD JUNEE (NEW DWELLING)

CORRESPONDENCE – Nil

COUNCIL COMMITTEE REPORTS - Nil

DELEGATES REPORTS

- Take Charge Riverina Youth Leadership Forum – 23 March 2023
- Riverina Regional Library – 29 March 2023
- Junee Sports Committee – 13 April 2023

NOTICES OF MOTIONS – Nil

LATE BUSINESS (MATTERS OF URGENCY)

QUESTIONS/STATEMENTS WITH NOTICE

INFORMATION BOOKLET

GENERAL MANAGER'S CONFIDENTIAL REPORT – RECOMMENDATIONS OF COMMITTEE OF A WHOLE MEETING - Nil

ACKNOWLEDGEMENT OF COUNTRY *(Mayor)*

I would like to acknowledge the Wiradjuri people who are the Traditional Custodians of this land. I would also like to pay respect to Elders both past and present and extend that respect to other community members present.

COUNCIL MEETING AUDIO RECORDINGS *(Mayor)*

In accordance with Council's Code of Meeting Practice, this Council meeting is being recorded and will be placed on Council's webpage for public information.

All present at the meeting are reminded that by speaking you are agreeing to your view and comments being recorded and published.

I would also like to remind Councillors and staff that during all our discussions and deliberations, we should be respectful and mindful of others present. We should at all times listen without interrupting and use words that do not personalise an individual, nor should they be offensive in any way. Whilst discussion, debate and an open mind is encouraged, please let us all keep our discussions productive, civil and inclusive.

Junee Shire Council accepts no liability for any defamatory or offensive remarks or gestures during this Council Meeting.

OATH

I swear that I will undertake the duties of the office of Councillor in the best interests of the people of Junee and the Junee Shire Council and that I will faithfully and impartially carry out the functions, powers, authorities and discretions vested in me under the Local Government Act 1993 or any other Act to the best of my ability and judgment.

DISCLOSURE OF INTEREST

Pecuniary – An interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person or another person with whom the person is associated.

(Local Government Act, 1993 section 442 and 443)

A Councillor or other member of a Council Committee who is present at a meeting and has a pecuniary interest in any matter which is being considered must disclose the nature of that interest to the meeting as soon as practicable.

The Councillor or other member must not take part in the consideration or discussion on the matter and must not vote on any question relating to that matter. *(Section 451)*.

Non-pecuniary – A private or personal interest the council official has that does not amount to a pecuniary interest as defined in the Act. These commonly arise out of family or personal relationships, or out of involvement in sporting, social, religious or other cultural groups and associations, and may include an interest of a financial nature.

A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter

If you have declared a non-pecuniary conflict of interest, you have a broad range of options for managing the conflict. The option you choose will depend on an assessment of the circumstances of the matter, the nature of your interest and the significance of the issue being dealt with. You must deal with a non-pecuniary conflict of interest in at least one of these ways.

- It may be appropriate that no action is taken where the potential for conflict is minimal. However, council officials should consider providing an explanation of why they consider a conflict does not exist.
- Limit involvement if practical (for example, participate in discussion but not in decision making or visa-versa). Care needs to be taken when exercising this option.
- Remove the source of the conflict (for example, relinquishing or divesting the personal interest that creates the conflict or reallocating the conflicting duties to another officer).
- Have no involvement by absenting yourself from and not taking part in any debate or voting on the issue as if the provisions in section 451(2) of the Act apply (particularly if you have a significant non-pecuniary conflict of interest).



JUNEE SHIRE COUNCIL

DISCLOSURE OF INTEREST AT MEETINGS

Name of Meeting: _____

Meeting Date: _____

Item/Report Number: _____

Item/Report Title: _____

I, _____ declare the following interest:
(name)

Pecuniary – Must leave Chamber, take no part in discussion and voting.

Non-Pecuniary – Significant Conflict – Recommended that Councillor/Member leaves Chamber, takes no part in discussion or voting.

Non-Pecuniary – Less than Significant Conflict – Councillor/Member may choose to remain in Chamber and participate in discussion and voting.

For the reason that:

Signed: _____ Date: _____

Council's Email Address – jsc@junees.nsw.gov.au



JUNEE SHIRE COUNCIL

CONFIRMATION OF MINUTES ORDINARY MEETING



MINUTES OF THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD IN THE COUNCIL CHAMBERS, BELMORE STREET, JUNEE ON TUESDAY, 21 MARCH 2023.

PRESENT

Councillors N Smith, , M Austin, R Callow, D Carter, A Clinton, M Cook, P Halliburton and M Knight.

STAFF

General Manager, Chief Financial Officer, Director Engineering Services, Acting Director Planning and Community Development and Executive Assistant.

The meeting opened at 4.30pm.

LEAVE OF ABSENCE

01.03.23 **RESOLVED** *on the motion of Cr R Callow seconded Cr P Halliburton that Councillor R Asmus be granted a leave of absence from the 21 March 2023 Ordinary Council meeting.*

CONFIRMATION OF MINUTES – ORDINARY MEETING HELD 21 FEBRUARY 2023

02.03.23 **RESOLVED** *on the motion of Cr A Clinton seconded Cr M Cook that the minutes of the Ordinary Meeting held on 21 February 2023, copies of which had been supplied to each Councillor, be confirmed.*

Councillor David Carter and Councillor Pam Halliburton voted against the Motion and asked that this be recorded.

BUSINESS ARISING

Nil

DECLARATIONS OF INTEREST

Councillors were invited to disclose any Declarations of Interest related to the items of business in the report.

None were received.

PUBLIC FORUM

Mr Phil Major addressed the Council in relation to Development Application 2022/15 – 98 Murrulebale Road – animal boarding or training establishment.

MAYORAL MINUTE

Nil

CHAIRPERSON: _____

GENERAL MANAGER: _____

MINUTES OF THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD IN THE COUNCIL CHAMBERS, BELMORE STREET, JUNEE ON TUESDAY, 21 MARCH 2023.

GENERAL MANAGER'S REPORT

The General Manager presented a report which dealt with Items 1 to 10.

ADDRESS BY NATHAN PRATT, NDP ECONOMIC DEVELOPMENT

Mr Nathan Pratt from NDP Economic Development addressed the Council and presented an update of the Eastern Riverina Regional Economic Development Strategy.

1[GM] EASTERN RIVERINA REGIONAL ECONOMIC DEVELOPMENT STRATEGY – 2023 UPDATE

03.03.23 **RESOLVED** on the motion of Cr R Callow seconded Cr A Clinton that Council note the 2023 update to the Eastern Riverina Regional Economic Development Strategy.

2[GM] BUSINESS CASE AND STRATEGY DEVELOPMENT FUND

04.03.23 **RESOLVED** on the motion of Cr P Halliburton seconded Cr D Carter that Council note that its application to NSW Government's Business Case and Strategy Development Fund for \$37,500 was successful.

3[CFO] DRAFT COUNCILLOR EXPENSES AND FACILITIES POLICY

05.03.23 **RESOLVED** on the motion of Cr M Cook seconded Cr M Knight that Council adopt the amended Councillor Expenses and Facilities Policy as attached to this report.

4[MFBS] COUNCIL INVESTMENTS AND BANK BALANCES

06.03.23 **RESOLVED** on the motion of Cr P Halliburton seconded Cr R Callow that Council notes the Investment Report as of 28 February 2023, including the certification by the Responsible Accounting Officer.

5[EHBS] DRAFT CONFLICT OF INTEREST POLICY FOR COUNCIL RELATED DEVELOPMENT

07.03.23 **RESOLVED** on the motion of Cr P Halliburton seconded Cr M Knight that:

1. The Draft Conflict of Interest Policy for Council Related Development be placed on public exhibition for a period of 28 days.
2. The Council receive a further report following the public exhibition period.

CHAIRPERSON: _____

GENERAL MANAGER: _____

MINUTES OF THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD IN THE COUNCIL CHAMBERS, BELMORE STREET, JUNEE ON TUESDAY, 21 MARCH 2023.

6[TP] DEVELOPMENT APPLICATION 2022/15 - 98 MURRULEBALE ROAD (ANIMAL BOARDING OR TRAINING ESTABLISHMENT)

08.03.23 **RESOLVED** on the motion of Cr A Clinton seconded Cr R Callow that the following reason for determination be added to Resolution Number 16.02.23.

Reason for determination:

- 1. The proposal is inconsistent with the controls of the Junee Development Control Plan 2021 relating to setback distances from boundaries and off-site dwellings. A variation to these controls is not supported.*

As required under Section 375A of the Local Government Act, the following is the record of voting for this planning matter.

FOR: Councillors M Austin, R Callow D Carter, A Clinton, M Cook, P Halliburton, M Knight and N Smith.

AGAINST: Nil

7[TP] DEVELOPMENT APPLICATION 2022/83 – 1851 PATTERSONS ROAD, HAREFIELD (NEW DWELLING)

09.03.23 **RESOLVED** on the motion of Cr A Clinton seconded Cr D Carter that Development Application No. 2022/83 from Mrs Zoe Lamont for the construction of a new dwelling house, located on Lot: 2, DP1014413, known as 1851 Pattersons Road, Harefield be APPROVED subject to conditions of consent.

As required under Section 375A of the Local Government Act, the following is the record of voting for this planning matter.

FOR: Councillors M Austin, R Callow D Carter, A Clinton, M Cook, P Halliburton, M Knight and N Smith.

AGAINST: Nil

8[TP] DEVELOPMENT APPLICATION 2023/04 – 29A BOLTON STREET, JUNEE (COMMUNITY TITLE SUBDIVISION AND NEW DWELLING)

10.03.23 **RESOLVED** on the motion of Cr P Halliburton seconded Cr A Clinton that Development Application No. 2023/04 from Troy Raulston Constructions for the community title subdivision and construction of a new dwelling located on Lot: 15, Section 15, DP2004, known as 29A and 29B Bolton Street, Junee be APPROVED subject to conditions.

CHAIRPERSON: _____

GENERAL MANAGER: _____

MINUTES OF THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD IN THE COUNCIL CHAMBERS, BELMORE STREET, JUNEE ON TUESDAY, 21 MARCH 2023.

As required under Section 375A of the Local Government Act, the following is the record of voting for this planning matter.

FOR: Councillors M Austin, R Callow D Carter, A Clinton, M Cook, P Halliburton, M Knight and N Smith.

AGAINST: Nil

9[DES] ONEROAD

11.03.23 **RESOLVED** on the motion of Cr R Callow seconded Cr M Cook that Council receive the report on the State Government's OneRoad initiative.

10[DES] JUNEE TRAFFIC STUDY REPORT

12.03.23 **RESOLVED** on the motion of Cr D Carter seconded Cr A Clinton that the item be deferred until the recommendations listed in Item 9 of the 21 February 2023 report have been undertaken.

COMMITTEE REPORTS

13.03.23 **RESOLVED** on the motion of Cr M Knight seconded Cr A Clinton that the minutes of the Audit Risk and Improvement Committee meeting, held 7 March 2023, be received.

DELEGATES REPORTS

14.03.23 **RESOLVED** on the motion of Cr D Carter seconded Cr R Callow that the report of the Weeds Committee held on 6 December 2022 be received.

NOTICE OF MOTION

Nil

LATE BUSINESS

Nil

QUESTIONS ON NOTICE

Councillor Clinton asked the following question:

In Item 12 of the General Manager's report presented to the February 2023 Council meeting towards the end of the report under the heading of "Site Suitability" we find the words:

"The proposed development may also challenge established planning principles, undermining the endorsed controls of the DCP for future development".

CHAIRPERSON: _____

GENERAL MANAGER: _____

MINUTES OF THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD IN THE COUNCIL CHAMBERS, BELMORE STREET, JUNEE ON TUESDAY, 21 MARCH 2023.

- a) Would the General Manager please explain what is meant by this sentence.
- b) Can the General Manager particularise to us what are the “established planning principles” that may be undermined?

Council Response

Within the context of the reported item, the phrase planning principle was intended to refer to local planning outcomes/decisions that have been achieved, applied or recognised in performance objectives within Council’s Development Control Plan.

The preferred outcome for multiple dwelling housing (three or more dwellings) is for formal and legal access and egress to be to the street. It is noted the applicant has addressed that matter.

INFORMATION BOOKLET

The information booklet was received and noted.

There being no further business, the meeting closed at 5.36pm.

CHAIRPERSON: _____

GENERAL MANAGER: _____



JUNEE SHIRE COUNCIL

GENERAL MANAGER'S

REPORT



Item I CREDIT CARD GUIDELINES AND POLICY

Author Chief Financial Officer

Attachments Corporate Credit Card and Fuel Card Policy

RECOMMENDATIONS:

- 1. *That Council note the report on the credit card guidelines and the policy attached to this report.***
 - 2. *Re-adopt the Corporate Credit Card and Fuel Card Policy as attached to this report.***
-

SUMMARY

Credit Card Guidelines have been issued by the Office of Local Government under section 23A of the Local Government Act. Councils are required to consider these guidelines when developing their Credit Card Policies.

Council adopted a Corporate Credit Card and Fuel Card Policy on 17 November 2020 which largely complies with these guidelines. Minor adjustment have been made to the policy so that it fully complies.

BACKGROUND

Council has only one credit card which is held by the Chief Financial Officer. It is used sparingly and only when needed. As per Part 2 of the current policy, items that can be purchased via Council's normal purchasing system should not be purchased via credit card.

That being said, the use of the credit card to process payments is becoming more common due to the increase in on-line payments which usually require payment by credit card.

CONSIDERATIONS

Council needs to re-consider the current Corporate Credit Card and Fuel Card Policy in light of the new guidelines.

Due to Council re-adopting its Corporate Credit Card and Fuel Card Policy in November 2020, as a result of the performance audit undertaken by the NSW Audit Office, Council's current policy largely complies with the guidelines. Therefore, only minor alterations need be made. The suggested alterations are additions to Section 3 as followings:

3. (j) *The Cardholder must notify the card issuer directly should they become aware of an unauthorised transaction. They should then notify the General Manager as soon as possible.*
 - (k) *Notify the General Manager if they are taking leave for more than two continuous weeks or if there is a change in the Cardholders responsibilities or delegations where they may no longer need a credit card or the limit should be changed.*
-

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 18 MARCH 2023.

The only other alteration is a change in terminology from the words “job number” to the term “work order”.

A copy of the current Corporate Credit Card and Fuel Card Policy with the suggested alterations is attached for the information of Councillors.

As requested by the OLG, a copy of the new guidelines will be forwarded to the next Audit Risk and Improvement Committee (ARIC) meeting for the Committee to consider, along with a copy of the updated Corporate Credit Card and Fuel Card Policy.

CONCLUSION

The Corporate Credit Card and Fuel Card Policy is an important document that governs procurement when using Council's credit card.

Council is currently complying with the new guidelines. All that is required are some minor additions to the current policy.

It is therefore recommended that Council adopt the revised policy and that the policy and guidelines be presented to the next ARIC meeting.



JUNEE SHIRE COUNCIL

ATTACHMENT TO ITEM I

18 APRIL 2023



JUNEE SHIRE COUNCIL

POLICY REGISTER

POLICY TITLE: CORPORATE CREDIT CARD AND FUEL CARD POLICY

I. OBJECTIVE:

Junee Shire Council's Corporate Credit Card and Fuel Cards are provided to members of staff to enable the purchase of goods in the following situations:

- ONLY for Council business activities.
- For minor purchases where a Council order is not able to be accepted.
- For the purchase of goods in accordance with Council's Purchasing Policy.
- For purchase of fuel for Council cars in the case of fuel cards.

Junee Shire Council's Corporate Credit Card and Fuel Cards do not have a cash advance facility. This Policy provides a clear framework to:

- Allow the use of Corporate Credit Cards and Fuel Cards.
- Provide Junee Shire Council staff, issued with a Corporate Credit Card or Fuel Card, clear, concise guidelines outlining corporate credit card use.
- Provide Junee Shire Council staff, who are driving a Council vehicle, concise guidelines outlining fuel card use.
- Minimise the risk of fraud and misuse of the Corporate Credit Card or Fuel Card.
- Not allow the use of store cards.

The application of this Policy is to be in conjunction with Junee Shire Council's Code of Conduct and any legislative requirements of the Local Government Act that may be enforced.

2. ELIGIBILITY AND APPLICATION PROCEDURES FOR NEW CORPORATE CREDIT CARDS:

A new Corporate Credit Card application can only be approved by the General Manager, or in the case the card is for the General Manager, approval is provided by the Mayor. Once approved the application must be signed by two signatories to Council's bank accounts and the cardholder.

Corporate Credit Cards will only be issued when it is established that the anticipated use of the card warrants such.

The Mayor, General Manager and Directors of Junee Shire Council may be issued with Corporate Credit Cards and will be responsible for any minor purchases that are made on such during the daily operations of Junee Shire Council.

Items that are able to be purchased via a Council order should not be purchased on a Corporate Credit Card.

3. CORPORATE CREDIT CARDHOLDER RESPONSIBILITIES:

- a) Ensure Corporate Credit Cards are maintained in a secure manner and guarded against improper use.
- b) Corporate Credit Cards are to be used only for Junee Shire Council official activities. There is no approval given for any private use.
- c) All documentation regarding a Corporate Credit Card transaction is to be retained by the cardholder and produced as part of the reconciliation procedure.
- d) Credit limits are not to be exceeded.
- e) Purchases on the Corporate Credit Card are to be made in accordance with Junee Shire Council's Purchasing Policy.
- f) Reconciliation is to be completed within twenty-eight days of the date of the Corporate Credit Card statement being issued.
- g) Corporate Credit Cards are to be returned to Council's Public Officer on or before the employee's termination date with a full acquittal of expenses.
- h) Credit cards are only to be used by the staff member whom they have been issued and never shared. Splitting of purchase transactions is not permitted.
- i) All cardholder responsibilities as outlined by the card provider.
- j) The cardholder must notify the card issuer directly should they become aware of an unauthorised transaction. They should then notify the General Manager as soon as possible.
- k) Notify the General Manager if they are taking leave for more than two continuous weeks or if there is a change in the Cardholders responsibilities or delegations where they may no longer need a credit card or the limit should be changed.

3.1 Fuel Card User Responsibilities

- a) Fuel Cards are only to be used for the vehicle to which they are related to.
- b) Only fuel and lubricants are to be purchased on the Fuel Card.
- c) If a Corporate Credit Card is used instead of a fuel card, all transaction documentation is to be retained by the cardholder and produced as part of the reconciliation process.
- d) All cardholder responsibilities as outlined by the card provider.

3.2 Store Cards

- a) Council does not allow the use of Store Cards effective from 1 January 2021.

4. CORPORATE CREDIT CARD RECONCILIATION PROCEDURES:

- a) Corporate Credit Card statement accounts will be issued to the relevant cardholder who will, within twenty-eight days, acquit the transactions on the account. A template is attached to this policy identifying the reconciliation requirements.
- b) Transactions will be supported by a GST invoice stating the type of goods purchased, amount of goods purchased and the price paid for the goods. The receipt shall meet the requirements of the Goods and Services Tax Act 1999 to enable a GST rebate to be applied.
- c) Transactions shall be accompanied by details of the expense incurred.

- d) Transactions shall be accompanied by a work order number for costing purposes.
- e) If no supporting documentation is available the cardholder will provide a declaration detailing the nature of the expense and must state on that declaration '*all expenditure is of a business nature*'. Approval of this expense is referred to the General Manager or Mayor for a decision.
- f) Should approval of expenses be denied by the Mayor or General Manager, recovery of the expense shall be met by the cardholder.
- g) The reconciliation process shall ensure travel expenditure has been appropriately authorised.
- h) Approvers of reconciliation process will be provided with instruction and guidance to ensure the integrity of this policy occurs.
- i) The cardholder shall sign and date the credit card statement with supporting documentation attached stating '*all expenditure is of a business nature*'.

5. REVIEW OF CORPORATE CREDIT CARD AND FUEL CARD USE:

The Accounting Officer – Accounts Payable shall review and process the monthly expenditure undertaken by each staff member. All receipts and documentation will be reviewed and any expenses that do not appear to represent fair and reasonable business expenses shall be referred to the General Manager or Mayor for a decision. The Accounting Officer shall authorise each monthly expenditure confirming the review and the items of expenditure are of a business nature.

Quarterly reviews of expenditure shall be undertaken by the General Manager and Chief Financial Officer on a rotational basis to ensure the integrity of the purchases. External scrutiny of the credit card expenditure will also be encouraged as part of the external audit process of Councils finances.

6. PROCEDURES FOR LOST, STOLEN AND DAMAGED CARDS:

The loss or theft of a Credit Card must be immediately reported by the cardholder to the card provider regardless of the time or day discovered. The cardholder must also formally advise the Chief Financial Officer of the loss or theft on the next working day.

Advice of a damaged card is to be provided to the Chief Financial Officer who will organise replacement.

7. POLICY REVIEW

This Policy will be reviewed at least every two years in the month of June.

POLICY NUMBER:	FIN-DFA-002
DATE ADOPTED:	17 MAY 2009
MIN. NO:	07.05.09
DATE RE-ADOPTED:	23 JUNE 2015
MIN. NO:	13.06.15
DATE RE-ADOPTED:	17 NOVEMBER 2020
DATE RE-ADOPTED:	18 APRIL 2023

CORPORATE CREDIT CARDHOLDER AGREEMENT

I (insert cardholder name) acknowledge and accept the below listed conditions of use of the Junee Shire Council Corporate Credit Card:

1. Ensure Corporate Credit Cards are maintained in a secure manner and guarded against improper use.
2. Corporate Credit Cards are to be used only for Junee Shire Council official activities, there is no approval given for any private use.
3. All documentation regarding a Corporate Credit Card transaction is to be retained by the cardholder and produced as part of the reconciliation procedure.
4. Credit limits are not to be exceeded.
5. Observe all cardholder responsibilities as outlined by the card provider.
6. Purchases on the Corporate Credit Card are to be made in accordance with Junee Shire Councils Purchasing Policy.
7. Reconciliation is to be completed within twenty-eight days of the date of credit card statement being issued on the supplied template.
8. Transactions will be supported by a GST invoice stating the type of goods purchased, amount of goods purchased and the price paid for the goods. The receipt shall meet the requirements of the Goods and Services Tax Act 1999 to enable a GST rebate to be applied.
9. Transactions shall be accompanied by a detailed explanation of why the expense was incurred.
10. Transactions shall be accompanied by a job number for costing purposes.
11. If no supporting documentation is available the cardholder will provide a declaration detailing the nature of the expense and must state on that declaration '*all expenditure is of a business nature*'. Approval of this expense is referred to the General Manager or Mayor for a decision.
12. Should approval of expenses be denied by the Mayor or General Manager, recovery of the expense shall be met by the cardholder.
13. The cardholder shall sign and date the corporate credit card statement with supporting documentation attached stating '*all expenditure is of a business nature*'.
14. Lost or stolen cards shall be reported immediately to the card provider and a written account of the circumstances shall be provided to the Chief Financial Officer on the next working day.
15. Credit cards are to be returned to the Council's Public Officer on or before the employee's termination date with a full acquittal of expenses.

Failure to comply with any of these requirements could result in the card being withdrawn from the employee. In the event of loss or theft through negligence or failure to comply with the Junee Shire Council Corporate Credit Card and Fuel Card Policy any liability arising may be passed to the cardholder.

The use of a Junee Shire Council Corporate Credit Card is subject to the provisions of the Code of Conduct of Junee Shire. Serious transgression of the above listed responsibilities or the code of Conduct may result in an appropriate referral under the Crimes Act 1900 and/or termination of employment.

Signed: _____
(Cardholder)

Date: _____

Witness Name: _____
(Insert Name)

Witness Signature: _____
(Signature)

Date: _____

Item 2 INDEPENDENT REVIEW OF THE DELIVERY OF THE INLAND RAIL PROGRAM

Author General Manager

Attachments Yes

RECOMMENDATION:

That Council note the Independent Review of the delivery of the Inland Rail Program report.

EXECUTIVE SUMMARY

On 7 October 2022, the Australian Government announced the appointment of Dr Kerry Schott AO to lead an independent review of the Inland Rail Program.

The terms of reference for the review are attached.

There were over 140 submissions made to the review process.

Dr Schott's report was made public on 6 May 2023 which included 19 recommendations. The Australian Government also provided its response to the recommendations at the same time. (attached)

The report recommends the continuation of the project with improvements to governance and project management arrangements to address concerns over delays and financial controls.

This report notes the findings of the review, the Australian Government's response to those recommendations while highlighting elements of the report that have relevance locally.

BACKGROUND

Dr Schott's major findings and recommendations from the report are summarised below:

- Governance and Project Management needs to be improved to address timing delays and cost overruns through:
 - The establishment of subsidiary company with a dedicated board to provide clear visibility of the Inland Rail project to the ARTC board.
 - A Chief Executive of Inland Rail reporting to the subsidiary board.
 - An independent value engineer/cost estimator should be appointed by the Australian Government to coordinate scope and project estimates to provide greater certainty of financial planning and forecasting.

- Rail Intermodal Terminal should be developed as open access. This essentially allows all rail freight operators to access terminals without competitive restriction or exclusion. Given the level of the public investment required to activate national infrastructure of this scale it

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 18 MARCH 2023.

should avoid anticompetitive mechanisms being introduced at intermodal nodes along the route.

- The route alignment should be accepted with any further modifications limited to changes to improve the design and constructability of the project. No material effect on the Inland Rail Service should occur.
- The service offering proposed by ARTC, and supported by business, that offers a reliable 24-hour transit service on double-stacked trains of 1,800 metres length should be accepted.
- Where Regional towns along the route are bisected along the existing track, communities are concerned about the disruption they may experience when Inland Rail traffic becomes significantly above their present experience. To address this, Dr Schott proposes periodic monitoring and review of those perceived impacts after the completion of the project as well as identifying land for potential future bypasses.
- The projected completion date has moved from 2028 to 2031, noting most of the delays have been attributed to the northern section of NSW and QLD.
- The project estimates have increased over the last two years from \$16b to \$31b. Dr Schott noting a level of uncertainty over the latest estimate given insufficient detailed planning to rely on that estimate. Dr Schott recommends year on year budgets be established by both the Australian Government and ARTC.
- Dr Schott recognised the efforts to date by the NSW Government to advance long term regional economic activity by providing resources to development business parks and Special Activation Precincts in Wagga Wagga, Moree and Parkes as well as other initiatives to fund enabling public infrastructure.
- Dr Schott recognised the varied processes and difference across State jurisdiction in gaining environmental and development approval which has led to delays for the project. To address this, Dr Schott recommends the Australian Government should engage an independent specialist to review the design solutions developed by ARTC to define the scope of the Inland Rail project in meeting associated approval requirements and to work with ARTC.
- Recommendation 16 encourages the planned completion the Inland Rail project from Melbourne to Parkes by 2027 to give effect to the double stacking of containers given the level of maturity of the project along this section to date. I suspect the point of this recommendation is to ensure that the delivery of this section of the project is not compromised while attempting to meet other recommendations within the report that deal with issues to the north.

While there are other findings and recommendations of interest, they are more relevant to geographical areas in northern NSW, QLD and VIC.

CONSIDERATIONS

Risk Assessment

The Australian Government has endorsed the report recommendations. Some with immediate

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 18 MARCH 2023.

effect and others to progress over time.

From a local and regional perspective, the route and timing for project delivery has been reconfirmed.

On balance the report has responded to public interests matters made through submissions, particularly where the rail project bisect local rural towns. The report has included provision for review of the impacts after the project has been completed.

The report acknowledged, rather than addresses, submission issues related to property owners subject to land acquisition or directly impacted agriculture land use. To be fair, the terms of reference did not prioritise or provide the scope for such detailed examination.

A review of submissions revealed several individual local submissions and others from stakeholders representing organisations such as the CWA and NSW Framers. It's a limited selection when compared to over 140 submissions however these are attached given the relevance of the topic locally.

Financial

The report recognised project costs overruns and a lack of certainty over the estimate provided to complete the project. Recommendations are focused on providing greater certainty moving forward with a mechanism for annual review to provide better budget forecasting.

The very nature of implementing the report's recommendation will add considerably to the project cost.

CONCLUSION

National infrastructure projects are infrequent by their nature and with project delivery timeframes ranging from 5 to 15 years, forecasting is extremely difficult. Projects like these are subjected to matters external to those addressed in the report: market supply and demand, international events, State regulatory jurisdictions as well as political, individual or stakeholder influence over time that led to delays and added costs to such projects.

Projects such as the NBN, Airports, duplication of the Hume and Pacific Highways and Snowy 2.0 dispense both benefits and burdens in search of outcomes that deliver public and economic prosperity. Naturally, there will be debate over the value and need for National Infrastructure projects, delays and cost overrun while unpalatable, are not surprising or without precedent.

The report has endorsed the continuation of the project while recommending improvements to processes, governance and project management. The Australian Government has welcomed and endorsed the recommendations.

There will be continued project engagement and refinement for communities along the route as there should be. Councillors have been actively engaged for many years now with the community and particularly with the ARTC which has resulted in gains and improvements for the project within our Shire. There remain matters at hand that are part of ongoing negotiations that will continue to be focus areas for the Council.



JUNEE SHIRE COUNCIL

ATTACHMENT TO ITEM 2

21 FEBRUARY 2023



Independent Review into the delivery of Inland Rail Terms of Reference

The review will:

- a) assess Australian Rail Track Corporation's governance and program delivery approaches, including:
 - i. the effectiveness of current governance arrangements for Inland Rail, including monitoring and reporting;
 - ii. project management arrangements;
 - iii. risk management practices; and
 - iv. implementation of strategy;
- b) consult with stakeholders across the freight sector to test the Inland Rail service offering and the importance of this to achieving the overall benefits of Inland Rail, including how it provides new capacity and resilience to support Australia's national supply chain network, having regard to:
 - i. urban congestion and future freight demand;
 - ii. potential end points for the Inland Rail Service Offering in Melbourne;
 - iii. potential end points for Inland Rail Service Offering in Brisbane, including Ebenezer, Kagaru, Bromelton, and/or Acacia Ridge; and
 - iv. efficient linkages with freight infrastructure such as other freight rail networks, ports and intermodal hubs;
- c) review the processes for selecting the Inland Rail route to confirm it is fit for purpose and has considered both impacts and potential broader economic benefits to regional economies and communities;
- d) having regard to current market constraints and regulatory environment, assess Program scope, schedule and cost, including:
 - i. a broader review of the infrastructure market;
 - ii. review Program costs, contingencies and escalation;
 - iii. review schedule assumptions, including timing for planning and environmental approvals, land acquisitions and contingencies;
 - iv. options to optimise Program delivery to realise benefits earlier;
 - v. the PPP for the Gowrie to Kagaru projects;
 - vi. any related port connections;
 - vii. potential intermodal terminals in Brisbane and Melbourne;
- e) assess opportunities for enhancing community benefits along the route;
- f) review ARTC's engagement and consultation approach, including options to improve engagement with communities and other stakeholders along the route; and develop a pathway to consider community concerns with the alignment.

The review will have regard to existing studies, including but not limited to:

- a) dedicated rail freight connections to ports in Brisbane and Melbourne;
- b) the development of new intermodal terminals in Brisbane and Melbourne;
- c) the extension of Inland Rail from Toowoomba to the Port of Gladstone; and
- d) the South East Queensland Freight Demand Analysis and Modelling Study.

THE DELIVERY OF INLAND RAIL: AN INDEPENDENT REVIEW

Kerry Schott AO

January 2023



INLAND RAIL REVIEW

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Glossary

Abbreviation	Full Form
ACCC	Australian Competition and Consumer Commission
ARTC	Australian Rail Track Corporation Limited ABN 75 081 455 754
BITRE	Bureau of Infrastructure and Transport Research Economics
CSIRO	Commonwealth Scientific and Industrial Research Organisation
GBE	Government Business Enterprise
IRSO	Inland Rail Service Offering
NSW	New South Wales
PPP	Public Private Partnership
TEU	Twenty-foot equivalent units
WIFT	Western Interstate Freight Terminal



Table of contents

Glossary	3
Table of contents	4
Executive summary	5
Findings and recommendations	7
1. Purpose	15
1.1 Introduction	15
1.2 Terms of Reference	15
2. Overview of ARTC and Inland Rail	17
2.1 The ARTC business	17
2.2 The Inland Rail proposal	18
2.3 The importance of Inland Rail	19
2.4 Implementation	20
3. Governance and project delivery	22
3.1 Current governance arrangements for Inland Rail	22
3.2 Project management arrangements	24
3.3 Risk management	28
4. Inland Rail Service Offering	30
4.1 Future freight demand and the service required	30
4.2 Melbourne terminals	33
4.3 Brisbane terminals	35
4.4 Linkages to other freight operations	37
4.5 Toowoomba to Gladstone Inland Rail extension	39
5. Process to select the route	41
5.1 Initial assessments	41
5.2 Route modifications	44
6. Project scope, schedule and cost	46
6.1 Scope	46
6.2 Schedule	49
6.3 Cost	52
7. Enhancing community benefits	57
Appendix A: References	59
Appendix B: Acknowledgements	61
Appendix C: Review engagement	62



Executive summary

Inland Rail is an important project. Its outcomes are intended to move freight from roads thus easing congestion particularly between the east coast capital cities. Resilience in the national freight corridors will be enhanced, the importance of this being clear from recent floods and the COVID-19 pandemic. Emissions may reduce by an estimated 750,000 tonnes per year by 2050 as rail replaces road.¹

The project is however late and over budget and one of the important tasks I have is to assess the extent of these problems. In this I have failed as there is insufficient certainty about the completion date and the final cost to have confidence in the current estimates.

There are a number of reasons for this regrettable situation. The first reason lies in the governance and project management arrangements for Inland Rail. The Inland Rail project is managed as a division of ARTC, a Commonwealth-owned Government Business Enterprise, and reports to the ARTC Board through a Sub-Committee set up to oversee the project, and also through the CEO of ARTC. The problem is that the Board and its Sub-Committee do not have adequate skills to oversee this project. Despite an informed request by the Chairman of ARTC to the then-Minister responsible, replacement appointments to the Board did not provide the skills required. ARTC is a large business and its management does need a capable Board with a knowledge of rail operations, project management, the freight industry and regional nous as well as legal and accounting skills. With about \$900 million revenue² and complex operations across Australia, this business needs a capable Board.

To address this situation, I recommend that the current Shareholder Ministers appoint a new Chair and Directors with appropriate skills to replace retired positions. In addition, Inland Rail should cease being managed as a division of ARTC and be set up as a subsidiary company of ARTC established for the sole task of delivering this project. The Board of that subsidiary and ARTC should appoint a CEO to run the project as it has not had a permanent CEO for over 18 months. I understand that the previous government Minister did not approve of the Board choice for this position and indefinitely delayed taking the recommendation to Cabinet.

These new arrangements leave the current CEO of ARTC to focus on the business-as-usual matters of the company and leave the Inland Rail project to be managed by a specialist CEO with experience in project delivery. This person should report directly to the subsidiary board and also to the ARTC Board by attending that board's meetings. This structure removes the very real risk of the ARTC business being distracted by the Inland Rail project, and should enable Inland Rail to be better organised as a project delivery task rather than part of an operational business.

State Governments and rail freight operators are keen to settle the end points of the Inland Rail route. Somewhat surprisingly the project has commenced delivery without knowing where it will start or finish. There is support for the Inland Rail service to finish at a new intermodal terminal at Ebenezer on the outer environs of Brisbane. In Melbourne there is support for two terminals to be developed. Initially Beveridge should be prepared to operate in line with Inland Rail completion serving north and north-east Melbourne areas with Truganina (WIFT) developed concurrently serving the areas to the west. This development will take

¹ Department of Infrastructure, Transport, Regional Development, Communications and the Arts, [Environment](#), DITRDCA website, n.d., accessed 12 January 2023.

² ARTC, *21/22 Annual Report*, ARTC, Australia, 2022.

INLAND RAIL REVIEW

longer but over time it is expected that Truganina will become the larger operation. All terminals should be developed as open access and freight operators must not be permitted to be the operator for competitive reasons.

Inland Rail must also link into other freight networks. Parkes in NSW sits at the junction of the north-south Inland Rail route and the east-west route. Development at Parkes is being supported by the local government and the State, and it too should be open access. I note that the rail link from Toowoomba to Gladstone is being examined and any future extension that may occur there should be complementary to the end point at Brisbane.

The route alignment should be accepted with any future modifications limited to changes to improve the design and constructability of the project. No material effect on the Inland Rail Service Offer should occur. The route mainly consists of existing track upgrades in Victoria and NSW (1,087 kilometres) and some new track in Queensland, and between Narromine and Narrabri in NSW (628 kilometres). Regional towns where the route, based on existing track, bisects them are understandably concerned about the disruption they may experience when Inland Rail traffic becomes significantly above their present experience. For this reason, in regional towns like Wagga Wagga and Gatton, it is recommended that the traffic disruption is reviewed from time-to-time and that an easement by-passing the town be preserved for future use.

The detailed and clearly defined scope of much of the route has not yet been settled as approval processes are not complete. There has been lengthy delays in this process, particularly in Queensland, caused in part by immature design and poor Environmental Impact Statements that need numerous changes and re-submissions. Until this scope is firmed, an assessment of schedule and cost cannot be made with confidence.

On the basis of the information available, ARTC has estimated completion of the project in 2030-31. The route from Melbourne to Parkes is expected to be finished by 2027. This latter estimate is more certain than that for the entire route. Overall when compared to the 2020 estimate the project is running four years late mainly due to approval delays which in turn delay land acquisition, when needed, and tender offers.

The ARTC estimate of the cost of the project has increased by an astonishing amount when compared to 2020. Two years ago, the estimate was \$16.4 billion and now it is about \$31 billion. In my view this cost estimate should not be accepted by the Shareholder as there is insufficient certainty about the scope, the related schedule, and delivery costs to have any confidence in the numbers. A full review of these matters is definitely needed by an experienced cost estimator and value engineer and several areas to be included in this work are noted. Once there is some confidence about the cost, a year-by-year budget can be established to enable management by both the Commonwealth Government and ARTC. A comparison to future benefits should also be made at this point.

The intended benefit of the Inland Rail project is to move freight from road to rail, especially on the Brisbane to Melbourne route. Rail can be competitive, lessen road congestion, lower road maintenance costs and operate with fewer emissions. In the future it is needed to meet the increasing national freight task. It is also apparent that Inland Rail can provide benefits to regional communities along its route. In the short term it has offered employment and work for local businesses. In the longer term regionally based businesses can develop. This is already occurring in NSW where local and State Governments have worked together to provide resources for business parks to form and successfully operate. Wagga Wagga and Parkes are well progressed with future plans developing for Moree and Narrabri. In Queensland similar developments could occur and possibilities are evident at Goondiwindi, Gatton and Ebenezer.

Findings and recommendations

Finding

The skills mix required by the ARTC Board for its operational business and to deliver Inland Rail was not heeded by the Shareholder Ministers of the former Government despite advice given by the ARTC Board at the time.

Recommendation 1

The Shareholder Ministers should address the skills requirements of the ARTC Board with their next appointments and continue to address these skill requirements.

Finding

The Inland Rail project has been operating without a substantive Chief Executive since mid-2021, a situation that is not viable. A first-rate Chief Executive, reporting directly to its Board is essential to the delivery of the Inland Rail project.

Recommendation 2

The position of Chief Executive of Inland Rail should be filled substantively as soon as possible.

Finding

Delivering Inland Rail as a division of ARTC has created a number of significant governance, budgetary and management risks. The size and complexity of the Inland Rail project is also such that it requires deep experience in infrastructure project management and has distracted from the day-to-day business operations of ARTC which themselves do not appear to be tightly ring-fenced.

Recommendation 3

ARTC must have governance arrangements to deliver both the Inland Rail project and the business-as-usual operations of ARTC. This can be achieved through the establishment of a subsidiary company of ARTC.

The subsidiary company should have a dedicated board, say five members, and should include the Chair of ARTC as a board member to ensure clear visibility of the Inland Rail project to the ARTC Board, with further ARTC representation limited to not more than one additional ARTC Board member.

The Chief Executive of Inland Rail should report to the subsidiary board and attend the main ARTC Board meetings to provide any information required and project updates.

The particular skills needed to oversee the Inland Rail project should be concentrated in the subsidiary (although also represented in the ARTC Board). The Chief Executive of Inland Rail should report directly to its subsidiary board and have full control over their budget, approvals, employment and other matters a major project Chief Executive would expect to control.

Recommendation 4

The position of Managing Director/Chief Executive of ARTC should:

- focus entirely on the role of managing an operating rail company;
- ensure that the Inland Rail project and ARTC business-as-usual operations are tightly ring-fenced; and
- continue reporting through to the ARTC Board about the operations business.

Finding

The Statement of Expectations for ARTC was last issued in 2018 by the former Shareholder Ministers, and focussed primarily on ARTC's delivery of Inland Rail. Statements of Expectations are an important tool for Shareholder Ministers to provide necessary and contemporary guidance and expectations for a GBE.

Recommendation 5

The Statement of Expectations issued by the Shareholder Ministers of ARTC should be reviewed and provide the necessary clarity and guidance to enable the ARTC Board to effectively deliver the Commonwealth Government's objectives. It should then be reviewed periodically to ensure it remains fit for purpose and continues to reflect the Government's objectives for ARTC.

Finding

ARTC's risk mitigation and reporting processes need to improve. There should be a focus on ensuring that ARTC's risk management and related mitigations for severe and high-level risks are escalated to the Board for full discussion. Key risks must also be flagged with Shareholder Ministers and their departments along with the mitigation strategies being pursued.

Recommendation 6

The Inland Rail project team should review its risk management systems and ensure there are appropriate triggers and metrics for the timely escalation of key risks and importantly their mitigation strategies to the Board, Shareholders Ministers and their departments. Reporting processes about risk management, including reporting processes documented in governance arrangements between Shareholder Ministers, their departments and ARTC, should also be reviewed.

Finding

To move freight from road to rail, the service offered must be competitive. The service offering proposed by Inland Rail is designed to meet these competitive criteria.

Recommendation 7

The service offering proposed by ARTC, and supported by business, that offers a reliable 24-hour transit service on double-stacked trains of 1,800 metres length should be accepted.

Finding

With the closure of the Dynon terminal and the completion of Inland Rail, the need to plan and deliver intermodal terminal operations in Melbourne is becoming urgent. There are two complementary sites that would meet immediate and near future needs and these should be progressed. Open access is desirable in line with ACCC concerns about competition in the freight industry.

Recommendation 8

Two new intermodal terminals should be developed concurrently in Melbourne. Beveridge should be available as soon as practical and the second, WIFT at Truganina, should in due course expand and become the larger operation. Both terminals should be operated by independent operators providing open access to all rail freight operators. Given that National Intermodal Corporation has an option to purchase land at Beveridge and is a Commonwealth-owned GBE that can offer open access and independence from freight operators, preference should be given to it to develop Beveridge on those conditions.

Finding

Within the city environs of Brisbane and its port there is no feasible way to operate 1,800 metre double-stacked freight trains. Smaller single-stacked train operations (as at present) are possible but there needs to be a terminal outside the city where large double-stacked trains can manage their load and have the option to single-stack beyond that point or switch to smaller vehicle road haulage for the end of trip. Considerable analysis has been done by Governments on the options to meet this requirement and the preference is to develop an intermodal and warehousing terminal at Ebenezer. A single-stack route for smaller trains to Bromelton terminal should continue and single-stacking through to Kagaru should be developed.

Recommendation 9

An intermodal terminal should be developed at Ebenezer so that its completion aligns with that of Inland Rail. The final site, lay-out and commercial model should be settled expeditiously between the Commonwealth and Queensland Governments. The terminal should be run independently by a terminal owner/operator with an open access regime. Governments should consider who that terminal operator will be, but I note that such an operator already exists in the form of Commonwealth-owned National Intermodal Corporation.

Recommendation 10

The Commonwealth and NSW Governments should investigate opportunities for intermodal facilities at Parkes, possibly to be developed by the National Intermodal Corporation.

Finding

Interoperability of different rail networks has been an ongoing problem for Australia since federation. Differences in signalling, communications, and train control systems are a particular concern because of their potential impact on safety.

Recommendation 11

ARTC should ensure that the new signalling system being acquired is interoperable with state systems, and if not what the options are to make it so, including possible replacement. Detailed discussions with other relevant Rail Infrastructure Managers must occur to address the issue.

Finding

The route alignment chosen reflects the need to meet the service required to compete with road freight and hence move freight from road to rail. This chosen route raises concerns in country towns that it bisects and once rail traffic increases are substantial, or likely to be so, consideration should be given to bypass these towns. In areas where greenfield work is on agricultural land or through areas of biodiversity the consultation process must address these matters. In Queensland, issues around approval processes appear to be improving but this must continue to halt further delays in that State.

Recommendation 12

Where the Inland Rail route bisects regional towns the disruption that additional train traffic causes should be addressed by appropriate modifications to limit noise and enable adequate cross town access if that has not already been done. As Inland Rail train traffic increases significantly the possibility to bypass the town should be investigated and easements protected for a new by-pass corridor.

Finding

The terminal recommendations for Melbourne and Brisbane, if adopted, will change the route alignment at the end points of the project. At a more detailed level, because approvals for most sections of the route are not yet granted, the detailed scope cannot be defined with certainty. This is particularly evident in Queensland where for a number of reasons the approval process has proved difficult for ARTC.

Recommendation 13

The Commonwealth should engage an independent specialist to review the design solutions developed by ARTC to define the scope of the Inland Rail project and meet associated approval requirements and, working with ARTC, define exactly what the scope of this project is on the basis of the latest evidence available through the approval processes. The cost of scope provided beyond the freight requirements for Inland Rail should be allocated elsewhere as appropriate. This work should be coordinated with further cost estimation work discussed in Section 6.3.

Where there is still uncertainty due to outstanding approvals every effort should be made to understand the nature of the matters outstanding and assist the parties to reach an expeditious conclusion. There should be particular attention paid to the Queensland sections.

Finding

While many infrastructure projects are facing delays in their schedule at present due to skills shortages and supply constraints, the Inland Rail project has two further problems causing delays. The first is the long period of time being taken to gain planning and environmental approvals across the 1,700-kilometre route. The second added difficulty is that over 70 per cent of the construction is on brownfields sites meaning that possession time to work is limited by the severe constraint of an operating railroad. Delays relating to limited possessions can be extremely costly in a project of this size and scope.

Recommendation 14

ARTC should examine the issues it has had with its approval processes and take measures to ensure they are dealt with. Delays of this kind are costly for the project and their importance must be recognised.

Recommendation 15

ARTC, the Inland Rail project team and the rail operators should examine whether the possessions regime for Inland Rail can be modified to assist in more expeditious completion of stages of the Inland Rail project.

Finding

Given the delays to this project mainly relate to approval processes and limited possessions, due to working in an operating railroad environment, ARTC should consider staging completion in optimal stages that allow ARTC to increase its revenue from added traffic, for example from Melbourne and Sydney through to Parkes, and double-stacking to Perth.

Recommendation 16

ARTC should continue to examine options for staging the completion of Inland Rail and in particular the option of completing the Melbourne/Beveridge to Parkes sections by 2027. It should also examine options for the subsequent delivery of the project through to Gowrie once it has obtained greater certainty on approvals and costs. From Gowrie to Kagaru the focus should be on the works required to gain approvals to help secure gazettal of rail corridors and completion of land acquisitions. ARTC should use this time to finalise the scope of these sections and gain greater certainty on schedule and cost.

Finding

The management of the PPP process has been difficult for ARTC and until there is a new CEO and governance and management arrangements for Inland Rail it is hard to have faith in ARTC's capability to manage the delivery of the PPP further. Given this, consideration should be given to negotiating changes to the arrangement but these discussions need to be conducted by an experienced team.

Recommendation 17

On behalf of ARTC negotiations with Regenerate Rail should commence with a view to changing its scope to exclude double-stacking on the final section to Kagaru, and with a view to limiting costs and structuring payment arrangements in a manner that ARTC can afford. This may include a move away from a pure PPP arrangement to some other contractual arrangements.

Finding

In summary, notwithstanding that the cost estimate is better developed and more comprehensive than in 2020, it is difficult to have confidence in the updated cost estimate put forward by ARTC. Further detailed investigations would be required to validate the cost estimate.

Recommendation 18

Work to analyse the project costs of Inland Rail, and the expected timing of those expenditures over the next years of this decade, should be done carefully to ensure that the Inland Rail project team, ARTC and their Shareholder, are fully cognisant of the details. An independent value engineer/cost estimator should be appointed by the Commonwealth to conduct this work given the difficulties that ARTC have had in providing such estimates. This person should coordinate with the work being done to define the scope of the project carefully as noted in Recommendation 13. The estimates should enable both ARTC and the Commonwealth to budget with some certainty for the next 5-10 years for this project.

Recommendation 19

As Inland Rail proceeds, the local government areas that it passes through, along with the relevant State Government and ARTC, should consider where regional development might focus and what industries may be attracted to expand in those locations. To facilitate this, the Commonwealth Government should raise the issue with their State counterparts in regional development.

1. Purpose

1.1 Introduction

The Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, and the Minister for Finance, Senator the Hon Katy Gallagher, announced an independent review of the delivery of Inland Rail on 7 October 2022 (Review). This report is the response to that request.

In conducting this Review, I have received extraordinary assistance from many people and organisations who offered their insights and advice. The interviews I conducted, and the written submissions received, are listed in Table A.1 of [Appendix C](#). Meetings with the Australian Rail Track Corporation (ARTC) management and the previous Chairman, along with the material they provided, has been especially useful. Mr David Saxelby, a Director of ARTC with extensive project management experience has made very helpful comment. The supporting work of the Secretariat based in the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department) has been essential and I note their contribution further in [Appendix B](#). My thanks to everyone involved.

The importance of this project is widely accepted and its challenges are evident. The Review addresses these issues along the lines set out in the Terms of Reference. The sections of the Review examine the six matters in the Terms of Reference after some context provided by a brief overview of the ARTC network and the Inland Rail proposal.

1.2 Terms of Reference

The Review will:

- a. assess the Australian Rail Track Corporation's governance and project delivery approaches, including:
 - i. the effectiveness of current governance arrangements for Inland Rail, including monitoring and reporting;
 - ii. project management arrangements;
 - iii. risk management practices; and
 - iv. implementation of strategy;
- b. consult with stakeholders across the freight sector to test the Inland Rail service offering and the importance of this to achieving the overall benefits of Inland Rail, including how it provides new capacity and resilience to support Australia's national supply chain network, having regard to:
 - i. urban congestion and future freight demand;
 - ii. potential end points for the Inland Rail Service Offering in Melbourne;
 - iii. potential end points for Inland Rail Service Offering in Brisbane, including Ebenezer, Kagaru, Bromelton, and/or Acacia Ridge; and
 - iv. efficient linkages with freight infrastructure such as other freight rail networks, ports and intermodal hubs;
- c. review the processes for selecting the Inland Rail route to confirm it is fit for purpose and has considered both impacts and potential broader economic benefits to regional economies and communities;

INLAND RAIL REVIEW

- d. having regard to current market constraints and regulatory environment, assess Project scope, schedule and cost, including:
 - i. a broader review of the infrastructure market;
 - ii. review Project costs, contingencies and escalation;
 - iii. review schedule assumptions, including timing for planning and environmental approvals, land acquisitions and contingencies;
 - iv. options to optimise Project delivery to realise benefits earlier;
 - v. the PPP for the Gowrie to Kagaru projects;
 - vi. any related port connections;
 - vii. potential intermodal terminals in Brisbane and Melbourne;
- e. assess opportunities for enhancing community benefits along the route;
- f. review ARTC's engagement and consultation approach, including options to improve engagement with communities and other stakeholders along the route; and develop a pathway to consider community concerns with the alignment.

The Review will have regard to existing studies, including but not limited to:

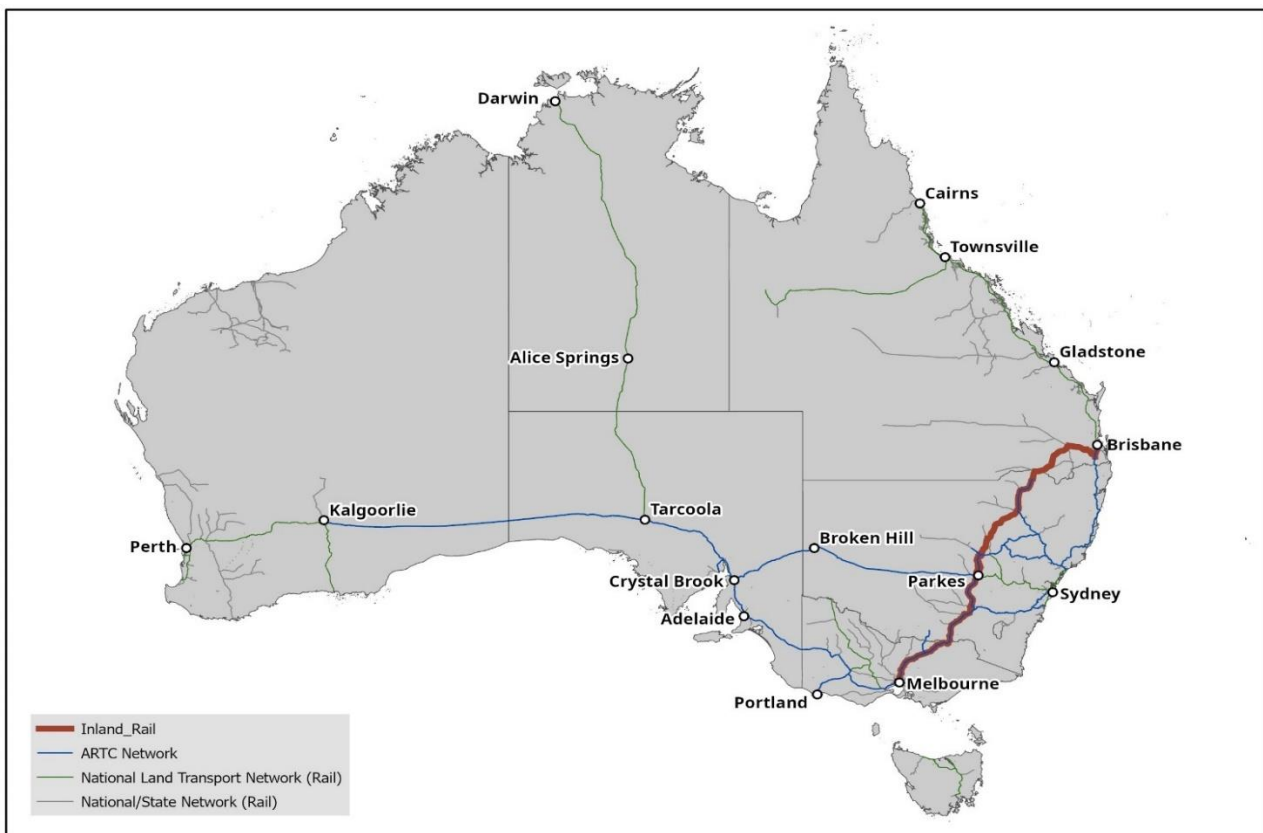
- a. dedicated rail freight connections to ports in Brisbane and Melbourne;
- b. the development of new intermodal terminals in Brisbane and Melbourne;
- c. the extension of Inland Rail from Toowoomba to the Port of Gladstone; and
- d. the South East Queensland Freight Demand Analysis and Modelling Study.

2. Overview of ARTC and Inland Rail

2.1 The ARTC business

ARTC is a relatively new government business. After typically lengthy intergovernmental negotiations between the Commonwealth and the States, agreement was reached about the set-up of ARTC and its operations commenced in 1998. The Commonwealth Government owns ARTC and purchased rail corridors in South Australia and Western Australia and agreed long-term rail corridor leases with NSW, Victoria and Queensland. This allowed ARTC to provide access to a standard gauge national interstate rail network of about 8,500 kilometres.³ The network connects the mainland capital cities between Brisbane and Adelaide, extending to Kalgoorlie in Western Australia, and the Hunter Valley coal rail network (see [Figure 2.1](#) below).

Figure 2.1: ARTC's rail network map



³ ARTC, [Our network](#), ARTC website, 2019, accessed 11 January 2023.

INLAND RAIL REVIEW

The principal users of this network are rail freight operators, although there is also some passenger traffic. ARTC revenue comes from the access charge levied on the users of its network. To maintain its business, ARTC must maintain track to a safe and reliable standard for its customers, upgrade its network as required, and assist in developing new business opportunities. Revenue is currently about \$900 million per annum and notably about half of this comes from coal freight operations in the Hunter Valley.⁴

2.2 The Inland Rail proposal

The Inland Rail proposal was developed and refined through multiple studies that commenced with the North-South Rail Corridor Study in 2006. The intention was to provide a critical link in the existing national rail network to support supply chain resilience and provide additional freight capacity. When completed it would add about 1,700 kilometres of standard gauge line connecting Melbourne and Brisbane, and link the East-West interstate line from Melbourne and Sydney to Perth through the regional city of Parkes in NSW.

Figure 2.2 below provides a map of the Inland Rail project.

Major rail freight customers made a number of suggestions about the service Inland Rail needed to provide. First it should meet future freight needs. Second, they suggested that 98 per cent reliability was critical and that freight movements between Melbourne and Brisbane terminals in close to 24-hours was required for a competitive position with road freight. Finally, they noted the importance of appropriate terminal access and loading and unloading times to meet market logistic needs or availability. These early suggestions were repeated in submissions and meetings with me although, in the context of recent severe floods and bush fires, emphasis was more on resilience than on freight needs well into the future. The importance of the 24-hour time journey between Brisbane and Melbourne along with reliability remains a critical competitive requirement to move freight from road to rail.

Delivering Inland Rail to meet these types of requirements is not a particularly difficult construction along most of the route. However, there are three complexities in the project related to its extreme length. First, around 1,087 kilometres of existing track must be upgraded while existing services continue. Second, about 628 kilometres of new track must be built along with those brown field upgrades. To achieve planning and environmental approvals, and subsequent land acquisitions and access, means involving the jurisdictions of Victoria, NSW and Queensland. There are also 36 Local Government Areas, more than 11 First Nations communities and numerous local communities and property owners to be consulted. Finally, the most technically difficult parts of the project involve the steep descent down the Toowoomba Range in Queensland, and several rivers and major flood plains that must be crossed.

⁴ ARTC, *21/22 Annual Report*, ARTC, Australia, 2022.



2.3 The importance of Inland Rail

The Inland Rail proposal is a major infrastructure project as I have just described. Its importance lies in the capacity it adds to the national freight supply chain and the provision of a cost competitive inter-capital freight service between Melbourne and Brisbane. Total domestic freight volumes are expected to grow by more than 20 per cent between 2018 and 2040 driven by both population and economic growth.⁵ By 2050, it is estimated that almost 70 per cent of the freight to be carried on Inland Rail will be for domestic use. This includes household goods and groceries produced in Australia and consumed in our major cities, with over 50 per cent of this freight forecast to be carried between Melbourne and Brisbane to meet demand in South East Queensland for its rapidly growing population.

At present most rail freight on the east coast rail network does not compete favourably with road. The rail network is old and inefficient and restricts weight to single-stack trains and constrains travel times. This is particularly evident on the existing north-south corridor between Melbourne and Brisbane where passenger train preference, in and around Sydney, adds further time restrictions. The consequence is that rail freight cannot compete efficiently with road. The only route where rail does compete effectively with road is the long east-west route to Perth. On the east coast congestion on intercity highways is increasing significantly, and heavier vehicles and more congestion are increasing road maintenance costs and safety concerns. The added freight capacity that Inland Rail is intended to offer by the end of this decade is critical.

Recent disasters, including floods, fires and the COVID-19 pandemic, draw attention to the need for resilience in supply chains. Inland Rail provides additional resilience in the national freight network through an alternative north-south and east-west freight route, as well as through the provision of additional capacity.

It is also notable that the proposed route through regional areas improves access to ports and city markets and is anticipated to generate new business in the regions where freight transport links are both costly and limited. More generally, the connectivity with the National Land Transport Network should be improved and amenity for communities and their sustainability increase.

Thus, the important benefits expected from the Inland Rail proposal are increased capacity and reliability of the transport network, and notably reduced transit times between Melbourne and Brisbane with improved reliability. Industry has also noted the importance of the lower emissions trajectory that rail provides in comparison to road freight at the present time. This adds to the competitive offering and together these factors should shift freight from road to rail reducing road congestion and future highway and motorway expenditure. In addition, Inland Rail opens up country regions and their access to ports (including Newcastle and Port Kembla) and should stimulate business. This is discussed further in Section 7.

⁵ Ernst and Young Australia (EY), *Inland Rail Freight Task*, unpublished, 2022.



2.4 Implementation

The challenges in delivering this project do not seem to have been fully appreciated by either ARTC or its Shareholder when it was first given the go-ahead. To put the task in context, Inland Rail is the equivalent journey length of London to the Ukraine border; and while it does not pass through different foreign countries, it does, as I noted, pass through three states, the lands of at least 11 First Nations groups, 36 local government areas, numerous regional communities, and requires the establishment of a number of remote construction sites.

To get the project delivered a number of sequential tasks need to be completed. In summary these are:

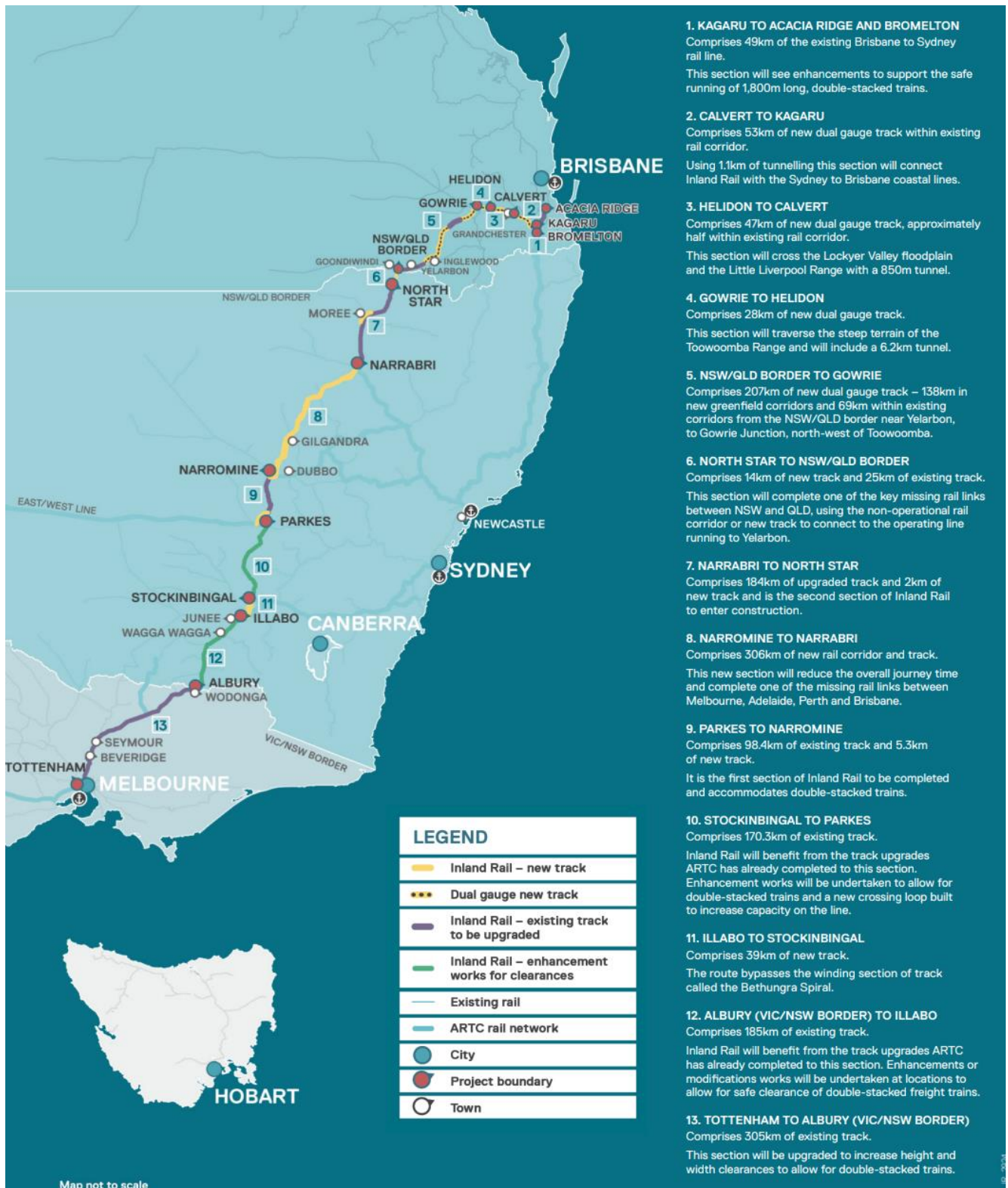
- Clearly define and develop a detailed scope of work for the route. This entails dividing the route up into manageable sections and 13 sections are used for this purpose.⁶ The scope must meet performance requirements as well as be prepared in detail for approval requests.
- Approval requests must be made and any amendments required must be met in some way. With a long project, through a number of approval bodies, this task is far from trivial.
- Once all approvals are gained any land acquisitions needed must be finalised with the relevant jurisdiction. While this process can be straightforward it can also be lengthy if compulsory acquisition is required.
- Following clarity of scope and project approvals, contracts for construction and related work can be tendered and finalised.
- Delivery and completion then must meet further approvals by ARTC (as the below rail operator) before commissioning can commence.

To deliver this project thus requires expertise in a range of matters. Because ARTC is fundamentally a below rail operator, it does not have all this expertise in-house. ARTC's principal business is to sell train paths to its customers, and provide access to the network. Inland Rail, as a large infrastructure project, represents a very different business proposition. While ARTC does manage track maintenance and network delivery and upgrades, this prior work is not on the same scale as this project. Recognising this situation, ARTC set up oversight and management arrangements for Inland Rail to address the issue; but as my report makes clear later, these arrangements have not been sufficient to avoid the serious problems which this project now faces. A map of the Inland Rail route is shown in [Figure 2.2](#) below.

⁶ Refer to Figure 2.2 of this Report.

INLAND RAIL REVIEW

Figure 2.2: Inland Rail map⁷



3. Governance and project delivery

3.1 Current governance arrangements for Inland Rail

The governance and delivery of the Inland Rail project is the responsibility of ARTC, a Commonwealth-owned business. As well as delivering this project, ARTC is responsible for operating a large national rail freight business. Its governance arrangements are similar to any corporation. Its Board may have up to eight directors at any given time—a Chairperson, Managing Director/Chief Executive Officer and six non-executive directors. It has two Shareholder Ministers representing the Commonwealth Government as owner — the Minister for Finance and the Minister for Infrastructure, Transport, Regional Development and Local Government. Like any Australian company it has a legal foundation, and being a Commonwealth company, it is bound by the *Corporations Act 2001* (Cth) and the *Public Governance, Performance and Accountability Act 2013* (PGPA Act). It is guided by the Commonwealth Government Business Enterprises—Governance and Oversight Guidelines.⁸

It is important that the Board has the skills and expertise to conduct its business. At this level of governance, the Board’s responsibility is to develop strategy in line with the objectives set by the Government, and ensure that this is implemented by management. It must keep its Shareholder informed of progress, and any changes to the direction of the company it proposes. It should also appoint the appropriate senior managers to implement and deliver the business strategy and follow up that implementation is occurring as expected. The budget to deliver the business should be agreed with the Shareholder and appropriate reporting of the financial position of the company is essential. Various legal requirements must be met.

There is no doubt that both the Inland Rail project and the operating business of ARTC are facing present and future challenges. As noted later, in Section 6 of this report, Inland Rail is over budget and delivery is well behind schedule. The operating business of ARTC faces ongoing competitive pressures from road haulage and its reliability has been questioned by the rail freight operators consulted during this Review. It is also notable that severe flooding events are an added challenge and in future decades the profitable coal haulage business is likely to decline.

All these matters demand the attention of a capable Board to develop strategy, keep its Shareholder informed of changing circumstances, and guide management. To ensure competence of the Board the Shareholder Ministers receive a regular review of Board skills which the Board conducts. These skill reviews usually involve an individual director self-assessment against required skills conducted annually. It is common for an outside review to be added to this assessment every few years. The term of a director is typically three years; however, this can vary in length to stagger term end dates and minimise future disruptions due to Board turnover. Appointments are usually not extended beyond two terms, unless there is a strong case for doing so. For these reasons, it is important to ensure that the Board mix of skills be kept up to date and relevant. As Board vacancies arise, the Chairperson, on behalf of the Board, must indicate to the Shareholder Ministers where skills gaps may be arising.

⁷ ARTC, [Map of the Inland Rail route](#), ARTC, 2022, accessed 11 January 2023.

⁸ Department of Finance, [Government Business Enterprises—Governance and Oversight Guidelines: Resource Management Guide No. 126](#), Commonwealth of Australia, 2018, accessed 11 January 2023.

INLAND RAIL REVIEW

The current skills mix of the ARTC Board has recently been assessed against 18 criteria. Omitting the Managing Director from consideration, the results suggest the Board is strong in the five areas of accounting, legal, working with government, business management, and regional and remote expertise. On the other hand, the Board is weak in five areas: technical/engineering, safety, environment and sustainability, marketing and communications, and procurement and contracting. It has rated itself as 'average' on rail matters, community sector, governance and risk, transport and logistics, infrastructure knowledge, and project management skills.

A Board tasked with managing a large rail freight operations company and delivering a major linear infrastructure project needs to be strong in all the matters in which this Board is weak, and preferably stronger in rail knowledge, transport and logistics, governance and risk, and project management. There is nothing astonishing about these skill requirements for ARTC and, in fact, ARTC has assured me that its desired skill mix was made known to the Shareholder Ministers of the former Government who were responsible for the latest round of Board appointments. This advice, given by the Chairperson at the time, was not heeded by Shareholder Ministers (and presumably Cabinet) at a time when these types of skills were critical for the Board. As a consequence, the ARTC Board appointments in 2022 did not reflect the skills required to govern either rail freight operations or a major infrastructure project. While the people appointed are not without skill, their expertise is not in the areas that ARTC requires.

While Ministers, as Shareholder representatives, have every right to appoint whom they choose as directors they also have an obligation to ensure that the business is governed properly and this means paying attention to the skills that are needed. Shareholder Ministers of the former Government did not meet that obligation.

The current Shareholder Ministers have three vacancies arising on the ARTC Board, including the departure of the Chairperson. This provides an opportunity to at least partly address the gaps in the Board's skill requirements. The retirement of the most recent Chairperson adds a further gap in regional knowledge and infrastructure, which reinforces the need to address the situation.

Finding

The skills mix required by the ARTC Board for its operational business and to deliver Inland Rail was not heeded by the Shareholder Ministers of the former Government despite advice given by the ARTC Board at the time.

Recommendation 1

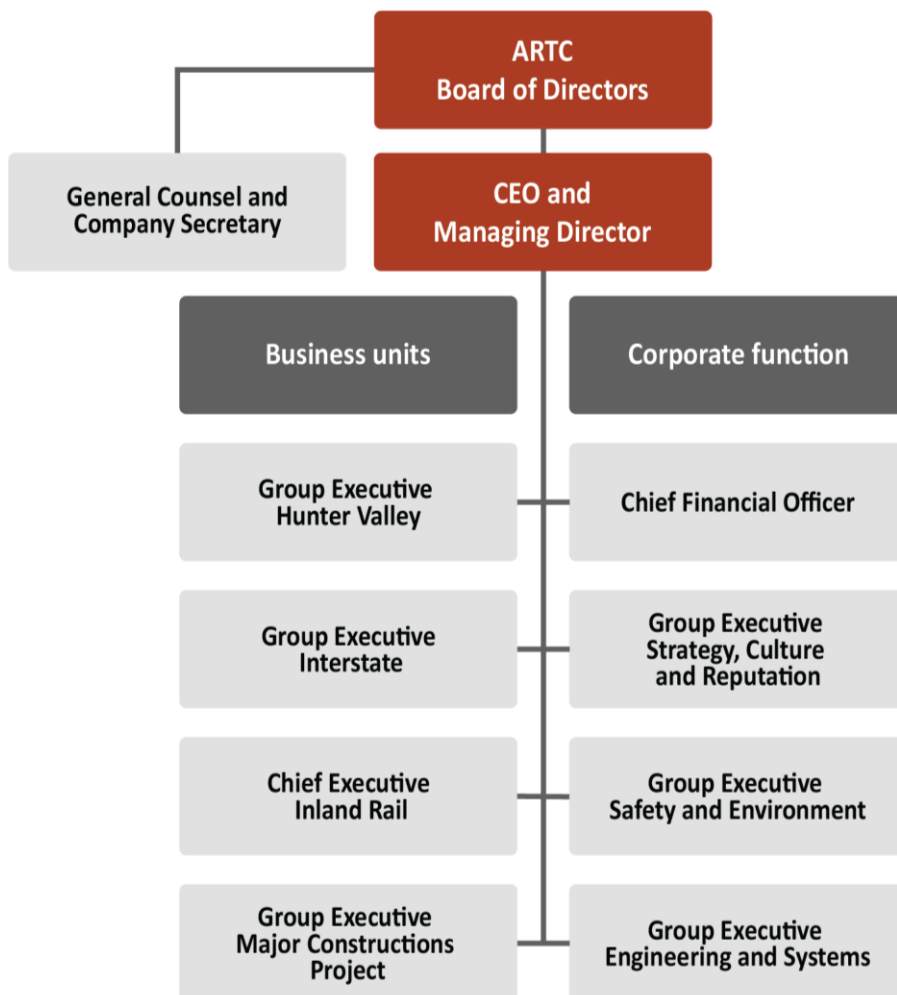
The Shareholder Ministers should address the skills requirements of the ARTC Board with their next appointments and continue to address these skill requirements.

While beyond my Terms of Reference for this Review (as outlined in Section 1.2 above) I note that the obligation of Shareholder Ministers to appoint directors with the skills required in a GBE is a serious matter. Many of these businesses are large and important for Australia, and too often the obligation to meet the skills mix requirement of their Boards is not met. Some Board appointments in recent years provide evidence supporting this concern.

3.2 Project management arrangements

The management of the Inland Rail project is the responsibility of ARTC who not only manage Inland Rail but also their business-as-usual rail operations. This total management task is conducted by the Chief Executive of ARTC through an organisation structure that is shown in [Figure 3.1](#).

Figure 3.1: ARTC’s current organisation structure



As this structure shows, the Inland Rail project is being run as a division of ARTC. The project does have a Board Sub-Committee overseeing its work but the Chief Executive of Inland Rail is in effect an Executive Divisional Manager reporting through the ARTC Chief Executive to the ARTC Board. The reasoning behind this organisation structure is to ensure that Inland Rail is delivered in line with the operational requirements of ARTC. Across Inland Rail, ARTC will own, maintain and operate the line (with the exception of the sections from Toowoomba towards Brisbane which are expected to be delivered through a PPP that is intended to maintain this part of the route for the length of the 30-year concession period). ARTC will run the rail operations along the entire route, including this section.

INLAND RAIL REVIEW

Given the size and complexity of the Inland Rail project, this structure has a number of risks. The first is that a first-rate Chief Executive to deliver a major infrastructure project like Inland Rail is unlikely to be prepared to take a position where they do not separately report to the Board and where they do not have full control over their project administration and approval processes including such matters as budget, planning, employment terms and conditions, and the like. The setup of these matters in an operational company like ARTC is different from that in project delivery where timely responses are critical and responses must be agile, albeit within a well audited environment.

The second risk relates to the large project taking over and dominating the operations of business-as-usual at ARTC. Managers can get distracted from their usual tasks and basic rail operations can be impacted in a way that is a threat to core ARTC business. The core business of ARTC is important for Australia and not without its own challenges.

The third risk relates to the need for ARTC to recognise that the costs and budget of Inland Rail need to be clearly ring-fenced from the rest of ARTC operations. If this does not occur an incorrect allocation of costs between ARTC and the Inland Rail project can cause the budgetary position of Inland Rail and ARTC to be inaccurate.

During the course of the Review there were signs that these risks were present. The Inland Rail project has been without a substantive Chief Executive since July 2021. This situation is not viable and is unfair to the present acting occupant. The current arrangement has also taken that occupant away from an area of responsibility where her expertise is needed on a full-time basis.

It was also evident that certain approvals are not being reached in a timely manner that befits project delivery and management. Establishing appropriate governance arrangements that are fit for purpose would improve administration and management. Agility and prompt response are not presently attributes that can be made about the Inland Rail project delivery. Present governance arrangements also showed no clear evidence of tight budgetary ring-fencing of the project.

Finding

The Inland Rail project has been operating without a substantive Chief Executive since mid-2021, a situation that is not viable. A first-rate Chief Executive, reporting directly to its Board is essential to the delivery of the Inland Rail project.

Recommendation 2

The position of Chief Executive of Inland Rail should be filled substantively as soon as possible.

The Chief Executive of Inland Rail must also have responsibility to govern and manage the project in ways that can be different from those within ARTC's 'business-as-usual' where required. Process approvals, budget management, and terms and conditions of employment may need to be flexible as is typically the case on major projects. This does not lessen the need for financial controls and appropriate contracting and audits but it must allow more agility and management of timely delivery.

Improving the management of Inland Rail, and adding further Board skills, could be achieved through the establishment of a subsidiary company of ARTC to deliver the Inland Rail project. The Board of the subsidiary should be small, with membership comprising a subsidiary Chair and subsidiary directors with specific capabilities to oversee a project of this complexity. This board should also include the Chair of ARTC as an ex

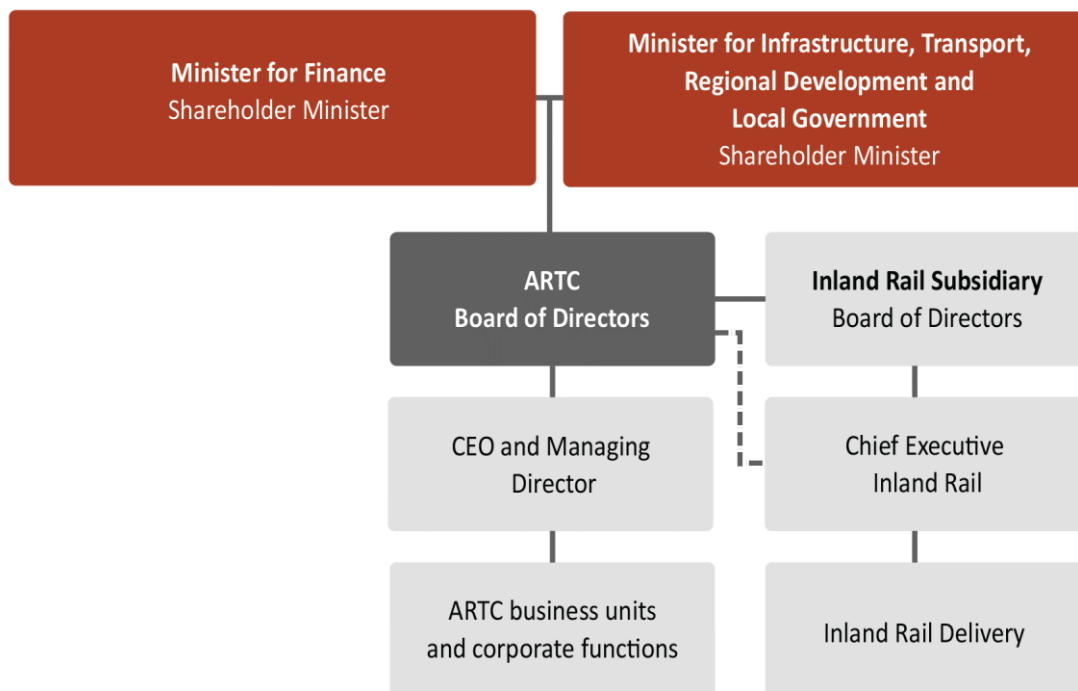
INLAND RAIL REVIEW

officio subsidiary board member to ensure that the delivery of Inland Rail is consistent with ARTC operating requirements and that the Board of ARTC has clear visibility of the project. Further ARTC representation on the subsidiary Board should be limited to not more than one additional ARTC Board member, and only if their skills and capability complement the composition of the subsidiary board.

The Chief Executive of Inland Rail should report to the subsidiary board and attend the main ARTC Board to provide any information required about the Inland Rail project including progress updates. The position of Managing Director/Chief Executive of ARTC should continue the role of managing an operating rail company and focus entirely on that work, reporting through to the main Board about the operations business.

The current Board has two directors whose terms are either due to end soon or have ended and the Chairman retired at the end of November 2022. In replacing or reappointing these three positions, the consideration of skills is critical. Given the major gaps in skills that have arisen, the particular skills needed to oversee the Inland Rail project should be concentrated in the subsidiary company though also represented to a lesser extent on the main ARTC Board. The main Board should gain skills particularly relevant to rail operations and the maintenance of existing track and its interoperability with other transport modes. The approach is set out in **Figure 3.2** below.

Figure 3.2: Proposed ARTC/Inland Rail subsidiary organisation structure



Finding

Delivering Inland Rail as a division of ARTC has created a number of significant governance, budgetary and management risks. The size and complexity of the Inland Rail project is also such that it requires deep experience in infrastructure project management and has distracted from the day-to-day business operations of ARTC which themselves do not appear to be tightly ring-fenced.

Recommendation 3

ARTC must have governance arrangements to deliver both the Inland Rail project and the business-as-usual operations of ARTC. This can be achieved through the establishment of a subsidiary company of ARTC.

The subsidiary company should have a dedicated board, say five members, and should include the Chair of ARTC as a board member to ensure clear visibility of the Inland Rail project to the ARTC Board, with further ARTC representation limited to not more than one additional ARTC Board member.

The Chief Executive of Inland Rail should report to the subsidiary board and attend the main ARTC Board meetings to provide any information required and project updates.

The particular skills needed to oversee the Inland Rail project should be concentrated in the subsidiary (although also represented in the ARTC Board). The Chief Executive of Inland Rail should report directly to its subsidiary Board and have full control over their budget, approvals, employment and other matters a major project Chief Executive would expect to control.

Recommendation 4

The position of Managing Director/Chief Executive of ARTC should:

- focus entirely on the role of managing an operating rail company;
- ensure that the Inland Rail project and ARTC business-as-usual operations are tightly ring-fenced; and
- continue reporting through to the ARTC Board about the operations business.

ARTC's Shareholder Ministers last issued a Statement of Expectations to the Company on 27 June 2018.⁹ This current Statement of Expectations focusses mainly on the delivery of Inland Rail. Usually a Statement of Expectations would address wider concerns of the business, be re-issued periodically, and reviewed regularly as strategy changes to address expected business conditions and operations.

The Statement of Expectations should have particular regard to the communications between the company, the Shareholder Ministers and their departments. It should also address how risks are managed as well as reported. This Review has made clear that there was a lack of knowledge by the ARTC Executive and Board about problems with the project, and these issues were not appropriately highlighted to Shareholder Ministers and their departments. Significant deficiencies in ARTC's monitoring and reporting processes are apparent along with inadequate Shareholder briefing.

⁹ Minister for Infrastructure and Transport, Minister for Finance, [Australian Rail Track Corporation Inland Rail Statement of Expectations, Commonwealth of Australia](#), 2018, accessed 11 January 2023.

Finding

The Statement of Expectations for ARTC was last issued in 2018 by the former Shareholder Ministers, and focussed primarily on ARTC's delivery of Inland Rail. Statements of Expectations are an important tool for Shareholder Ministers to provide necessary and contemporary guidance and expectations for a GBE.

Recommendation 5

The Statement of Expectations issued by the Shareholder Ministers of ARTC should be reviewed and provide the necessary clarity and guidance to enable the ARTC Board to effectively deliver the Commonwealth Government's objectives. It should then be reviewed periodically to ensure it remains fit for purpose and continues to reflect the Government's objectives for ARTC.

3.3 Risk management

ARTC has a number of reporting obligations set out in various pieces of legislation, as well as contractual and policy instruments.¹⁰ *Inter alia* ARTC must report and notify its Shareholder Ministers of its key risks. Most of these reporting requirements are summarised in the Commonwealth Government Business Enterprises — Governance and Oversight Guidelines and ARTC is formally required to comply with these Guidelines through its constitution. The Project Development Agreement for Inland Rail and the Equity Financing Agreement also impose risk reporting obligations.

The Corporate Plan is the higher-level document where material risks should be identified and evaluated. The matters to be noted there include the risk likelihood, the potential consequences for planning and financial projections, and the strategies for the management of those risks. ARTC also produces Quarterly Progress Reports for its Board Sub-Committee on Inland Rail, backed up by Monthly Flash Reports and these include risk identification, risk likelihood and a consequence rating. Shareholder departments have also started working with ARTC on a Shared Risk Register which has detail concerning the risk likelihood, the consequence, the steps needed to mitigate the risk, and finally the area responsible for taking those steps.

My cursory review of the more recent of these reporting documents suggests that the most severe risks at present are related to the timing of approvals and subsequent construction delays. These clearly dominate the risk registers along with serious concern that their approved budget may not be enough to cover the cost of Inland Rail including the annual payments required for the PPP project in Queensland. This project covers the technically difficult construction down the range from Toowoomba and has a 30-year concession period with annual payments. In the internal project risk reporting there are also health and safety risks identified as high risk and a risk that additional scope may be needed to address stakeholder concerns.

Risk management by the Inland Rail project team is satisfactory in that the main risks appear to be identified. There are three areas where improvements should be considered. First, whether any severe or high-level risks are being omitted from the registers. Second, whether the mitigation strategies proposed are appropriate.

¹⁰ ARTC, *Constitution: Australian Rail Track Corporation Limited ABN 75 081 455 754*, unpublished, 2012.

INLAND RAIL REVIEW

The mitigation for delays in planning, biodiversity and environmental approvals is obviously taking care to submit exactly what the particular jurisdiction requires under their processes. Inland Rail cannot expect any special treatment in this regard. Having submitted properly, the process can still be lengthy and further risk mitigation is usually needed. For example, providing the jurisdiction with resources is common practice amongst approval seekers. Similarly, while there is a delay it must be accepted that certain work is best held over until approvals are in place. Trying to progress too quickly can cause costs and prolongation.

There are also matters within ARTC's control that might be managed more optimally. For example, completing continuous sections of the project, say from Melbourne to Parkes, requires possessions of brownfield sites that slows down construction progress significantly. Possessions incur a cost in lost business from the current operations and for that reason their duration is typically limited. However, a completed continuous section of the route also brings more revenue through more efficient freight haulage capacity and this benefit may outweigh possessions cost. Optimisation of possessions should be considered.

The final area for risk improvement relates to reporting. Despite the extensive reporting obligations faced by ARTC there did not appear to be a full understanding of the key severe risks and their mitigation strategies at the ARTC Board or by Shareholder Ministers or their departments. This matter can be remedied quickly.

Finding

ARTC's risk mitigation and reporting processes need to improve. There should be a focus on ensuring that ARTC's risk management and related mitigations for severe and high-level risks are escalated to the Board for full discussion. Key risks must also be flagged with Shareholder Ministers and their departments along with the mitigation strategies being pursued.

Recommendation 6

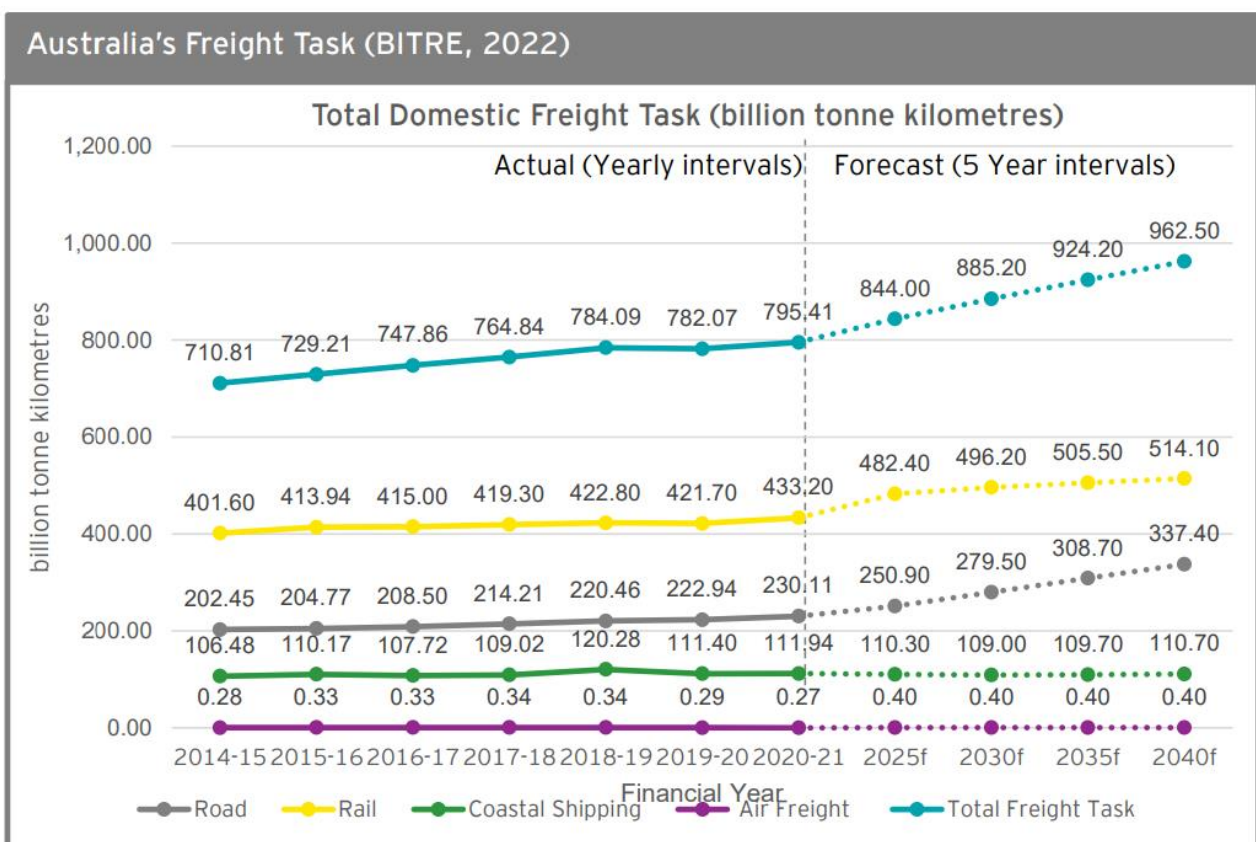
The Inland Rail project team should review its risk management systems and ensure there are appropriate triggers and metrics for the timely escalation of key risks and importantly their mitigation strategies to the Board, Shareholder Ministers and their departments. Reporting processes about risk management, including reporting processes documented in governance arrangements between Shareholder Ministers, their departments and ARTC, should also be reviewed.

4. Inland Rail Service Offering

4.1 Future freight demand and the service required

Australia’s freight task is projected to grow by more than 20 per cent between 2018 and 2040, which is an additional 130 billion tonne kilometres of goods to be transported annually. This is depicted in **Figure 4.1** below. The projected increase is driven by population growth — expected to reach 33.1 million by 2040 — and growth in consumer demand (non-bulk freight).¹¹ As the figure shows, in the period 2015-20, the total freight task grew by 53 billion tonne kilometres, or 7.3 per cent. The average annual growth rate was 1.5 per cent. This growth is expected to be met by a major increase in road freight and a lesser increase in rail freight. Coastal ship and air freight remain steady.

Figure 4.1: Australia’s Freight Task^{12 13}



¹¹ EY, *Inland Rail Freight Task*, unpublished, 2022.

¹² EY, *Inland Rail Freight Task*, unpublished, 2022.

¹³ Bureau of Infrastructure and Transport Research Economics (BITRE), [Australian aggregate freight forecasts – 2022 update](#), Commonwealth of Australia, 2022, accessed 11 January 2023.

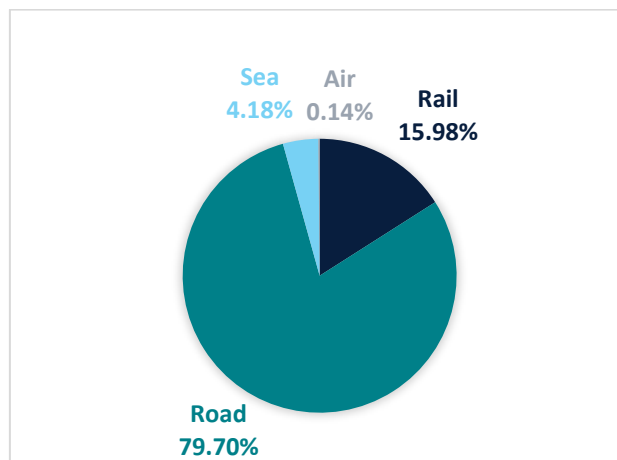
INLAND RAIL REVIEW

The major freight flows on land are along the east coast between Melbourne and Brisbane, and west to Perth from the eastern capital cities. North-south interstate flows are typically non-bulk freight, with demand influenced by population and economic growth. At present this north-south non-bulk freight is predominantly carried by road. Rail freight is not competitive on this route as it is slow and unreliable. Rail freight services at present follow a single slow east coast path passing through a congested Sydney rail network where passenger services have priority restricting freight operational time.

Freight volumes east-west, on the other hand, are mainly carried by rail which is competitive with road on that route. The east-west freight is typically intermediate and final consumption goods.

Most freight in Australia is bulk: mainly export iron ore and coal. Of the non-bulk freight (26 per cent of the total) only around 16 per cent is transported by rail. This is shown in **Figure 4.2** below.

Figure 4.2: Non-bulk Freight by Mode 2020-2021¹⁴



Interstate non-bulk rail freight is projected to grow by approximately 2.8 per cent a year between 2018 and 2040. Unless the share of that freight carried by rail is increased the congestion on roads will become severe and add to maintenance costs and road upgrade requirements. Further, BITRE estimates that Inland Rail will support the increase of north-south non-bulk rail freight by approximately 0.6 per cent a year.¹⁵

Freight operators told me in the Review that rail freight is becoming more competitive with road. There were four main reasons given for that assertion. First, freight operators are facing increasing pressure from customers and government to reduce emissions. Rail presents an opportunity to assist in their decarbonisation being four times more fuel efficient than road freight. On that basis Inland Rail is forecast to cut carbon emissions by 750,000 tonnes per year through and reduce truck movements by 200,000.¹⁶

Second, the impact of the COVID-19 pandemic on border closures and an unprecedented demand for consumer products and services, led to skills shortages for truck drivers and other skilled workers across the supply chain. In the longer term these pressures are increasing as the workforce ages and notably the transport, postal and warehousing industry has the second-oldest industry workforce in Australia.

¹⁴ EY, *Inland Rail Freight Task*, unpublished, 2022.

¹⁵ EY, *Inland Rail Freight Task*, unpublished, 2022.

¹⁶ EY, *Inland Rail Freight Task*, unpublished, 2022.

INLAND RAIL REVIEW

Third, rail freight can be cost competitive if its service offering is adequate. The service offering requirements for Inland Rail are designed to meet this competitive requirement and are explained below. Modelling by the CSIRO has identified that there is a possible \$213 million reduction in transport costs each year across 22 million tonnes of freight as a result of freight moving from road to Inland Rail. Cost savings per tonne for this freight shifted from road to rail could be an average of \$80.77.¹⁷

Finally, Inland Rail supports the resilience of supply chains and the freight network. It simply provides an additional rail line along the north-south corridor and thus improves the freight network's ability to operate through incidents and outages caused by unforeseen events like natural disasters.

A service offering for Inland Rail was developed by ARTC in 2014 in great detail after consultation with the freight and logistics industry.¹⁸ Without getting into specific detail of that offering, its aim is to provide a cost effective and efficient freight solution that is competitive with road and can meet forecast rail freight needs over the next 50 years. At present, the transit time for freight between Melbourne and Brisbane is approximately 32 hours via the existing east coast rail line and between 18-30 hours by road if multiple drivers are used.

Freight companies all agreed in this Review that the service offering must have the following attributes:

- reliable service;
- less than 24-hour transit time between Melbourne and Brisbane; and
- an ability to transport double-stacked container freight to the intermodal terminals.

Business also noted that the positive environmental (reduced carbon emission of goods per kilometre/tonne) and safety benefits of rail over road transport are important considerations for companies when selecting a transport mode for their freight.

To meet these requirements ARTC has determined a route alignment that can provide a transit time of about 24-hours, and planned a track standard that enables double-stacking and reliable service. The length of trains at 1,800 metres is sufficient for the forecast freight task until at least 2040 and passing loops have been built to accommodate that size.

Finding

To move freight from road to rail the service offered must be competitive. The service offering proposed by Inland Rail is designed to meet these competitive criteria.

Recommendation 7

The service offering proposed by ARTC, and supported by business, that offers a reliable 24-hour transit service on double-stacked trains of 1,800 metres length should be accepted.

¹⁷ Higgins AJ, McFallan S, Bruce C, Bondarenco A, McKeown A, *Inland Rail Supply Chain Mapping Pilot Project*, CSIRO, Australia, 2019.

¹⁸ ARTC, [Inland Rail service offering](#), ARTC, 2019, accessed 11 January 2023.

4.2 Melbourne terminals

About 80 per cent of Melbourne freight is currently handled at Dynon, to the south of the CBD. Dynon is split into two intermodal facilities operated by incumbent freight operators – Qube at North Dynon and Pacific National at South Dynon.

Dynon has two issues. First, as the ACCC has stated on a number of occasions, incumbent freight terminal operators are not motivated to encourage new entrants. Indeed past evidence suggests that incumbents use their terminal operations to strengthen their market position at the expense of their existing and potential competitors. Second, Dynon faces a number of short to medium term constraints – it is approaching full capacity and, in any case, cannot handle 1,800 metre double-stacked trains. For these reasons, and because of significant conflicts with the passenger network, there are plans to close Dynon in 2031 on the expiry of its lease. Remediation works must be undertaken by the lessees before the lease expires, thus necessitating withdrawals from Dynon from 2028-29.

Two suitable replacement sites for Dynon have been identified. The Western Interstate Freight Terminal (WIFT) or Truganina in Melbourne’s north west, and Beveridge in Melbourne’s north. Both sites are in Victoria’s long-term freight strategy to meet the growing freight task and rail volumes.¹⁹ The map at **Figure 4.3** below shows the positions of WIFT in the north-west and Beveridge in the north and it is obviously desirable to have both intermodal terminals considered in the context of the Inland Rail project.

The WIFT can be developed on 990 hectares of agricultural land about 20 kilometres west of the Melbourne CBD. It is located next to an established logistics catchment area within the western State Significant Industrial Precinct and near vacant land earmarked for future warehouse development. The Department has advised that WIFT can be connected to ARTC’s Western Line through development of the southern section of the Outer Metropolitan Rail at an estimated cost of \$1.8 billion.²⁰ The timing of this future WIFT-related development and associated land acquisition is beyond 2031 and later than the Dynon closure.

There are two complementary ways to deal with the problem. The first is to develop the smaller intermodal site at Beveridge about 40 kilometres from Melbourne. The site is 1,100 hectares and is directly adjacent to Inland Rail in the north and does not require significant rail connections. Some small-scale road upgrades are needed to facilitate truck movements and these can be done expeditiously. The Beveridge site is greenfield and able to accommodate co-location of warehouses and freight customers with further development including an Import-Export Terminal in the future. Beveridge completion is possible by 2027 with basic operations possible before then to be more aligned with that completing the Inland Rail section to Parkes and increasing freight requirements.

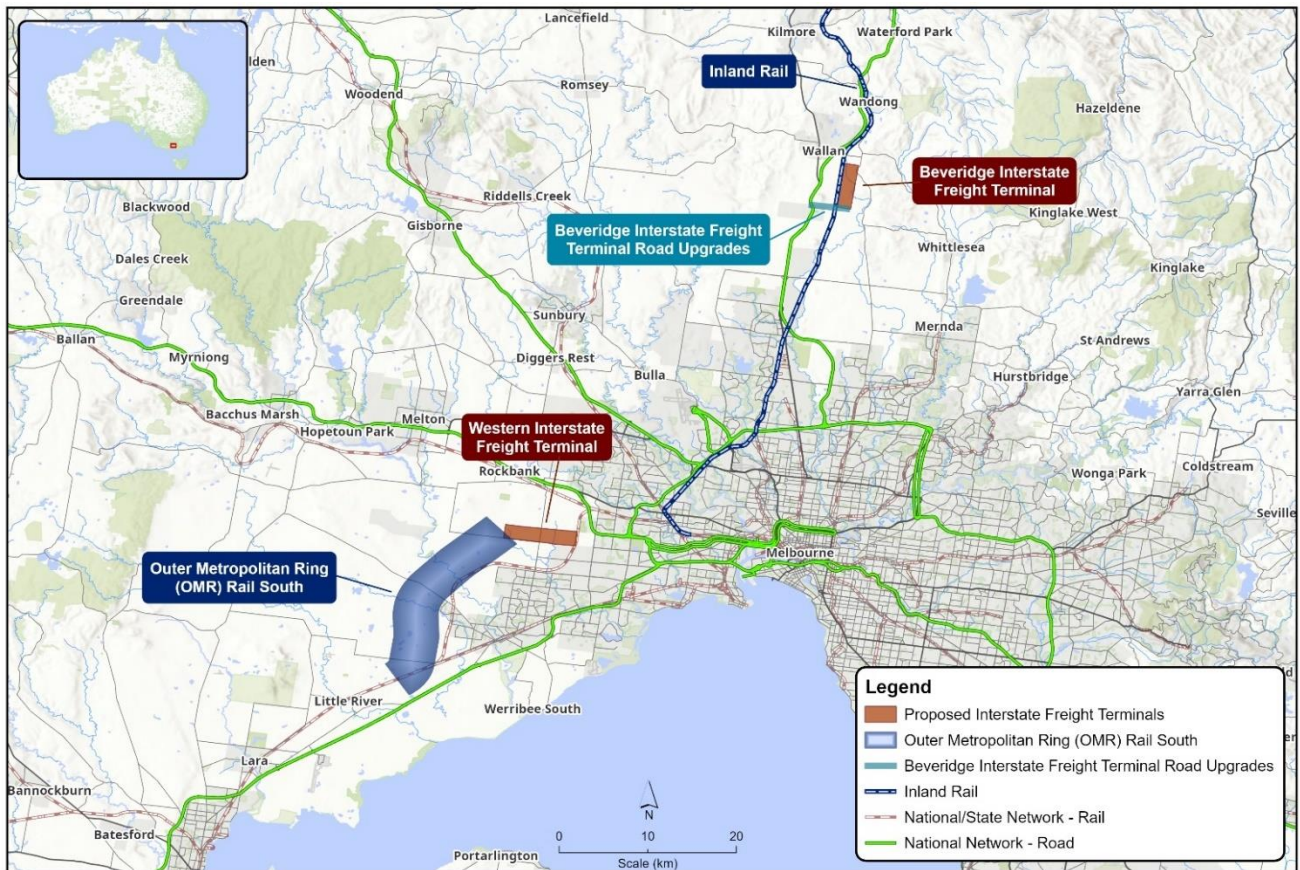
Industry participants commented in their meetings with me that Beveridge permits double-stacking and efficient container traffic between Melbourne and Parkes and then through to Perth on the East-West interstate line. The travel duration on this route is longer than ARTC’s existing western line from Melbourne but the economies of scale from double-stacking and longer trains add efficiencies and cost savings. Beveridge can also connect through to the Port of Melbourne with single-stacking smaller or shuttle trains, which is a sufficient requirement for connection to the port.

¹⁹ Transport for Victoria, [Delivering the Goods: Victorian Freight Plan](#), Transport for Victoria, 2018, accessed 11 January 2023.

²⁰ SMEC, *Outer Metropolitan Ring (OMR) Review*, SMEC, unpublished, 2021.

INLAND RAIL REVIEW

Figure 4.3: Melbourne Intermodal Terminals



In the immediate future the development of both Beveridge and WIFT should proceed. Beveridge can provide services in the north and east until capacity is reached, predominantly servicing Inland Rail. WIFT can develop gradually, serving the north-west and over time will become the larger intermodal terminal. Analysis by EY suggests that both terminals are commercially viable and both have potential upside from warehousing provision.²¹

The early development of Beveridge and the complementary development of WIFT, and initially the Outer Metropolitan Rail South corridor, was supported by Victorian government officials. All freight operators, the Port of Melbourne and the Australian Logistics Council also support this approach. While some stakeholders have indicated that a connection to WIFT via Outer Metropolitan Ring North should be considered, this is likely to be cost prohibitive and not needed for Inland Rail in the near or medium term.

It is important in my view that these new terminals be run as open access terminals to allow both new entrants and incumbents to operate in a fair manner. This means that no terminal should be managed by a rail freight operator though they may be permitted to lease parts of the terminal from an independent terminal operator/landlord for their particular needs. Independent warehousing should also be on offer as well as leases available to major users such as Woolworths and Coles.

²¹ EY, *Terminals Scoping Study*, EY, unpublished, 2021.

INLAND RAIL REVIEW

National Intermodal Corporation is a Commonwealth-owned GBE set up to provide open access and warehousing in this situation. They have an option to purchase the land at Beveridge, which must be exercised by 28 February 2023. Doing so is subject to further Government decisions but would de-risk delivery timing of the precinct.

Finding

With the closure of the Dynon terminal and the completion of Inland Rail, the need to plan and deliver intermodal terminal operations in Melbourne is becoming urgent. There are two complementary sites that would meet immediate and near future needs and these should be progressed. Open access is desirable in line with ACCC concerns about competition in the freight industry.

Recommendation 8

Two new intermodal terminals should be developed concurrently in Melbourne. Beveridge should be available as soon as practical and the second, WIFT at Truganina, should in due course expand and become the larger operation. Both terminals should be operated by independent operators providing open access to all rail freight operators. Given that National Intermodal Corporation has an option to purchase land at Beveridge and is a Commonwealth-owned GBE that can offer open access and independence from freight operators, preference should be given to it to develop Beveridge on those conditions.

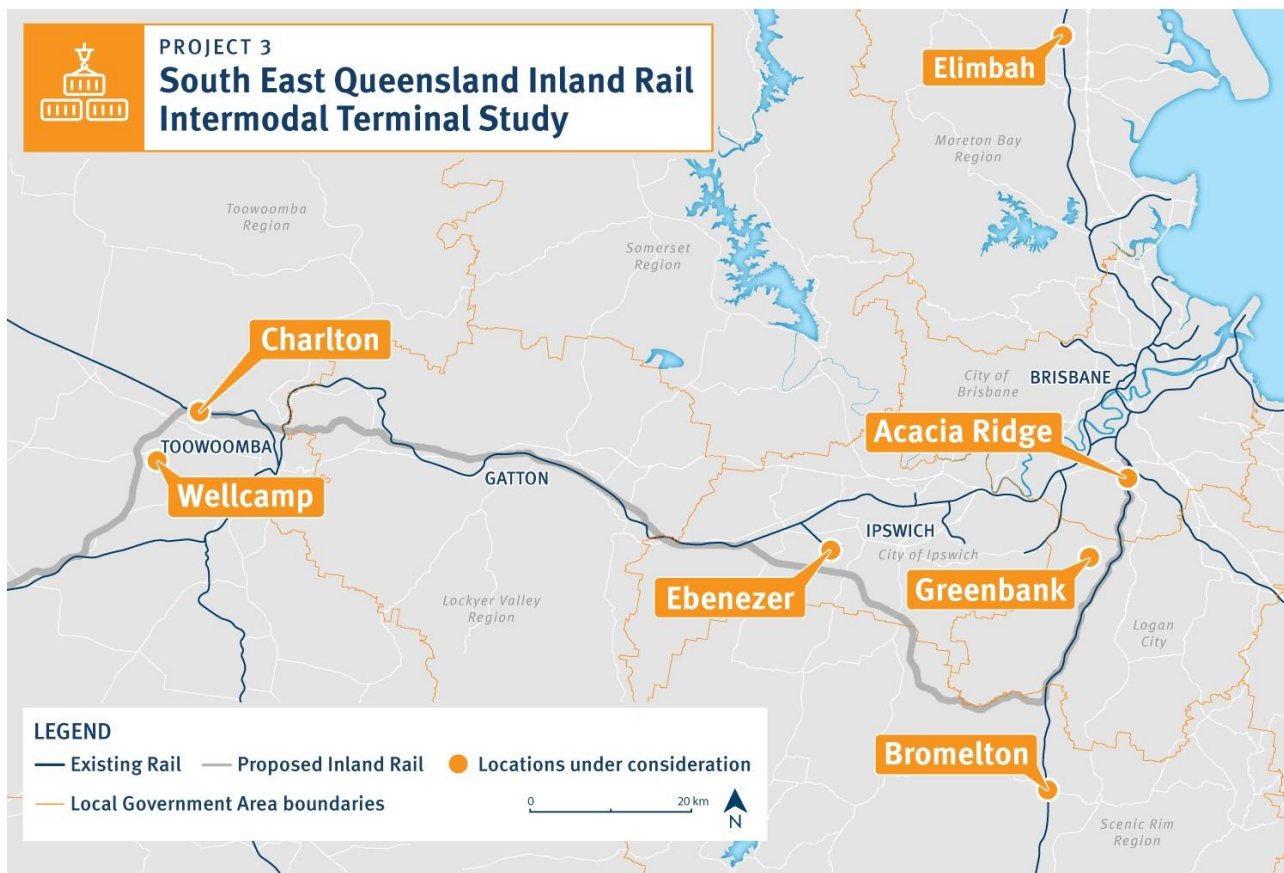
4.3 Brisbane terminals

At present Brisbane and South East Queensland are serviced by two terminals capable of providing interstate intermodal services — Bromelton and Acacia Ridge. Acacia Ridge is expected to reach capacity in 2025-27 and cannot accommodate the longer 1,800 metre double-stacked trains that are expected to use the Inland Rail network.

The Commonwealth and Queensland Governments have been considering the business case for intermodal terminals in South East Queensland along with warehousing and logistics requirements. This work, partly funded by a \$10 million contribution from the Commonwealth Government, will be completed in mid-2023. Without seeking to pre-empt the outcome of that business case and noting that it may be subject to change, I observe at this time that Ebenezer is the preferred location for the intermodal terminal from the number of other sites that have been considered. I also note that some members of the local community do not favour an intermodal terminal development at Ebenezer at this time and the Commonwealth and Queensland Government need to provide more information about the benefits and costs of such a development. The possible locations for an intermodal terminal are shown in [Figure 4.4](#).

INLAND RAIL REVIEW

Figure 4.4: Possible Locations for South East Queensland Inland Rail Intermodal Terminals²²



In this study, Ebenezer is the best option when assessed against the ability to meet the Inland Rail service requirements, maximising rail freight competitiveness, proximity to end-user freight demand, and alignment and compatibility with surrounding land uses. Industry through the Review broadly supported Ebenezer, highlighting concerns with congestion at Acacia Ridge and noting the favourable road connections at Ebenezer to support the distribution of freight across Brisbane and to the Port of Brisbane. It is expected that the analysis and considerations by Government will finish in mid-2023.²³

The proposed Ebenezer development needs to be appropriately staged and delivered to align with Inland Rail completion. The entry and exit points to the Ebenezer terminal for both road and rail must be constructed for maximum efficiency in terminal operations and further attention must be paid to the concerns of the local community who have informed me through several channels that they do not desire this terminal in their locality. Concern has also been expressed about a koala site nearby and this matter must be addressed.

Some rail operators seek to run a single-stacked service from Ebenezer to the existing terminals at Bromelton and Acacia Ridge and while Ebenezer is preferred, stopping Inland Rail at Ebenezer does not connect Inland Rail more broadly to the existing national network (unlike in Melbourne which still has the options of a single-

²² Queensland Department of Transport and Main Roads (TMR), *Strategic Assessment of Service Requirements – SEQ Inland Rail Intermodal Terminal*, TMR, unpublished, 2021.

²³ Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA), [South East Queensland Inland Rail Intermodal Terminal Business Case](#), DITRDCA website, 2022, accessed 11 January 2023.

INLAND RAIL REVIEW

stack operation to the port and other lines). Constructing a connection between Ebenezer and Kagaru delivers a more connected, resilient national network and provides an alternative route between Sydney and Brisbane in the event that the existing coastal route is unavailable as has been the case several times in 2022 because of flooding. This extension would also provide a route for Inland Rail through to the port in Brisbane.

The cost of extending beyond Ebenezer to Kagaru is currently estimated to be around \$1.3 billion (on the basis of a double-stacked service) and an added \$260 million from Kagaru to Bromelton and Acacia Ridge. Analysis suggests that rail volumes may decrease by 7.5 per cent in South East Queensland if this does not occur and this load would likely move to road with significant congestion implications. On the other hand, if double-stacking stopped at Ebenezer but a single-stack service was offered through to Kagaru there would be no decline in rail freight demand.²⁴ It thus seems clear that double-stacking should cease at Ebenezer with a single-stack service offered through to Kagaru. This necessitates a change to the Public Private Partnership scope where double-stacking is no longer required beyond Ebenezer to Kagaru. This should save significant cost and still deliver new network connectivity and resilience by providing a direct link between the existing Sydney to Brisbane north coast line and Inland Rail. This is discussed further in Section 6.1.

Finding

Within the city environs of Brisbane and its port there is no feasible way to operate 1,800 metre double-stacked freight trains. Smaller single-stacked train operations (as at present) are possible but there needs to be a terminal outside the city where large double-stacked trains can manage their load and have the option to single-stack beyond that point or switch to smaller vehicle road haulage for the end of trip. Considerable analysis has been done by Governments on the options to meet this requirement and the preference is to develop an intermodal and warehousing terminal at Ebenezer. A single-stack route for smaller trains to Bromelton terminal should continue and single-stacking through to Kagaru should be developed.

Recommendation 9

An intermodal terminal should be developed at Ebenezer so that its completion aligns with that of Inland Rail. The final site, lay-out and commercial model should be settled expeditiously between the Commonwealth and Queensland Governments. The terminal should be run independently by a terminal owner/operator with an open access regime. Governments should consider who that terminal operator will be but I note that such an operator already exists in the form of Commonwealth-owned National Intermodal Corporation.

4.4 Linkages to other freight operations

Parkes in NSW is at the main intersection between the Inland Rail Melbourne to Brisbane corridor, and the East-West interstate line to Adelaide and Perth. The Parkes Special Activation Precinct has taken advantage of this opportunity and focused development around Inland Rail and the Parkes Shire Council's National Logistics

²⁴ Queensland Department of Transport and Main Roads, *South East Queensland Freight Study – Updated Freight Modelling to Support Inland Rail Review*, TMR, unpublished, 2022.

INLAND RAIL REVIEW

Hub, where Pacific National and SCT Logistics' terminals are already based. About 500 hectares of land has been set aside for terminal development. While some has been allocated to existing rail operators, a portion has been kept aside to establish an open access terminal operation.

Recommendation 10

The Commonwealth and NSW Governments should investigate opportunities for intermodal facilities at Parkes, possibly to be developed by the National Intermodal Corporation.

The development of a small terminal at Wagga Wagga is already underway with its first train arrival occurring recently. This development is linked to the Bowman business park and growth opportunities in the region are being actively sought. Other opportunities are being investigated at Narrabri and Narromine where regional businesses are exploring potential links through to NSW ports. While these opportunities may begin as small specialised freight links for particular products (like cotton) they can stimulate regional development and increase revenue for ARTC.

During the Review it became clear that terminals near Toowoomba are being planned for development. The Wagner group and Pacific National are proceeding with one such development and their terminal will link to domestic trade, as well as air freight for fresh produce to Asia.

As part of the work considering terminal options at Brisbane, consideration was briefly given to basing a large intermodal terminal at Toowoomba. This option was not pursued due to its significant distance from Brisbane, the low level of interest from industry generating concerns about the level of competition, and concerns about the additional road freight traffic this option would generate on the Warrego Highway.

More generally I note that Inland Rail, and the ARTC network, operate alongside other intra-state freight and passenger networks. There are about 13 separate Rail Infrastructure Managers and interoperability between them has been a problem since federation. There are multiple rail gauges, different signalling systems, rolling stock, and safe working arrangements. The differing arrangements often require costly and inefficient 'work arounds'.

Perhaps the largest issue arising is an inconsistency of safe working rules and standards across different networks. This in turn causes problems for trains operating across different networks (including passenger trains) and planning to accommodate this reality is *ad hoc* rather than coordinated. This is particularly evident in differing signalling systems, communications, and train control systems. While not part of my Terms of Reference I note that ARTC is currently working on a new signalling system for its network, including Inland Rail in due course. Both industry and governments have raised concerns about the interoperability of this system with existing state signalling systems.²⁵ Given the importance of this matter for safety, this concern should be investigated further and ARTC must address the concerns raised.

²⁵ Ernst and Young Australia, *National Rail Interoperability Framework: Issues Paper*, EY, unpublished, 2022.

Finding

Interoperability of different rail networks has been an ongoing problem for Australia since federation. Differences in signalling, communications, and train control systems are a particular concern because of their potential impact on safety.

Recommendation 11

ARTC should ensure that the new signalling system being acquired is interoperable with state systems, and if not what the options are to make it so, including possible replacement. Detailed discussions with other relevant Rail Infrastructure Managers must occur to address the issue.

4.5 Toowoomba to Gladstone Inland Rail extension

A business case is being developed for the extension of Inland Rail from Toowoomba to Gladstone. This study covers the route set out in [Figure 4.5](#) below and is expected to be completed in late-2023. It is not intended for this route to replace any of the existing Inland Rail route but rather to complement the service offered. The business case is being developed by the Queensland Government with oversight from the Commonwealth Government, which contributed \$10 million for this work in September 2021.

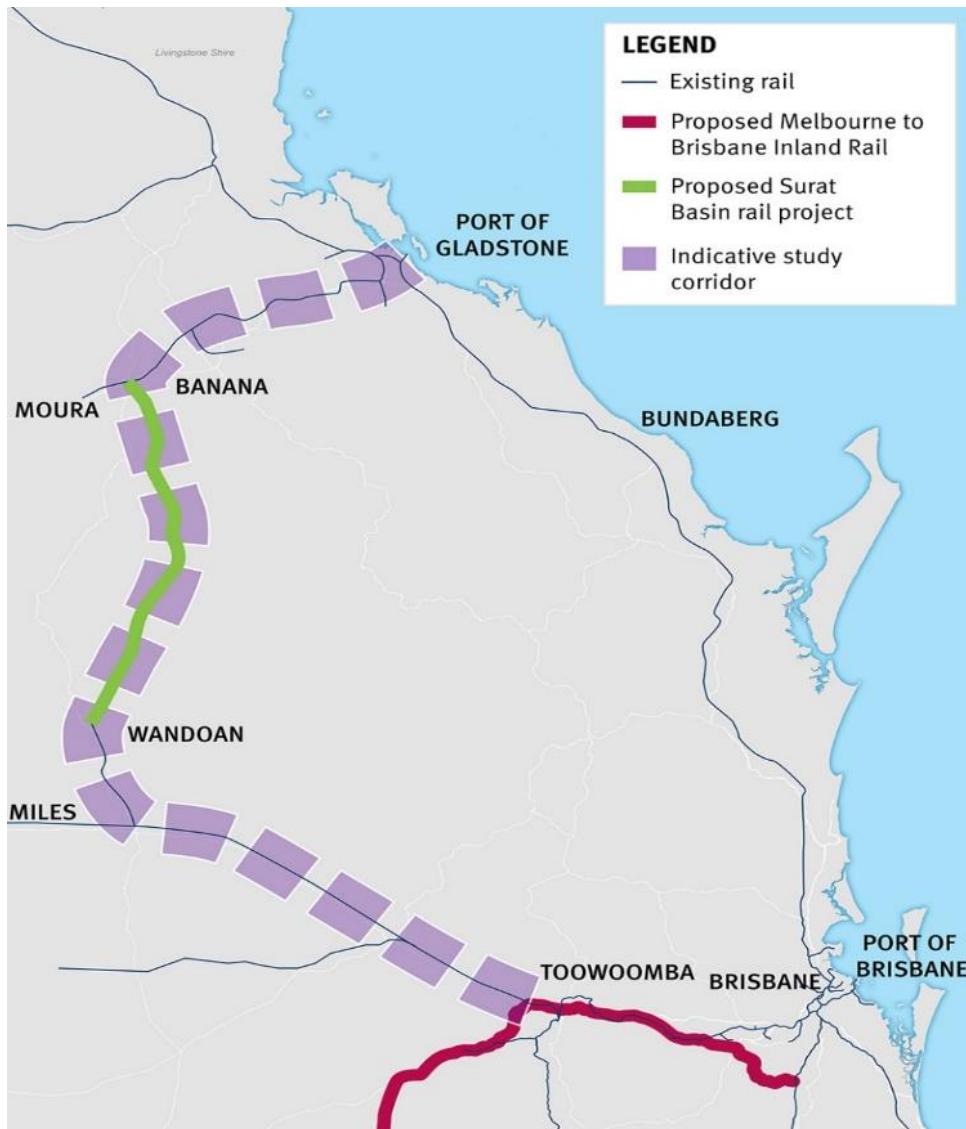
The need, viability and timing of the extension is being examined, as well as how an additional rail connection to the Port of Gladstone could benefit businesses and communities in regional Queensland. The business case is also exploring commercial development and private sector funding opportunities.

The Toowoomba to Gladstone extension could provide a better-connected, more resilient and accessible rail freight network for some commodities. Increased export opportunities for the resource sector and agriculture producers may be potential benefits. However, infrastructure at the Port of Gladstone is limited and any investment in the extension must consider the further investment required at the port.

Over time, and once other ports such as Melbourne, Sydney and Brisbane become capacity constrained, Gladstone could become a fourth major port for import/export freight on the east coast. Such port constraints are not expected until beyond 2050 and my Review noted only limited support for the extension in the short to medium-term. It should not be seen as an alternative to Inland Rail linking to Brisbane as it does not cater for one of the main needs for Inland Rail, which is to service the growing population of South East Queensland.

INLAND RAIL REVIEW

Figure 4.5: The Toowoomba to Gladstone Extension²⁶



²⁶ Transport and Main Roads (TMR), [Toowoomba to Gladstone Inland Rail Extension Business Case](#), TMR website, n.d., accessed 11 January 2023.

5. Process to select the route

5.1 Initial assessments

The Inland Rail route was selected after numerous studies between 2006 and 2020. First, in 2006 a North-South Rail corridor was assessed for a railway between Melbourne and Brisbane. Then, in 2010, an Inland Rail Alignment Study²⁷ was conducted to determine a preferred route; this considered the viability of including several regional cities such as Albury, Parkes, Moree and Toowoomba. Next, in 2013, the Inland Rail Implementation Group was established to prepare the way for the delivery of the project. A freight service offering was formalised in consultation with a Stakeholder Reference Group. This led to the formalisation of the four service offerings: 24-hour transit time, 98 per cent reliability, availability, and cost competitiveness. In 2015 the Inland Rail Implementation Group report was published.²⁸ This report adopted the 2010 Alignment Study recommendations with some alignment variations for further consideration.

These studies iteratively refined the route to ensure that it would provide a cost competitive inter-capital freight service. This planned feature of Inland Rail is important. At present on the east coast the majority of freight, with the exception of coal, is carried on road in ever larger and heavier vehicles. As the freight task increases so does the importance of a competitive rail alternative. The freight industry stressed in their comments to this Review that rail is attractive when it is reliable and cost competitive, and it already has the advantage of significantly lower emissions per tonne carried. The selected route is thus intended to be reliable, cost competitive and more emissions reducing in its freight task than road. The selected route also provides increased connectivity across the existing national rail network adding new freight capacity and service pathways between regional and metropolitan centres and ports as far west as Perth.

The technical assessment of the route appears to have been conducted in line with industry practice. A Multi-Criteria Analysis considered the service offering, engineering and technical factors, social and community impacts, properties directly impacted, environmental and sustainability impacts, and the geotechnical, engineering and technical construction issues that arise in building a cross national rail line.

Once that analysis suggested a viable route, further assessment occurred to ensure the community and industry benefits were compelling and valuable. This then led to studies of more local regions to further refine the route. If these investigations found improvements to be viable these were included in the final rail corridor.

The route is considered in 13 sections, running south to north, between Melbourne and Brisbane. These sections allowed further consultation, detailed planning, and in due course construction. The 13 sections are listed in **Table 5.1** below, running north from Melbourne.

²⁷ ARTC, Parsons Brinckerhoff, PricewaterhouseCoopers, Halcrow, Aurecon, ACIL Tasman, [Melbourne-Brisbane Inland Rail Alignment Study: Final Report](#), ARTC, Report July 2010.

²⁸ ARTC, *Inland Rail Programme Business Case*, ARTC, 2015.

INLAND RAIL REVIEW

Table 5.1: Inland Rail sections

Inland Rail sections	
Victoria	
1.	Tottenham to Albury
New South Wales	
2.	Albury to Illabo
3.	Illabo to Stockinbingal
4.	Stockinbingal to Parkes
5.	Parkes to Narromine
6.	Narromine to Narrabri
7.	Narrabri to North Star
8.	North Star to Border
Queensland	
9.	Border to Gowrie
10.	Gowrie to Helidon
11.	Helidon to Calvert
12.	Calvert to Kagaru
13.	Kagaru to Acacia Ridge and Bromelton

In Victoria, there is only one defined section from Tottenham to Albury. This passes through 13 Local Government Areas, covers 305 kilometres and intended construction is all brownfields work on existing and operational track. The recommendation in Section 4.2 to develop terminals in Melbourne at both Beveridge and Truganina (WIFT) means that part of this initial section between Tottenham and Beveridge no longer needs to be upgraded for double-stacking.

In NSW, there are seven sections between Albury and the Queensland border and 18 Local Government Areas are affected. These seven sections cover 1,029 kilometres of which 665 kilometres is brownfields work and 364 kilometres is greenfields work. The majority of the greenfields work in NSW (306 kilometres) is between Narromine and Narrabri and the Review received considerable comment on this section from the community. Concerns related to the route, the consultation process, land access, and impacts on agricultural land. The negative impact on agricultural land tied in with some parties preferring to see ongoing upgrades of the existing brownfield track as opposed to a new greenfield track being constructed on agricultural land. The new proposed track saves over five hours on the journey between Melbourne and Brisbane and this led residents to query the need for that 24-hour transit time. As noted earlier this time attribute is important for rail freight to be competitive with road.

INLAND RAIL REVIEW

Some residents wished to change the route to pass through Coonamble, and others wished to change the route so that it would completely avoid the Pilliga forest. The consultation undertaken by ARTC left residents feeling that the process was disingenuous. Concern was also expressed about trespassing on land by ARTC employees, and a need for greater clarity around drone use on property and the conditions of existing access arrangements. There was general displeasure with the perceived impact on the agricultural industry in the area and the disruption to their high productivity farmland. An increased flood risk that may be caused by the rail construction was noted. Several farmers requested additional fencing be provided by ARTC to add additional protections against passing trains and locomotives. Finally, residents expressed concern over the cost escalation of the project in its entirety and demonstrated a lack of trust in ARTC's management of the project.

The other section in NSW that gave rise to significant community comment to the Review was the Albury to Illabo brownfield section which passes through Wagga Wagga. There were six specific community submissions: several residents were displeased with the route bisecting the town, the potential for noise walls to effectively 'split' the town in half, and suggested a bypass around Wagga Wagga. Others also requested new or upgrades to infrastructure where the rail passes through. Concerns around noise, traffic issues and the actual versus perceived benefit to the town with increasing numbers of trains running through it was understandably raised. Concern about flooding in the town, as well as impacts to flora and fauna were also noted. Comment was made about how land is acquired and the discomfort experienced in the compulsory land acquisition process as utilised by ARTC and the State Government.

In Queensland there are five sections covering 384 kilometres of which 118 kilometres is greenfield construction and 266 kilometres is brownfield work. The Queensland sections are causing the most issues at present for a number of reasons. The Intergovernmental Agreement between the Commonwealth Government and the Queensland Government about the development of Inland Rail was executed later than other state agreements.

This delay has been exacerbated by initially poor-quality Environmental Impact Statements prepared by ARTC that have not been capable of acceptance. Once these documents are accepted the next step requires gazettal of the route by the Queensland Department of Transport and Main Roads and only then can land acquisition, where necessary, occur. The poor Environmental Impact Statements at the beginning, contributed to an initial lack of confidence in the project. I am convinced that many of these problems are now overcome and I received more positive feedback from Queensland Government officials. Any steps that the Queensland Government, ARTC and the Commonwealth Government can take to progress these matters should be pursued noting that delays on infrastructure projects can be exceedingly costly and that at present the majority of Inland Rail is expected to be completed in other States about four years before Queensland completion.

There were 16 submissions received in relation to the Border to Gowrie section. Concerns expressed were similar to those expressed by many NSW communities, including concern about environmental impacts particularly on koala habitat, the erosion of farmland and the impact on productive agricultural land. The ARTC engagement process and consultation was also rated unsatisfactorily and there was added comment about the poor quality of the Environmental Impact Statements and its subsequent lack of acceptance. Some residents and the Lockyer Valley Regional Council (which represents Gatton) had similar concerns to those in Wagga Wagga about the existing train route that bisects the town having added noise and disruptions; and the potential for noise walls to exacerbate the impacts of the bisection.

Scepticism concerning the need for a 24-hour transit time from Brisbane to Melbourne was raised and some felt that ending the route at Gowrie (near Toowoomba) was adequate. There was some support for the extension of the route from Gowrie to Gladstone.

INLAND RAIL REVIEW

The route covering the three sections between Gowrie, Helidon, Calvert and Kagaru involves the descent from the Toowoomba range. Because of the engineering challenges with these sections a Public Private Partnership method of delivery was chosen. The designed solution is costly and this expense raised concerns. The cost issue is discussed in more depth in Section 6.3.

There were 27 submissions about the Kagaru to Bromelton and Acacia Ridge section of Inland Rail. This part of the route is largely urban and the unfavourable comments concerned environmental and social amenity impacts, particularly from noise and dust pollution. There was some preference expressed for the Gladstone-Gowrie connection and a recommendation that a terminal at Dalby be chosen to replace the Ebenezer proposal. Displeasure with the poor consultation was repeated along with concern about the cost of the PPP proposal. It was obvious from analysing the submissions, that communities were not fully across what Inland Rail was intending to provide for Queensland in particular, and by when, with many submissions using data and information that was inaccurate. Many people felt that the proposed benefits did not outweigh the negative impacts. More needs to be done by ARTC to better communicate the project and to work with those communities affected. This comment reflects similar sentiments to the Senate Inquiry into Inland Rail and ARTC should revisit the recommendations in that document.

5.2 Route modifications

In view of the extensive studies and consideration made to choose the initial route for Inland Rail there is no reason for route change in any major way. Where modifications appear to be needed are:

- In towns, like Wagga Wagga and Gatton, where the route bisects the town no immediate change should be made until there is a clear indication that train traffic is increasing. Modifications to lessen any increased disruption caused by more train traffic should be given very serious consideration and adopted. These changes may include treatment for noise, additional bridge crossings in the town and grade separation. Furthermore, once Inland Rail has been operational for some years (say 10-15 years) there should be a review of its current and expected impacts on the town. If these are significant or are expected to become significant then an alternative route avoiding the town should be planned and corridor easements preserved.
- In both Melbourne and Brisbane, the Inland Rail route should stop at terminals at Beveridge/WIFT and Ebenezer respectively. Routes for single-stacked smaller trains should be enabled beyond those points for connectivity to ports and other rail networks.
- Outside the capital cities attention should be paid to regional development opportunities so that access to the Inland Rail route is possible. Planned access, for example as is developing at Wagga Wagga, should be considered in appropriate places but not so numerous that operational efficiency is impacted.
- Intermodal terminals in the capital cities and at Parkes and Gowrie as discussed should be developed with the aim to be completed in line with Inland rail completion.

Finding

The route alignment chosen reflects the need to meet the service required to compete with road freight and hence move freight from road to rail. This chosen route raises concerns in country towns that it bisects and once rail traffic increases are substantial, or likely to be so, consideration should be given to bypass these towns. In areas where greenfield work is on agricultural land or through areas of biodiversity the consultation process must address these matters. In Queensland, issues around approval processes appear to be improving but this must continue to halt further delays in that State.

Recommendation 12

Where the Inland Rail route bisects regional towns the disruption that additional train traffic causes should be addressed by appropriate modifications to limit noise and enable adequate cross town access if that has not already been done. As Inland Rail train traffic increases significantly, the possibility to bypass the town should be investigated and easements protected for a new by-pass corridor.

6. Project scope, schedule and cost

6.1 Scope

One of the main tasks of my Review was to advise the Shareholder Ministers about the likely time it would take to complete Inland Rail and its expected total cost. To enable this to be done with any confidence it is important that the scope of the work is as certain as possible, and where there are doubts about the scope these need to be fully understood and accounted for before a reasonable estimate of time and cost can be made.

At a high level the scope of this project is simply the route alignment and the specifications required for the service offering by Inland Rail to enable it to compete with road. The route alignment is settled (as set out in Section 5) but the intermodal terminals recommended earlier in Melbourne and Brisbane do cause changes to this high-level scope. In Victoria the one single section from Tottenham to Albury is now recommended to be constructed from Beveridge to Albury, with Beveridge operational in time for the completion of the Albury through to Parkes sections. The route through to WIFT (Truganina) should be developed to complement Beveridge with completion of WIFT not required for several years after Beveridge completion.

In Queensland, the recommendation is for the proposed development of an intermodal terminal at Ebenezer to proceed where the requirement for the double-stacking of trains is recommended to cease. Beyond Ebenezer a route through to Kagaru for single-stacked trains should be developed allowing smaller single-stacked trains to join the east coast rail network route and thus provide greater resilience to freight networks. The extension for single-stacking to Kagaru also opens the existing route to the small terminal at Bromelton and allows access through to Acacia Ridge on the existing network. As noted earlier in Section 4.3 it is not feasible or necessary to double-stack and use large trains beyond Ebenezer. The existing network, with the small addition from Ebenezer to Kagaru, allows smaller single-stack trains.

More detailed scope is required for the construction of each of the sections on the route and at this level of detail the scope is still not clear. While several sections are quite advanced, this is not true for most sections. In Queensland, for example, ARTC is largely still responding to submissions made on the relevant Environmental Impact Statements and planning approvals cannot be given, and any necessary land acquired, until this process is completed.

There is little doubt that the major task of delivering this project was greatly underestimated by ARTC and by the former Government as Shareholder. Rebuilding and upgrading about 1,087 kilometres of rail track where existing freight and passenger trains are operating is a major challenge; and a greenfield build of 628 kilometres of new track brings immediate change and disruption to prime farmland and regional and rural communities with resultant environmental impacts. Consultation that is both well informed and empathetic was and continues to be essential.

A summary of the progress in each of the sections in the project is summarised in the **Table 6.1** below using data up to September 2022. It shows that approvals have been given on most of the single Victorian section; in NSW the section from Stockinbingal to Parkes and Parkes to Narromine has been approved, and part of the Narromine to Narrabri section. All other sections in NSW are at different stages of their Environmental Impact Statement assessments and have not yet reached final approval; and in Queensland no sections have completed their Environmental Impact Statements and hence no approvals have been given. Construction is complete on the Parkes to Narromine section in NSW and has commenced on part of the Narrabri to North Star section.

INLAND RAIL REVIEW

Table 6.1: Simplified Project Status *

Inland Rail Project Status Overview (as at December 2022)					
Inland Rail Section	Design	Environmental Approval	Procurement	Construction	Operational
Queensland					
Kagaru to Acacia Ridge and Bromelton (Brownfield 49km)	Reference Design (On hold)	Process to be confirmed	On hold	Not commenced	
Gowrie to Kagaru (Greenfield 128km)	Reference/ PPP bid design	Respond to submissions/ Request for Information	Preferred PPP proponent announced	Not commenced	
Border to Gowrie (Brownfield 69km) (Greenfield 138km) (Total 207km)	Reference Design	Respond to submissions/ Request for Information	Collaborative Framework Agreement announced	Not commenced	
NSW					
North Star to Border (Brownfield 25km) (Greenfield 14km) (Total 39km)	Reference/ Detailed Design	Final assessment	Collaborative Framework Agreement announced	Not commenced	
Narrabri to North Star Phase 1 (Brownfield 171km)	Complete	Complete	Completed	Commenced – completion early 2023	Partially operational
Narrabri to North Star Phase 2 (Brownfield 13km) (Greenfield 2km) (Total 15km)	Reference Design	Respond to submissions/ Request for Information	Collaborative Framework Agreement announced	Not commenced	
Narromine to Narrabri (Greenfield 306km)	Reference/ Detailed Design	Final assessment	Collaborative Framework Agreement announced	Not commenced	
Parkes to Narromine (Brownfield 99km) (Greenfield 5km) (Total 104km)	Complete	Complete	Complete	Complete	Operational
Stockinbingal to Parkes (Brownfield 170km)	Reference/ Detailed Design	Complete	Tender assessment	Not commenced	
Illabo to Stockinbingal (Brownfield 2km) (Greenfield 37km) (Total 39km)	Reference Design	Respond to submissions/ Request for Information	Tender development	Not commenced	
Albury to Illabo (Brownfield 185km)	Reference Design	Respond to submissions/ Request for Information	Tender assessment	Not commenced	
Victoria					
Tottenham to Albury (Brownfield 305km) - Beveridge to Albury (Tranches 1 and 2)	Detailed Design Reference Design	Complete	Tranche 1 - Complete Tranche 2 - Tender	Tranche 1 – Commencing early 2023	
-Tottenham to Beveridge	On hold	On hold	On hold	Not commenced	

* This figure has been prepared based on data provided to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts by ARTC. The Gowrie to Kagaru section of this diagram encompasses the Gowrie to Helidon, Helidon to Calvert and Calvert to Kagaru sections of the Inland Rail project.

Where detailed design of the route has not been finalised or gained environmental approvals, contracts for tender cannot be finalised and tender outcomes including prices cannot be assessed. Construction has not commenced. It is not until a section is designed in detail and approved that a reasonably confident, though preliminary, estimate can be made. It is also not until the work is tendered that greater confidence can be placed in the estimates.

INLAND RAIL REVIEW

In 2020, ARTC made project time and cost estimates on the basis of an under developed scope, that have required major additions to it as reference designs have been further developed. Recent scope changes have included a design that is more mature though still not complete, changed regulations (particularly in areas of flood impact management, ecological impact and noise) and design changes to support community expectations.

ARTC has advised the Review that the additional scope falls into two broad categories:

- Scope necessary to deliver the core Inland Rail service offering that was not included in 2020, including engineering and technical requirements, and scope mandated by regulatory agencies as part of approval conditions.
- Scope added to meet the preferences and requirements of State Government agencies, local councils, and regional communities. There are numerous examples of these scope additions; some relatively minor and several quite major. An example of a major modification is a change to the route in Queensland to allow 'future proofing' for a possible future passenger service in the Inland Rail corridor. This has meant the addition of egress to tunnels for passenger safety and the widening of some bridges which would not be needed for a stand-alone freight corridor. More minor changes include the Burgess Road Bridge in Gatton, modifications to the Gowrie Junction Bridge to support local road access and Council future development plans, additional grade separations in Wagga Wagga, and station upgrades in Victoria.

Scope changes of this magnitude, over just a two-year period, demonstrate the immature state of the original design and planning work. Further examination shows, as I would expect, that the change is not uniform across all sections. In those few sections where designs are finalised, environmental and planning approvals have been made, and contract bids received from the market, the scope is stable. Estimates of time and cost to complete these sections in the latter case have substance and provide a level of confidence. However, this is not the case for most of the route.

An example of the problem is evident in the Albury to Illabo section of the project (in southern NSW). This is a relatively straightforward brownfield section but there is a significant change to the scope since 2020 due to basic items overlooked or omitted, including the need to improve horizontal clearances, and to upgrade pedestrian bridges to meet current accessibility standards.

Similarly, the impact of conditions attached to environmental approvals was apparently not well understood by ARTC in 2020, with enhanced scope required to be incorporated to meet approval conditions. While jurisdictional environmental requirements are now better understood there are still significant sections where design work is not finalised and environmental approvals remain outstanding. These sections thus have less scope certainty and cost and time estimates cannot be tested in the market through contract bids. As a result, I remain deeply worried about the level of scope maturity across the project as a whole and as a result the future impact on project cost and completion time estimates remains difficult to ascertain.

A detailed review of the defined scope of this project is warranted. The recommended terminals in Melbourne and Brisbane imply a defined completion point at each end of the route. This should be incorporated into the scope and I note that ending double-stacking at Ebenezer and requiring only single-stacking to Kagaru means the scope of the PPP must change.

There are also matters that impact scope which remain unclear. First, the allocation ARTC has made to balance the tension between upfront capital costs and future ongoing operational costs is not addressed transparently and indeed may not have been considered sufficiently. Second the cost of some scope items may have been improperly allocated to the Inland Rail project rather than to ARTC expenses. Third some scope costs allocated to the Inland Rail project may more properly be scope costs of a State or local government. For example, the 'future proofing' for passenger rail in Queensland is a State scope requirement

INLAND RAIL REVIEW

and not technically part of the scope needed for the Inland Rail freight route. In my opinion a review of the scope of this project and underlying design solutions would be helpful to define its detail. This should examine the type of matters mentioned above along with the detailed requirements forthcoming from approval processes that are still underway. This detailed scope is needed to properly assess project cost and should be part of such assessment.

Finding

The terminal recommendations for Melbourne and Brisbane, if adopted, will change the route alignment at the end points of the project. At a more detailed level, because approvals for most sections of the route are not yet granted, the detailed scope cannot be defined with certainty. This is particularly evident in Queensland where for a number of reasons the approval process has proved difficult for ARTC.

Recommendation 13

The Commonwealth should engage an independent specialist to review the design solutions developed by ARTC to define the scope of the Inland Rail project and meet associated approval requirements and, working with ARTC, define exactly what the scope of this project is on the basis of the latest evidence available through the approval processes. The cost of scope provided beyond the freight requirements for Inland Rail should be allocated elsewhere as appropriate. This work should be coordinated with further cost estimation work discussed in Section 6.3.

Where there is still uncertainty due to outstanding approvals every effort should be made to understand the nature of the matters outstanding and assist the parties to reach an expeditious conclusion. There should be particular attention paid to the Queensland sections.

6.2 Schedule

The 2020 update estimated a completion of the full Inland Rail project by 2027. This schedule was heavily dependent on the timing of key milestones, and in particular obtaining environmental approvals and completing land acquisitions. It is now clear, on advice given to this Review, that the 2020 schedule cannot be achieved. At the date of writing ARTC expects the project to be completed in the early 2030s. In my view this estimate should be regarded with great caution, especially in the Queensland sections, until further work is done. The sections in NSW and Victoria are more advanced and their schedule appears achievable though some approvals remain outstanding. Of course, all infrastructure projects at present face challenges. Contributing to delays are skill shortages and supply chain issues for materials. The two big differences on this project are first the importance for the schedule of delays in planning and environmental approval processes. Being over 1,700 kilometres long, the need for approvals all along the route, is required. And to date, the efforts of ARTC and the various jurisdictions responsible for approvals, have typically not met the original target dates estimated by ARTC. Other approval related issues include new regulatory conditions related to flooding and climate change resilience, design changes required by Environmental Impact Statements, and modifications required to get community support in regional towns.

INLAND RAIL REVIEW

The second big difference on this project is that over 70 per cent of the route is brownfields construction. This means work is being conducted on an operating railroad and possessions to clear the track and allow work are necessarily limited to avoid disruption of 'business-as-usual'. This problem is severe given the amount of work required and the high cost of delays in the schedule.

The timing of approvals has extended for virtually all project sections since 2020 and the limitations imposed by the possessions regime mean that expected completion dates have been extended as shown in **Table 6.2** below. While not reflected in the table, ARTC gave a range of possible completion dates for each section that reflect varying design maturities and the magnitude of construction for the task. Because most sections have a range of possible completion dates spanning about 12 months I have simply nominated a year as a completion time for the 2022 estimate.

Table 6.2: Inland Rail section estimated construction completion dates

Section	Estimate at 2020	Estimate at 2022
Queensland		
Kagaru to Acacia Ridge and Bromelton	November 2024	2029-30*
Calvert to Kagaru	October 2026	2030-31
Helidon to Calvert	October 2026	2030-31
Gowrie to Helidon	October 2026	2030-31
Border to Gowrie	January 2026	2030-31
NSW		
North Star to Border	June 2026	2030
Narrabri to North Star	June 2026	2030
Narromine to Narrabri	November 2025	2029
Parkes to Narromine	September 2020	Operational
Stockinbingal to Parkes	September 2023	2025
Illabo to Stockinbingal	May 2025	2027
Albury to Illabo	October 2024	2027
Victoria		
Beveridge to Albury Tranche 1	April 2025	2026
Beveridge to Albury Tranche 2	December 2025	2025
Tottenham to Beveridge	On hold	On hold*

* Subject to decision regarding terminals and IRSO end points these sections may not be required.

INLAND RAIL REVIEW

With delayed approvals, land acquisition and construction periods have also been extended. Project completion dates for several sections are now more than three years delayed on 2020 estimates as the table shows, with many delayed potentially by more than four years.

The critical path to complete the entire project is the Gowrie to Kagaru section down the Toowoomba range as the above table shows. This section is technically difficult and poses engineering challenges and for that reason a PPP arrangement was chosen in 2017 as the preferred delivery method. However, the reason these sections are behind schedule is the same reason all of the Queensland route is behind, namely delays in the approval processes. As noted above the delay in approvals has been largely due to ARTC's lack of experience, especially in Queensland, with the requirements needed for Environmental Impact Statements and other approvals.

In fairness to ARTC, the lower prioritisation that State regulators place on Inland Rail planning approvals and the increasingly lower tolerance for risks relating to contamination, flooding, and safety have also contributed to these delays. It has also made progress on these issues over the last 12 months, by developing better working relationships with the regulators and holding their Environmental Impact Statement consultants to higher standards, especially in Queensland where significant reworking of submissions has been required. However, ARTC continues to maintain a positive and perhaps unrealistic bias to the delivery timeframes of the Environmental Impact Statements. ARTC should keep its Shareholder Ministers more informed about these issues and ensure that within ARTC the most senior managers and directors are aware of emerging problems early so the matters can be escalated quickly if appropriate.

Finding

While many infrastructure projects are facing delays in their schedule at present due to skills shortages and supply constraints, the Inland Rail project has two further problems causing delays. The first is the long period of time being taken to gain planning and environmental approvals across the 1,700 kilometre route. The second added difficulty is that over 70 per cent of the construction is on brownfields sites meaning that possession time to work is limited by the severe constraint of an operating railroad. Delays relating to limited possessions can be extremely costly in a project of this size and scope.

Recommendation 14

ARTC should examine the issues it has had with its approval processes and take measures to ensure they are dealt with. Delays of this kind are costly for the project and their importance must be recognised.

Recommendation 15

ARTC, the Inland Rail project team and the rail operators should examine whether the possessions regime for Inland Rail can be modified to assist in more expeditious completion of stages of the Inland Rail project.

INLAND RAIL REVIEW

As part of this Review, ARTC has investigated alternative options to divide the schedule for completion into parts that broadly run from south to north. This recognises that the most significant schedule delays are in Queensland and that completed parts of the route in Victoria and NSW could be realised ahead of full completion. A staged delivery schedule of this kind could also be expected to reduce overall project risk and cost.

One viable option may be to complete the Melbourne to Parkes part of the route by 2027 to allow double-stacked operations between Beveridge in Melbourne and Perth. Based on the figures provided by ARTC, this would cost about \$4 billion, a portion of which has already been spent. Supply chain benefits could result through enhanced resilience and increased cost efficiency for freight customers on this route. To enable this option the intermodal terminal at Beveridge would need to be operational, at least in a basic manner, by 2027. Both the readiness of Beveridge and the completion of Inland Rail from Beveridge to Parkes by 2027 seem achievable to me.

From Parkes, ARTC should prioritise completing sections between Narromine to Gowrie as approvals are gained and greater certainty is obtained on project schedule and cost. The indicative estimate of the cost of completing Melbourne to Gowrie is around \$21 billion. This figure needs to be further examined as approvals are gained and scheduling and value engineering options are considered. From Gowrie to Kagaru, ARTC should focus on the works required to gain approvals to help secure gazettal of rail corridors to enable completion of land acquisitions. ARTC should use this time to finalise the scope of these section and gain greater certainty on schedule and costs, including required connections to Ebenezer.

Finding

Given the delays to this project mainly relate to approval processes and limited possessions, due to working in an operating railroad environment, ARTC should consider staging completion in optimal stages that allow ARTC to increase its revenue from added traffic, for example from Melbourne and Sydney through to Parkes, and double-stacking to Perth.

Recommendation 16

ARTC should continue to examine options for staging the completion of Inland Rail and in particular the option of completing the Melbourne/Beveridge to Parkes sections by 2027. It should also examine options for the subsequent delivery of the project through to Gowrie once it has obtained greater certainty on approvals and costs. From Gowrie to Kagaru the focus should be on the works required to gain approvals to help secure gazettal of rail corridors and completion of land acquisitions. ARTC should use this time to finalise the scope of these section and gain greater certainty on schedule and cost.

6.3 Cost

The estimated total cost of Inland Rail in 2020 was \$16.4 billion. This cost was expected to be met by the Commonwealth Government through direct contributions and indirectly through contributions by ARTC from their cashflows and funding through the PPP structure. Over the last 12 years, successive Governments committed \$14.5 billion in equity, and \$300 million in grant funding towards this expected cost. The remaining \$1.6 billion of this 2020 expected cost is to be met by ARTC and the PPP.

INLAND RAIL REVIEW

At the time of writing, total expenditure on Inland Rail has been \$3.1 billion. The Commonwealth Government has contributed \$2.3 billion in equity and \$290 million in grant funding; ARTC has contributed \$500 million. Negotiations concerning the PPP contract have not finished and the capital cost of that work and the availability charges are not finalised. As noted earlier if the recommendation about the terminal at Ebenezer is accepted then the scope of this PPP needs to change due to changes between Ebenezer and Kagaru where smaller single-stack train design specifications should replace the longer double-stack train design. No additional network upgrades are required beyond Kagaru at this time.

The latest estimate of total project cost by ARTC is \$31.4 billion. This is an astonishing estimated cost increase of almost double in just two years. The reasons for the cost increase are mainly an increase in scope caused by immature preliminary designs and approval requirements, delays due to the prolonged approval processes, and recent escalations.

A breakdown of the changes in costs has been provided by ARTC and is set out in **Table 6.3** below that also explains the estimated contribution to the cost increase in figures rounded to the nearest \$500 million:

Table 6.3: Estimated cost increases

Drivers of cost increase since the 2020 Reset	Cost (\$b)
Base scope changes (growth)	3.5
New scope	3.0
Prolongation	2.5
Risk and contingency	2.0
Escalation	2.0
ARTC team costs	2.0
Contractor overheads and indirect costs	1.5
Design costs	1.0
Total cost increase	17.5
2020 reset cost	16.4
Total project cost	33.9
Estimated likely savings opportunities	-2.5
2022 cost update	31.4

ARTC has spent a lot of time analysing costs for this Review and provided further information. Nevertheless, the total cost figure should not be regarded with confidence until approvals have been finalised and detailed designs are thus more mature. There is no doubt that various cost pressures have emerged since the 2020 cost update including increased scope, delays that are prolonging delivery, increasing escalation and cost saving opportunities not being realised. Equally, there is good reason to suspect that there may be opportunities available through value engineering and a more optimised delivery approach to reduce cost.

INLAND RAIL REVIEW

Changes in cost are not uniform across the project. The majority of project costs have come from the Queensland sections, the Narromine to Narrabri section in NSW and the Rail Corridor work. Collectively, these make up the majority of the project’s greenfield work and about \$12 billion of the total cost increase (plus a share of additional ARTC overheads). All of this cost is to the north of Narromine, with the increases to the sections to south in the vicinity of \$1 billion (albeit off a far lower base).

The cost of delivery for the Gowrie to Kagaru sections has increased markedly from \$5.8 billion in 2020 to an estimate now of about \$9 billion. ARTC conducted a tender for this work using the PPP model and received three offers from which they chose a preferred bidder. Members of that consortium, called Regionerate Rail, include Clough, GS Engineering, WeBuild, Service Stream and the Plenary Group.²⁹

Their work is challenging and the route is shown in **Figure 6.1** below. The reasons for using this delivery model were the innovative engineering solution it could offer and the greater transfer of delivery risk to the private sector that could be achieved, especially in comparison to more traditional delivery contracts.

Figure 6.1: The Public Private Partnership sections, Gowrie to Kagaru³⁰



The proponent is to design, build, finance and maintain these sections for a 25-year period following construction. As an availability PPP, ARTC is to provide availability payments to the proponent after construction is completed. The availability payments are intended to cover the cost of capital expenditure, financing, operation, maintenance and lifecycle costs.

²⁹ The Clough entity that is a member of the Regionerate Rail consortia was placed into voluntary administration on 5 December 2022; An agreement was reached on 14 December 2022 between WeBuild and the administrators of Clough for the acquisition of the Australian organisation of Clough and certain projects. Once these arrangements are finalised, Clough’s assets relating to Inland Rail will be owned by WeBuild.

³⁰ ARTC, *Inland Rail Gowrie to Kagaru – ‘Meet the Proponents’*, ARTC, 2021.

INLAND RAIL REVIEW

The risk of financial cost overruns during construction are intended to sit with the proponent rather than ARTC. In addition, if the proponent is unable to complete the construction by the agreed date, it will not receive the initial availability payments (or receive reduced availability payments). This structure in theory transfers considerable financial risk away from ARTC to Regionerate Rail.

The problem for ARTC now is that the increased capital cost will lead to an increase in availability payments that present serious affordability issues for the company. Even with a restructuring between the capital charge and the availability charge, the financial challenge is extreme. ARTC revenue over future decades may decrease as coal exports decline and its revenue from the Hunter Rail haulage declines. This matter on top of these project cost increases suggests that some renegotiation of the PPP must occur. Furthermore, as noted in Section 6.1 the scope of work for the PPP may need to change to omit the Calvert to Kagaru section on the basis that the Inland Rail project could stop at Ebenezer and only smaller single-stack trains will proceed through to Kagaru, Acacia Ridge and Bromelton.

It was originally intended that the procurement for the PPP occur in parallel with environmental approval processes so that the appointed proponent could assist in the closing stages of the Environmental Impact Statement process. However, issues with the quality of Environmental Impact Statement submissions in Queensland, have significantly protracted the Environmental Impact Statement approval process. This has resulted in the early appointment of a preferred proponent, some years before environmental approvals, land acquisition, and expected financial close, and appears to have increased costs through prolongation.

Finding

The management of the PPP process has been difficult for ARTC and until there is a new CEO and governance and management arrangements for Inland Rail it is hard to have faith in ARTC's capability to manage the delivery of the PPP further. Given this, consideration should be given to negotiating changes to the arrangement but these discussions need to be conducted by an experienced team.

Recommendation 17

On behalf of ARTC negotiations with Regionerate Rail should commence with a view to changing its scope to exclude double-stacking on the final section to Kagaru, and with a view to limiting costs and structuring payment arrangements in a manner that ARTC can afford. This may include a move away from a pure PPP arrangement to some other contractual arrangements.

The updated schedule continues to focus on delivering Inland Rail as quickly as possible, mirroring the same approach that was taken in 2020. It means that there is significant overlap, both in terms of concurrent processes on individual sections and work being undertaken simultaneously on multiple sections. This is reflected within ARTC's internal resourcing, which is now expected to peak at over 800 instead of the 670 estimated in 2020.

In fact, generally, across the entire project, ARTC has pressed ahead trying to make a virtually impossible delivery time, possibly pressed upon them by previous Governments. It is now time for ARTC to examine the optimal delivery time across each section of this project and where delay is occurring, say because of delayed approvals, work and expenditure should cease as far as possible until work really is ready to go. The number of staff and contractors employed on this project at present who may not be fully deployed may be significant.

INLAND RAIL REVIEW

In examining the components of the project cost it is notable that indirect costs are running at about 50 per cent of total project costs on most sections. This is a most unusual feature as I would expect indirect costs to be around 20-30 per cent of total cost. This may indicate over-staffing related to prolongation and attempting to keep to a time target, as just suggested, or simply poor estimates of likely costs such as site accommodation for construction crews. It may also reflect the allocation of costs that are more properly allocated elsewhere.

ARTC acknowledges that only a small proportion of costs have high cost certainty. The sections with high cost certainty are those that are constructed, under construction or where major construction contracts have been awarded. About 90 per cent of the Inland Rail scope has either low or moderate cost certainty, which presents obvious risk to the total project cost.

Further work is warranted to investigate the components of the cost estimate in greater detail. Some of the significant changes to the cost need to be further 'unpacked' and better understood, particularly around how costs have been categorised. The structure of the estimate, whereby some sections have been estimated more conservatively than others depending on how far advanced they are, should be further tested and better aligned with standard industry practice (being P50 and P90 estimates).

Finding

In summary, notwithstanding that the cost estimate is better developed and more comprehensive than in 2020, it is difficult to have confidence in the updated cost estimate put forward by ARTC. Further detailed investigations would be required to validate the cost estimate.

Recommendation 18

Work to analyse the project costs of Inland Rail, and the expected timing of those expenditures over the next years of this decade, should be done carefully to ensure that the Inland Rail team, ARTC and their Shareholder, are fully cognisant of the details. An independent value engineer/cost estimator should be appointed by the Commonwealth to conduct this work given the difficulties that ARTC have had in providing such estimates. This person should coordinate with the work being done to define the scope of the project carefully as noted in Recommendation 13. The estimates should enable both ARTC and the Commonwealth to budget with some certainty for the next 5-10 years for this project.

Finally, the Commonwealth should note that although Inland Rail cost has increased substantially, though by how much is not clear, the challenges presented by the growing freight task remain unchanged. Once there is some confidence about the cost, a year-by-year budget can be established to enable management by both the Commonwealth and ARTC. A comparison to future benefits should also be made at this point. While the temptation arises to cancel the delivery of the project or part thereof, it is important to note that this is not a zero-cost option. As it stands, Inland Rail is expected to accommodate and drive a modal shift of 200,000 trucks a year to rail, and this will bring significant benefits in terms of supply chain efficiencies, safety, environmental and congestion reductions. Needless to say, this will not happen if Inland Rail is not delivered and this will lead to significant costs to governments in regard to upgrades to the national road network and additional maintenance.

7. Enhancing community benefits

The intention of the Inland Rail project is to shift significant amounts of freight traffic from road to rail and to improve the resilience of the national freight task. These direct benefits of the project to the populations of Queensland, NSW and Victoria have been discussed throughout the report. However, with only 15 per cent of the railway currently laid, these benefits will only become available upon completion of the whole project or at least when continuous stages of the route are complete and commissioned.

In local regional communities Inland Rail has already demonstrated that it can add significant benefits in both the short term and the longer term. In the short term during preliminary work and construction ARTC has paid attention to the benefits they can add to regional areas. This effort is commendable and can bring significant change to country towns. For example, on the Narrabri to Narromine to North Star sections around 3,782 people were employed. Of these 1,382 were local residents and 363 were local First Nations people. About 2,307 people were employed for more than six months; 437 trades people were employed; and 272 women. The Inland Rail project provided business to 236 local firms, and 21 indigenous firms. This business amounted to \$290 million spent with local business and \$28 million with First Nations business.

While this impact is short term the project has also planned and delivered longer term improvements to existing infrastructure. In many cases, this is necessary to bring structures up to modern standards and expectations but in others the work has been done to benefit the community and mitigate the disruption that Inland Rail could cause. For example, the number of new bridges, fences, access paths, and flood mitigation measures taken and planned are too numerous for this Review to list and are occurring all along the route.

In addition, in NSW the State Government has recognised the opportunity that Inland Rail brings to improve regional development further. Special Activation Precincts are nominated along the route and the State has provided capital for those communities with the express aim of facilitating industrial growth, job creation and the movement of industry to rural Australia. New business in these key areas has been encouraged and complementary investment upgrades in broadband and other utilities has occurred. ARTC and the NSW Government have worked together to assist these developments along with local councils and business groups.

Six 'Special Activation Precincts' are expected to be developed in NSW and at present Wagga Wagga, Parkes, Moree and Narrabri are progressing. At the towns of Wagga Wagga, Parkes and Moree expenditure of \$200 million each has been made by the NSW Government and at Narrabri the quantum of investment has not yet been confirmed.

This capital injection has attracted agricultural waste, manufacturing, education, intermodal and other industries to these areas providing substantial economic and social benefits to the communities and towns. These impacts should increase further with Inland Rail completion.

The Bowman business park growth at Wagga Wagga is impressive and has been associated with growth in the local abattoirs, advanced manufacturing, education and a small intermodal terminal that has been completed about five kilometres off the main line and is expected to be able manage 200,000 TEUs in future. There are a number of property lots adjoining the terminal and these will be sold in the future. Visy paper operations at Tumut is a recent customer using this facility and a rail freight operator is transporting their load to Sydney from Wagga Wagga. Similarly, Riverina oils, a producer of canola oil, is using the facility to transport product.

At Parkes the development began with industrial rezoning of farm land. The principal development at this site is a major intermodal facility as discussed in Section 4.4. For the terminal 400 hectares has been allocated and the Special Activation Precinct there has a total of 2,000 hectares. Industries that are expanding include solar power generation, energy to waste facilities, recycled plastics and animal food production.

INLAND RAIL REVIEW

At Moree a similar concept is developing. There are large land users nearby and grain transport to ports is enhanced by the good road connections. Horticultural industries are expanding.

What these regional developments have in common is cooperation between State and local governments and effective coordination with ARTC. It would be encouraging to see further regional growth in this manner. In Queensland this is already occurring to some extent at Toowoomba, where the local government and the private sector through the Wagner Group and Pacific National have already begun to devote resources to an intermodal terminal focussing on fresh food and Asian air freight and the local government is active in encouraging educational facilities. Other locations that would benefit from the type of approach being pursued in Toowoomba and NSW include Goondiwindi (cotton and cattle industries for a starting base), Gatton (fruit canning and processing), Ebenezer (modern open access intermodal terminal) and Whetstone (Materials Distribution Centre). All these regional developments add long term regional employment opportunities that can be highly skilled and long lasting.

Recommendation 19

As Inland Rail proceeds the local government areas that it passes through, along with the relevant State Government and ARTC, should consider where regional development might focus and what industries may be attracted to expand in those locations. To facilitate this, the Commonwealth Government should raise the issue with their State counterparts in regional development.

Appendix A: References

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INLAND RAIL REVIEW

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Appendix B: Acknowledgements

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- Mr John Fullerton, Chair of the Freight Industry Reference Panel and a past CEO of ARTC
- Sue McCarrey, Chief Executive of the National Rail Safety Regulator
- Mr Danny Broad, Chair of the Australasian Railway Association and the officers of that body.
- The Australian Logistics Council
- The Hon Mark Coulton MP, Federal Member for Parkes

Appendix C: Review engagement

Table A.1: Interviewed parties

Interviewed parties
Aurizon
Australian Competition and Consumer Commission
Australian Logistics Council
Australian Railway Association
Freight Industry Reference Panel
InterlinkSQ
LOGOS
Mr Everalld Compton
Mr Mark Babister, Chair of the Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland
National Intermodal Company
Office of the Coordinator General (Queensland)
Office of the National Rail Safety Regulator
Pacific National
Plenary
Port of Brisbane
Port of Melbourne
Qube Holdings
SCT Logistics
Senator the Hon Katy Gallagher, Minister for Finance
The Department of Finance
The Department of Infrastructure, Transport, Regional Development, Communications and the Arts
The Department of Planning and Environment (NSW)
The Department of Regional NSW
The Department of Transport (Victorian)
The Department of Transport and Main Roads (Queensland)

INLAND RAIL REVIEW

Interviewed parties
The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government
The Hon Mark Coulton MP, Federal Member for Parkes
The Hon Michael McCormack MP, Federal Member for Riverina
The Hon Shayne Neumann MP, Federal Member for Blair
The Hon Warren Truss, then Chair of the Australian Rail Track Corporation Board
Toowoomba Regional Council
Transurban
Wagner Corporation
Woolworths

Table A.2: Submissions received

#	Submission authors
1.	Wagga Residents and Ratepayers Association on behalf of the Combined Residents, Ratepayers and Farmer's Group of Wagga Wagga
2.	Kevin Kennedy
3.	Ria Reynolds
4.	Anonymous
5.	Caroline Salmon
6.	Anonymous
7.	Anonymous
8.	Anonymous
9.	Sandra Marsden
10.	Anonymous
11.	Anonymous
12.	Anonymous
13.	Anonymous
14.	Anonymous
15.	Dr Ken Davidson
16.	Private Submission

INLAND RAIL REVIEW

#	Submission authors
17.	Lionel Cunningham
18.	Helen Hunt
19.	Jennifer Knop
20.	Anonymous
21.	Kevin Loveday
22.	Kevin Loveday
23.	Kevin Loveday
24.	Robyn Keenan
25.	The NSW Farmers Association
26.	Cameron Simpkins
27.	Private submission
28.	Private submission
29.	Narrabri Billabong Pastoral Company
30.	Darryl Piper
31.	Gladstone Goondiwindi Railway Pty Ltd
32.	Kris Bogdanoff
33.	Wandong-Heathcote Junction Combined Community Groups
34.	Andrew South
35.	Ross Edward Gleeson
36.	Josip Toth
37.	Barbara Deans
38.	Suzanne Corbett
39.	Kevin Mann
40.	Dr Doug Hill
41.	Anonymous
42.	Anonymous
43.	Lockyer Valley Regional Council
44.	Anonymous
45.	Anonymous

INLAND RAIL REVIEW

#	Submission authors
46.	Anonymous
47.	Richard Shepherd
48.	Anonymous
49.	Toowoomba South Labor
50.	Millmerran Rail Group
51.	Stan Corbett
52.	Tony Meppem
53.	Andrew Knop
54.	Karen McBurnie
55.	Terri Wright
56.	Mitch Wakeham
57.	Geoffrey Smith
58.	David Carter
59.	Graeme Kelly
60.	Marlene Moriarty
61.	Dr Rob Loch
62.	Mitchell Shire Council
63.	Brett Kelly
64.	Anonymous
65.	Ivory's Rock Foundation
66.	John Henshall
67.	Eric, Dianne and Yvette McKenzie
68.	Better Benalla Rail
69.	Private submission
70.	Rail Futures Institute
71.	Private submission
72.	Council of Mayors (SEQ)
73.	Michael Dibbs
74.	Alan Channell

INLAND RAIL REVIEW

#	Submission authors
75.	Anonymous
76.	Peter Dampney
77.	Port of Brisbane
78.	Inner Downs Inland Rail Action Group
79.	Carl & Nicole Baldry
80.	Rail, Tram and Bus Union (RTBU)
81.	Logan and Albert Conservation Association INC
82.	Private submission
83.	Pacific National
84.	Logan City Council
85.	Private submission
86.	NSW Ports
87.	Scenic Rim Regional Council
88.	LOGOS Property
89.	V Battaglia
90.	Private submission
91.	Strathbogie Shire Council
92.	Lord Mayor Brisbane City Council
93.	Wando Conservation and Cultural Centre
94.	Peter Holt
95.	Anonymous
96.	Toowoomba Regional Council
97.	Country Women's Association of NSW
98.	Australian Logistics Council
99.	Goondiwindi Regional Council
100.	Private submission
101.	City of Ipswich
102.	Private submission
103.	Private submission

INLAND RAIL REVIEW

#	Submission authors
104.	Narrabri Shire Council
105.	Genrich and Noller
106.	Private submission
107.	Australasian Railway Association
108.	Moree Plains Shire Council
109.	Adrian Lyons
110.	Private submission
111.	Private submission
112.	EuroaConnect
113.	TBSE
114.	Andrew Knop
115.	Drinda Luckensmeyer
116.	Private submission
117.	Maritime Union of Australia (MUA)
118.	Private submission
119.	Elizabeth Kelaher
120.	Wabtec Corporation
121.	Glenrowan Heritage Precinct
122.	Patricia Barnard
123.	Kathy Faldt
124.	Bigambul Native Title Aboriginal Corporation
125.	Community Members of the Calvert to Kagaru section of Inland Rail
126.	Gary Tofts
127.	Dr Siri Gamage
128.	Mark Rowland
129.	Private submission
130.	Private submission
131.	Private submission
132.	Private submission

INLAND RAIL REVIEW



#	Submission authors
133.	Private submission
134.	Northern Railway Defenders Forum
135.	Private submission
136.	Alex Worner
137.	Victorian Chamber of Commerce and Industry
138.	Queensland Local Government Reform Alliance
139.	SCT Logistics
140.	Anthony Corderoy
141.	Lloyd Stumer
142.	Wayne Molloy



Australian Government

Australian Government response to the independent review of Inland Rail

April 2023



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Australian Government Response

The Australian Government thanks Dr Kerry Schott AO for her time in conducting a comprehensive and insightful independent review of the Inland Rail project, and for providing a detailed report to the Government.

In response to the independent review, the Government is taking prudent and responsible action to get Inland Rail back on track.

Recommendation 1

The Shareholder Ministers should address the skills requirements of the ARTC Board with their next appointments and continue to address these skill requirements.

The Government agrees

The Australian Government will immediately commence work to ensure that ARTC and any potential subsidiary has the necessary skills and experience to deliver its functions.

The appointment of a new Chair of ARTC, Mr Peter Duncan AM and Dr Collette Burke, both with extensive project management and rail experience, is the first step to addressing these issues.

Recommendation 2

The position of Chief Executive of Inland Rail should be filled substantively as soon as possible.

The Government agrees

The Australian Government supports this recommendation and will work with the Chair of ARTC to appoint a substantive Chief Executive of the Inland Rail Program (Program) as soon as possible.

Recommendation 3

ARTC must have governance arrangements to deliver both the Inland Rail project and the business-as-usual operations of ARTC. This can be achieved through the establishment of a subsidiary company of ARTC.

The subsidiary company should have a dedicated board, say five members, and should include the Chair of ARTC as a board member to ensure clear visibility of the Inland Rail project to the ARTC Board, with further ARTC representation limited to not more than one additional ARTC Board member.

The Chief Executive of Inland Rail should report to the subsidiary Board and attend the main ARTC Board meetings to provide any information required and project updates.

The particular skills needed to oversee the Inland Rail project should be concentrated in the subsidiary (although also represented in the ARTC Board). The Chief Executive of Inland Rail should report directly to its subsidiary board and have full control over their budget, approvals, employment and other matters a major project Chief Executive would expect to control.

The Government agrees in-principle

The Australian Government has asked Shareholder Departments to work with ARTC in exploring how a subsidiary model can be best delivered, and provide further advice for Government's consideration.

Recommendation 4

The position of Managing Director/Chief Executive of ARTC should:

- focus entirely on the role of managing an operating rail company;
- ensure that the Inland Rail project and ARTC business-as-usual operations are tightly ring-fenced; and
- continue reporting through to the ARTC Board about the operations business.

The Government agrees

The Australian Government will work with the Chair of ARTC to support ARTC to restructure its governance and business operations to provide an operating environment that enables the Managing Director/Chief Executive of ARTC to focus on leading ARTC's rail network business to meet freight market and customer needs.

Recommendation 5

The Statement of Expectations issued by the Shareholder Ministers of ARTC should be reviewed and provide the necessary clarity and guidance to enable the ARTC Board to effectively deliver the Commonwealth Government's objectives. It should then be reviewed periodically to ensure it remains fit for purpose and continues to reflect the Government's objectives for ARTC.

The Government agrees

The Australian Government will issue an updated Statement of Expectations within three months to provide the necessary clarity and guidance to enable the ARTC Board to effectively deliver the Commonwealth Government's objective.

Recommendation 6

The Inland Rail project team should review its risk management systems and ensure there are appropriate triggers and metrics for the timely escalation of key risks and importantly their mitigation strategies to the Board, Shareholders Ministers and their departments. Reporting processes about risk management, including reporting processes documented in governance arrangements between Shareholder Ministers, their departments and ARTC, should also be reviewed.

The Government agrees

The Australian Government strongly supports the recommendation that ARTC reviews its risk management systems to ensure that there are clearly defined triggers and metrics for the timely escalation and reporting on key risks to the Board and as necessary the Shareholders Ministers. This will also be supported through other stronger governance arrangements that the Australian Government will put in place.

Recommendation 7

The service offering proposed by ARTC, and supported by business, that offers a reliable 24-hour transit service on double-stacked trains of 1,800 metres length should be accepted.

The Government agrees

The Australian Government understands that the service offering is supported by industry and business. It notes, however, that the service offering should not be supported beyond Beveridge in Victoria and Ebenezer in Queensland.

Recommendation 8

Two new intermodal terminals should be developed concurrently in Melbourne. Beveridge should be available as soon as practical and the second, WIFT at Truganina, should in due course expand and become the larger operation. Both terminals should be operated by independent operators providing open access to all rail freight operators. Given that National Intermodal Corporation has an option to purchase land at Beveridge and is a Commonwealth-owned GBE that can offer open access and independence from freight operators, preference should be given to it to develop Beveridge on those conditions.

The Government agrees

The Australian Government supports the two-terminal approach in Victoria and will work with the Victorian Government to settle funding and delivery arrangements.

The Australian Government owned National Intermodal Corporation recently exercised an option to acquire land at Beveridge, previously identified as suitable to connect to Inland Rail.

Recommendation 9

An intermodal terminal should be developed at Ebenezer so that its completion aligns with that of Inland Rail. The final site, lay-out and commercial model should be settled expeditiously between the Commonwealth and Queensland Governments. The terminal should be run independently by a terminal owner/operator with an open access regime. Governments should consider who that terminal operator will be, but I note that such an operator already exists in the form of Commonwealth-owned National Intermodal Corporation.

The Government agrees in-principle

The Australian Government agrees in principle that a terminal should be developed at Ebenezer to support Inland Rail operations, following completion and consideration of the current business case.

Recommendation 10

The Commonwealth and NSW Governments should investigate opportunities for intermodal facilities at Parkes, possibly to be developed by the National Intermodal Corporation.

The Government agrees in-principle

The Australian Government supports the work being undertaken by the NSW Government to develop intermodal facilities in Parkes.

The Government will work with the NSW Government to consider the need for the development of an independently managed open access intermodal facility at Parkes.

This work will be led by the National Intermodal Corporation.

Recommendation 11

ARTC should ensure that the new signalling system being acquired is interoperable with state systems, and if not what the options are to make it so, including possible replacement. Detailed discussions with other relevant Rail Infrastructure Managers must occur to address the issue.

The Government agrees in-principle

The Australian Government is already working with jurisdictions and industry to ensure greater interoperability, this includes the recent signing of a Memorandum of Cooperation to make rail more competitive and interoperable across Australia. The Australian Government expects ARTC to engage effectively to support an appropriate national approach.

Recommendation 12

Where the Inland Rail route bisects regional towns the disruption that additional train traffic causes should be addressed by appropriate modifications to limit noise and enable adequate cross town access if that has not already been done. As Inland Rail train traffic increases significantly the possibility to bypass the town should be investigated and easements protected for a new by-pass corridor.

The Government agrees

The Australian Government supports this recommendation and notes how important it is for ARTC, through the appropriate regulatory environmental approval processes, to assess and mitigate impacts to communities.

It also agrees to continue monitoring freight traffic along the corridor, noting that it is a state responsibility to identify and preserve future transport corridors.

Recommendation 13

The Commonwealth should engage an independent specialist to review the design solutions developed by ARTC to define the scope of the Inland Rail project and meet associated approval requirements and, working with ARTC, define exactly what the scope of this project is on the basis of the latest evidence available through the approval processes. The cost of scope provided beyond the freight requirements for Inland Rail should be allocated elsewhere as appropriate. This work should be coordinated with further cost estimation work discussed in Section 6.3.

Where there is still uncertainty due to outstanding approvals every effort should be made to understand the nature of the matters outstanding and assist the parties to reach an expeditious conclusion. There should be particular attention paid to the Queensland sections.

The Government agrees

The Australian Government supports the engagement of an independent specialist to define the scope of the Program having regard to design solutions developed by ARTC.

The Australian Government agrees that this work should be coordinated with the work of an independent value engineer/cost estimator.

Recommendation 14

ARTC should examine the issues it has had with its approval processes and take measures to ensure they are dealt with. Delays of this kind are costly for the project and their importance must be recognised.

The Government agrees

The Australian Government expects ARTC to work closely with the jurisdictions to more fully explore how Environmental Impact Statements can be delivered in a timelier manner and to a higher quality.

Recommendation 15

ARTC, the Inland Rail project team and the rail operators should examine whether the possessions regime for Inland Rail can be modified to assist in more expeditious completion of stages of the Inland Rail project.

The Government agrees

The Australian Government supports the Inland Rail project team examining the possessions regime and, if possible, modifying that regime to assist in more expeditious completion of stages of the Program.

Recommendation 16

ARTC should continue to examine options for staging the completion of Inland Rail and in particular the option of completing the Melbourne/Beveridge to Parkes sections by 2027. It should also examine options for the subsequent delivery of the project through to Gowrie once it has obtained greater certainty on approvals and costs. From Gowrie to Kagaru the focus should be on the works required to gain approvals to help secure gazettal of rail corridors and completion of land acquisitions. ARTC should use this time to finalise the scope of these sections and gain greater certainty on schedule and cost.

The Government agrees

The Australian Government fully supports ARTC examining options for staging the completion of the Program. The Government has decided to prioritise Beveridge to Parkes, with further work north of Parkes to be undertaken on a least regrets basis, as agreed with Shareholder Ministers.

Recommendation 17

On behalf of ARTC negotiations with Regionerate Rail should commence with a view to changing its scope to exclude double-stacking on the final section to Kagaru, and with a view to limiting costs and structuring payment arrangements in a manner that ARTC can afford. This may include a move away from a pure PPP arrangement to some other contractual arrangements.

The Government agrees

The Australian Government will work with ARTC and Regionerate Rail to examine the feasibility of implementing this recommendation.

Recommendation 18

Work to analyse the project costs of Inland Rail, and the expected timing of those expenditures over the next years of this decade, should be done carefully to ensure that the Inland Rail project team, ARTC and their Shareholder, are fully cognisant of the details. An independent value engineer/cost estimator should be appointed by the Commonwealth to conduct this work given the difficulties that ARTC have had in providing such estimates. This person should coordinate with the work being done to define the scope of the project carefully as noted in Recommendation 13. The estimates should enable both ARTC and the Commonwealth to budget with some certainty for the next five to ten years for this project.

The Government agrees

The Australian Government agrees to appoint an independent value engineer/cost estimator to analyse the project costs to provide credibility to the cost and the timeframe.

This work will allow the Government to consider what, if any, further funding is necessary to support the Program.

Recommendation 19

As Inland Rail proceeds, the local government areas that it passes through, along with the relevant State Government and ARTC, should consider where regional development might focus and what industries may be attracted to expand in those locations. To facilitate this, the Commonwealth Government should raise the issue with their State counterparts in regional development.

The Government agrees

The Australian Government recognises the importance of regional development and will continue to work with its state counterparts to focus on maximising the benefits of the Program in the areas through which it passes.

Inland Rail- Illabo to Stockinbingal SSI-9406

Introduction

Eric & Dianne McKenzie

. We have lived at this location for 20years.

We run a mixed farming business which includes cereal cropping and a commercial Merino sheep enterprise. Our daughter, Yvette, also runs a Poll Merino Stud on the 3000-acre property. (

The property is 60% arable where we produce Canola, Wheat, Oats and grazing pastures. The 40% that is not arable is used for grazing and, due to the fact that it is hill country, it is prime lambing country as well as good area to get stock to higher ground in wet conditions. 200-acres acres of this area is put aside for drought containment as well as used to take pressure of growing pastures.

Approximately 1500 Merino ewes are managed as a self-replacing flock in which we sell approximately 800 surplus ewes for restocking purposes each year. With this also comes 100 bales of wool each year. Most of the crop sown is of a grazing variety which is utilised by the sheep enterprise as well as cereal for sale, hay and also used as sheep feed. There is approximately 700 acres sown down to cereals and canola each year plus 300 acres sown down to pasture.

Route Selection

We believe that the route selection was rushed when initially proposed. The time that was taken to think about the topography, environment and effected production of the selected route was not looked at with enough consideration for the given factors that would be beneficial for a 'lifetime railway'.

Studies that have been prepared since the original selection of route shows that the selected route is NOT the favourable route. (See attached thesis).

By making the proposed route the actual route would be a detriment to high producing primary production farms as well as the community that surrounds it. With just the acquisition of our property would take potentially 3,000 acres and two families away from the area and potentially out of business of primary production that is supposed to be providing for the nation.

The route that we believe that the railway line should be on is Melbourne- Shepparton- Narrandera where it is already a gazetted line and the saving on acquisition would be enormous to the bottom line of the budget as well as minimal environmental impact, which is also shown in the thesis attached.

Community Engagement by ARTC

Up to this point the engagement from the ARTC has been less than practical or helpful. As people that will be impacted if the selected route is taken, we have been appalled with the communication and response, or should I say lack of response. We have been treated disrespectfully and with no consideration of impact on any of us whether it be financially, emotionally or even mentally.

At attending an Acquisition meeting in Junee in the early months of 2021, we asked the ARTC questions regarding impacts, compensation and legalities and we have never had answers from them. The answers they gave us were- "we will get back to you", "noted" and "we will find out". We asked questions such as the following

- 1. If there is more than one family the occupies (operates) a property that will need to be fully acquired, will they be paid \$80,000 each family (business) for relocation compensation?**
- 2. If this is a Government Acquisition is Capital gains tax to be paid?**
- 3. Who's responsible for fencing maintenance?**

4. Biosecurity issues around moving livestock on public roads.

These are just some of the questions that were asked but never answered.

We feel like we have been dictated to instead of consulted with and then the ARTC tell the public that they have consulted with the affected farmers/businesses, and it is all going well and to plan so hence that what the public is believing.

EIS Farm Impacts

The EIS does not refer to each part of the route and what the effects are within each stakeholder. This makes it hard to see what the real impact is going to be.

- There is no reference to the sizes of some bridges that will pass main roads.
- There is no reference to what ease ways or bridges that are on each part of the route.
- On the maps that are supplied to each stakeholder there is no reference to what access ways/crossings or even fences are going to look like or where they will be located.

Loss of Land

In our situation, there are two ways to look at the loss of land. The fact that the route goes straight through the property from North/South, it can be summed up in two scenarios.

The corridor route that has been supplied will mean that 247315 m² will be taken for Permanent Acquisition and 113215 m² would be taken for Temporary Acquisition. As this is a long stretch of land (approx. 5km long) and not a large block, it makes it unviable to run our business if only the corridor is acquired.

Access and Crossing Points

As far as the maps show, there is only 1 crossing across the full length of the proposed route which is approximately 2.5km into the route which means that this is halfway into the route alignment. This is unviable and unrealistic for us to walk sheep from the West to the East of the proposed route. If we have to walk stock from the shearing shed to a paddock in which is the middle of the Eastern hill, we would either have to walk them around on the main road to the East gate and then through the first paddock to get to the paddock, in which we may already have sheep in that paddock so would have to then force stock away and hope that they don't get boxed in together or some alone stock don't mix in with the mob in question being moved. This would be approx. 3 km and with lambs at foot that needed to be marked it would be not particularly good for animal welfare as well as a huge biosecurity risk (see Stock Route 2). The other option would be to walk them down the lane way and around to the access road and up into the hills and hope that we do not have stock already in these paddocks. This would be approx. 6.5km to get them to the water point in that paddock (See Stock Route 1).

The fundamental logistics this has with only one crossing is massive as well as including the huge animal welfare impacts on livestock especially at some stages of reproduction. The losses of productivity from ewes and abortion of lamb are at higher risk when travelling distances.

With only the 1 crossing it will be difficult to also move machinery between paddocks. And with the loss of paddock space, the loss of production when it comes to cropping and pastures would mean less income for us. This would also mean that there would be less grain and hay produced to feed the stock. This would mean that we would have to decrease the number of stock retained and hence again a loss of income from a decrease in production.

Production Reduction

With the loss of land this would affect the commercial and stud production of sheep with the numbers that would be able to be run on the property. Numbers would have to decrease by as up to 50% due to fact that lambing would not be able to take place near the railway corridor and the decrease in paddock sizes would reduce how many we can run in each paddock.

The stud that Yvette runs would have to be decreased as well as a number of rams are taken from commercial breeding ewes and with the number that would have to be reduced, the gain in quality would be reduced. This would be an enormous impact on what return the stud could produce.

With the reduction in numbers would mean a great loss of income which could have potential of at least being \$250,000 a year. This is just in sheep sales and wool production. In that would also be time lost for contractors within shearing, commission in stock sales for the stock & station agent as well as reduction in commission to local wool brokers. It would also mean that the local businesses that we purchase our animal health products from would not get these sales either.

Within the crop production, it would mean a terribly similar problem as there would not be as much grown so therefore not as much fertiliser, chemicals or contract tractor driving done that would affect local businesses.

With the corridor at the base of the hills, this is where a lot of the water that feeds into the dams comes from. With the corridor where it is, there would be a reduction of at least 75% of the dam filling destroyed and therefore we would not be able to have livestock on the Western side of the corridor. The trough system runs under the corridor route so therefore the water system would be destroyed as well. The corridor runs right over the top of the main line to the South of the property so therefore the reduction of livestock being reduced again would impact the productivity of the property businesses.

Property Security/ Biosecurity

With only the one ease way, the chance of being able to contain a fire outbreak from either getting into the hills or vice versa, it would be extremely dangerous for surrounding properties. Within that would also reduce the access to get stock out of country if a fire did break out on the property. This is a huge animal welfare issue as well as income, and the stress to us and community.

If stock must be either let out onto the main road or driven up the main road, this will cause a huge risk on the safety of the animals being moved as well as the risk of contaminating diseases from stray animals. This could potentially end the stud operation and put the commercial operation into an elevated risk for sale of commodities.

Noise/Vibration Impact

With the railway corridor being so close to the houses and infrastructures, it is unviable for us to stay here. The impact of vibration would destroy the two houses that we live in (Eric & Dianne in one and Yvette in the other). Both of these are less than 500mtres from the start of the corridor on this property and with the level of vibration due to the speed and repetitiveness of the trains, it would make it impossible to live in.

The shearing shed, machinery sheds, silos and hay shed would also be destroyed as it is in line, or closer, with the houses. None of these buildings or structures could be saved or moved due to the narrowness of the property. This would also make the operations of this property unviable.

The noise and vibration would have an enormous impact on the animals that are kept on the property with the stress levels being increased in livestock therefore reducing production and lambing rates would decrease at a minimum of 15%. This equates to approx. 250 lambs as the numbers stand as they are now.

Environmental Impacts

With the corridor route as it stands, it goes through three major water courses throughout the property.

There is a lot of wildlife that uses these water ways as shelter and drinking water. With the corridor it would destroy the natural water course and if it were looked at right now, it would have major impacts on the follow on of water systems.

There have been sightings of the Pink Tailed Legless Lizard on the property, which is an endangered animal as well as it is home to the Superb Parrot which is also endangered. These factors have not been taken into consideration within the EIS. It is only an issue for endangered species when it suits. If it needs to be ignored, it seemed to just not be a problem to the Government or contractors for them.

Compensation

When it comes to compensation there are two ways that this property could be seen in. The corridor only or the entire property. As from the points stated previously, the property with the corridor taken out makes this property unviable and it cannot even be lived on. The income losses become too much to be a viable property with the two businesses operating. The compensation that has been issued seems very undervalued considering the impacts.

The only viable way that this property could have the Inland Rail through is to acquire the entire property and within this must be looked at not just as land value but as a whole business acquisition and the value that has been given is well under the current rate. We must be able to look at buying two homes so therefore two properties.

When we have been given an offer the rude phone calls that we have received have been distressing. Being told that we should be ready to sign off on the offer and on a regular basis is not respectful. The way that we have been treated throughout the whole procedure has put a strain on our family and has been incredibly stressful for us all. It has put strain on the relationships within family and what the future may look like for any of us. We feel that we cannot go ahead with improving infrastructure or production since we have been made to feel hung by the ARTC and hamstrung in the way that we cannot improve our productions with focusing on the businesses that we run.

Dear Dr Kerry Schott AO,

We have been dealing with the burden of the Inland Rail for a number of years now and it is not just taking its toll on us but our family and community involvement and engagement. We are up to lose the entire 3000acre property that we currently live on if the current route for the Inland Rail project is used. The ARTC have not made any part of the delivery easy on any of us and I am actually quite taken back and angry at the treatment that we have been given by the ARTC in all aspects of their communication.

In a normal transaction and in widespread practice, common curtesy and structure is what we would deserve but what some of the people have been like would nearly be seen as illegal and just downright rude. We have been threatened by ARTC staff to sell and be done with it and harassing us with the same phone call week after week on where we stand when we have told them not to call but deal with solicitors and go through the right channels of communication. This would bring me to the fact that I'm not sure that there is a structure and process of communication when it comes to the ARTC. Our expectations were far from what we have and are receiving from the ARTC.

In going forward, we would encourage and invite you to personally come out and see where the proposed line would be going and the impacts that it will have, environmentally, financially and emotionally. It is something that we all believe has to be seen in person and as to date not one politician has been out to assess the property and see what and where the so-called route will be going through.

We are not against the Inland Rail, but we just want to see it put in the right place for Australia for the next 100 years and the growth of Australian product-to-plate to remain the top priority for all of Australia.

Following is our submission for your review in regard to the delivery and issues around the project stated by the submission review. It is a very brief submission as the impacts are huge on us and all areas of our business is impacted. I have also attached a copy of the submission that was sent through for the EIS for this section. Please feel free to contact us at any time to either discuss or make a time to visit.

Regards

Eric, Dianne and Yvette McKenzie



Inland Rail Program- Independent Review

Submission

Eric & Dianne McKenzie

[REDACTED]

Yvette McKenzie

[REDACTED]

This Submission has our permission to be made public

1: ARTC governance and management arrangements for the delivery of the Inland Rail Program.

- *How could ARTC improve its management arrangements and structures to better facilitate the delivery of the Inland Rail Program?*

Response:

When it comes to the management of the ARTC, we are not really sure anyone knows what they are doing or more to the point, where the buck stops and starts for some of the roles. We attended an Acquisition meeting in Feb 2021 where we were informed of the processes that the ARTC had in mind and when questions were asked with regards to acquisition, we were told “we will get back to you” and “noted, we’ll look into that for you”. Some of these questions including Capital Gains Tax due to the fact that it is compulsory acquisition? If more than one business was operating on the property that had to be relocated, was the payout of \$80K going to be given to all affected businesses or not? What Bio security plans did they have in place? These are questions that we still haven’t received answers on. Structures around the Inland Rail project have not been advised in an equal manner when it comes to all of the line. There seems to be different information given to each segment of the route.

None of our questions or concerns have been answered in regard to any of our issues and any response we got was that “that’s not our department, we can’t answer that for you.” We have been

trying to get answers out of ARTC but cannot seem to find the person responsible for any area, but the ARTC seem to put a green tick on engaging with the public and potentially affected businesses. Since the issue of the Inland Rail was raised with us, the management of the ARTC seems to also change regularly. I think that we have seen 4 project managers, all of whom are no longer working for ARTC and the fact that some of them have spoken out against the ARTC and the way they have handled the program is quite concerning and has left us wondering why if past employees don't agree with the program then how is it all viable?

Having an actual list of people to contact and for what areas would be helpful and actually getting answers would also be a good start in actual community and personal engagement. Have the same meetings with all affected- environmentally and primary and secondary impacted people and businesses throughout the entire route of the rail line as the North is being told one thing and the south is being told another. It is a small world and farmers know other farming communities better than the ARTC are aware of.

2: The role of Inland Rail in meeting Australia's growing freight task and providing a Service Offering to meet freight sector needs.

- *How could Inland Rail and access to intermodal terminals create new opportunities and benefits for your region/industry/community?*

Response:

Australia needs more freight sectors such as rail but if the hubs and ports are put in the right place. Hubs in places such as Melbourne and Brisbane seem to be the main focus but having a hub in Narrandera, which would be in the middle of one of the biggest growing primary producing areas would be beneficial into the directing in which produce needs to take. If a major hub were put at Narrandera, Melbourne, Brisbane, and Sydney redirection would be easy and worth investing in. There is already a gazetted line from Melbourne to Narrandera and then having a decent airport there would seem to be a benefit cost saving for international exports and imports to a regional area. Some much produce could be delivered to Narrandera and the destination cities would be endless. You would actually be creating jobs for the local area of the Riverina and big production businesses such as the Wine, Meat, Rice, Almonds, Walnuts and Grains, just to name a few, would use this major freight depot as one of the States and National inland redirection pivot locations. This way you would not be taking away the 2000 truck drivers off the road that the supposed Inland Rail project would be and you would still be using the engineering jobs to build the rail up and the airport up to an international level.

Putting hubs and terminals in the wrong place would create a rift with communities as the impact on some places would be to the point of closure which in turn puts pressure for work on other areas. Some towns are already losing major clients as the workers with mines and other infrastructure businesses are taking away accommodation and money from towns as other people cannot get accommodation, so they also don't get fuel, food etc.

New lines may not be the answer but redirecting funds to do up other lines that already exist to make them multifunctional lines which would be a cost saver on the economy but also eventually be better for the country by not taking away any more primary producing country that is already struggling to feed the population.

3: The processes for the selection and refinement of the Inland Rail route and whether these processes are fit-for-purpose, including consideration of benefits and impacts.

- *Do you consider ARTC's approach to engaging communities on the route is fit-for-purpose?*
- *How could ARTC improve its engagement with communities and stakeholders along the route in regard to the processes used to consider benefits and impacts?*

Response:

The ARTC have got communities to believe that the Inland Rail in its entirety is a great idea that will have only positive impacts on the community. The ARTC have been giving scholarships to students and sponsorship to community events to promote themselves in only the best way. This is very much a slap in the face for affected farmers like ourselves as this money that they are 'splashing' around is in fact rate payers' money that are looking to reduce produce and jobs from their community. This money is definitely not fit-for-purpose as it divides the people of the community. We will now not support any function or event that the ARTC is sponsoring or supporting in any way due to the way that this whole project has and is being dealt with. The community has been divided by the misleading information that has been given to them and the way that the ARTC have 'left' people off community groups due to the relationship of the impact that they may have.

The ARTC have in no way shown the community the negative impacts that it will have on communities. The loss of jobs on farms acquired, the loss of income taken by contractors that work on the farms, income taken from the loss of sales made from the farm products as well as the income and sales that it will take away from local businesses such as merchandise, fertiliser, rates, and even groceries. These might seem like minor adjustments but if businesses are lost, that can have grave impacts on communities.

There are people that have lived on farms for generations and the wealth of knowledge that these people have is incredible. The sad fact that none of these peoples' ideas and thoughts are being listened to by the ARTC or anyone that has any association with the project. Educated and so-called professors in fields such as environment, weather patterns, the topography seem to want to just tell farmers how and what will happen. These are uninformed people that also have no communication skills when it comes to dealing with the stakeholders. The ARTC and others involved don't want to be seen to say that they have got something wrong and that the whole Inland Rail Route should be looked at. There is a thesis (Attached) stating facts about the proposed line and the impacts that this would have on each of the chosen routes.

4: The effectiveness of ARTC's community and stakeholder engagement processes, and opportunities for improvement, including ARTC's approach to addressing community concerns.

- *What has ARTC done well in engaging with communities, including addressing community concerns?*
- *In what ways could ARTC improve its communication and engagement processes with communities and stakeholders?*
- *How could ARTC improve its engagement with communities and stakeholders in responding to concerns?*

Response:

The ARTC have not done anything well when it comes to engaging with communities, and their concerns.

Start again would be my idea of getting this right. Have a look at the proposed route and engage with locals and farmers that know each area better than most public service staff.

This question seems to be remarkably similar to statement 3., just worded differently. All impacts and concerns that stakeholders and communities have had, have all been avoided by the ARTC and green ticks have been applied to Facebook pages and news articles when they have put us into a room and, I would say, dictated to us, not discussed. I have discussed this further in statement 3.

Conflict Case Study – The Impact of Inland Rail (Connecting Melbourne to Brisbane) on Rural Australia



For whom is it a problem?

Primary Parties:

- Australian Federal Government;
- Australian Rail Track Corporation (ARTC) (Proposed Route);
- National Trunk Rail (NTR) (Alternative route);

Secondary Parties:

- Privately-owned companies in rural New South Wales and Victoria which export manufactured agricultural products;
- Melbourne – Brisbane Inland Rail Alliance in Parkes;
- Parkes, Narrandera, Tocumwal, and Shepparton Shire Councils;
- Wagga Wagga, Albury Shire Councils;

Third Parties:

- Landowners in the proposed new track;
- Road transport companies and drivers.

The issues:

This is a case study on the impact of change, and the flow on effect of social conflict in rural Australia. The conflict occurs not in the concept of inland rail, but of the route taken by the inland rail.

The following information has been taken directly from the following websites, public proposals and from personal interviews from train operators, and local landholders who support the alternative route.

<https://inlandrail.artc.com.au>

<https://infrastructure.gov.au/rail/inland/submissions/index.aspx>

Public Submissions:

Supporting Proposed Route:

Australian Rail Track Cooperation (ARTC) Business Case
 Australian Food and Grocery Council
 Wagga Wagga City Council

Supporting Alternate Route:

Melbourne – Brisbane Inland Rail Alliance
 Narrandera Shire Council
 National Trunk Rail (NTR) Letter 30 Jun 2014

The Federal Government has identified the need to transport agricultural products quickly and efficiently from processing plants to port in the 2017 budget. Currently road freight links the two major ports of Brisbane and Melbourne and 30-40% of the cost of grain is consumed by freight. Trains run at a significant environment saving compared with trucks, each grain wagon can carry the equivalent of 3 times B-Double sized grain truck. The proposed train would tow 100 wagons, effectively taking 300 trucks off the road per train. Rail is half the cost of road freight; however consumer studies have shown that unless rail can match road's reliability and speed, road freight will still be preferred. A dedicated rail corridor from Melbourne to Brisbane has been identified to improve the reliability and speed issue. Moving heavy freight off the roads has flow through benefits of improving safety and maintenance of our roads.

Infrastructure Australia on Inland Rail has evaluated the proposals. Two companies are proposing two routes, the ARTC (wholly government owned and currently in charge of operational Queensland, New South Wales and Victorian Railway), and NTR (private consortium).

	Proposed Route (ARTC)	Alternate Route (NTR)	Difference
Distance (km)	1731km	1595km	-136km
Time to build	10 years	6 years	-4 years
Steepest Grades (speed and efficiency restrictions)	2.50%	1.50%	-1%
Circles of Curvature (speed restrictions)	51 circles	20 circles	-31 Circles
Price	10 billion	13 billion	3 billion
Time	24 Hours	19 Hours	-5 hours
Track Capacity	25Tonnes	32Tonnes	
Average number of wagons	82	92	-10
Maximum permitted speed	115km/h	120km/h	-5km/h
Practical Train Turnaround Time	60 Hours	48 hours	-12 Hours

ARTC Business Case 2015 (ARTC Proposed Route)

The drivers of the concept behind the proposed route:

- Increasing the network to meet the needs of freight in the future;
- Bypasses Sydney and the Coastal Route and travels through the four richest farming areas in NSW, VIC & QLD;
- It will save one third of the fuel required compared with road transport and save 15 crashes a year;
- Minimise the impact of the community and provide value for money.

Melbourne to Brisbane Inland Rail Alliance Proposal (MBIRA) (NTR alternate route):**The drivers of the concept behind the alternate route:**

- Future standards of rail;
- Quicker time to export for time sensitive products;
- Attract freight from road through efficiencies;
- Address the distance factor in inland Australia;
- Act as an incentive for decentralisation and regionalisation.

To attract freight to rail (NTR):

- Needs to be fundamentally different to current offerings;
- Need to compete on price, reliability, and availability.

Notes comparing the two proposals (from NTR alternate route proposal):

- Notes that the ARTC study does not try to capture current road freight, but instead capture a proportion of future growth freight; It predicts road freight will actually increase after the inland rail is built;
- Needs a modern efficient railway for logistics and regional development;
- A 'business as usual' railway proposal is low cost but misses out on opportunities;
- Constrictions faced by not upgrading rail to a future standard show freight will be forced back onto the road;
- Private investors want a sound business case and efficient assets, or they will be discouraged; Positive NPV returned on investment for NTR alternative, higher initial cost but lower operational cost;
- Railway design for operational cost minimisation.

National Trunk Rail Submission regarding "Unfair Treatment", lodged with Infrastructure Australia after the Proposal was lodged:

- Alleges that ARTC work has been given the go ahead by the Inland Rail Implementation Group, before submissions for alternatives were closed;
- Request the details from Inland Rail Implementation Group regarding the rationale behind the ARTC route being confirmed;
- NTR has detailed that they are open to cooperate, and want to be included on this critical issue;
- Principal criteria in the ARTC proposal is minimising capital cost, which uses assets that are up to 150 years old;
- The ARTC proposal was listed as "Poor value for money" (Productivity Commission, 2014);
- Criteria of "lowest life cycle cost per tonne per km" has been overlooked;
- Investment in rail networks return \$2.65 on each \$1 spent, as opposed to the ARTC report of \$5b invested returning -\$533m.

Why is it difficult to resolve?

Whenever a change is proposed that will alter the dynamics of an area, groups who are disadvantaged will oppose it and groups who stand to be advantaged will support it.

Where does it require third party help?

"If there is an excess of claimants over opportunities for adequate reward, there arises strain and conflict" (Coser, 1957, p.201).

Solutions need to be imaginative and not tied into interests as all these parties may be narrowly viewing the solution.

A third party with no interest in the project would be a fair way to decide the best outcome for the project. The third party would be:

- Free from funding or prior relationship pressure;
- Open to all submissions;
- Communicate information and develop trust;
- Weigh up the positives and negatives from both sides with the best intentions for the overall project;
- Analysing all elements, taking into account emotions;
- Investigate any red flags or prior relationships between the groups.

c. Discuss some constructive strategy options of relevance, or strategies that might be successful using concepts, principles, theories or practices which you have studied in this subject.

How can we use conflict to be constructive?

Positives of conflict include: stimulation of interest, motivation and problem solving, it can promote group cohesion, provide basis for change, and encourage communication, creativity and innovation. Negatives of conflict to avoid are increased stress, breakdown in relationships, low communication (Tillett, 2006, p.16).

Be personally prepared; develop your thinking, reaction and behaviour skills:

It is important that you begin any problem solving process fit for purpose. Develop listening skills free of preconceived ideas, ask people what they want, step into their shoes and adopt their perspective of the issues are all a good start to the resolution process (Fisher and Ury in Cox, 1986).

Gandhian teachings are invaluable for conflict resolution: examination of the facts, clear attitude, separate people from the problem, consider the interests that motivated the positions adopted, explore options for a mutual agreement that involves mutual gain, and make a sustained effort to find objective criteria that could be used to settle the dispute. (Cox, 1986).

Work out the values held by the conflicting groups. Common values band community's together (HRM540, Topic 8). Be sensitive to the issue, be realistic and well-informed. Do not apply generalisations or stereotypes to the situation, do not assume you understand, instead ask and clarify. Cooperation and motivation are more important in conflict resolution than fluent vocabulary. Apply active listening, and if difficulties arise, clarify what is happening and why. (HRM540, Topic 9). Flush out false assumptions, ideological orientations, and personal prejudices. Assuming cooperation can sometimes promote cooperation, start with a collaborative flexible approach, and keep the relationship going even after an apparent resolution (Tillett, 2006, p.3).

Look for some comparable projects and their outcomes if you are not familiar with the conflict groups. What did they do right/wrong, what can we learn? Was there relationships within the

resolution that can be used again: nature of the resolution, compared with management, compromise, settlement, deterrence, containment (Laue, 1991, p.323)

Communication

"Lack of communication intensifies dislike" (Frank in Burrowes, 1996, p.70). Employ a cooperative process approach which can include:

"information sharing, mutual confidence and trust, perception of similarities in values and beliefs, acceptance of each others legitimacy and problem centered processes" (Deutsch in Burrowes, 1996, p.71).

Media coverage – is there a positive or negative following of the issues?

Mass media has the ability to present the news to influence our perception of issues; they have the power to propagate assumptions or simplifications that can cause conflict.

"Mass communications have always been a two-edged sword. On the one hand, they inform and educate, and this can empower and unite; on the other hand, they can also divide people and turn them against each other"(Ramsbotham et al, 2016, p.421).

Good communication is very important for conflict resolution to reduce misunderstandings, as are other factors like "willingness to work on a creative solution for a mutual satisfaction of the needs of all parties, willingness to learn, discover or ascertain the facts, willingness to trust the word of others, and to set down in an agreed document the joint declaration of the parties to implement the terms for the agreement reached and to honestly express emotion/feelings non violently" (HRM540, Topic 11).

Communication is a never ending process:

"Legitimacy of future costs and benefits among men is a subjective value, and like all values they are subject to change" (deReuck, 1984, p.100).

Research the past:

It is important to acknowledge historical decisions and grievances of the past, but not allow the past to capture the future. The past is of considerable importance to the current conflict, and conflict resolution needs to "help people overcome their problems" (Groom in Burrowes, 1996, p.77).

Peoples perceived past shape who they are today, usually it is a mythical past, not a historical past. The past can also hyper sensitise groups, where the group culture is a product on an individual, and comments regarding certain issues are met with increased sensitivity (Groom in Burrowes, 1996, p.77).

Understand the interests behind the conflict:

Determine needs of the parties with a view to align them.

Need to align "policy, process, structure and systems to the satisfaction of human needs" (Burrowes, 1996, p.79).

"Often the role of conflict resolution is to demonstrate that a belief is in the incompatibility of values or needs is not based on fact, and the parties do have mutual interests and can cooperate (Tillett, 2006, p.17).

Know who you are dealing with and their processes.

Bureaucracies are an institution with no emotion and "emphasis on calculable, methodical and disciplined behaviors" (Coser, 1957, p.199). It is therefore the job of outsiders to challenge the process, exerting pressure towards innovation which is perceived as interference with routine (Coser, 1957, p.199).

Private sector groups make decisions to increase funding and benefits for themselves. As a result, their intentions and needs should be reviewed carefully.

"Conflict ensues in the effort of various frustrated groups and individuals to increase their share of gratification. Those who hold the power will see the attack as an attack on the current system. Some will feel it detrimental to their interests, and others will feel their position strengthened" (Coser, 1957, p.203).

Be mindful of the culture of the parties.

Some cultures can be more inclined to fighting, and "non-realistic" conflict (Coser, 1957). This information must also be taken into account when preparing to deal with conflict groups. Some groups fight whatever change is before them, whether it is a good idea or not (Ramsbotham et al, 2016, p.117). Azar identifies many different types of needs as an "underlying source of protracted social conflict" (Ardagh, 2004). Security needs, political access needs, history and culture all play a part in rural Australia's stance. Reality is experienced through perception, not directly received. Our experience is mediated by our perception, and our perceptions are defined by preconceived ideas; either culturally, socially, and cognitive elements like values, meanings, attitudes, and judgment (Ardugh & Black, 1991).

Problem-solving, apply your collected knowledge of the conflict to the solution:

To begin to negotiate a solution there must be a balance of power, as one side will not negotiate if it thinks it can secure an all out victory of its demands (Laue, 1991, p.326). A problem solving approach does not work if both parties are not ready for the resolution process (Burrows, 1996, p.71).

Your solution may result in a settlement, instead of a resolution. A resolution by definition satisfies the inherent needs of all parties (Burton, 1991, p.63). Burton looks at the ontological needs of people and uses analytical problem solving to design an adequate solution that does not involve coercion.

"The human needs of identity, recognition and autonomy, all of which imply equity"
(Burton, 1991, p.66).

Burton suggests careful analysis of the conflictual parties and the issues at stake. Then facilitate an interactive meeting where the issues can be analysed. No proposals or bargaining can take place until an agreement is reached between all the parties of the problem definition. Once the issues are defined, analyse existing policies available or in use, then start to explore options available. Fixing one conflict, he warns, does not fix the next one, as all conflicts are individual and it must be aimed at the needs of that individual.

A Final Thought:

Putting time into the decision process can be "less costly and more rational, more persuasive and less power-laden" (deReuck, 1984, p.99).

A good resolution will have the following characteristics: does not sacrifice any of the parties important values, the parties do not wish to refute the solution, even if they are in a position to do so later, the solution is sufficiently advantageous to all that it becomes self-supporting or self-enforcing. The importance of the relationship between the parties in a lasting outcome is high "agreements terminate conflicts, relationships implement agreements" (Burton in Laue, 1991, p.302).

d. Sketch a possible solution that you consider to be fair to all parties, and justify your prescription using any of the materials and research you have read which you deem relevant.

Common values of the two routes:

- We need a national freight corridor and to update current railway tracks;
- Move towards national gauge of railway;
- Bypass existing constrictions of time taken from Port to Port;
- Provide value for money;
- Promote safety on the roads and make environmental savings on fossil fuels;
- Minimise the impact on the community;

Communication

Media coverage – there is a lot of information available on the internet; however most of it is from official government sites regarding the ARTC solution. It took some investigating to find the public submissions for an alternate route and the NTR.

The NTR alternate route has listed communication with the government departments as being difficult and “disrespectful” (The Weekly Times, 6/4/2017), that the people they deal with today are changed to a different role tomorrow, and they feel they are not being treated fairly.

Good communication helps to promote a creative solution for a mutual satisfaction and flush out false assumptions, ideological orientations and personal prejudices. To achieve this, I would lead discussions, community consultation, and participation from consultation groups in implementation and open forums regarding suggested solutions. To promote mutual confidence and trust I would share information and accept responses to these open forums.

Research the past:

Investigate corruption and ensuring all decisions are made with the best of intentions. If the government has ‘given the all clear’ to ARTC to go ahead without adequate consultation with both sides it appears as though their relationship with the ARTC should be reviewed. On face value they may favour the ARTC due to the dealings they have together on a regular basis.

The proposals under consideration are under contention for not being accurate by industry spokespeople. This needs to be investigated and noted, so the decision can be hinged on good information.

The Inland Rail concept has been proposed in Government since 1902. Rail has not been without political conflict, for example the Sydney to Melbourne Line was never supposed to run through Cootamundra, however the political powers at the time changed the route. It is still a major constriction today, and 100 years later the mistake is still being designed out at great cost (Southern Control Optimisation Project, 2001). By using the current configuration, they are still using the old infrastructure which had design faults, even after optimisation in the upgrade. Productivity Commission as listed many examples in the field of rail as poor value or money. It is a significant spend, and an asset which could serve us for 100 years if chosen wisely.

Understand the interests behind the conflict:

The ARTC are using tracks that are in use and are maintained, which could be mistakenly regarded as “routine solution”. It is therefore the job of outsiders to challenge the process, exerting pressure towards innovation which is perceived as interference with routine

Private sector groups make decisions to increase funding and benefits for themselves. As a result, their intentions should be reviewed carefully.

Those who are on the current railway will see the change as an attack on the current system, so they need to be kept informed and offered chances to respond to any changes.

Problem-solving, apply your collected knowledge of the conflict to the solution:

To begin to negotiate a solution there must be a balance of power, treating both route proposals with dignity and openness. Currently ARTC are the favoured route, but due to the history and current relationship with the government, the NTR solution should be welcomed for challenging the proposal to provide the best for Australia's future.

Proposal Differences:

ARTC Proposed Route:

The ARTC had originally advised the government that the proposed route does not return a positive net present value, and to revisit the investment in "10-30 years".

According to the ARTC business case, it has 'low private investment support', when the NTR proposal has investors already.

Using the existing line would still need some upgrades to be brought into "future standards", as it is listed as being restricted in weight limit to 25t compared to 32t rated work that would be completed on the alternative route.

The selling point to the alternative route is there would be no need for land purchase, it is flatter with fewer curves ("Circles of curvature" are 20 circles on alternate route, versus 51 circles on proposed route. It is interesting to note that the current route through the coast has 267 circles, so it is a significant saving either way) which impose speed restrictions and reduce reliability levels of freight.

NTR Alternate Route:

The upgrade to dual gauge would make the railway useable again to Melbourne and add extra functionality of North bound tracks to Brisbane, however Narrandera also has a track to Sydney's port – only 583km, dual gauge to Melbourne is 432km, will there be more freight driven by North South rail?

The track has been closed since 1988, and has not been maintained, would be disadvantaged by the fact that it was closed once due to cost versus return, and history of the area shows it can be ravaged by drought.

The significant upgrade to freight service would boost the local economy of Narrandera and surrounds, however there are significant large industries already using the current line.

Wagga Wagga and Albury are major inland cities, versus the very small villages of Tocumwal, Jerilderie, and Narrandera.

My solution to the conflict is:

Pending investigation and further consultation with industry, an option for resolution that satisfies the common needs of both parties would be to operate a dedicated freight corridor through Narrandera, with a view to upgrade the facilities of both routes at the joining point in NSW. That would continue the current in use line, without the interruption of the freight trains coming through to Brisbane. By working in conjunction with one another, these upgrades could benefit both routes. Add efficient sidings, an advanced logistical solution for wagons, and a pickup and drop-off service each day for the current line so the smaller 25t trains could be used to distribute freight effectively and efficiently in a timely manor to industry without major disruption to passenger services or to current logistics.

Amanda Blachut

This solution would be proposed in conjunction with all upgrades on the current line to be increased to 32t capacity, and to create a rail network of the future. A new line using an existing route would be able to attract new freight, be ready faster and therefore alleviate some freight off the current line when it is time to upgrade its facilities.

This is an important addition to Australian infrastructure, and with further investigation and solid backing from the private sector and groups involved, the project should be an exciting addition to Australia's future.

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Country Women's Association of NSW
Incorporated in 1931 by an Act of NSW Parliament
Constituent Society of the Associated Country Women of the World

11 November 2022

Assistant Director – Inland Rail Review Secretariat
Department of Infrastructure, Transport,
Regional Development, Communications, and the Arts
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Submission via web form

Response to the Independent Review of the delivery of the Inland Rail Program

The Country Women's Association (CWA) of New South Wales (NSW) is the State's largest rural issues advocacy group with well over 8000 members and close to 400 branches across NSW. There is no other member-based organisation that has the breadth and depth of membership on matters affecting country people. Our policy positions and prioritised advocacy areas are determined by our grassroots members, via a democratic process.

CWA of NSW advocates for positive action on a range of issues that impact the lives of women, children and families throughout NSW and welcomes the opportunity to respond to the ***Independent Review of the delivery of the Inland Rail Program***.

INTRODUCTION

CWA of NSW believes Inland Rail is a significant "nation-building" infrastructure project. A project with the potential to better connect producers to markets and create new opportunities for businesses, industries, and regional communities, in the process transforming many communities. CWA of NSW has repeatedly and publicly supported this project and has invested considerable time and resources in engaging with members, local communities, and contracting experts to examine and respond to thousands of pages of reports in particularly with respect to the Narrabri to Narromine (N2N) route planning approval processes.

Based on expert advice and lived experience CWA of NSW has raised well-founded concerns on certain aspects of this project with Australian Rail Track Corporation (ARTC), and Federal Ministers. Issues related to flooding and hydrology, impacts on agricultural lands and associated severance concerns and fencing standards to name a few areas that have real implications for rural communities across the alignment (which runs from one side of the state to the other), and serious impacts on hundreds of NSW constituents.

The CWA of NSW response to this review is focused on ensuring that best practice management, governance, route selection, and stakeholder engagement processes are implemented to mitigate and manage the impacts of the project and provide key benefits to the communities along the proposed alignment. We note the request of no more than a 2 page response to each identified theme and provide the following comments:

THEME 1: ARTC governance and management arrangements for the delivery of the Inland Rail Program.

How could ARTC improve its management arrangements and structures to better facilitate the delivery of the Inland Rail Program?

An independent review administered by Holding Redlich¹ and partly commissioned by the CWA of NSW found and highlighted several weaknesses in the knowledge base underpinning specific aspects of the project and therefore impacting on project design and delivery. These weaknesses existed in the economic modelling (reliance on Multi Criteria Analysis rather than a Cost Benefit Analysis); environmental impact (inadequate flood & hydrology, groundwater, soils and erosion, air quality and noise assessments); agricultural impact (failure to adequately address reduced farming capacity, severance issues, fencing and lack of understanding of compulsory land acquisition legislation) each impacting on route selection and ultimately project viability and delivery.

Without addressing these fundamentals, it will not be possible for the project to develop a strong foundation to guide management decisions and improve the structures associated with project delivery.

There are undoubtedly economic benefits to the state of NSW if this project is executed correctly, and in a way that is designed to extract maximum benefit for the communities and landholders impacted. That said, on its present trajectory, and under the current planning and management, this value will not be realised, and this opportunity will be lost.

To a large degree, these issues arise because the ARTC have chosen routes that favour extensive areas of greenfield development of track. The costs of the project are enormous (now with predictions closer to \$20 billion). Consideration of existing rail corridors has not been adequately considered as there is an apparent obsession with delivering a sub-24-hour line between Brisbane and Melbourne, no matter the cost. The evidentiary basis for the importance of this 24-hr transit time has never been provided to stakeholders. There are also significant cost concerns in relation to the section between Acacia Ridge and Brisbane.

This project has been developed with a limited regional business case and no comprehensive socio-economic study to determine the actual benefits available to regional areas. Without these studies it is not possible for ARTC substantiate the claim that a journey of less than 24 hours is essential to move freight from road to rail and thus pay for project construction.

The 2015 Business Case points to estimates of benefits to regions, but significantly more detail needs to be provided by ARTC or the Government about the actual economic benefits directly attributable to the local communities along the corridor. Noting that the ARTC preferred-route option bypasses existing

¹ <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SUB-14156426%2120210207T050606.217%20GMT>

grain receipt and intermodal facilities, it is difficult for our members to see how their communities will benefit from the project.

To improve accountability an essential component of good management and governance, the CWA of NSW believes that the ARTC must provide stakeholder communities with the following:

- the value of product transported via existing intermodal facilities;
- the value of agricultural commodities already produced in the region, but particularly regions that are close to the line but have no physical way of using the line;
- the benefits of post-construction jobs to regional communities through which the line will pass through or adjacent to:
- the relative cost of upgrading existing infrastructure compared to the potential economic loss attributable to (potentially) reduced agricultural production on impacted farm businesses; and
- the flow-on consequences for road freight arising from the route selected, for example whether the location of the line would lead to increased or decreased movements of local/intra-regional road freight.

Our members have significant concerns about the accuracy and robustness of hydrological modelling that has informed route selection for the rail corridor. Local knowledge and ground-truthed data that our members can provide.

An independent hydrologist advising CWA of NSW on this issue has highlighted many alarming deficiencies in ARTC modelling. Members are concerned that computer models based on incomplete or outdated information will be given precedence over landholders with many generations or longstanding family knowledge of flood movement in this landscape. Additionally, of concern, is the significant amount of water required to building a new rail line. Members have concerns that ARTC have not fully considered the level of water required or the potential that their water usage could lower the water table levels and impact landholders over a wide area beyond the immediate route

Loss of access and the fragmentation and severance of properties remains a considerable concern to many, if not all, of the landowners along the proposed alignment. This covers circumstances where, for example, the rail corridor would have the effect of cutting off a property from its principal access point to a public road. However, it also extends to cover access within a property itself, including access to internal road networks as well as farming infrastructure such as stock yards, dams, bores etc. In our view, it also covers connectivity between properties where farms are run as family cooperatives or community enterprises across multiple properties in different ownerships.

Speaking with numerous landowners along the N2N alignment, we understand that these concerns regarding access, fragmentation and severance principally relate to:

- a) how properties, or parts of properties, are to be accessed where they become landlocked as a result of the N2N Project;
- b) how parts of properties are to be accessed and used where they are severed and sterilised by the proposed alignment;
- c) how access between paddocks and farms is to be maintained where existing access points will be impeded by the alignment (and its embankments);
- d) how and where the level crossings are proposed to be constructed and what are the proposed design parameters (will they accommodate the transport of machinery as well as livestock);
- e) the viability of paddocks for their existing land use as a consequence of interference or inconvenience caused by the alignment of the rail corridor;

- f) the extent to which any proposed access points will be serviceable during flood or heavy rain fall events; and
- g) how access to travelling stock reserves will be impacted by the N2N Project and the consequences of this on farming operations.

More rigorous and robust processes around land access, biosecurity, on farm safety, risk management, privacy, and confidentiality need to be implemented by ARTC. Advice received from members indicates that there is an increasing incidence of ARTC contractors and others associated with ARTC entering properties without advance warning. This conduct creates unacceptable safety and biosecurity risks.

Members have persistently raised concerns with ARTC about management of risks during project construction, including how essential rural infrastructure such as level crossings on roads and private property will manage increasingly large machinery that will be required for project construction, how stock crossings will be kept open to allow the free movement of stock from one side of the line to the other, and how machinery and loading locations will be treated.

We understand that the ARTC will be required to construct fencing along the entire rail corridor, however insufficient detail has been provided about the type of fencing to be installed and whether it will be appropriate for farm management despite repeated requests for this information. There has been some additions to the level of detail provided to landholders in recent months, however this has taken literally years to resolve. It is also presumed that maintenance of new fencing will be the responsibility of adjacent landholders. In this case we expect that maintenance activities and insurance will be taken into consideration in determining appropriate compensation. ARTC has also indicated that fencing may be done on a risk assessment basis, which suggests that some areas will not be fenced. This is further evidence of ARTC cutting costs ahead of the interests of farmers.

To ensure the maintenance, access, and safety of Travelling Stock Reserves (TSR) CWA members believe risk mitigation strategies need to be put in place by ARTC to address the proximity of sections of new track to regular trains travelling at 115km per hour and deemed wholly incompatible with the realities of moving stock along these necessary routes.

ARTC need to ensure that telecommunications infrastructure is not negatively impacted across different sections of the route during construction. For example, existing telephone towers around North Star will likely not be sufficient to service the several hundred construction workers on the line as well as at the camp sites, affecting locals and construction workers for the duration of construction.

To date ARTC have not demonstrated an understanding of the telecommunication realities of living outside of urban centres including suggesting an “app” to track train movements as a solution landholder concerns about crossing the line. Unreliable connectivity and mobile blackspots will make this type of technology unviable and unsafe in many areas. This may have disastrous consequences if farmers are required to make decisions on when they can move heavy machines or stock across the Inland Rail line based on an unreliable “app”.

In addition to the points above, and to improve governance, accountability and demonstrate transparent decision making the CWA of NSW believe that the ARTC must:

- take independent advice on the various route options as against cost and time and that a cost/benefit analysis of each route from end to end be conducted in full.

- disclose a full and detailed description of the decision-making processes relating to the route selection across the whole of the inland rail area, and in particular, the greenfield section between Narromine and Narrabri
- publicly release any, and all, multi criteria analyses (MCA's) relied upon when making decisions about route selection for all 13 project sections
- provide full and comprehensive answers, including any, and all, evidence relied upon, when making the decision to not use existing rail corridor, particularly in the Narromine to Narrabri section of track
- fund an independent expert to consult with stakeholder and establish a best-practice land access agreement template for landholders.
- provide documentation including any economic modelling done that supports the assertion that the Inland Rail would provide large benefits to regional communities along the route.

THEME 2: The role of Inland Rail in meeting Australia's growing freight task and providing a Service Offering to meet freight sector needs.

How could Inland Rail and access to intermodal terminals create new opportunities and benefits for your region/industry/community?

The Inland Rail Project can and should deliver substantial benefits to regional economies. That said, we have seen very little detail about what, specifically, those benefits may look like and what work needs to be undertaken to capture the full potential that this project could bring. If the rail is simply transporting containers of general freight between Melbourne and Brisbane, we fail to understand benefits to rural and regional NSW.

CWA of NSW has requested information from ARTC on what economic and social modelling has been done to support the claim of the increased benefits to regional communities along the rail corridor. We particularly referenced agricultural commodity movements and other possible benefits to towns along the route. The response to this question was confused and offered no answers, referencing a five-year-old publication. There was also a reference to the need for complementary investment benefits, but again with no detail as to what this means. Questions remain about the actual benefit to rural communities. If the Inland Rail project is going to deliver on its promises this information is critical.

We note that there is no real or meaningful consideration of, or alignment with, the NSW Freight and Ports Plan 2018-2023 and State Infrastructure Strategy 2018-2038 or connections with other freight infrastructure, including ports and intermodal hub NSW government policies in the planning and execution of Inland Rail.

Freight costs represent up to 40 per cent of post-farm gate costs for growers. Finding more efficient means of transporting goods from the farm gate to the customer, whether they're in Sydney or Singapore, is essential to drive on farm productivity, innovation, and competitiveness. We recognise the benefits for farmers, and the rural communities in which they operate, that come from better transport connectivity, greater competition, and improved supply chain efficiency. However, as currently designed the Inland Rail project will not deliver significant benefits to the agriculture industry – only 8% of the total proposed freight will be agricultural produce.

While moving freight from road onto rail has many benefits, too much misinformation about intermodal facilities and the ability for farmers to directly load grains onto trains has fed doubts about who will stand to benefit from the project. Communities bypassed by the rail see the Inland Rail as a missed

opportunity to sustain their towns, but their concerns have been largely ignored by the Government, who appear disinterested in Inland Rail's capacity to both improve freight movement and develop regional community sustainability.

Our members are anxious to understand exactly how they will gain access to the inland rail; indeed, when asking existing rail operators about how they will utilise inland rail, many of these existing operators remain similarly uncertain. We would like ARTC and Government to make clear how the Inland Rail project will provide improved port connectivity for farmers, connectivity with branch lines and what investment will be made into new intermodal infrastructure. As an end-to-end project, the Inland Rail project will not deliver tangible benefits to regional communities along the rail route.

Without a clear strategic vision for transport of food and fibre and integrated transport infrastructure planning with the NSW Government, there is a clear risk of missed opportunities to drive the success of regional communities.

Our members are also concerned that that the significant investment made by grain-handling facilities in the north-west of the state will be devalued by the lack of integration with the new rail alignment, leaving infrastructure as stranded assets, and communities in this area missing the opportunities for jobs and diversified economic opportunities that are essential if regional communities are to become resilient to drought and grow their economies.

Lack of a sensible strategy for expanding and improving intermodal infrastructure and the lead in infrastructure that supports it, will leave trucks on the road, and deny the benefits of the rail line for the communities it most affects.

THEME 3: The processes for the selection and refinement of the Inland Rail route and whether these processes are fit-for-purpose, including consideration of benefits and impacts.

Do you consider ARTC's approach to engaging communities on the route is fit-for-purpose?

The extent of community engagement undertaken by the ARTC specifically in relation to the N2N Project has been grossly inadequate. There has been an express reluctance on the part of the ARTC to produce documents and disclose material which would allow landowners, as well as stakeholders such as the CWA, to consider and respond to concerns regarding the impacts of the N2N Project.

Speaking with landowners along the proposed alignment, we understand that there are significant differences in the amount of information disclosed by the ARTC to different landowners. Some landowners have been provided with access to specific plans showing the location of the alignment on their properties, some are only being shown corridors. Even during the period of the exhibition of the EIS for this project, we are aware that a landholder was provided with plans reflecting amended alignments that were different from the ones on exhibition. Further, almost no landowners were given specific particulars regarding the design of the infrastructure proposed to be constructed on their land.

Members have raised with us concerns in relation to the proposed greenfield development along the N2N section of track. There are several concerns with the proposed corridor, including the fact that existing rail corridors have been overlooked for a full greenfield option that cuts farms in two and stands to save minimal amounts in time for maximum cost. There is a stubborn refusal from decision-makers on this project to move (even slightly) from an aspiration of a sub-24-hour journey along the track, despite the impacts to farms and communities and despite significant financial impacts on the costs of the project.

Route selection decisions do not just impact the owners of the lands that a track is proposed to cross. These impacts are of course, the largest, and should be considered (including impacts on traditional owners), but the impacts to the wider community are also significant. Adding travel time to people who may have to drive extra distances to reach a crossing has a significant impact on access to services and education and their safety. Many of these issues have not been addressed, and communities are concerned that in an environment where they are already struggling with equity of access to basic services, a project such as Inland Rail in its current form has the potential to exacerbate these issues.

The ARTC claim (A4.3.2 of Chapter A4 of the EIS) that the reference design process has evolved over a period of two and a half years and that consultation has been carried out with affected stakeholders to identify key potential impacts at an early stage, and that this has resulted in several design changes being made to mitigate potentially significant impacts. Given that reference designs were not provided to affected landowners or exhibited as part of the EIS, design changes made cannot be said to have resulted from community engagement. Rather, design changes can only have been made by unilateral decision of the ARTC without any transparent discussions with affected parties.

How could ARTC improve its engagement with communities and stakeholders along the route in regard to the processes used to consider benefits and impacts?

In our view, meaningful community engagement is typified by transparent discussions whereby landowner/stakeholder concerns are listened to, and options are proposed as to how these impacts can be addressed. In the context of the N2N Project, it would include discussions of:

- a) the location of the proposed alignment and why this alignment has the least adverse environmental, social, and economic impacts (as per Item 2 of the SEARs); and
- b) how the design of the infrastructure minimises adverse environmental impacts, including in relation to flooding and hydrology, scouring and erosion, noise and vibration, and biodiversity (as per Items 6, 9 and 15 of the SEARs).

However, contrary to this, we understand that the ARTC held meetings where they were given a platform to restate the assertions contained in the EIS, without engaging with the matters raised by the affected landowners or key stakeholders. Community participation without genuine engagement cannot be said to be adequate, particularly given the scale of the N2N Project and the serious environmental impacts that will eventuate should these matters not be effectively considered at the pre-approval stage.

THEME 4: The effectiveness of ARTC's community and stakeholder engagement processes, and opportunities for improvement, including ARTC's approach to addressing community concerns.

What has ARTC done well in engaging with communities, including addressing community concerns?

It is difficult to identify any positive aspects of ARTC engagement with communities and individuals on this project as it has been extremely inadequate. It is not suggested that engagement hasn't been attempted, it has, and the ARTC has put significant resources of time and money into their engagement strategy. Unfortunately, despite this investment, the strategy is demonstrably failing.

ARTC has seen a revolving door of engagement staff with limited handover, which has left many of our members very dissatisfied with how they have been treated.

In what ways could ARTC improve its communication and engagement processes with communities and stakeholders?

ARTC needs to honestly assess performance in this area and recalibrate their approach to improve the community and stakeholder communication and engagement process. The failure of engagement is an inevitable outcome of questions and concerns not being adequately addressed and viewing stakeholders and community members asking questions as objectors when in fact all they are doing is seeking information.

How could ARTC improve its engagement with communities and stakeholders in responding to concerns?

The Community Consultative Committee (CCC) engagement process in NSW has been ineffective to resolve concerns about the project. The minutes of the CCC attest to this – it will be apparent that questions tabled by volunteers have never been satisfactorily answered. Unfortunately, to date the community engagement about the Inland Rail project has been characterised by very poor communication and a lack of transparency by ARTC and the Government.

In this context, ARTC claims that there is broad community support for the preferred options, and that they have engaged extensively with impacted landholders.

The DPIE Response to the ARTC, however, post exhibition of the NS2B EIS, is quite revealing. It is notable that there is no database which records any formal feedback endorsing the proposed options – leading our members to raise concerns that they suspect ARTC has equated attendance at community forums with consultation and endorsement, in the absence of more formal discussions with affected stakeholder groups.

In conclusion, we thank you for the opportunity to provide our feedback on this important matter. If you have any further questions we would be more than willing to provide further details as necessary.

Kind Regards,

A handwritten signature in purple ink, appearing to read 'D Leys'.

Danica Leys
Chief Executive Officer

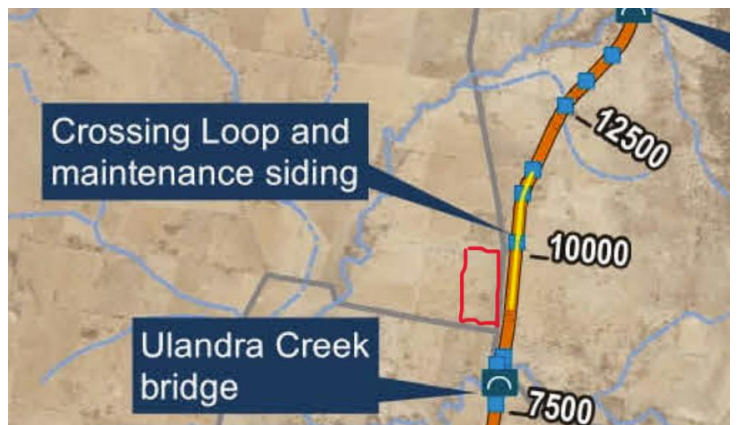
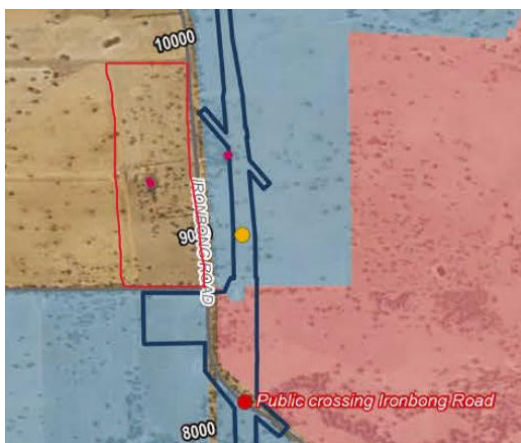
Illabo to Stockinbingal (I2S) EIS - Submission

We are Carl and Nicole Baldry, the owners of [REDACTED]. We have lived here since 2017, with our young family, and have been in the area since 1994. We purchased the property before being made aware of the proposed construction of a greenfield section of rail between Illabo and Stockinbingal, and connection to the existing rail network at Illabo and Stockinbingal, to accommodate the requirements of Inland Rail ('the proposal'). We object to the proposal ARTC Inland Rail on a number of grounds including:

- The location of the proposal in proximity to our property
- The adequacy of the options assessment undertaken for the proposal
- The adequacy of the consultation undertaken for the proposal
- The adequacy of the Environmental Impact Statement (EIS) prepared for the proposal
- Specific issues relating to noise and vibration, air quality, water and livestock impacts, landscape and visual impacts, traffic, transport, and access

Location

Our property is 100 acres and runs parallel to the proposal. The front door of our house will be approximately 400m from the line and within 200m of our property's boundary fence. Our farm runs about 30 stud Simmental breeding females and their calves, which are produced for the beef cattle seed stock industry. We have our annual on-farm cattle sale at our family's farm about 25 kilometres from our property. Below are some images from the EIS and ARTC Inland Rails website showing our property location in relation to the proposal. The four images below indicate our property within the red rectangle.



Considering the proximity of our house and property to the proposal, we cannot understand how the location is justified. How was the location of our house considered in the identification of the alignment? We appear to be among the many grossly affected properties by the greenfield section of rail (which is not being acquired) by virtue of the location of the following aspects of the proposal:

- The proposed alignment
- The location of the crossing/passing loop and maintenance track
- The location of construction compounds 5 and 6.

Consultation and Engagement

Contact and consultation from ARTC Inland Rail began for us on 12 July 2018. Our initial discussions were a shock considering the previous owners of our property had been contacted multiple times before we purchased the property, and we were never informed when we purchased and moved into the property in May 2017.

Consultation by ARTC Inland Rail with us has been appalling. In all meetings with ARTC Inland Rail we have been lectured to instead of being consulted, most questions we have asked have never been accurately responded to, or they haven't responded at all. There is no credibility in the claims by ARTC Inland Rail in the EIS that the community engagement has been adequate. The community engagement SEARs have not been met nor have the "requirements for undertaking consultation guidelines".

Below is a short timeline/summary of our contact with ARTC Inland Rail to demonstrate the inadequacy of the interactions: -

May 2017 – Moved into our property.

July 2018 – Initial contact with ARTC Inland Rail when we knew nothing about the proposal.

2018 and 2019 – Minimal contact from ARTC Inland Rail, other than to advise in the narrowing of the corridor and requesting us to sign the land access agreement (which we refused to sign because the amendments from our solicitor would not be taken on board).

Early 2020 – Questions raised to ARTC Inland Rail regarding mitigation, did not receive a response for a few months and when we did it was stating that it was being given to the project team.

September 2020 – Received an email from ARTC Inland Rail relating to general community sessions which we attended via zoom. Here we learnt that the bridge over Ironbong Road had to be removed and a passive level crossing was to be installed, also the passing/crossing loop was moved from 3 kilometres away to between 200 to 400 metres away from our property. This meeting was highly disappointing because it was merely a general meeting open to the public where we were informed of major changes occurring that will directly impact our family and property. Had consultation occurred prior, we would have had the opportunity to voice our concerns. We then had a Zoom meeting with their design team to explain the changes and their reasoning. This seemed to only take into account their hip pocket and not actually the impacts they were creating for the families living with this decision. No justifications for the change were outlined. Minutes were taken for this Zoom meeting stating that we were "overall ok with the alignment", we are not sure how this conclusion was reached as we are very unhappy with the alignment. We are also still pending the follow up of actions required from this meeting, these included confirmation of expected future crossing loop utilization and provide examples of noise and vibration assessments from other projects.

June 2021 – Email communication was received, and a meeting was organised. This meeting took place at our home and was entirely uneventful with no new information gleaned, the ARTC Inland Rail Stakeholder Engagement team were not willing to answer our questions and at this time could not even confirm how far our property was from the proposed line. This was a waste of everyone's time as no questions were answered and there was no follow up following the meeting with any attempt by the team to answer them.

October/November 2021 – ARTC Inland Rail contacted us regarding a noise and vibration meeting, at this time we accepted this and one month later, they were able to accommodate, and the meeting occurred. This meeting was premature of any information being available as they were not able to tell us the impacts of the construction and operational noise but were able to state that vibration would not affect our structures because we were more than

13 metres away. We emailed them following the meeting to enquire about compensation/mitigation, as we had heard that we would not be entitled to anything as there was no land acquisition in place and the noise modelling showed the trigger for maximum noise exposure was near our residence, not at our residence.

January 2022 – ARTC Inland Rail requested a meeting to update us on the noise and vibration modelling. At this time, we sought legal advice and made the decision at the time not to proceed with this meeting. We are incredibly frustrated with the process and lack of understanding of our situation, we sent an unpleasant email to ARTC Inland Rail voicing concerns, and the return email suggested we apply to receive a USB stick with the EIS. Again, not helpful. Although our relationship with ARTC Inland Rail is strained and we do not agree with the line, we would still like to be involved in future correspondence and mitigation regarding any and all updates.

The staff turnover within ARTC Inland Rail is ridiculously high. We cannot build relationships or rapport with the employees, due to the fact that if ever they give us any accurate information they are swiftly moved onto greener pastures.

Noise and Vibration

Below is the Existing Noise Level Assessment conducted by ARTC Inland Rail in February 2019 which indicated that our property experiences background levels between 28-49 decibels (copied below):

TABLE 16-13: SUMMARY OF UNATTENDED NOISE MONITORING RESULTS

Noise monitor ID	RBL (dBA)			Ambient noise level (dBA)		
	Day	Evening	Night	Day	Evening	Night
NM01	27	30	28	45	45	47
NM02	28	28	29	46	49	45
NM03	29	28	29	46	49	45
NM04	30	26	22	60	58	53
NM05	27	27	22	43	42	38
NM06	27	22	19	57	57	52

Note—Day: 8 am to 6 pm Monday to Saturday, 8 am to 6 pm Sunday; Evening, 6 pm to 10 pm; Night 10 pm to 7 am Monday to Saturday, 10 pm to 8 am Sunday.

Within the EIS and Tech Paper 9, ARTC Inland Rail proposed that the level of noise is estimated to increase to between 55-80 decibels with the introduction of a new train line. The EIS notes that the background levels are below the minimum assumed rating background noise levels at all measurement locations along the proposal site; and as such, they have been adjusted to 35dBA during the day period, and 30dBA during the evening and night periods. We find it extremely interesting when looking at the maps in Tech Paper 9 – Appendix D Map 3 of 16, where our property is located, that we hit the max dBA of 80 but surprisingly do not exceed it, which for us means we will not be compensated, and mitigation has not been proposed. We would like further clarification on this as well as the mapping of our property further explained. This seems incredibly convenient for ARTC and is based on RBLs much higher than what is actually experienced at our property.

The passing loop was originally planned to be constructed more than 3km from our property where no ‘sensitive receivers’ are located. However, a decision was later made to move the passing loop - resulting in closer proximity to our home. Despite being assessed as one of six ‘sensitive receivers’ (referred to 226688). We are disturbed by the absence of consultation around this issue and the direct impact this will have on our livelihood and young family.

As there is a large discrepancy between our current average dBA and the proposed dBA of the train line in operation, we request that mitigation and compensation be revisited.

We will be significantly impacted by the active level crossing within 1200 metres of our dwelling (this will be much closer to our boundary fence). There will be an increase of road traffic noise, the introduction of loud warning signals, and train acceleration and deceleration noise related to the passing loop. This noise will impact us significantly and no mitigation has been proposed. The assessment indicated that no mitigation measures are being sought with regards to the active crossing based on the distance between the crossing and our property.

We have reviewed Tech Paper 8 which we find extremely difficult to read and identify our own property. Neither the receiver number nor the lot number of our property is used on any mapping. In most of the Tech papers we are

referred to as Sensitive Receiver 226688, in this paper we are only identified by our property lot number on page 168. From our understanding we will be affected by exceedances in every scenario except scenario 4. We understand that more information will be provided in detailed design, and we would like to be consulted on all mitigation and reductions in noise and vibration at our property which will also be impacted by both 5 and 6 construction compounds.

Have any studies been made within the EIS regarding the effects of the noise and vibration during construction and operation on livestock? Can we please be made aware of the impacts to our livestock and what mitigation will occur?


Air Quality, Water and Livestock Impacts

The assessment of air quality impacts is qualitative in nature, and it is not clear how and at what magnitude the air quality at our property could be impacted, noting the passing loop is located within 200 metres of our boundary fence. Is our air quality going to be affected by trains parked on the passing loop running throughout the day and night and how will this be mitigated?

We are also very concerned about the critical impact dust suppression and other construction activities would have on the current water system and subsequently our ability to provide water for livestock within the construction phase. Our property currently has water connected via Goldenfields Water; in the summer months our current water pressure cannot keep up with our livestock water needs. When the construction phase begins and ARTC Inland Rail are provided access to the same water line that we are currently connected to, our livestock will not have enough water to sustain them during the summer months. It should not be our responsibility to increase our water storage on the property during this period to ensure no loss of livestock through lack of sufficient water supply.

Landscape and Visual Impacts

The operational visual impact assessment is incredibly ill-considered. From boundary line of property, there is a potential for two double-stacked trains to be present within the passing loop, crossing loop and maintenance siding, which will be about 200m from our boundary fence. Despite this, the assessment concludes that 'views from the residence to the proposal would not be possible as a result of the existing vegetation surrounding the house and throughout the property', see screenshot below). This is a ridiculous and incorrect statement as demonstrated below.

11	555 Ironbong Road (driveway)	No construction compounds will be visible from this location, however machinery and construction workers associated with the construction of the new track will be visible during the construction period. As a result, activity within the visual scene will increase during this period and introduce new elements currently absent from the view (namely moving machinery).	Low	Low	Low	
11	555 Ironbong Road (driveway)	From this location, the steel track and ballast will be visible through filtered views to the open rural land. The line will form a minor part of the view given the extent of mature vegetation bordering the road, as well as the limited vertical height of the line. Although this viewpoint is located at the entrance to a private driveway, views from the residence to the proposal would not be possible as a result of existing vegetation surrounding the house and throughout the property.	Low	Low	Low	

The viewshed provided in Technical Paper 13 (Figure 4.3) demonstrates that the proposal will be visible and our property is shown shaded! However, it should also be noted that this viewshed is almost impossible to interpret, with very little reference points and took a long time for us to figure out. We are aware this viewshed does not consider vegetation, so we have taken photos to show where the line will be, and how the vegetation does NOT screen the line from view.

Below are images from our current boundary fence across to where the active train line will be including the passing loop and maintenance siding (red line represents proposed train line):



The level crossing would also be in low-lying area beside existing creek prone to flooding, see images below across the area where the track will be located (red line indicates proposed train line):



The mitigation provided for our property is completely inadequate (see screen shot below). Firstly, it is a statement, not a commitment. Secondly the use of the word 'could' is concerning. Will it be, or wont it be? The assessment is conflicting, firstly it says no impact, then it notes that strategic planting could further reduce visibility. What does this mean? We would like a strong commitment to ongoing consultation with us regarding the proposed landscaping and tree planting proposed for this proposal, as a minimum.

Viewpoint	Location	Recommended mitigation
11	555 Ironbong Road (driveway)	The use of strategic tree and shrub planting running parallel to the road could further reduce the visual accessibility of the line, especially when taking into consideration that no public footpaths are located in the area, generally restricting the views to people within cars.

Traffic, Transport and Access

ARTC Inland rail have made no indication that our current roads will be upgraded. Ironbong Road is currently in disrepair and is only wide enough for one vehicle at a time. To pass an oncoming vehicle, we need to slow down considerably, with some sections having low visibility. It has been stated that during the construction phase contractors will use an access road being built next to the train line to access the construction site. With the extra traffic on Ironbong Road and the fact that contractors will likely use the shortest route possible, we are concerned about the lack of upgrades to this road and the impact of this. The state of Ironbong Road is shown below including Ulandra Creek bridge:

As you can see below, this is the current condition of Ironbong Road. We are not saying that the road is inadequate currently but with trucks and heavy machinery using it daily during construction it will deteriorate quickly and no indication of any upgrades other than the realignment between the Ulandra Creek Bridge and the proposed active level crossing have been noted.



Summary/Conclusion

In summary, we are strongly opposed to the proposal, and we would like the consultation and engagement, noise and vibration, air quality, water and livestock impacts, landscape and visual impacts, traffic, transport, and access addressed in detail before anything is approved.

We want to be consulted on all proposed mitigation for the significant impacts to our property. We would like for there to be more certainty around the proposal with less words like 'could' used. ARTC Inland Rail should not refer to us as being "indirectly affected", our property is directly affected and therefore our family and business is also directly affected. Communication and consultation have been critically inadequate and as a result we feel as though our property, family and business has been excluded from the process. Significant decisions were made without our consideration, including the relocation of the passing loop and maintenance siding closer to our property, as well as the siting of the construction compounds and the active crossing.

To repeat, although our relationship with ARTC Inland Rail is strained and we do not agree with the proposal, we would still like to be consulted (meaningfully) on all future design development affecting our property, including the development of future mitigation approaches which are very much needed.

Our view is, and will continue to be, that this proposal should not proceed, especially in its' current form.

If you would like any further information, please email us.

Kind Regards,

Carl & Nicole Baldry

We are Carl and Nicole Baldry of [REDACTED]. We are among the affected properties with regard to the ARTC Inland Rail, Illabo to Stockinbingal (I2S) Greenfield Project.

We are writing this submission in response to the Inland Rail independent review. We are using this platform to voice our concerns regarding:

1. Stakeholder consultation, engagement and project management
2. The Inland Rail route
3. Compensation and mitigation

Below we will discuss the concerns we have with proposed recommendations for ramifications. We are deeply concerned with how the project has been managed and the analysis used to decide the route options, especially in our Greenfield Section of the project.

1. Stakeholder consultation, engagement and project management

Contact and consultation from ARTC Inland Rail began for us on 12 July 2018. Our initial discussions were a shock considering the previous owners of our property had been contacted multiple times before we purchased the property, and we were never informed when we purchased and moved into the property in May 2017.

Consultation by ARTC Inland Rail with us has been appalling. In all meetings with ARTC Inland Rail we have been lectured instead of being consulted. Most questions we have asked have never been accurately responded to or we have received no response.

We have been told multiple times by ARTC Inland Rail we are not 'directly affected' because the project does not dissect our property. Considering the project is within 450 metres of our dwelling and 200 metres from our boundary. We are directly affected, namely by the proposed passing/crossing loop planned to be parallel to our property as well as an active crossing less than 1 kilometre from us. Significant decisions were made without consideration of us, including the relocation of the passing loop and maintenance siding closer to our property, as well as the siting of the construction compounds and the active crossing.

Recommendation:

We would like to receive open and honest communication from ARTC Inland Rail with more respect toward our situation.

2. Inland Rail route

We have grave concerns that our region's route is set to the incorrect location. We believe the cost benefit analysis used has not been effective in considering the best-case scenarios for the outcomes in each region. There seems to be more benefits for the project to go through the Narrandera area than ours.

The route for the ARTC Inland Rail project has been moved several times and we are only made aware of these changes through community consultations, not through direct contact. The most recent and problematic change for us has been the positioning of the passing/crossing loop to be directly parallel to our property. This is within 450 metres of our home dwelling and 200 metres of our boundary. This was not always the position of the loop and in its previous position approximately 3km away, it was not impacting any sensitive receivers. The proximity of this loop to our home will cause excessive noise and vibration and will directly affect our family's small farming operation.

Recommendation:

Investigate if cost benefit analysis was correctly used to provide the greatest economic outcomes for all involved and we would also like to see the passing/crossing loop put back to its original position or moved elsewhere along the line to ensure it is not affecting any sensitive receivers.

3. Compensation and mitigation

While we are aware that money is not everything, we did not move out of a town to then have all the noises of town come to us in the form of a train. We have enjoyed the serenity that comes with our lifestyle and would like to ensure that our home is able to be kept a quiet, comfortable place to live. Our concerns are based around a significant increase of noise, vibration and traffic.

Recommendation:

We would like compensation and mitigation outlined specifically to ensure that we can minimise any direct impact to our property, family, business and way of life.

Summary

In summary, we are not opposed to the Inland Rail project but the stakeholder consultation and engagement, route and compensation and mitigation have left a lot to be desired.

We want to be consulted on all proposed mitigation for the significant impacts to our property. We would like for there to be more certainty around the project. ARTC Inland Rail should not refer to us as being "indirectly affected". Our property is directly affected and therefore our family and business is also directly affected. Communication and consultation have been critically inadequate and as a result we feel as though our property, family and business has been excluded from the process. Significant decisions were made without consideration of us, including the relocation of the passing loop and maintenance siding closer to our property, as well as the siting of the construction compounds and the active crossing.

Although our relationship with ARTC Inland Rail is strained and we do not agree with the proposal in its current form, we would still like to be meaningfully consulted on all future design development affecting our property, including the development of future mitigation approaches which are very much needed.

Our view is, and will continue to be, that this proposal should not proceed, especially in its current form.

We have also included a copy of our EIS Submission which can also be found publicly on the Department of Planning website.

If you would like any further information, please contact us. We would also make ourselves available if you would like to visit the area.

Sincerely,

Carl & Nicole Baldry



Attention: Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development and Local Government
Email: 'Catherine King MP' Catherine.King.MP@aph.gov.au

I am writing this letter to you in acknowledgement of your recent decision to hold an enquiry into the ARTC Inland Rail project, noting that my letter is referring only to the Wagga section of this project.

The Wagga Residents & Ratepayers Association, along with other residential organisations, request The Australian Rail Track Corporation (ARTC) to divert the intended route of the Inland Rail from going through the Wagga CBD to going around the Wagga CBD, creating a Wagga ARTC Bypass.

The intended route for the Inland Rail is to use the existing railway line from Bomen, through the Wagga CBD, then to the new Kapooka Bridge.

Our suggested route is to connect the Wagga ARTC Bypass to the current railway at or near Bomen's TEYS Abattoir to the north of Wagga, and near the new Kapooka Bridge to the south of Wagga (see "Inland Rail Alternate Route around Wagga CBD" below).

By 2040, ARTC estimates that the trains will be up to 3.6kms long and the number of trains will also increase to over 20 trains a day ([A2I EIS – Chapter 1 Introduction \(nsw.gov.au\)](#)). Currently the trains travelling through Wagga are up to 1.7kms long and up to 12 trains per day.

There are various main reasons for requesting an alternate route:

1. Edmondson Bridge Upgrade:

As part of the construction of the ARTC Inland rail, the current Edmondson Bridge will need to be replaced with a larger bridge that can accommodate the trains having double-stacked shipping containers on them.

The construction of the new bridge will take 9 months, meaning that all cars that use the Edmondson Bridge will have to find a detour, which will lead to an increase in the traffic on the other roads that also cross the railway line. Also in the construction phase, the ARTC Environment Impact Statement (ARTC EIS) acknowledges that "construction at the enhancement site would result in low-to-high impacts at up to 1,758 residential receivers during standard and OOH periods" ([A2I EIS – Chapter 15 Noise and vibration \(nsw.gov.au\)](#) page 26), ensuring there will be loud construction noise during the day and some nights for the residents living near the bridge. This includes the staff and students at South Wagga Public School, Kildare Catholic School and Wagga Wagga High School.

Also, when the new bridge is built, it will be up to **2.8 metres** taller than the current bridge (see

“Edmondson Bridge (with pink high indicator)” picture). This means that:

- The ramp from the Edward Street intersection to the peak of the bridge will be steeper, potentially leading to increase accidents for traffic driving north and coming to a steep stop at the Edward Street intersection
- The pedestrians, mostly school children, will have a steeper walk to and from the bridge
- The extra noise from the more frequent, longer, heavier trains will have an impact on the nearby school’s students

2. Noise & Vibration Effects throughout the Construction Phase and Ongoing Inland Rail Trains:

“When Inland Rail is operational it will have the potential to generate noise for residents in locations including their own homes, schools and in hospitals” (Inland Rail [Managing noise and vibration fact sheet - Inland Rail \(artc.com.au\)](#)). This extra noise may be exacerbated because the number, length and weight of trains will be increasing.

“We acknowledge the operation and maintenance of Inland Rail will have noise impacts for local communities. The draft noise and vibration modelling during construction and operation for areas around the project’s enhancement work sites has been completed” ([Noise and vibration modelling - Inland Rail \(artc.com.au\)](#)).

“The locations where predicted rail noise levels exceed the RING airborne noise criteria consist of: Scots School Albury, seven dwellings in Henty, the Headlie Taylor Header Museum, Yerong Creek Public School, Kildare Catholic College in Wagga Wagga, South Wagga Public School, Junee Baptist Church, Junee North Public School and the Illabo Public School. These exceedances are driven by an increase in daytime LAeq rail noise levels due to increased rail volumes forecast for the day period (7am to 10pm)” ([Technical Paper 7 – Operational noise and vibration \(rail\) \(nsw.gov.au\)](#)).

The concern here is what about the increase in night-time noise due to the increase in the occurrence, weight and length of the trains, noting the existing surrounding noise is reduced in the evening. This will have a detrimental effect on the surrounding residents’ sleeping habits. Also, the effect of the resulting vibrations on the surrounding residents along the rail line will be increased due to the heavier, longer and increased occurrence of the freight trains.

A further concern here is that if there is a breakdown of an Inland Rail train, that will be more frequent, this will lead to major disruption to the current XPT services.

3. Safety Concerns at Bourke St & Fernleigh Road crossing due to an increase in rail traffic, and extended weight and length of the trains:

With the ARTC Inland Rail trains being longer than the current trains and an increase in the number of trains, this will lead to longer and more often wait times whilst the trains are passing through the Bourke & Fernleigh Road crossings. This should be considered considering the city’s main ambulance station is on Fernleigh Road and the main Hospital is on Edward Street, on the opposite sides of the Bourke Street crossing. The question is if an ambulance has to transport a critical patient from the southern suburbs of Wagga (which are growth areas), how will they get

directly to the hospital when a 3.6km long freight train is crossing the Bourke St crossing? These traffic stoppages will negatively affect the flow of traffic from the central Wagga district to the southern suburbs of Wagga (Lloyd, Bourkelands, etc).

From Wagga Wagga City Council’s (WWCC) “Inland Rail A2I EIE Response” submitted to Council’s meeting on 19th September Pg10-11:

“Consideration must be given to the fact that freight trains have been shown to not pass-through Wagga Wagga at the top-speed of 80km/h and are unlikely to do so in the future. Additional delays caused by train stopping/slowing through Wagga Wagga have not been considered in the analysis of on-grade level crossing, this must be rectified...

... The operational impacts on emergency services and consequential impacts on the safety of the inhabitants of Wagga Wagga have not been considered”.

This highlights that the ARTC EIS has not considered the real potential rail crossing closure times that could be up to 4 minutes for a 1.8km train, and then may increase to an 8-minute closure for a 3.6km train. The need to reduce the speed of the trains is necessitated by the speed restrictions on the viaduct. A suggested solution to these concerns is to instal bridges to take the traffic over the railway line but the impact of these new bridges on the surrounding houses will be detrimental.

These extended delays are going to cause extended traffic wait times and force traffic, including emergency services vehicles, to find alternative detours that will go through residents’ roads, creating “rat runs” in these surrounding alternative routes.

WWCC, in their “Inland Rail A2I EIS Response” has also acknowledged the discrepancy of wait times for the traffic wanting to cross the Bourke St & Fernleigh Road crossings (Pg 8):

“WWCC has collected train speeds and gate closure times at the Bourke/Docker crossing to determine the validity of the 121 second claim from IR and have assessed that total closure times are expected to be greater than 121 seconds for a significant portion of rail traffic; the findings are attached in Table 1. WWCC expects and maintains that the frequency and duration of gate closures at all on-grade crossings will increase once IR begins operation.

Table 1. Logged freight train passing variables for Bourke/Docker Intersection.

Train	Closure time (minutes)	Speed (km/h)	length (m)
SCT (Mixed)	4:05	34	970
Pacific National (Intermodal)	2:41	75	1670
Pacific National (Intermodal)	2:32	62	1580
Pacific National (Intermodal)	2:20	69	1517
Pacific National (Intermodal)	2:13	60	1482
SSR (Grain)	1:44	73	953
Qube (Cement)	1:32	61	490
Qube (Cement)	1:15	46	570

”

4. ARTC EIS not refer to post-2040 approval process:

The ARTC EIS refers to train limits of 1.8kms in length with an expectation of up to 20 trains per day, but the concern is that after 2040, the limits placed on the length and frequency of the trains may be voided:

“Detailed analysis of the components of demand resulted in the forecasts of combined north and southbound volumes shown in Table 1 and Table 2 following. Demand is shown in Table 1 on a net tonnage basis and in Table 2 on a net tonne-kilometres basis. (The net tonnage carried on a train is the payload only; the gross tonnage of a train includes the weight of the wagons.)” (INLAND RAIL BUSINESS CASE BRIEFING PAPER NO. 2 Pg 3of7):

Table 1 Future freight demand (net tonnes)

		2024-25	2029-30	2039-40	2049-50
NET TONNES (000)					
Intercapital/intermodal	Melbourne to Brisbane	3195	4008	5674	7906
	Brisbane to Adelaide	560	690	997	1412
	Brisbane to Perth	878	1034	1398	1815
Regional	Coal (SEQ-Port of Brisbane)	12 900	19 500	19 500	19 500
	Agricultural products	6750	7129	7954	8873
Total		24 283	32 361	35 523	39 507

Table 2 Future freight demand (net tonne-kilometres)

		2024-25	2029-30	2039-40	2049-50
NET TONNE KILOMETRES (MILLIONS)					
Intercapital/intermodal	Melbourne to Brisbane	5527	6934	9817	13 677
	Brisbane to Adelaide	573	707	1021	1447
	Brisbane to Perth	900	1059	1432	1860
Regional	Coal (SEQ-Port of Brisbane)	3873	6292	6292	6292
	Agricultural products	1687	1782	1988	2218
Total		12 660	16 774	20 550	25 494

The increase in Net Tonnes (000) and Net Tonne Kilometres (000) from 2039-40 to 2049-50 are both 39.3%, acknowledging an increase in demand.

The above ARTC tables show that the number of Inland Rail trains either has to increase in frequency and/or length to allow for the increase in freight demand – does this mean the ARTC predictions of maximum 20 trains/day and maximum length of 1.8kms are inadequate beyond 2040 (current frequency/size of trains commitments cease 2040). This is concerning in that the EIS does not detail the approval process required to permit the commencement 3.6km trains after 2040.

5. The structural integrity of the current rail viaduct that goes from Bomen to the rail bridge

crossing the Murrumbidgee River:

At a recent meeting of The Wagga Residents & Ratepayers Association, a current Wagga City Councillor (Councillor Rod Kendall, 5th October 2022) has questioned whether this current viaduct can safely handle the weight and frequency of the Inland Rail's proposed trains.

6. WWCC Response to ARTC EIS:

WWCC's "Inland Rail A2I EIS Response" (Pg 18):

"An in-depth and exhaustive study of the A2I EIS, including review and gathering of additional data, has led WWCC to the conclusion that the A2I EIS is incomplete. It does not adequately assess or address the environmental impacts induced by the proposed construction and operation activities of IR. WWCC believes that this situation has been created by the fundamental approach of IR, in their study, to consider only areas of 'enhancement' within the scope of their studies as well as a number of inaccurate general assumptions.

IR have failed to consider the full-length of the existing alignment as impacted as part of IR's planned rail operations. This contrasts directly with the perspective of WWCC, that the entire IR corridor must be considered in the EIS process including cumulative impacts as this project involves the enhanced and modified use of an existing piece of infrastructure for its full length.

There appears to be little consideration to mitigate future (2025-2040) issues identified in the EIS which are not directly within the scope of Inland Rail, these 'pain-points' especially those related to on-grade crossings will occur in the future, nevertheless.

Conflicting positions and views in alignment of the Project scope between the major protagonists, ARTC/IR, DPE and TfNSW as well as limited consultation with WWCC on issues of concern has caused the use of inaccurate data, incorrect conclusions, an incomplete EIS, and a risk to the efficient functioning of the City of Wagga Wagga.

WWCC eagerly awaits the opportunities and benefits made available by IR and the A2I project but requires that the EIS be made sound and complete by addressing the concerns and issues raised throughout this document. WWCC remains open and available to assist IR in the realisation of this State Significant Infrastructure."

WWCC's Conclusion acknowledges the assumption errors relied upon by ARTC in the EIS, and the W.R.R.A. contends these errors highlight the need for an assessment of an alternate route (bypass) around the city of Wagga Wagga, whilst not jeopardizing the reward potentials of connecting the Inland Rail to the Bomen/RIFL/SAP districts north of Wagga Wagga.

7. Lack of transparent communication with Wagga's Residents:

The residents of Wagga Wagga believe a brochure session (Wagga Wagga City Council, 11th August 2022) and a 1-hour online session (13th September 2022) do not constitute "sufficient" disclosure of the impact of the Inland Rail on the surrounding affected residents. The ARTC representatives could not even answer some specific questions asked at the August session.

There has been a request for a public face-to-face Q&A session with this request declined.

The ARTC Inland Rail Environment Impact Statement acknowledges there needs to be a lot of construction and mitigation works to enable the route to commence through Wagga. I suggest it would be more beneficial financially to consider and develop a bypass, as compared to the impacts of the suggested construction and mitigation works needed for the route to continue through the Wagga CBD centre.

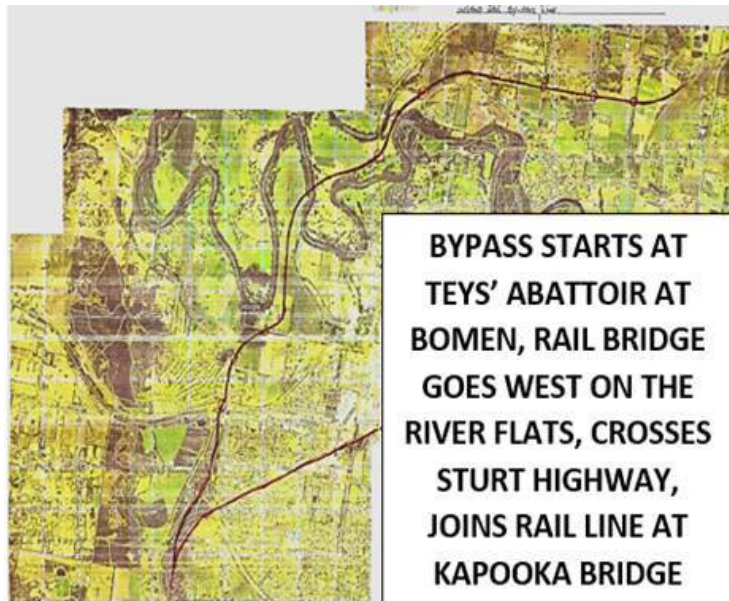
Yet a solution that leads to less disruption to the surrounding affected residents is to amend the rail route to bypass Wagga's CBD District. Whilst there would be an upfront cost of building the bypass over flood plains and crossing major roadways, the long-term impacts on the residents of the Wagga would be greater if the rail was allowed to go through the centre of Wagga. A concerning issue is that an alternate route was never considered by the ARTC directly, or in this EIS, so a valid question is why was no alternate route ever considered, acknowledging if the response is to do with potential cost, how can the ARTC justify cost as a reason when they would not have costed the alternate route? If the ARTC has costed the alternate route, then the W.R.R.A. requested ARTC to disclose this potential cost along with the costs associated with the upgrading of infrastructure along the proposed route as a matter of transparency and disclosure.

The cost of the proposed upgrades to infrastructure will cost \$100M+, yet surely the cost of the proposed bypass, whilst potentially more, will long-term be less when considering the cost of impacts to the residents and businesses within the Wagga centre.

The community is not against the project in its entirety, just it coming through the centre of Wagga. Its link to Bomen, the Wagga Special Activation Precinct and the commercial growth of the Bomen area is fully acknowledged, but as the train will not have a need to stop in the centre of Wagga, why not consider a bypass that goes around the centre of Wagga?

Whilst the Inland Rail will have a large financial boost for the Australian and local community, the potential impacts on the surrounding affected residents need to also be considered and potentially mitigated by utilizing a bypass.

Edmondson Bridge (with pink high indicator) Inland Rail Alternate Route around Wagga CBD



**Thank You,
Chris Roche – President
Wagga Residents & Ratepayers Association
on behalf of The Combined Residents, Ratepayers and Farmers Group of Wagga Wagga**

[Redacted signature]

[Redacted contact information]



The NSW Farmers Association represents farmers across New South Wales and has had considerable engagement with the project planning and construction of the Inland Rail. Our members policy is supportive of the construction of rail infrastructure and of the proposition that an Inland Rail must deliver an economic advantage to regional New South Wales.

To assist your review I would like to address issues raised in your Terms of Reference in relation to;

1. The Inland Rail route
2. Stakeholder consultation and engagement and community concerns
3. Project management
4. The timing and planning of environmental approvals, land acquisitions and contingencies
5. Assessment of opportunities for enhancing community benefits along the route.

The focus of location of the issues that have negatively impacted rural areas is in the 'greenfield' sites for the proposed route; from Illabo to Stockinbingal, and from Narromine to Narrabri, and North Star to the Border. NSW Farmers has membership in all these areas and would be pleased to host the Review in these areas to see and hear first hand the priority of matters that have led to a dissatisfaction with Australian Rail Track Corporation (ARTC) in their capacity and the responsible entity for the planning and construction of the Inland Rail.

1. The Inland Rail route.

The review should focus on the proposed 'greenfield' routes, and the MCA justification and budget implications of those decisions, including a review of the existing reports and analysis of benefits to be derived from the operation of the Rail to those areas. The justifications for current route have been largely based on an imperative of achieving a 24 hour travel time, Brisbane/ Melbourne, where there is only some trains that will achieve that, and there is no current solution to port access in both termination destinations. If that parameter for justification is not valid, there are route options that can deliver an improved regional economic outcome, reduced danger of flooding and water flow damage, and for the use of current track infrastructure rather than greenfield sites.

Recommendation: Investigate theoretical 24hr parameter for decisions, and review decisions made with the outcomes of that investigation, including existing cost/ benefit reports on route options.

2. Stakeholder consultation and engagement and community concerns.

NSW Farmers is currently participating in a mediator led series of meetings with the acting CEO of ARTC to attempt to improve the manner in which they engage with landowners; these meetings stemming from the Senate Inquiry Recommendations that ARTC improve its relationship with NSW Farmers. To date there has been an ineffective and counterproductive process where ARTC have alienated the vast majority of landowners in the greenfield sections of the proposed route, through a lack of knowledge of rural practices, ad hoc engagement, insufficient consideration of independent hydrological assessments, and in setting a threatening narrative for forcing decisions from landowners. While the senior leadership of ARTC articulate a desire to improve the outcomes of their interactions with those impacted, this does not materialise into actions on the ground, and years of frustration with this process is leading to a further deterioration of outcomes from interactions between parties.

Recommendation: Invest in knowledgeable and empowered local ARTC representatives that can understand and assist in analysis of rural and regional issues, to achieve greater consensus on mitigations and solutions for impacts.

3. Project management.

With the breakdown of an ability to constructively engage with landowners in the greenfield areas, it appears the project is concentrating on areas where progress in construction and engagement of contractors can be more feasible. This has led to some areas having constructive negotiated outcomes, and other areas with compulsory acquisition threats. There is a lack of consistency in how the project will proceed and a consequential distrust of engagement with ARTC.

Recommendation: ARTC must communicate to those impacted the actual project status, including EIS progress, areas where the rail construction is prioritised, and actual timelines for each areas to progress.

4. The timing and planning of environmental approvals, land acquisitions and contingencies.

We recognise the relationship between TfNSW and ARTC in the acquisition process, however this has been handled appallingly. There is a lack of information available to landowners, and understanding from ARTC, on the actual impact that they may experience, that means they cannot accurately assess their losses or options in the acquisition or compensation framework. Despite this, ARTC push for resolution of on farm agreements. The Environmental Impact Statements lodged do not give sufficient detail to measure on farm impacts from infrastructure, noise and vibration, hydrological outcomes and isolation of land. Without this information the continued pressure to accede to ARTC offers, with a pending threat of compulsory acquisition, is unconscionable. Due to the lack of information there is also a doubt about when landowners are entitled to reimbursement of legal and other associated costs and when they can be deemed reasonable.

Recommendation: ARTC obtain a detailed understanding of on farm issues from the proposed route construction prior to entering into discussions with landowner, on negotiations for compensation or acquisition.

5. Assessment of opportunities for enhancing community benefits along the route

As mentioned earlier in this document, the premise that the rail route is achieved in 24 hours has been a justification for decisions around connectivity or lack of it, and commercial opportunity in the greenfield areas. While there are areas of advantage along the route, other areas, in particular areas of social disadvantage in the north west of NSW, are not going to see an ongoing commercial benefit from freight reduction costs or efficient connectivity. There appears to be a lack of concern around options for connectivity of existing assets, like road-rail interfaces - the need to modernise these interfaces when they need to be adjusted in order to suit IR's horizontal/vertical clearances, as well as to achieve measurable economic and social benefits to regions based on a strict 24 hour imperative.

Recommendation: The Review analysis includes an objective assessment of possible regional benefits that are currently not realisable, with the unlikely 24 hour travel time the justification for action not being taken in these areas.



Mr. Xavier Martin
President

Ref: 22313OC

3 November 2022

Assistant Director – Inland Rail Review Secretariat
Department of Infrastructure, Transport, Regional Development, Communications and the Arts
GPO Box 594
CANBERRA ACT 2601
Via email: IR.Review@infrastructure.gov.au

Re: NSW Farmers' response to the Independent Review of the delivery of the Inland Rail program

Please find attached an issues analysis to assist the Review in your investigations into the planning and construction of the Inland Rail.

The proposed 'greenfield' areas are where our Association has received significant feedback on matters of concern, and it would be of a significant benefit to you to visit those areas.

NSW Farmers has a taskforce that is willing to assist you in any onsite visits and facilitate contact with those that you would like to meet, and for the issues you would like to investigate.

We have asked Nick Savage, NSW Farmers' Policy Director, to be available to assist you. You can contact him on [REDACTED] or at [REDACTED]

Yours sincerely


Xavier Martin
President, NSW Farmers' Association


Peter Wilson
Chair, NSW Farmers' Inland Rail Taskforce

NSW Farmers' Association

ABN 31 000 004 651 PO Box 459 St Leonards NSW 1590 Level 4 154 Pacific Highway St Leonards NSW 2065
Member Service Centre 1300 794 000 T 02 9478 1000 F 02 8282 4500 www.nswfarmers.org.au



10th November 2022

Assistant Director – Inland Rail Review Secretariat
Department of Infrastructure, Transport, Regional Development, Communications and the Arts
GPO Box 594
CANBERRA ACT 2601

Via email: IR.Review@infrastructure.gov.au

Re: My Personal response to the Independent Review of the delivery of the Inland Rail program

Please find attached an issues analysis to assist the Review in your investigations into the planning and construction of the Inland Rail.

I am concerned with both the 'Brownfield' and 'Greenfield' sections of this project.

Please see the attached information for your consideration.

Yours sincerely

David Carter

David Carter



I am a farmer living in [REDACTED]. I am concerned about the integrity of Inland Rail and their ability to manage this important infrastructure project from to Brisbane.

Since Inland Rail was given the permission to design and construct this project by the Federal Government, I believe they haven't had the knowledge to understand the needs of primary producers and how they will be affected by the proposed 'Greenfield' sections of this proposed route.

Since IR's conception their principal focus has been to construct a railway line with enough vertical/horizontal clearance with due regard to the natural environment but with little regard to the physical and social environment.

- The natural environment is the impact on the fauna and flora that will be affected
- The Social Environment is the impact on the social fabric, manageability and profitability of the various farming enterprises that the 'greenfield' sections will impact and
- The Physical Environment is the failure by the various Governments, Federal and State, to assist IR in improvements to changed Rail-Road Interfaces as a result of IR's need to only satisfy the vertical/horizontal clearances needed in order to safely put a train on the track. These improvements are needed in order to improve the connectivity of the road network to the rail network in order to justify the profitability of this proposed new infrastructure project.

This review needs to look at both the 'Brownfield' and 'Greenfield' sections in determining the effectiveness of IR in their ability, and the governments inaction to assist them, to construct this very important project.

Brownfield

The major problem with the 'Brownfield' sections is going to be the substandard road-rail interfaces that will be created after IR is built. This is created by IR need to only replace the existing structure with something that suits its own needs, and the Governments need not to support major infrastructure change when it would be cheaper to do so while changes are being made.



An example of this is the road underpass in Junee, it has poor alignment, especially with its increased usage and larger trucks with the bridges 4.5m clearance making it increasingly difficult for large trucks to safely transverse this structure. The bridge structure doesn't have the vertical clearances to allow the new trains, that will eventually operate on this new line, to pass each other. IR's solution is to replace the existing double track with a single track. This solution may seem ideal for IR however the community will be

severely disadvantaged into the future.

Recommendation:

If the Government, be it Federal or State or both together, were serious about regional connectivity to make the Inland Rail compatible for the future when they would be working with Inland Rail to

make these interfaces work for the benefit of the community and the transport industry into the future.

Greenfield

This is the new built section of railway line built over virgin country. Inland Rail has failed to understand the social fabric as it applies to agriculture. From day 1 the farming community has been asking some basic questions which even today, several years later, the proponent has failed to answer. One would think that they would have these answers by now.

The questions

- What type of fencing are we going to allowed to have.
- What access are we going to have across our property
- What sort of compensation are we going to get

Fencing:

The proponent has developed a fact sheet that describes the fencing that they, IR, are recommending. The designs were totally unsuitable. IR then produced another fact sheet which wasn't much better.

Note: the information that producers need is easily found on Waratah and/or Cyclone fencing products web site. It's not rocket science.

Access:

One of the main things in any farming operation is connectivity across/around their business. To achieve this its important that access across the line is convenient. IR couldn't even supply basic drawings, even though NSW Dept of Agriculture and NSW Main Roads have draft drawings, there only answer was that's its up to them and the producer to sort it out. How can you plan your farming operation when the proponent can't give you any answers. The only solution that they are offering is a stock underpass which is totally unsuitable.

The other problem with access is that some producers won't be getting any and they are going to have to rely on using public/crown roads in order to access the other part of their property. This creates other hassles in relation to biosecurity for their livestock and having to register all their vehicles so that they can get to the rest of their property via these public/crown roads.

Compensation:

It took at least 2 years before it was known that it would be the NSW Act that would be used. Even this Act has problems.

Recommendation:

Inland Rail needs to understand, which they don't, the problems that relate to agricultural. The only way to do this is to personally understand how a property enterprise works and not rely on desktop studies.

Summery:

Inland Rail need to listen to the community, act on the suggestions and understand why the agricultural community is so upset, even though they ae willing to corporate, in principal, about the future need for Inland Rail across the eastern sates of Australia.

Item 3 COUNCIL INVESTMENTS AND BANK BALANCES

Author Manager Finance and Business Services

Attachments Nil

RECOMMENDATION:

That Council notes the Investment Report as of 31 March 2023, including the certification by the Responsible Accounting Officer.

PURPOSE

To provide a report setting out all money that the Council has invested under Section 625 of the *Local Government Act 1993*.

EXECUTIVE SUMMARY

In accordance with Clause 212 of the *Local Government (General) Regulation 2021*, a report stating the details of money invested must be presented to the Council monthly.

The report must include certification as to whether the investments have been made in accordance with the Act, Regulations, and Council's Investment Policy.

The Investment Report shows that Council has total cash and investments of \$9,019,272 comprising:

Trading Accounts -	\$241,302
At Call Accounts -	\$2,527,970
Investments -	\$6,250,000

Certification – Responsible Accounting Officer

I, Lloyd Hart, hereby certify that the investments listed in the attached reports have been made in accordance with Section 625 of the *Local Government Act 1993*, Clause 212 of the *Local Government (General) Regulation 2005*, and existing Investment Policies.

BACKGROUND

In accordance with Clause 212 of the *Local Government (General) Regulation 2021*, a report stating the details of money invested must be presented to the Council monthly.

The report must also include certification as to whether the investments have been made in accordance with the Act, the Regulations, and Council's Investment Policy.

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 18 MARCH 2023.

LINK TO STRATEGY

The report relates to the Community Strategic Plan Outcome of:

- Sustainable – Strategy 6.1 – Council is accountable and financially sustainable.

FINANCIAL CONSIDERATIONS

Actual investment income for the period from 1 July 2022 to date was \$64,705.10.

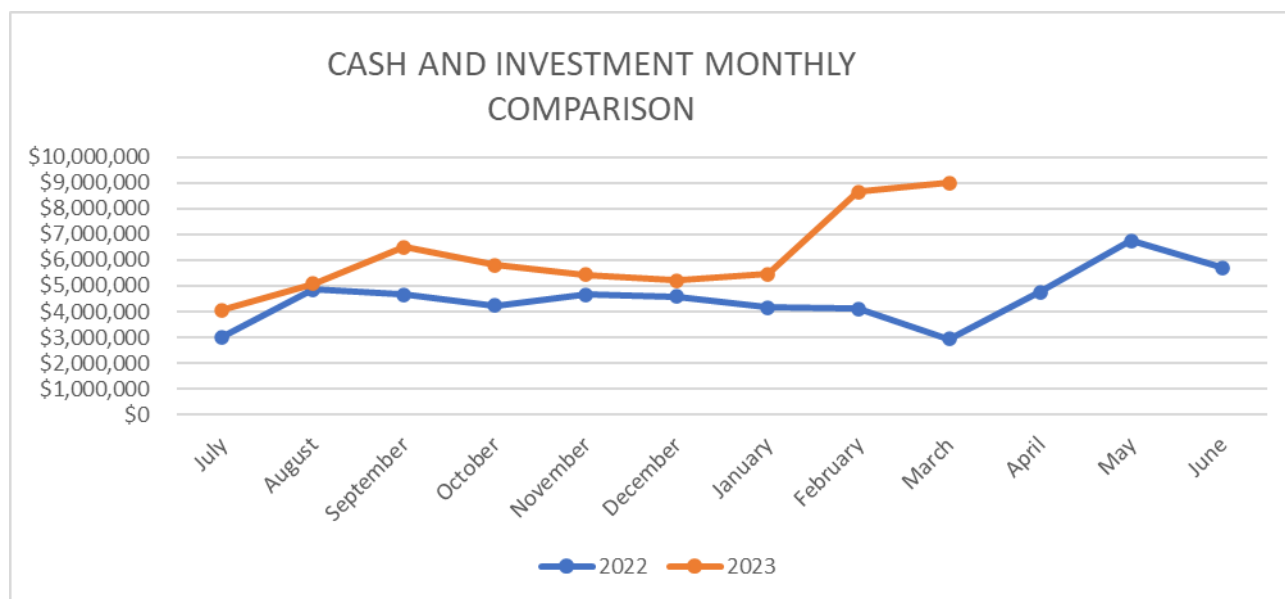
SOCIAL CONSIDERATIONS

Council's investments are managed in accordance with Council's Investment Policy. Council's Investment Policy requires consideration of social responsibility when making investment decisions.

INVESTMENT BALANCES

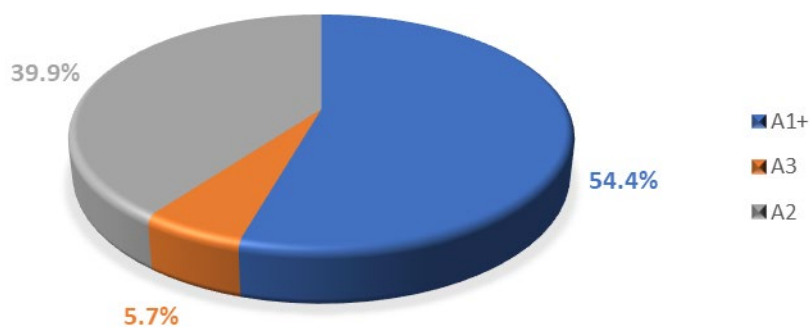
INVESTMENT BALANCES						
As of 31 March 2023						
INSTITUTION	RATING	AMOUNT (\$)	MATURITY DATE	INTEREST RATE	INTEREST AT MATURITY (\$)	BENCHMARK – AusBond
Trading Accounts						
Commonwealth Bank of Australia	A1+	241,302	-	-	-	-
		241,302				
At Call Accounts						
Commonwealth Bank of Australia	A1+	2,527,970	At Call	3.65%	12,181.69	3.26%
		2,527,970			12,181.69	
Term Deposits						
Judo Bank	A3	-	Matured	-	872.60	-
Macquarie Bank	A1	-	Matured	-	1,495.89	-
MyState Bank	A2	-	Matured	-	2,864.38	-
AMP Bank	A2	-	Matured	-	4,506.16	-
National Australia	A1+	-	Matured	-	4,776.17	-
Judo Bank	A3	-	Matured	-	8,068.49	-
MyState Bank	A2	-	Matured	-	5,598.63	-
Australian Unity Bank	A2	-	Matured	-	10,504.10	-
Bank of Queensland	A2	-	Matured	-	13,836.99	-
AMP Bank	A2	500,000	5-April-23	4.20%	10,068.49	3.66%
AMP Bank	A2	500,000	3-May-23	4.25%	11,818.49	3.45%
MyState Bank	A2	500,000	12-May-23	4.05%	6,657.53	3.45%
Members Equity Bank	A2	500,000	2-Jun-23	3.25%	16,205.48	3.45%
AMP Bank	A2	500,000	14-Jun-23	4.10%	15,332.88	3.45%
The Mutual Bank	A3	500,000	19-Jun-23	4.40%	5,424.66	3.45%
National Australia Bank	A1+	1,000,000	28-Jul-23	4.38%	18,000.00	3.21%
National Australia Bank	A1+	750,000	8-Aug-23	4.30%	15,904.11	3.21%
National Australia Bank	A1+	500,000	14-Aug-23	4.40%	10,969.86	3.21%
AMP Bank	A2	1,000,000	11-Sep-23	4.65%	23,058.90	3.21%
		6,250,000			185,963.81	
Total Cash and Investment		9,019,272				

Cash Comparative Analysis



Portfolio Analysis

COUNCIL INVESTMENT PORTFOLIO BY INSTITUTION RATING

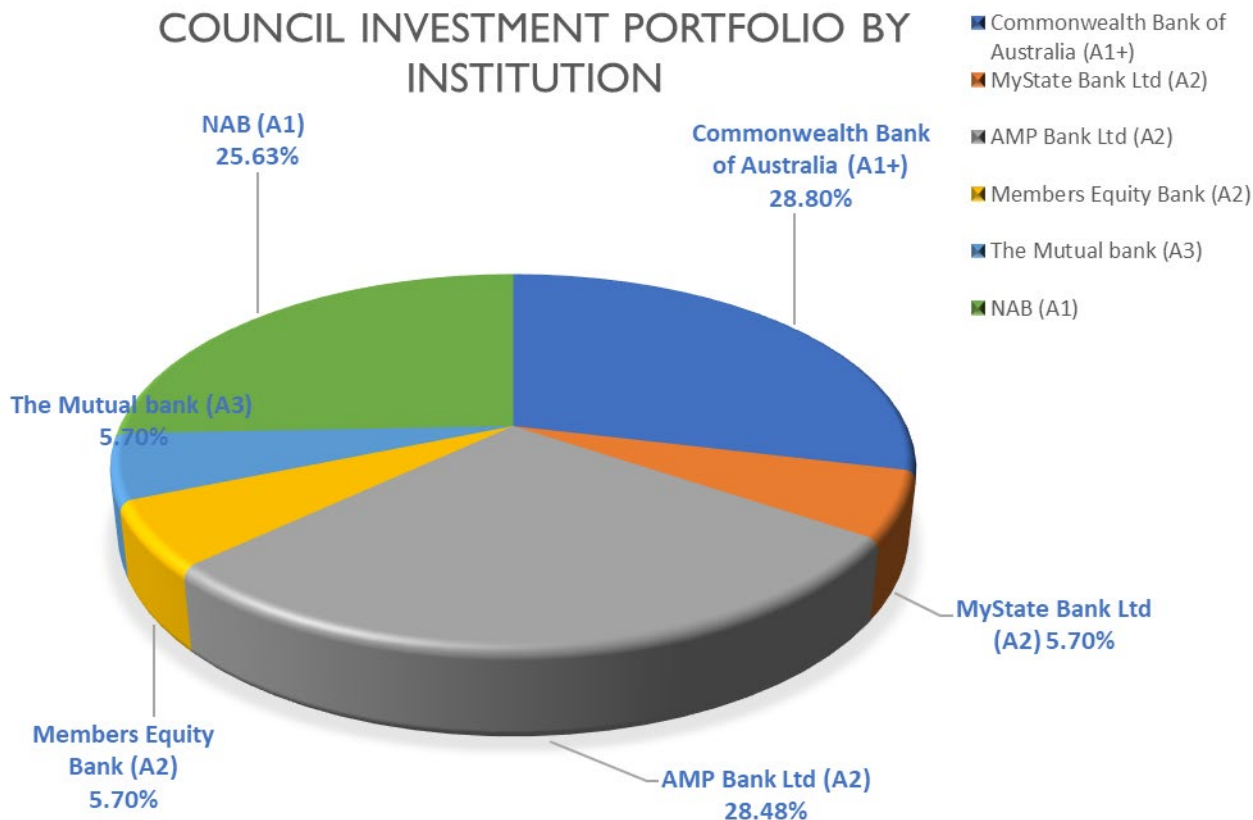


Portfolio Credit Framework – Compliance with Investment Policy Requirements

Clause 9a of the Council’s Investment Policy requires that the total percentage exposure within the market to any particular credit rating category be limited, as detailed in the table below:

S&P Long Term Rating	S&P Short Term Rating	Maximum %	Portfolio Complies with Policy?
AAA	A1+	100%	Yes
AA+	A1	100%	Yes
AA			
AA-			
A+	A2	75%	Yes
A			
A-			
BBB+	A3	40%	Yes
BBB			
BBB-			
Unrated	Unrated	25%	Yes (\$Nil)

COUNCIL INVESTMENT PORTFOLIO BY INSTITUTION



Overall Portfolio Credit Framework – Compliance with Investment Policy Requirements

Clause 9b of the Council’s Investment Policy requires that exposure to an individual institution be restricted by their credit rating so that single entity exposure is limited, as detailed in the table below:

S&P Long Term Rating	S&P Short Term Rating	Maximum %	Portfolio Complies with Policy?
AAA	A1+	50%	Yes
AA+	A1	50%	Yes
AA			
AA-			
A+	A2	35%	Yes
A			
A-			
BBB+	A3	20%	Yes
BBB			
BBB-			
Unrated	Unrated	20%	Yes (\$Nil)

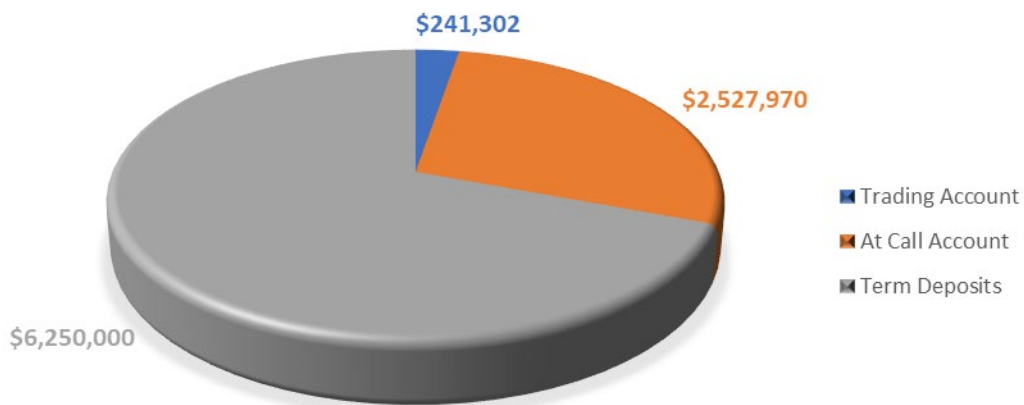
GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 21 MARCH 2023.

Term to Maturity Framework – Compliance with Investment Policy Requirements

Clause 9c of the Council’s Investment Policy requires Council’s investment portfolio is to be invested within the following maturity constraints:

Overall Portfolio Term to Maturity Limited			Portfolio Complies with Policy?
Portfolio % < 1 year	Min 65%	Max 100%	Yes
Portfolio % > 1 year < 3 years	Min 0%	Max 20%	Yes
Portfolio % > 3 years < 5 years	Min 0%	Max 15%	Yes
Portfolio % > 5 years	Min 0%	Max 0%	Yes

COUNCIL CASH AND INVESTMENT PORTFOLIO BY TYPE OF INVESTMENT



Statement of Investment Policy Compliance

Legislative Requirements		Compliant
Institutional Exposure Limits	Yes	Fully compliant
Portfolio Credit Rating Limits	Yes	Fully compliant
Term to Maturity Limits	Yes	Fully compliant

Item 4 DEVELOPMENT APPLICATION 2023/10 – 4 WATERWORKS ROAD, JUNEE - NEW DWELLING

Author Town Planner; Directorship: Planning and Community Development

Attachments s4.15 Assessment Report; Statement of Environmental Effects; Submitted Plan Set

RECOMMENDATION:

That Development Application No. 2023/10 from Jindalee Constructions Pty Ltd for the construction of a new dwelling, located on Lot: 2, DP 1270953, known as 4 Waterworks Road, Junee be APPROVED subject to conditions of consent included in the s4.15 Assessment Report.

SUMMARY

The proposed development involves the construction of a new dwelling on the site.

A variation to the development standards contained in the Junee Development Control Plan (DCP) 2021 has been requested, specifically the requirement for a front setback that is the average of the adjoining dwellings. It is recommended the variation be supported in this instance and the development be approved, subject to conditions of consent.

BACKGROUND

The proposed dwelling is to have a total footprint of 208.7sqm, including living, garage, alfresco and porch areas. The dwelling is proposed to be of a concrete slab and timber frame construction, finished with lightweight weatherboard cladding with a corrugated steel roof. The overall height of the dwelling from FFL to ridge is proposed to be approximately 4.89m. A new driveway is proposed to be installed to Waterworks Road.

Additional measures are proposed to minimise the impact of rail operations on the occupants of the dwelling, as required under SEPP (Transport and Infrastructure) 2021.

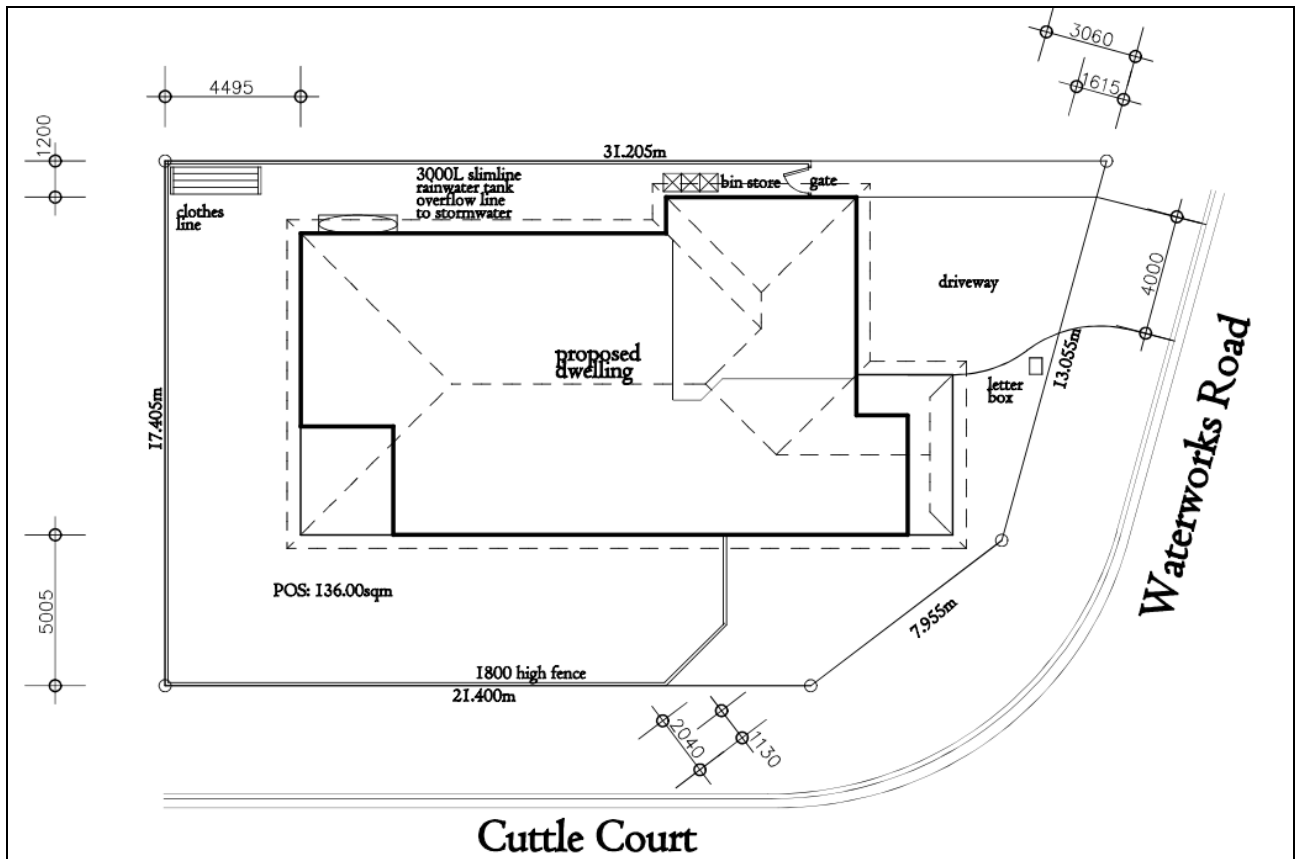


Figure 1: Proposed Development

A variation of more than 15% of a numerical control in the Junees DCP 2021 is required to facilitate the development. A variation is requested for the required setback to the proposed dwelling, where the DCP requires dwellings to be setback 4.5m or the average setback of the adjoining dwellings, whichever is the lesser. The average setback of the adjoining dwellings is considered to be the applicable distance in this case. The required distance has been calculated as 2.52m (2 Waterworks – 1.57m, 6 Waterworks – 3m, 8 Waterworks - 3m) The proposed dwelling will be set back a minimum 1.13m from the front boundary, representing a 55.16% variation to the control. No other variation is required or requested.

CONSIDERATIONS

Policy

State Environmental Planning Policies

SEPP (Transport and Infrastructure) 2021 – Section 2.100 Impact of rail noise or vibration on non-rail development is applicable to the proposed development. The subject land is located in proximity to an existing rail corridor and residential development on this land is considered to be potentially impacted by rail noise. A review of the Interim Noise Guidelines for Development Near Rail Corridors and Busy Roads indicates that the site is classified as a Zone B acoustic assessment zone where the application of Noise Control Treatment – Category 2 is suitable to mitigate noise from rail corridors for the purpose of the SEPP, and not requiring specialist acoustic assessment. It is considered that the proposed dwelling could satisfactorily implement the required measures to meet the Category 2 requirements, as required by conditions of consent.

Junee Local Environmental Plan 2012

The proposed development is considered to be a *dwelling house* as defined by the Junee LEP 2012. *Dwelling houses* located in the RU5 Village zone are a land use that is permissible with consent under the land use table contained in the Junee LEP 2012. The objectives of the RU5 Village zone are:

- *To provide for a range of land uses, services and facilities that are associated with a rural village.*
- *To promote and encourage development that will strengthen the economies of Junee and the villages of Wantabadgery, Illabo, Bethungra and Old Junee in a manner that is compatible with their urban function.*
- *To enable a range of housing forms and complementary business uses taking into account the distinct character of each urban area.*

It is considered the proposal is consistent with the objectives of the zone.

Clause 6.1 Earthworks: The proposed earthworks are considered to be ancillary to a permitted use on the site. It is considered the proposed earthworks will have minimal impact as outlined in the items for consideration under this clause of the LEP. Adequate retaining systems to be implemented to any cut or fill exceeding 600mm.

Clause 6.3 Stormwater Management: The proposed dwellings will be required to utilise the existing stormwater management arrangements on the site and direct any stormwater to Councils existing stormwater management infrastructure.

Clause 6.9 Essential Services: All essential services are available to the subject site. The proposed dwelling houses will be required to connect to these services.

Junee Development Control Plan 2021

A number of sections of the Junee DCP 2021 are applicable to this development, including Part C3 Single Dwellings in Urban Areas and Villages. The proposed development is considered to be generally consistent with the controls and objectives outlined in these parts of the DCP.

A variation is requested for the required setback to the proposed dwelling, where the DCP requires dwellings to be setback 4.5m or the average setback of the adjoining dwellings, whichever is the lesser. The average setback of the adjoining dwellings is considered to be the applicable distance in this case. The required distance has been calculated as 2.52m (2 Waterworks – 1.57m, 6 Waterworks – 3m, 8 Waterworks - 3m) The proposed dwelling will be set back a minimum 1.13m from the front boundary, representing a 55.16% variation to the control.

A variation in this instance could be supported due to the overall consistency of the development with the objectives of this section of the DCP. A variation in this instance will not significantly undermine previous planning decisions for development in this area. The irregular shape of the existing lot reduces the amount of space available for a front setback in this area. In addition, the footpath/verge of Waterworks Road is extra wide in this location, increasing the natural setback from the road edge for this lot. It is considered that adequate sight lines are maintained in this location for vehicles turning into or out of Cuttle Court.

Risk Assessment

The approval of this application has minimal risk to Council, given the minimal anticipated impact of the variation.

There is the possibility of the applicant requesting a review of any determination made, as permitted under Section 8.2 of the Environmental Planning and Assessment Act (EP&A Act) 1979. In addition, the applicant may appeal any determination to the Land and Environment Court, as permitted under Section 8.7 of the EP&A Act 1979.

Financial

The refusal or approval of this development application has minimal financial risk to Council. It should be noted however, any review or appeal of the determination may require additional staff resourcing and legal costs.

CONCLUSION

It is recommended Development Application No. 2023.10 from Jindalee Constructions Pty Ltd for the construction of a new dwelling, located on Lot: 2, DP 1270953, known as 4 Waterworks Road, Junee be **APPROVED** subject to conditions of consent, and for the following reasons:

1. The proposed variation to the development control is of a minor nature and impact, and is consistent with the existing and desired future character of this location.
2. The variation does not restrict the ability of the development to meet the other applicable objectives and controls of the specific section of the Junee Development Control Plan 2021.
3. The development is consistent with all other controls and development standards applicable to this development.

Inclusion of Non-Standard Conditions:

1. **Acoustic Treatment:** The applicant is required to notify the Principle Certifying Authority (PCA) (if other than Council) of the acoustic performance requirements under the State Environmental Planning Policy (Transport and Infrastructure) 2021, prior to the issue of any Construction Certificate. The relevant acoustic standards are considered to be in this instance, Category 2 Acoustic Treatment as specified in *Appendix C - Acoustic Treatment of Residences of the Development near Rail Corridors and Busy Roads – Interim Guideline*.

REASON: *To ensure compliance with State Environmental Planning Policies*

2. **Traffic Impact Mitigation:** The following measures are required to be implemented at each stage of the project:
 - a) Preconstruction
 - i. Regular slashing of the road verge by the developer to help ensure sight distances are maintained.

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 21 MARCH 2023.

b) Construction phase

- i. During the construction phase the road verges should remain clear of vegetation, materials and equipment including vehicles.
- ii. Construction materials and equipment should not be stored/parked on the road verge during the construction phase.
- iii. Temporary road works construction zone be implemented on the approaches to the development during the construction phase or until permanent 50km/h speed limit signage is approved and installed.

c) Post-construction

- i. Roadside parking in the vicinity of the development restricted to the eastern side of Waterworks Roads only.
- ii. Roadside parking on the eastern side may also need to be restricted on either side of the proposed driveways to ensure sight distances for approaching vehicles is maintained.
- iii. Advisory signage be installed on the approaches to the development advising of driveways on the bend in the road.

REASON: *To ensure the safety of the public and traffic on Waterworks Road.*



JUNEE SHIRE COUNCIL

ATTACHMENT TO ITEM 4

18 APRIL 2023

Application Summary	
Development Application No:	DA2023/10
Proposed Land Use:	<input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Rural <input type="checkbox"/> Other
Property Description:	Lot: 2 Section: - DP: 1270953 Address: 4 Waterworks Road
Applicant:	Jindalee Constructions Pty Ltd
Owner/s:	WJ Leak & CA Grant
Proposed Development Classification:	<input checked="" type="checkbox"/> Local <input type="checkbox"/> Integrated <input type="checkbox"/> Designated
Assessing Officer:	Rohan Johnston - Town Planner
Development Application & Site History	
Details of Previous Consents (Last 5 years)	Nil.
Previous Use	Vacant residential land.
Previous Subdivision(s) Affecting the Site	DA2009/62 – Residential Subdivision
Easements/Restrictions on title	Nil.
Public Consultation	
Notifications – Adjoining Landowners:	Notification Required
Newspaper Advertisements:	Advertising Not Required
Exhibition Dates:	Start: 9/03/2023 End: 23/04/2023
No. of Submissions Received:	0
All Submissions Acknowledged?	No - no submissions received.
Referrals	
Date Government Agencies Referred to:	-
Agency Name:	<input type="checkbox"/> Rural Fire Service NSW <input type="checkbox"/> Office of Environment and Heritage <input type="checkbox"/> Department of Primary Industries <input type="checkbox"/> Department of Planning, Industry & Environment <input type="checkbox"/> Other – Insert details of Agency.
Agency Response/Conditions:	-
Internal Referrals:	<input type="checkbox"/> Engineering <input type="checkbox"/> GIS <input type="checkbox"/> Other
Comments or Recommendations:	-
Additional Planning Commentary:	-

Development Specifics

The proposal is for a single storey, four-bedroom dwelling house on the subject land.

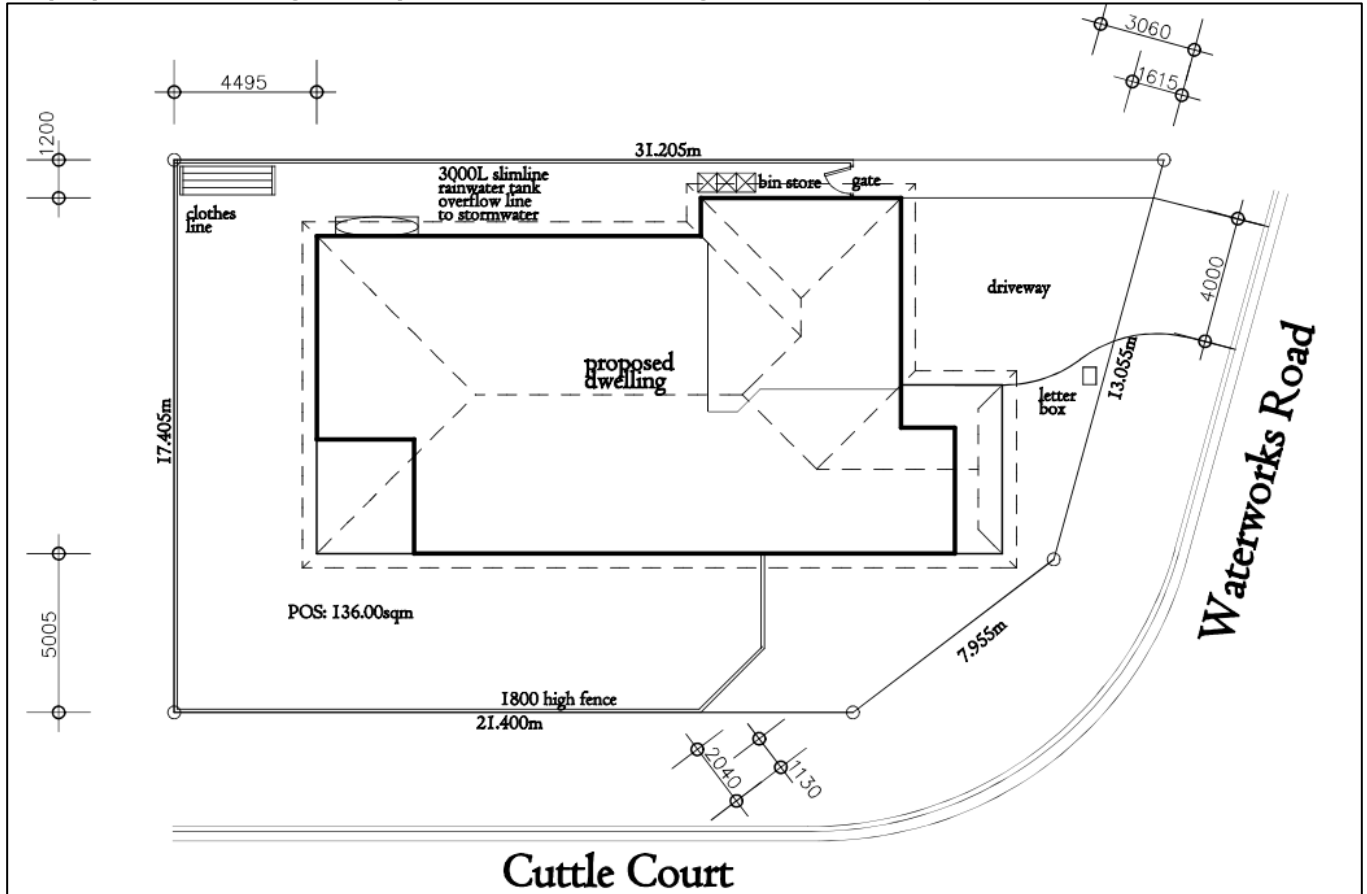


Figure 1: Proposed Development

The proposed dwelling is to have a total footprint of 208.7sqm, including living, garage, alfresco and porch areas. The dwelling is proposed to be of a concrete slab and timber frame construction, finished with brick veneer cladding with a corrugated steel roof. The overall height of the dwelling from FFL to ridge is proposed to be approximately 4.893m. A new driveway is proposed to be installed to Waterwork Road. Additional measures are proposed to minimise the impact of rail operations on the occupants of the dwelling, as required under SEPP (Transport and Infrastructure) 2021.

State Environmental Planning Policies (SEPPs)	The Provisions of Any Environmental Planning Instrument		
	State Environmental Planning Policies	Applicable?	
		Y	N
	State Environmental Planning Policy (Biodiversity and Conservation) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Housing) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Industry and Employment) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Planning Systems) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Precincts—Central River City) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Precincts—Regional) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Precincts—Western Parkland City) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Primary Production) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	State Environmental Planning Policy (Resilience and Hazards) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Resources and Energy) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Transport and Infrastructure) 2021	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Ministerial Directions		
	Section 117(2) – Ministerial Directions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>SEPP Commentary: SEPP (Transport and Infrastructure) 2021 – Section 2.100 <i>Impact of rail noise or vibration on non-rail development</i> is applicable to the proposed development. The subject land is located in proximity to an existing rail corridor and residential development on this land is considered to be potentially impact by rail noise. A review of the Interim Noise Guidelines for Development Near Rail Corridors and Busy Roads indicates that the site is classified as a Zone B acoustic assessment zone where the application of Noise Control Treatment – Category 2 is suitable to mitigate noise from rail corridors for the purpose of the SEPP, and not requiring specialist acoustic assessment. It is considered that the proposed dwelling could satisfactorily implement the required measures to meet the Category 2 requirements. Condition requirements in consent.</p> <p>There are no other SEPPs or s177's considered to be applicable or relevant to the proposed development.</p>			

The Provisions of Any Environmental Planning Instrument – Cont.			
Biodiversity Conservation Act 2016 No.63	Section 7.3 - Test for determining whether proposed development or activity likely to significantly affect threatened species or ecological communities, or their habitats	Applicable?	
		Y	N
	<i>In the case of a threatened species, whether the proposed development or activity is likely to have an adverse effect on the life cycle of the species such that a viable local population of the species is likely to be placed at risk of extinction,</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>In the case of an endangered ecological community or critically endangered ecological community, whether the proposed development or activity— (i) is likely to have an adverse effect on the extent of the ecological community such that its local occurrence is likely to be placed at risk of extinction, or (ii) is likely to substantially and adversely modify the composition of the ecological community such that its local occurrence is likely to be placed at risk of extinction,</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>In relation to the habitat of a threatened species or ecological community— (i) the extent to which habitat is likely to be removed or modified as a result of the proposed development or activity, and (ii) whether an area of habitat is likely to become fragmented or isolated from other areas of habitat as a result of the proposed development or activity, and (iii) the importance of the habitat to be removed, modified, fragmented or isolated to the long-term survival of the species or ecological community in the locality,</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>whether the proposed development or activity is likely to have an adverse effect on any declared area of outstanding biodiversity value (either directly or indirectly),</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>whether the proposed development or activity is or is part of a key threatening process or is likely to increase the impact of a key threatening process.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comments	There are no known or anticipated impacts caused by the development on threatened species or communities that would require further assessment under the Biodiversity Conservation Act 2016.		
Local Environmental Plans (LEPs)	In Force LEPs	Applicable?	
		Y	N
	Junee Local Environmental Plan 2012	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Land Zoning	Relevant?	
		Y	N
	RU5 Village- Permissible with Consent	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.1 – Minimum subdivision lot size	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.1A – Minimum subdivision lot size for strata plan schemes in certain rural and residential zones	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.2 – Rural subdivision	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.2A – Erection of dual occupancies (attached) and dwelling houses on land in Zone RU1	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.2B – Erection of rural workers' dwellings in Zone RU1	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.2C – Exceptions to minimum lot sizes for certain rural subdivisions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.6 – Exceptions to development standards	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	5.3 - Development near zone boundaries	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.4 - Controls relating to miscellaneous permissible uses	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5.5 – Controls relating to secondary dwellings on land in a rural zone	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

5.10 – Heritage conservation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.11 – Bush fire hazard reduction	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.13 – Eco-tourist facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.16 - Subdivision of, or dwellings on, land in certain rural, residential or environment protection zones	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.18 - Intensive livestock agriculture	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.19 - Pond-based, tank-based and oyster aquaculture	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.20 - Standards that cannot be used to refuse consent—playing and performing music	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.21 - Flood Planning	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1 - Earthworks	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.3 - Stormwater management	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.4 - Terrestrial biodiversity	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.5 - Groundwater vulnerability	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.6 - Riparian land and watercourses	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.7 - Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.8 - Salinity	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.9 - Essential Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>

LEPs Commentary: The proposed development is considered to be a *dwelling house* as defined by the Junee LEP 2012. *Dwelling houses* located in the RU5 Village zone is a use that is *permissible with consent* under the land use table contained in the Junee LEP 2012. The objectives of the RU5 Village zone are:

- To provide for a range of land uses, services and facilities that are associated with a rural village.
- To promote and encourage development that will strengthen the economies of Junee and the villages of Wantabadgery, Illabo, Bethungra and Old Junee in a manner that is compatible with their urban function.
- To enable a range of housing forms and complementary business uses taking into account the distinct character of each urban area.

It is considered that the proposal is consistent with the objectives of the zone.

All essential services are available to the subject site. The proposed dwelling house will connect to these services. Stormwater from the site will be directed to Councils existing stormwater infrastructure. Minimal earthworks will be required to facilitate the proposed development, as part of the standard construction process.

		The Provisions of Any Environmental Planning Instrument – Cont.	
Development Control Plans (DCPs)	DCPs	Applicable	
		Y	N
	Junee Shire Council Development Control Plan 2021	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Policies/S7.11 Plans		
		Y	N
	Council Policies & Procedures – checked?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Relevant plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Delete sections of the DCP below that do not apply

Part	Section	Comment
Part C: Residential and Rural Residential Development		
C2 Site Planning, Earthworks and Utilities	C2.1 Site Planning	The proposed dwelling meets the objectives of this section.
	C2.2 Water and Energy Efficiency	A BASIX certificate has been provided with the Development Application.
	C2.3 Earthworks	Minimal earthworks are proposed to facilitate a level building site.
	C2.4 Utilities	All utilities are available on the subject site. The dwelling will connect to all available utilities.
	C2.5 Waste Management	Council waste management service available to the site.
	C2.6 Letterboxes and Street Numbering	Condition street number to be visible at the front of the dwelling.
C3 Single Dwellings in Urban Area and Villages	C3.1 Dwelling Siting and Setbacks	A variation is requested for the required setback to the proposed dwelling, where the DCP requires dwellings to be setback 4.5m or the average setback of the adjoining dwellings, whichever is the lesser. The average setback of the adjoining dwellings is considered to be the applicable

		distance in this case. The required distance has been calculated as 2.52m (2 Waterworks – 1.57m, 6 Waterworks – 3m, 8 Waterworks - 3m) The proposed dwelling will be set back a minimum 1.13m from the front boundary, representing a 55.16% variation to the control. The reason for requesting this variation is the extra width of the footpath in this location and the irregular shape of the frontage of this lot to Waterworks Road. All other setback requirements have been met. The overall variation distance is also considered to be minimal.
	C3.2 Site Coverage	A maximum of 50% (488.91sqm/2 = 244.46sqm) site coverage of driveways and hardstand is permitted, and the proposal is considered to meet this control, having a total hard stand area significantly less than 244.46sqm.
	C3.3 Height and Scale	It is considered that the proposed dwelling meets the height and scale controls of the DCP.
	C3.4 Building Elevations	The proposed building elevations meets the requirements of the DCP with regards to required features per elevation.
	C3.5 Noise and Visual Privacy	The proposed dwelling had been designed to minimise noise and visual privacy issues.
	C3.6 Fencing	No fencing requiring assessment is proposed as part of this application.
	C3.7 Landscaping and Private Open Space	The proposed dwelling meets the objectives of this section.
C8 Access and Parking	C8.1 Vehicle Parking	Consistent, BASIX provided.
	C8.2 New Driveways and Entrances in Urban Areas	Minimum parking requirements met.
	C8.3 New Access, Entrances and Driveways in Rural Areas	N/A

The Provisions of Any Environmental Planning Instrument – Cont.		
Planning Agreements (VPAs)	VPAs	Applicable
		Y N
	Any 93F VPAs or Draft VPAs?	<input type="checkbox"/> <input checked="" type="checkbox"/>
VPAs Commentary: N/A		
Any Matters Prescribed by the Regulations		
Regulations	Regulations	Applicable?
		Y N
	Does Section 4 of the Regulations have any relevance?	<input type="checkbox"/> <input checked="" type="checkbox"/>
	Any specific items prescribed by the Regulations of relevance?*	<input type="checkbox"/> <input checked="" type="checkbox"/>
*(Clause 92, 93, 94 or 94A of the Regs)		
Regulations Commentary: No requirement to upgrade Fire safety		

4.15(b) Matters for Consideration Likely Impacts of the Development	
Primary Matters	Comments
Context & Setting	Suitable, the proposed dwelling is consistent with an urban residential context and setting.
Site Design & Internal Design	The proposal has an adequate site design.
Ecologically Sustainable Building Design	A BASIX Certificate has been provided with a pass score.
Access, Transport & Traffic	Minimal impact, additional residential traffic consistent with area.
Public Domain	No impact to the public domain is anticipated as a result of the development.
Utilities	All utilities are available to the site.
Heritage	No heritage impact anticipated; site is not located in a heritage conservation area.
Other Land Resources	No other land resources anticipated to be impacted – site has been developed for residential use.
Water	No impact to water anticipated.
Soils	Minimal impact on soils – small amount of excavation required for site preparation.

Air & Microclimate	Minimal impact anticipated – potential for dust generation during construction.
Flora & Fauna	Nil – no impacts to flora or fauna anticipated.
Waste	Additional residential waste generation, amount of builder’s waste. Proposed dwelling will have access to Councils waste management services.
Energy	Minimal impact anticipated.
Noise & Vibration	Additional construction noise and residential noise anticipated – minimal impact.
Natural Hazards	The site is not considered to be flood or bushfire prone land.
Technological Hazards	No technological hazards anticipated.
Safety, Security & Crime Prevention	Positive, additional dwelling in locality – increased chance of casual surveillance.
Economic Impact on the Locality	Positive – investment in local businesses, additional rates, land value etc
Social Impacts	Positive – additional dwelling capable of supporting residents in the local area.
Construction	Standard brick veneer, timber frame and concrete slab construction. Other construction impacts considered to be minimal.
Cumulative Impacts	Overall cumulative impacts considered to be minimal.
Other?	N/A
Additional Planning Commentary: Proposed dwelling is considered to be satisfactory on the subject land.	
Suitability of the Site for the Development.	
Primary Matters	Comments
Does the proposed development fit within the locality?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are the site attributes conducive to the development?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Additional Planning Commentary: The site is considered to be suitable for the proposed development.	
Any Submission Made in Accordance with the Act or the Regulations	
Primary Matters	Comments
Are the issues raised of relevance to the DA?	N/A
Are relevant issues raised in the submissions being considered?	N/A
Additional Planning Commentary: Development Application not notified or advertised.	
The Public Interest	
Federal, State, Local Government Interests & Community Interests	Comments
Do any policy statements from Federal or State Governments have relevance?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there any relevant planning studies and strategies?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is there any management plan, planning guideline, or advisory document that is relevant?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No _____
Are there any credible research findings applicable?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No _____
Have there been relevant issues raised in public meetings and inquiries?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No _____
Were there consultations and submissions made in addition to (d) above?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No _____

Will the health and safety of the public be affected?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No.
Additional Planning Commentary: The development is not considered to significantly impact on matters pertaining to the public interest.	

RECOMMENDATION	Approve Development Consent
It is recommended that Development Application 2023/10 be granted approval, pursuant to Section 4.16 of the EP&A Act 1979, subject to the following conditions:	
<p>Standard Conditions: D1, D2, D5, D8, D153, D154, D167, D13, D169, D14, D23, D29, D40, D46, D47, D50, D57, D137, D66, D209, D210, D214</p> <p>Additional Conditions:</p> <ol style="list-style-type: none"> 1. The applicant is required to notify the Principle Certifying Authority (PCA) (if other than Council) of the acoustic performance requirements under the State Environmental Planning Policy (Transport and Infrastructure) 2021, prior to the issue of any Construction Certificate. The relevant acoustic standards are considered to be in this instance, Category 2 Acoustic Treatment as specified in <i>Appendix C - Acoustic Treatment of Residences of the Development near Rail Corridors and Busy Roads – Interim Guideline</i>. <p>REASON: To ensure compliance with State Environmental Planning Policies</p> <ol style="list-style-type: none"> 2. Traffic Impact Mitigation: The following measures are required to be implemented at each stage of the project: <ol style="list-style-type: none"> a. Preconstruction <ol style="list-style-type: none"> i. Regular slashing of the road verge by the developer to help ensure sight distances are maintained b. Construction phase <ol style="list-style-type: none"> i. During the construction phase the road verges should remain clear of vegetation, materials and equipment including vehicles. ii. Construction materials and equipment should not be stored/parked on the road verge during the construction phase. iii. Temporary road works construction zone be implemented on the approaches to the development during the construction phase or until permanent 50km/h speed limit signage is approved and installed. c. Post-construction <ol style="list-style-type: none"> i. Roadside parking in the vicinity of the development restricted to the eastern side of Waterworks Roads only ii. Roadside parking on the eastern side may also need to be restricted on either side of the proposed driveways to ensure sight distances for approaching vehicles is maintained. iii. Advisory signage be installed on the approaches to the development advising of driveways on the bend in the road. <p>REASON: To ensure the safety of the public and traffic on Waterworks Road</p> 	

Name of Assessing Officer: Rohan Johnston – Town Planner
Signature of Assessing Officer:

Date: 21/02/2023



Jindalee Constructions Pty Ltd
ABN:19 638 677 237 Builders Licence: 353531C
1019 Berthong Rd Cootamundra NSW 2590
Ph: 0404479190

Statement of Environmental Effect

Date: 16.01.2023 **Address:** Lot 2, 4 Waterworks Road, Junee 2663

Description of the type of development we intend to carry out:

Build a single storey, Fibre cement cladded and brick residential dwelling.

Environmental Impacts

1. Describe the existing environment of the subject site and the surrounding land:

Residential housing.

2. What impact will the proposed development have upon the local environment (for example flora, fauna, Aboriginal land, and use of water)? And how will these impacts be overcome or managed?

There will be no impact upon the local environment as the environment is already a residential area and improving the site will only impact positively on the surrounding environment.

3. How do you propose to reduce the soil erosion and/or sedimentation problems that may occur from site works?

During construction, sediment fences will be erected and once construction is complete the bare earth will be fully turfed.

4. Explain the design characteristics of the development? Describe how the development will be in character with other developments in the locality.

This DA seeks to improve the site so that in the near future a home can be designed and constructed to keep in character with the common residential homes within this subdivision.

5. If the site is affected by hazards such as bushfire, flooding, landslip, high wind or any other risk factor, how do you propose to overcome such hazards?

The site will be clear of clutter and any dry vegetation. Any builders' waste during the construction will be contained within on site waste bins and removed.

6. What are the likely economic or social effects of the proposed development on the locality?

Due to it being a residential home there are minimal economic or social effects.

7. What amount of traffic will be generated by the proposed development? How do you intend to gain access to the site? What off-street parking has been provided?

There is a concrete driveway leading to a two car garage attached to the residence which is adequate parking for this cottage under Council's D.C.P.

8. **Explain how the proposed development impacts on the existing and likely future amenity of the locality? How do you propose to address these impacts?**

There is little impact as it is a standard residential house in a well populated area of town.

9. **What solid and liquid waste will be generated? How will these wastes be disposed of? What toxic chemicals, if any, are involved in the proposal?**

There will be minimal waste generated from this DA. Any ground waste accumulated will be disposed of mindfully and within regulations of waste management

10. **If filling of the land is required, demonstrate how you propose to overcome adverse impacts on adjoining properties?**

The site will have minimal cut and fill to create a level pad for the concrete slab.

11. **What other matters considered relevant should Council be advised of that will support your proposal?**

This house will fit well into the surrounding environment.

Land Contamination

12. **Please specify all land uses to which the site has been subject, which may have contributed to contaminated land issues, including the current use.**

The site has not been contaminated; it is currently a vacant residential block of land and it will not be contaminated in the future.

13. **Is the proponent aware of the uses to which properties adjoining the site have been put? If so, please specify.**

Yes we are aware that there are residential houses proposed and/or existing to both adjoining blocks of land.

14. **Do any of the uses correlate with potentially contaminating activities?**

No.

15. **If yes, has there been any testing or assessment of the site and, if so, what were the results?**

Not Applicable.

16. **Is the proponent aware of any contamination on the site?**

No.

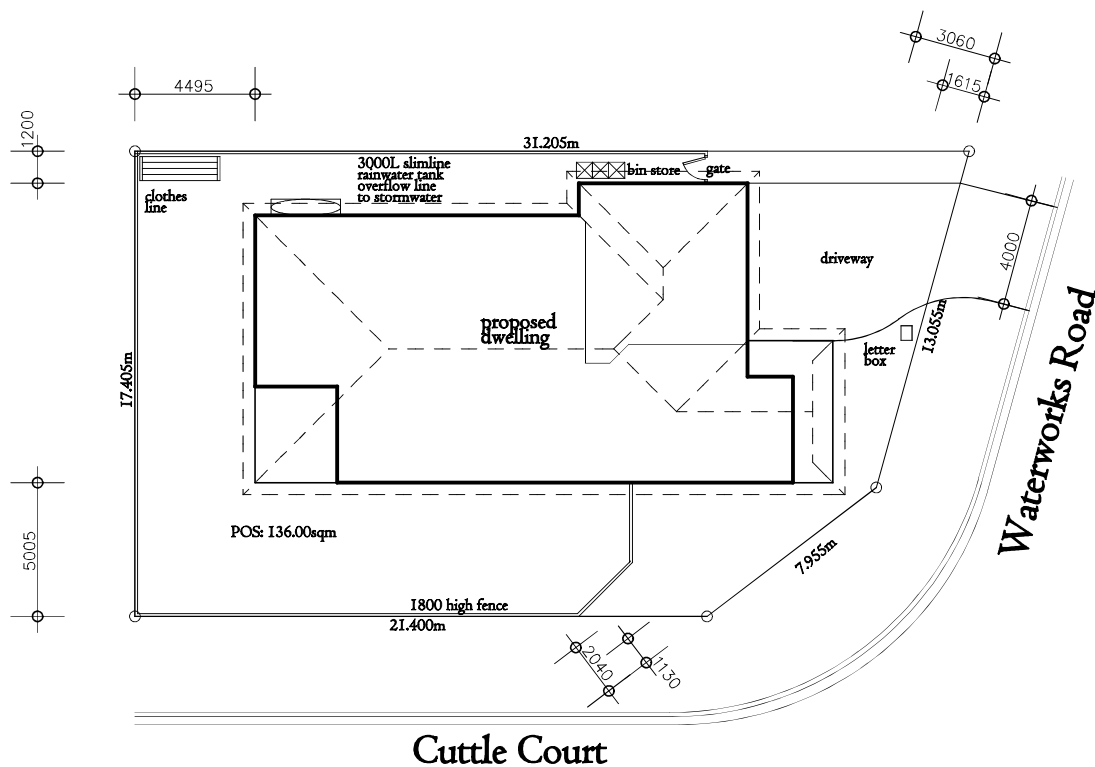
17. **What remediation work, if any, has been taken in respect to contamination which is or may have been present on site?**

Not applicable there is no contamination on site.

This Environmental Statement of Effects has been prepared by Samantha Dickinson on behalf of Jindalee Constructions Pty Ltd.

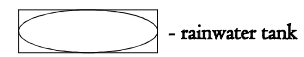
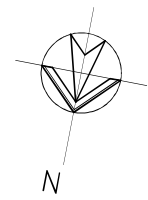
A handwritten signature in black ink, consisting of several overlapping loops and a trailing line that ends in a small wave.

Samantha Dickinson
Director/ Secretary
Jindalee Constructions Pty Ltd



Lot 2
 Area: 489.30sqm
 DP: 1270953

Site Plan
 Scale 1:200



- NOTES:
1. Levels shown are approx only and should be verified on site by builder and all trades.
 2. Figured dimensions are to be taken in preference to scaling and double checked on site.
 3. All measurements are in mm unless otherwise stated
 4. Window sizes are nominal only. Final window sizes are by builder.
 5. Dimensions are to be verified on site by builder before commencement of work.
 6. Any items shown or drawn on the enclosed plans but not listed as an inclusion will be deemed an exclusion

Approval from client	Date

Client:
Jindalee Homes

Job:
Proposed B/V Residence

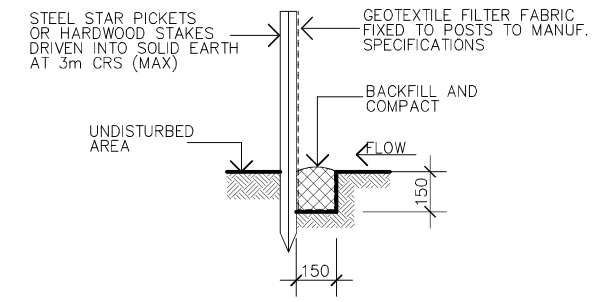
4 Waterworks Road, Junee (lot 2)
 Drawing:
Section A-A & Site Plan

Scale:	Date:
1:100; 1:200	29-09-2022

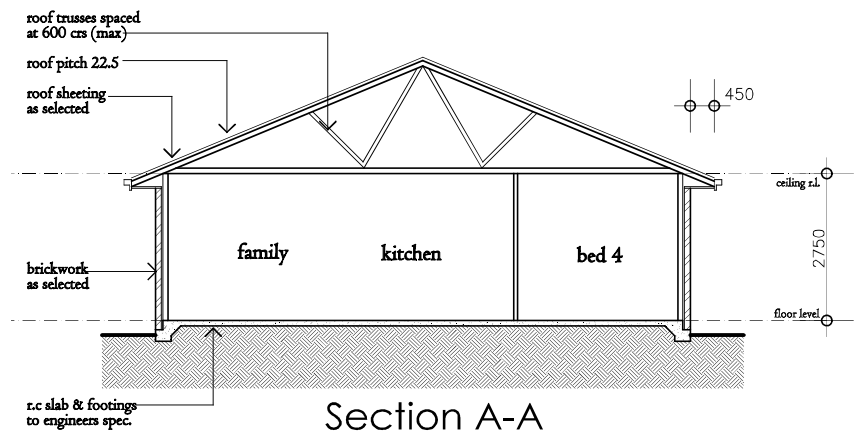
Drawing No: 22043-2 r.mcq

Sheet:	ISSUE:
3	C

SOIL EROSION AND SEDIMENT CONTROL
 1. SILTATION FENCING IS TO BE PLACED AS SHOWN ON THE SITE PLAN SO AS TO PREVENT SILT RUN OFF TO ANY ADJOINING PROPERTY OR TO THE STREET. THIS MEASURE IS TO BE PLACED PRIOR TO ANY EXCAVATION WORK BEGINS AND IS TO BE REMOVED ONLY WHEN THE SITE'S SURFACE HAS BEEN STABILIZED, i.e. PAVED, LANDSCAPED OR TURFED.
 2. 40mm CRUSHED ROCK AGGREGATE IS TO BE PLACED AS AN ACCESS DRIVEWAY TO THE SITE AND MUST BE MAINTAINED THROUGHOUT THE COURSE OF CONSTRUCTION



Typical Silt Fence
 Scale 1:20



Section A-A
 Scale 1:100

house design

DEVINE
 DRAFTING & DESIGN
 1300 4 DEVINE
 admin@devinedrafting.com.au
 PO Box 7323 Mount Annan NSW 2567
 © Devine Drafting & Design Pty Ltd 2022

Item 5 DEVELOPMENT APPLICATION 2022/90 – 14 DESALIS STREET, OLD JUNEE (NEW DWELLING)

Author Town Planner

Attachment s4.15 Assessment Report, Submitted Plan Set, Submitted SEE

RECOMMENDATION:

That Development Application No. 2022/90 from Tracey Menzies to construct a dwelling house on Lot 1, Section 18, DP758811, known as 14 Desalis Street, Old Junee, be APPROVED subject to conditions in accordance with s4.15 Assessment Report based on the following reasons:

- 1. An assessment of the proposal indicates the dwelling house is permissible with consent on the land in accordance with the provisions of the LEP.***
 - 2. The request for a variation to minimum building setback controls contained within the DCP are acceptable in this specific case.***
-

SUMMARY

This Development Application seeks consent to construct a new single bedroom dwelling house on a small rural allotment located at 14 Desalis Street, Old Junee.

Forming part of the application is a formal request from the applicant for a site-specific variation to the Junee Development Control Plan 2021 (DCP) that would allow the proposed dwelling to be sited closer to the lot boundary than the required 20m and 50m. As the lot is an existing holding within the existing subdivision pattern of Old Junee, the variation request is supported in this instance.

BACKGROUND

The subject site consists of a small 2032sqm rural allotment that forms part of a larger existing holding made up of two lots with a total area of approximately 4064sqm.

The proposed dwelling is to be sited on Lot 1 with much of the associated infrastructure such as water tanks, septic tank and effluent disposal area to be confined to this lot. The proposal includes a new access to Windeyer Street. No direct access will be permitted to Goldfields Way from Windeyer Street, with a private all weather accessway required to be constructed via Desalis Street to Pikedale Road.

The dwelling is proposed to be weatherboard, with a pre-coloured corrugated steel roof. The overall area of the dwelling is proposed to be approximately 57.56sqm gross floor area. The height from the FFL to the ceiling is proposed to be 2.85m. The dwelling's location will see a minimum

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 21 MARCH 2023.

10m setback from the frontage to the unformed Windeyer Street., 5m from the eastern boundary, 37.2m from the unformed Desalis Street Frontage, and 23.1m from the northern boundary of Lot 1.

The assessment found that the proposal could be supported on the subject site subject to a variation to the Junee Development Control Plan 2015.

CONSIDERATIONS

Policy

State Environmental Planning Policies

The site has been vacant and has no known uses. The zoning is for primary production purposes and requires consideration of SEPP (Resilience and Hazards). It is considered that no potentially contaminating activities have occurred on or near the proposed dwelling site and the site is suitable for the proposed use without remediation.

There are no other SEPPs or s177's considered to be applicable or relevant to the proposed development.

Junee Local Environmental Plan 2012

The proposed development is defined as a dwelling house which is permissible with consent in the RUI (Primary Production) zone. The holding is made up of two existing allotments which have been identified as being an 'Existing Holding' and therefore are not subject to the minimum lot size restrictions on dwelling houses in the RUI Primary Production zone, as permitted under Section 4.2A of the Junee Local Environmental Plan.

In addition to the applicability of Section 4.2A(d) of the Junee LEP to this development for the erection of a dwelling on land less than the minimum lot size in the RUI zone, it is also noted that a "sunset clause" was added to this section:

- Land ceases to be an existing holding for the purposes of subclause (2)(d) if an application for development consent referred to in the subclause is not made in relation to the land before 1 October 2022.

As the development application was lodged prior to 1 October 2022, the development application may rely on the provisions of this section for a dwelling opportunity on the subject land.

Junee Development Control Plan 2021

A number of sections of the Junee DCP 2021 are applicable to this development, including Part C4 Large Lot & Rural Dwellings. The proposed development is considered to be generally consistent with the controls and objectives outlined in these parts of the DCP.

A variation to the dwelling setback requirements outlined in Section C4.1 is required to facilitate the development. Per this section, dwellings are required to have a setback from the front boundary of 20m, 20m from Secondary Street frontages, 50m from a side boundary and 50m from a rear boundary. Variations are requested for the dwelling to be located a minimum of 10m from the secondary street frontage (20m required – 50% variation), 5m from the rear boundary (50m

required – 90% variation), 23.1m from the side boundary (50m required – 53.8% variation).

The variations in this instance could be supported due to the overall consistency of the development with the objectives of this section of the DCP, and consistency with the total setback distances from the kerb of the existing dwellings in this location. A variation in this instance will not significantly undermine established planning principles for development in this area. The existing holding is part of the original village subdivision for Old Junee that was intended for residential development.

Risk Assessment

The approval of this application has minimal risk to Council, given the minimal anticipated impact of the variation.

There is the possibility of the applicant requesting a review of any determination made, as permitted under Section 8.2 of the Environmental Planning and Assessment Act (EP&A Act) 1979. In addition, the applicant may appeal any determination to the Land and Environment Court, as permitted under Section 8.7 of the EP&A Act 1979.

Financial

The refusal or approval of this development application has minimal financial risk to Council. It should be noted however, any review or appeal of the determination may require additional staff resourcing and legal costs.

CONCLUSION

The Development Application No. 2022/90 from Tracey Menzies to construct a dwelling house on Lot 1, Section 18, DP758811, known as 14 Desalis Street, Old Junee, be **APPROVED** subject to conditions based on the following reasons:

1. An assessment of the proposal indicates the dwelling house is permissible with consent on the land in accordance with the provisions of the LEP.
2. The request for a variation to minimum building setback controls contained within the DCP are acceptable in this specific case.

Non-Standard Conditions:

1. **Provision of water:** The dwelling shall install a rainwater tank with a minimum capacity of 60,000L or the requirement of the BASIX Certificate, whichever is greater. Alternatively, the applicant may wish to extend the water main to the dwelling, which will also satisfy this condition.

REASON: *To meet the requirements of the Junee DCP 2021 and ensure the dwelling has sufficient water supply available.*

2. **Rural Access:** Vehicular access is via Desalis Street and Pikedale Road to the site and dwelling. No direct access is permitted from Windeyer Street to Goldfields Way. Prior to the issue of any Construction Certificate an approval from the Council and is obtained

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEES SHIRE COUNCIL HELD ON 21 MARCH 2023.

detailing the construction details for access to the property. The cost of construction of access to the property is to be borne by the applicant.

REASON: *To meet the requirements of the Junee DCP 2021 and provide a safe entrance to the proposed dwelling from the public road.*

3. **Onsite Sewage Management System:** Prior to the issue of any Construction Certificate, a geotechnical report shall be submitted to Council detailing the suitability of the proposed location for the transpiration beds as part of the proposed Onsite Sewage Management System.

REASON: *To ensure the suitability of the site for an OSSM and to reduce potential impacts to soil and nearby waterways.*



JUNEE SHIRE COUNCIL

ATTACHMENT TO ITEM 5

18 APRIL 2023





Application Summary	
Development Application No:	DA2022/92
Proposed Land Use:	<input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Rural <input type="checkbox"/> Other
Property Description:	Lot: 1 Section: 18 DP 758811 Address: 14 Desalis Street, Old Junee
Applicant:	Planning Building Consultant
Owner/s:	T Menzies
Proposed Development Classification:	<input checked="" type="checkbox"/> Local <input type="checkbox"/> Integrated <input type="checkbox"/> Designated
Assessing Officer:	Rohan Johnston - Town Planner
Development Application & Site History	
Details of Previous Consents (Last 5 years)	N/A
Previous Use	Primary Production - Agriculture
Previous Subdivision(s) Affecting the Site	Nil.
Easements/Restrictions on title	Nil.
Public Consultation	
Notifications – Adjoining Landowners:	Notification Required
Newspaper Advertisements:	Advertising Not Required
Exhibition Dates:	Start: - End: -
No. of Submissions Received:	-
All Submissions Acknowledged?	No - notification not undertaken. Notification was not undertaken due to the minor nature of the development and the minimal impact to any adjoining lands. There are no dwellings within close proximity to the subject site. The immediately adjoining lot is also owned by the applicant.
Referrals	
Date Government Agencies Referred to:	N/A
Agency Name:	<input type="checkbox"/> Rural Fire Service NSW <input type="checkbox"/> Office of Environment and Heritage <input type="checkbox"/> Department of Primary Industries <input type="checkbox"/> Department of Planning, Industry & Environment <input type="checkbox"/> Other – N/A
Agency Response/Conditions:	-
Internal Referrals:	<input type="checkbox"/> Engineering <input type="checkbox"/> GIS <input type="checkbox"/> Other
Comments or Recommendations:	-
Additional Planning Commentary:	N/A

Development Specifics

The development involves the consolidation of the subject land into one lot and the construction of a new one-bedroom dwelling on the subject site.

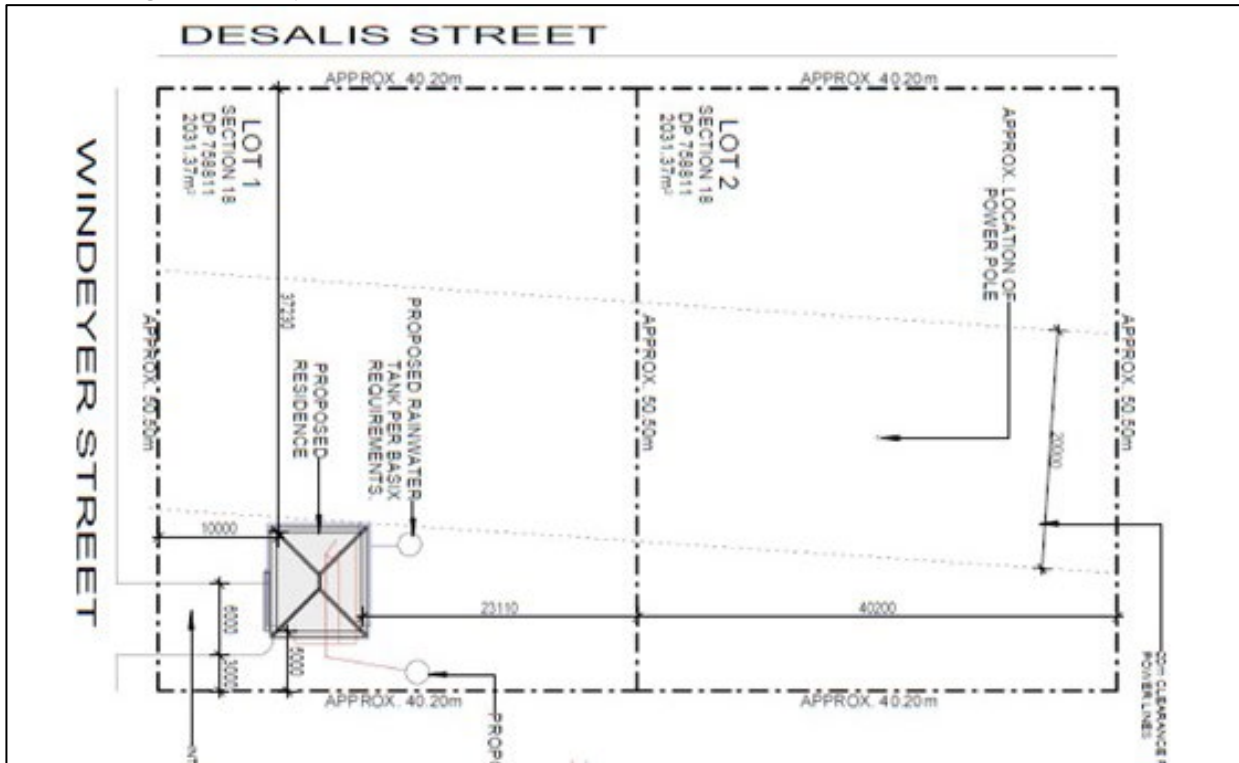


Figure 1: Proposed Development

The proposed development includes the consolidation of the two lots that make up the subject land.

The proposed dwelling will be a one-bedroom dwelling with verandah. It is proposed that the dwelling will be constructed of a standard concrete slab and timber frame. The dwelling is proposed to be weatherboard, with a pre-coloured corrugated steel roof. The overall area of the dwelling is proposed to be approximately 57.56sqm gross floor area. The height from the FFL to the ceiling is proposed to be 2.85m. Access to the dwelling is proposed to be from Windeyer Street, as shown in Figure 1.

State Environmental Planning Policies (SEPPs)	The Provisions of Any Environmental Planning Instrument	Applicable?	
	State Environmental Planning Policies	Y	N
	State Environmental Planning Policy (Biodiversity and Conservation) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Housing) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Industry and Employment) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Planning Systems) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Precincts—Central River City) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Precincts—Regional) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Precincts—Western Parkland City) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Primary Production) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Resilience and Hazards) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Resources and Energy) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	State Environmental Planning Policy (Transport and Infrastructure) 2021	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Ministerial Directions		
	Section 117(2) – Ministerial Directions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SEPP Commentary: The site has been vacant and has no known uses. The zoning is for primary production purposes and requires consideration of SEPP (Resilience and Hazards). It is considered that no potentially contaminating activities have occurred on or near the proposed dwelling site and the site is suitable for the proposed use without remediation.			
There are no other SEPPs or s177's considered to be applicable or relevant to the proposed development.			

The Provisions of Any Environmental Planning Instrument – Cont.			
Biodiversity Conservation Act 2016 No.63	Section 7.3 - Test for determining whether proposed development or activity likely to significantly affect threatened species or ecological communities, or their habitats	Applicable?	
		Y	N
	<i>In the case of a threatened species, whether the proposed development or activity is likely to have an adverse effect on the life cycle of the species such that a viable local population of the species is likely to be placed at risk of extinction,</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>In the case of an endangered ecological community or critically endangered ecological community, whether the proposed development or activity— (i) is likely to have an adverse effect on the extent of the ecological community such that its local occurrence is likely to be placed at risk of extinction, or (ii) is likely to substantially and adversely modify the composition of the ecological community such that its local occurrence is likely to be placed at risk of extinction,</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>In relation to the habitat of a threatened species or ecological community— (i) the extent to which habitat is likely to be removed or modified as a result of the proposed development or activity, and (ii) whether an area of habitat is likely to become fragmented or isolated from other areas of habitat as a result of the proposed development or activity, and (iii) the importance of the habitat to be removed, modified, fragmented or isolated to the long-term survival of the species or ecological community in the locality,</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>whether the proposed development or activity is likely to have an adverse effect on any declared area of outstanding biodiversity value (either directly or indirectly),</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>whether the proposed development or activity is or is part of a key threatening process or is likely to increase the impact of a key threatening process.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comments	There are no known or anticipated impacts caused by the development on threatened species or communities that would require further assessment under the Biodiversity Conservation Act 2016.		
Local Environmental Plans (LEPs)	In Force LEPs	Applicable?	
		Y	N
	June Local Environmental Plan 2012	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Land Zoning	Relevant?	
		Y	N
	RUI Primary Production- Permissible with Consent	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	4.1 – Minimum subdivision lot size	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.1A – Minimum subdivision lot size for strata plan schemes in certain rural and residential zones	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.2 – Rural subdivision	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.2A – Erection of dual occupancies (attached) and dwelling houses on land in Zone RUI	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	4.2B – Erection of rural workers' dwellings in Zone RUI	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.2C – Exceptions to minimum lot sizes for certain rural subdivisions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.6 – Exceptions to development standards	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	5.3 - Development near zone boundaries	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	5.4 - Controls relating to miscellaneous permissible uses	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	5.5 – Controls relating to secondary dwellings on land in a rural zone	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.10 – Heritage conservation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5.11 – Bush fire hazard reduction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5.13 – Eco-tourist facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5.16 - Subdivision of, or dwellings on, land in certain rural, residential or environment protection zones	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

5.18 - Intensive livestock agriculture	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.19 - Pond-based, tank-based and oyster aquaculture	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.20 - Standards that cannot be used to refuse consent—playing and performing music	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1 - Earthworks	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2 - Flood Planning	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.3 - Stormwater management	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.4 - Terrestrial biodiversity	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.5 - Groundwater vulnerability	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.6 - Riparian land and watercourses	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.7 - Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.8 - Salinity	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.9 - Essential Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>

LEPs Commentary: The proposed development is considered to be a *dwelling house* as defined by the Junee LEP 2012. *Dwelling houses* located in the RUI Primary Production zone is a use that is *permissible with consent* under the land use table contained in the Junee LEP 2012. The objectives of the RUI Primary Production zone are:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To encourage diversity in primary industry enterprises and systems appropriate for the area.
- To minimise the fragmentation and alienation of resource lands.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To allow the development of processing, service and value adding industries related to primary production.
- To encourage tourist and visitor accommodation that does not have an adverse impact on agricultural activities.
- To allow for the development of non-agricultural land uses that are compatible with the character of the zone.

It is considered that the proposal is consistent with the objectives of the zone.

Clause 4.2A is considered to be applicable to the proposed development, being the construction of a dwelling house on land in Zone RUI. The subject land is under 100ha in area, however enjoys an existing holding under (2)(d).

Some earthworks will be required to facilitate a level building site. These earthworks are not anticipated to have any significant impact to the locality.

Stormwater will be required to be directed away from the building or to a rainwater storage tank. No significant impacts are anticipated as a result of the proposed development.

All essential services are available to the site, as per the requirements of Clause 6.9.

The Provisions of Any Environmental Planning Instrument – Cont.		
Development Control Plans (DCPs)	DCPs	Applicable
		Y N
	Junee Shire Council Development Control Plan 2021	<input checked="" type="checkbox"/> <input type="checkbox"/>
	Policies/S.94A Plans	
		Y N
	Council Policies & Procedures – checked?	<input checked="" type="checkbox"/> <input type="checkbox"/>
Relevant plans	<input checked="" type="checkbox"/> <input type="checkbox"/>	

Delete sections of the DCP below that do not apply

Part	Section	Comment
Part C: Residential and Rural Residential Development		
C2 Site Planning, Earthworks and Utilities	C2.1 Site Planning	The proposal is consistent with the objectives of this section.
	C2.2 Water and Energy Efficiency	A BASIX certificate has been provided with a pass score.
	C2.3 Earthworks	No significant earthworks are proposed to facilitate the development, condition site erosion and sediment control measures are employed.
	C2.4 Utilities	All utilities are available at the site. Onsite sewer management system proposed to be installed. Rainwater tanks for water supply require minimum 60,000L tank.

	C2.5 Waste Management	Council waste collection service available to site. Condition geo-technical effluent report to support installation of OSSM.
	C2.6 Letterboxes and Street Numbering	Condition requirement to display address at main gate.
C4 Large Lot & Rural Dwellings	C4.1 Building Setbacks	Building setbacks do not meet the performance criteria. Front setback of 10m (20m required), side setback of 5m (50m required). Variations greater than 15% required to controls.
	C4.2 Building Siting and Buffers	Proposed dwelling is consistent with siting and buffer performance criteria.
	C4.3 Visual Impacts	Dwelling has been sited to minimise visual impact to the public domain.
C5 Ancillary Development: Sheds, Garages, Carports, Outbuildings and Pools/Spas	C5.8 Water Tanks, Pools and Spas	Proposed water tank is to be appropriately located and is not likely to have any significant impact on adjoining lands or dwellings.
C8 Access and Parking	C8.1 Vehicle Parking	Sufficient onsite parking is available.
	C8.3 New Access, Entrances and Driveways in Rural Areas	Condition compliance with the rural access standard.

The Provisions of Any Environmental Planning Instrument – Cont.		
Planning Agreements (VPAs)	VPAs	Applicable
		Y N
	Any 93F VPAs or Draft VPAs?	<input type="checkbox"/> <input checked="" type="checkbox"/>
VPAs Commentary: N/A		
Any Matters Prescribed by the Regulations		
Regulations	Regulations	Applicable?
		Y N
	Does Section 4 of the Regulations have any relevance?	<input type="checkbox"/> <input checked="" type="checkbox"/>
	Any specific items prescribed by the Regulations of relevance?*	<input type="checkbox"/> <input checked="" type="checkbox"/>
*(Clause 92, 93, 94 or 94A of the Regs)		
Regulations Commentary: No requirement to upgrade Fire safety		

4.15(b) Matters for Consideration Likely Impacts of the Development	
Primary Matters	Comments
Context & Setting	Minimal, the proposal is consistent with the existing context and setting of rural properties.
Site Design & Internal Design	The development is considered to have a satisfactory site design.
Ecologically Sustainable Building Design	BASIX provided - certificate provided.
Access, Transport & Traffic	No significant impact to access anticipated access to Windeyer Street is to be appropriately designed as per engineering standards. No direct access to Goldfields way will be permitted as part of this development.
Public Domain	Minimal impacts to the public domain anticipated as a result of this development. Vehicular access is to be installed via Desalis Street, which utilises existing public land. No significant impact is anticipated as a result of this arrangement.
Utilities	Dwelling has access to power. Water main is located in close proximity to site. Onsite wastewater disposal. No reticulated sewer to connect to. No significant impact anticipated.
Heritage	No heritage impact anticipated.
Other Land Resources	Minimal impact to agricultural land, given site location.
Water	Proposed development will not have any significant impact on water resources.
Soils	Proposed development will not have any significant impact on soils. Some cut and fill required to facilitate development. Installation of OSSM.

Air & Microclimate	Minimal impact on air quality and microclimate anticipated. Any potential impacts deemed to be within acceptable limitations in locality.
Flora & Fauna	No impacts anticipated.
Waste	Some construction waste generated by proposed development; minimal impact anticipated.
Energy	Minimal, no excessive energy provision proposed or required.
Noise & Vibration	Some construction noise anticipated, minimal impact to neighbouring properties.
Natural Hazards	The site is not mapped as being bushfire or flood prone.
Technological Hazards	N/A
Safety, Security & Crime Prevention	N/A
Economic Impact on the Locality	No negative impact anticipated.
Social Impacts	No negative social impacts anticipated due to development.
Construction	Standard slab, timber frame and weatherboard cladding and corrugated steel roof construction. Minimal construction impact anticipated.
Cumulative Impacts	Minimal cumulative impact.
Other?	N/A
Additional Planning Commentary:	The proposal is considered to be satisfactory, with minimal anticipated impacts.
	Suitability of the Site for the Development.
Primary Matters	Comments
Does the proposed development fit within the locality?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are the site attributes conducive to the development?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Additional Planning Commentary:	The site is considered to be suitable for the proposed development.
	Any Submission Made in Accordance with the Act or the Regulations
Primary Matters	Comments
Are the issues raised of relevance to the DA?	N/A
Are relevant issues raised in the submissions being considered?	N/A
Additional Planning Commentary:	Nil.
	The Public Interest
Federal, State, Local Government Interests & Community Interests	Comments
Do any policy statements from Federal or State Governments have relevance?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there any relevant planning studies and strategies?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is there any management plan, planning guideline, or advisory document that is relevant?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No _____
Are there any credible research findings applicable?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No _____
Have there been relevant issues raised in public meetings and inquiries?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No _____
Were there consultations and submissions made in addition to (d) above?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No _____
Will the health and safety of the public be affected?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No.

Additional Planning Commentary: The development is considered to have minimal impact on matters pertaining to the public interest.

RECOMMENDATION **Approve Development Consent**

It is recommended that Development Application 2022/90 be granted approval, pursuant to Section 4.16 of the EP&A Act 1979, subject to the following conditions:

Standard Conditions:

D1, D2, D5, D8, D153, D154, D167, D13, D169, D14, D23, D30, D46, D47, D50, D57, D66, D209, D210, D214

Additional Conditions:

1. **Provision of water:** The dwelling shall install a rainwater tank with a minimum capacity of 60,000L or the requirement of the BASIX Certificate, whichever is greater. Alternatively, the applicant may wish to extend the water main to the dwelling, which will also satisfy this condition.

REASON: To meet the requirements of the Junee DCP 2021 and ensure the dwelling has sufficient water supply available.

2. **Rural Access:** Vehicular access is via Desalis Street and Pikedale Road to the site and dwelling. No direct access is permitted from Windeyer Street to Goldfields Way. Prior to the issue of any Construction Certificate an approval from the Council and is obtained detailing the construction details for access to the property. The cost of construction of access to the property is to be borne by the applicant.

REASON: To meet the requirements of the Junee DCP 2021 and provide a safe entrance to the proposed dwelling from the public road.

3. **Onsite Sewage Management System:** Prior to the issue of any Construction Certificate, a geotechnical report shall be submitted to Council detailing the suitability of the proposed location for the transpiration beds as part of the proposed Onsite Sewage Management System.

REASON: To ensure the suitability of the site for an OSSM and to reduce potential impacts to soil and nearby waterways.

Name of Assessing Officer: Rohan Johnston – Town Planner

Signature of Assessing Officer:

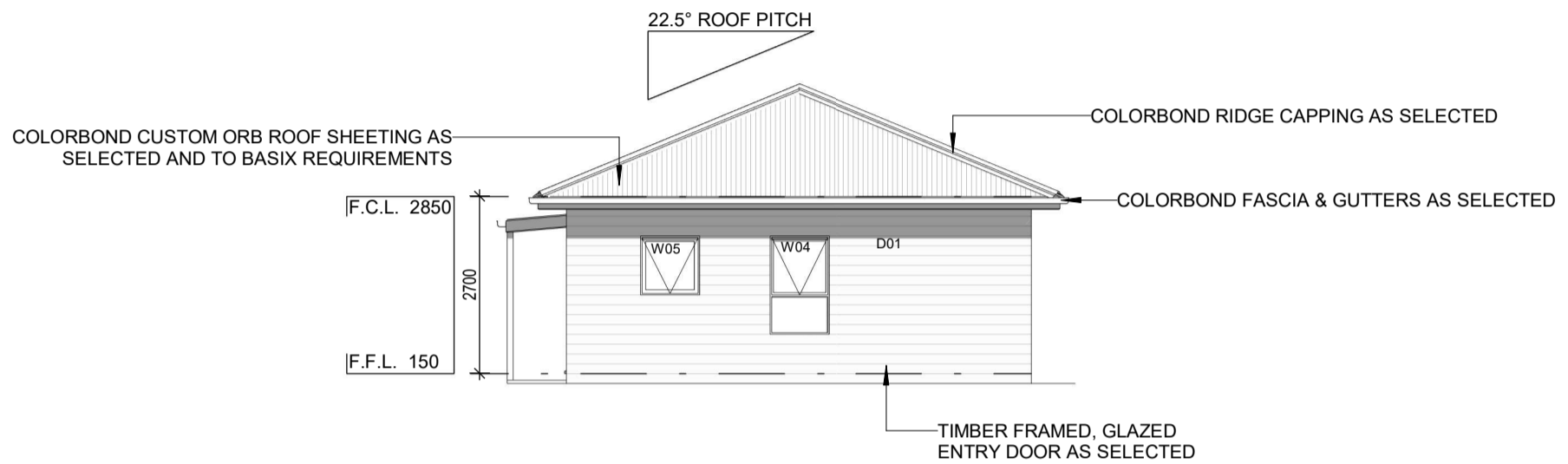
Date: 5/04/2023



JH LINEA OR EQUIVALENT TO FACADE - PAINT TO FINISH

NORTHERN ELEVATION

SCALE AT A3 1:100



EASTERN ELEVATION

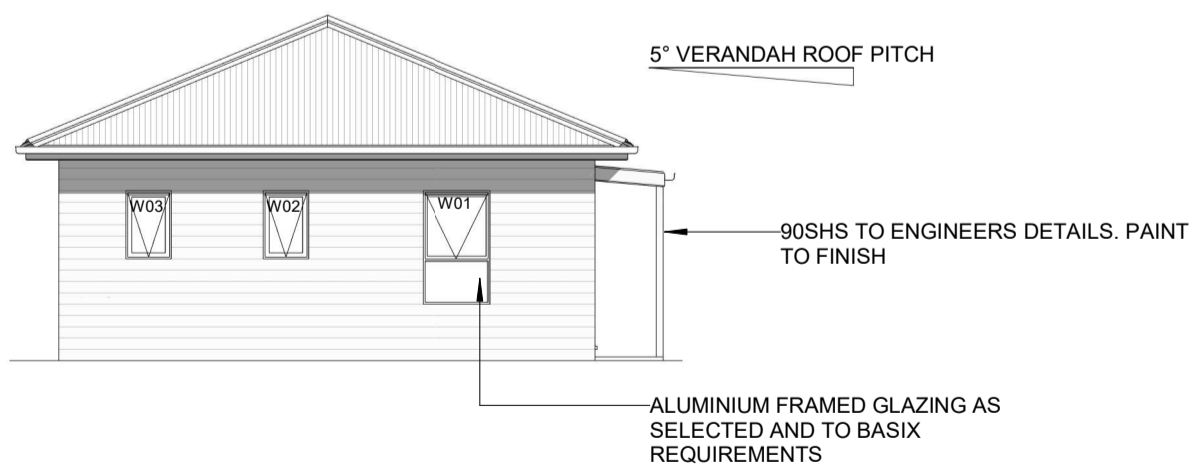
SCALE AT A3 1:100



TIMBER FRAMED, GLAZED ENTRY DOOR AS SELECTED

SOUTHERN ELEVATION

SCALE AT A3 1:100



WESTERN ELEVATION

SCALE AT A3 1:100

Erection of a Dwelling House
And
Consolidation of 2 Lots into 1
14 Desalis Street, Old Junee, NSW

Lots 1 and 2, Sec: 18 DP: 758811

Statement of
Environmental Effects

Prepared for Tracey Menzies





Project:

Erection of a Dwelling House and Consolidation of 2 Lots into 1
14 Desalis Street, Old Junee, NSW
Lots: 1 and 2, Section: 18, DP: 758811

Revision		Date		Prepared By		Checked By		Approved By	
Final	21.09.22	Name	Colby Farmer	Name	Colby Farmer	Name	Tracey Menzies		



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CONTENTS

1	INTRODUCTION	1
1.1	OVERVIEW	1
1.2	SCOPE OF STATEMENT OF ENVIRONMENTAL EFFECTS	2
2	DESCRIPTION	2
2.1	DEVELOPMENT SITE AND LOCALITY	2
2.2	PRESENT AND PREVIOUS USES OF THE SITE.....	3
3	LAND HAZARDS	3
3.1.1	FLOODING	3
3.1.2	BUSHFIRE.....	3
3.2	PROPOSED DEVELOPMENT	3
4	PLANNING PROVISIONS	4
4.1	STATE ENVIRONMENTAL PLANNING POLICIES.....	4
4.2	JUNEE LOCAL ENVIRONMENTAL PLAN 2012.....	4
4.3	JUNEE DEVELOPMENT CONTROL PLAN 2021	11
5	STATEMENT OF ENVIRONMENTAL EFFECTS	15
6	CONCLUSION	17

FIGURES

Figure 1	Aerial Image of the Development Site (Source: Mecone Mosaic)	1
Figure 2	Locality Base Plan (Source: Junee Shire Council IntraMaps)	3
Figure 4	JLEP 2012 Zoning Maps (Source JSC IntraMaps)	5

TABLES

Table 1	Relevant State Environmental Planning Policy Requirements	4
Table 2	Objectives of the RU1 Primary Production Zone	7
Table 3	JLEP 2012 Clauses Applicable to the Subject Development	8
Table 4	Relevant JDCP 2021 Clauses and Controls	11
Table 6	Likely Impacts of the Development	16

1 INTRODUCTION

1.1 OVERVIEW

This Statement of Environmental Effects (SEE) has been prepared on behalf of Tracey Menzies (the client) to form part of a Development Application (DA) for the erection of a dwelling house and Consolidation of 2 Lots into 1, located at 14 Desalis Street, Old Junee (the site). An aerial image of the site and surrounds is provided in Figure 1 below.



Figure 1 Aerial Image of the Development Site (Source: JSC IntrMaps)

The development site comprises of 2 allotments, both square in shape, having frontage to both Desalis Street (Lots 1 and 2) and Windeyer Streets (Lot 1) and is zoned RU1 Primary Production under the provisions of the Junee Local Environmental Plan 2012 (JLEP 2012). Surrounding and adjoining lots are also zoned RU1 Primary Production.

It is considered that the proposed development is permissible as it is an existing holding under the existing holding provisions of Clause 4.2 A (2) (D) of the Junee Local Environmental Plan 2012, land on which a dwelling house could be erected on 16 September 1991.

The development is considered compatible with existing and surrounding rural residential developments and will have no adverse impacts on adjoining allotments or the locality. The proposal will not adversely alter or detract from adjoining land uses, or adversely affect the rural amenity or character of the locality. The proposed development is considered to be in accordance with relevant statutory and non-statutory planning provisions contained within the Junee Local Environmental Plan 2012 and the Junee Development Control Plan 2021.

The development application is accompanied by:

- Site Plan;
- Architectural Plans
- BASIX Certificate
- Landowners Consent Letter

It is considered that the development is permissible with consent, subject to a merits assessment.

1.2 SCOPE OF STATEMENT OF ENVIRONMENTAL EFFECTS

This Statement of Environmental Effects accompanies a development application for the proposed development. It has been prepared on behalf of the client and includes the matters referred to in Section 4.15 of the *Environmental Planning and Assessment Act 1979* (the Act) and the matters required to be considered by Council.

The purpose of this SEE is to:

- Describe the land to which the DA relates to and the character of the surrounding area;
- Describe the proposed development;
- Define the statutory planning framework within which the DA is to be assessed and determined; and
- Assess the proposal against the relevant heads of consideration as defined by Section 4.15 of the *Environmental Planning & Assessment Act 1979*.

2 DESCRIPTION

2.1 DEVELOPMENT SITE AND LOCALITY

The development site is known as 14 Desalis Street, Old Junee. It is legally described as Lots: 1 and 2, Section: 18 DP: 758811.

The allotments incorporate the following areas:

Lot 1 = 2031 m²

Lot 2 = 2031 m².

The site has been vacant and appears to have been used for intermittent agricultural and grazing purposes for many years. The site and a number of the adjoining/surrounding allotments appear to have been created as 'soldier settlement' lots for veterans returning from war.

The site is devoid of any building structures, contains no trees and is highly modified due to past and current agricultural practices.

The site is predominately flat in nature.

There appears to be no easements or restrictions over the land and the site is not currently serviced by sewer, water, electricity and telecommunications infrastructure. It is noted that an overhead electricity line traverses the site from north to south.

The proposed development site is located on the intersection of Desalis and Windeyer Streets. Desalis and Windeyer Streets are unformed paper roads. Access to the new dwelling is proposed off Windeyer Street (this will be discussed elsewhere within this report).

The site is zoned RU1 Primary Production under the provisions of the Junee Local Environmental Plan 2012 and adjoins RU1 Primary Production zoned land to the north, south, east and west. A locality base plan is illustrated in the below figure.

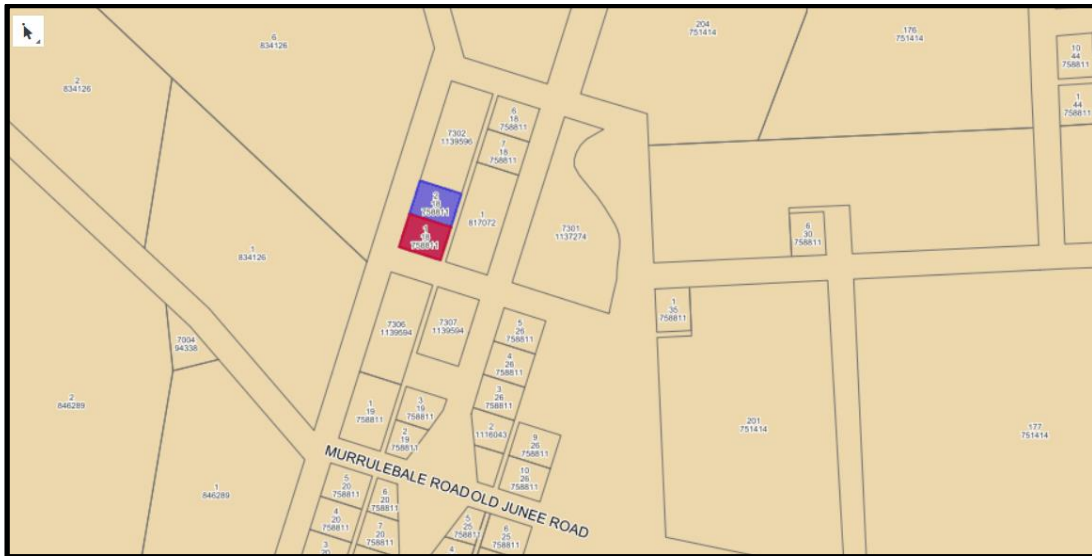


Figure 2 Locality Base Plan (Source: Junee Shire Council IntraMaps)

The development site is not identified as being bushfire or flood prone, according to Junee Shire Council records.

2.2 PRESENT AND PREVIOUS USES OF THE SITE

The site and a number of the adjoining/surrounding allotments appear to have been created as 'soldier settlement' lots for veterans returning from war.

The site has been previously and historically used for agricultural purposes in the form of cropping and grazing.

The site is currently used for intermittent cropping and grazing purposes.

3 LAND HAZARDS

3.1.1 FLOODING

The development site is not identified as being subject to Flooding according to Junee Shire Council Records.

3.1.2 BUSHFIRE

The development site is not identified as being subject to Bushfire according to Junee Shire Council Records.

3.2 PROPOSED DEVELOPMENT

The proposal incorporates the following development:

Erection of a Dwelling –

The proposed dwelling will be erected on Lot 1.

The dwelling incorporates dimensions of 8.2 metres long x 7 metres wide x 2.70 metres to the underside of the eaves.

The dwelling will provide for 1-bedroom, combined lounge, dining, kitchen, and laundry and bathroom.

The total floor area of the dwelling is 57.56 m².

The structure will be installed on a slab on ground footing system to engineers' details, constructed of timber frame, and will be externally clad in selected cladding material with a colourbond roof, at a 22.5-degree roof pitch.

Proposed Consolidation -

It is proposed that Lots: 1 and 2, 2 Section: 18 DP: 758811 be consolidated into 1 allotment prior to the issue of any occupation certificate for the dwelling be issued by Council.

New Access/Egress –

The development will be serviced by a proposed new accessway. The access will be constructed to Council and RMS standard.

The new accessway will incorporate the following will be of an all-weather access type and to council requirements. The access will be constructed with bitumen seal or concrete crossover from the edge of the Windeyer Road to Lot 1.

The proposed development will be serviced by reticulated water and rainwater tanks, electricity, an onsite system of sewerage management and have access to required telecommunication services.

4 PLANNING PROVISIONS

4.1 STATE ENVIRONMENTAL PLANNING POLICIES

Table 1 below outlines the SEPPs applicable to this development.

Table 1 Relevant State Environmental Planning Policy Requirements

SEPP	COMMENTS
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	When assessing an application for development Council must consider whether the land is contaminated, and if so, that it is suitable in its contaminated state (or will be after remediation) for the purposes of the development. The development site is and has previously been utilised for agricultural purposes. The site, nor any adjoining sites are included in the EPA's Contaminated Land Register as 'significantly contaminated' or 'remediated land'. The site, nor any adjoining sites are included in the EPA's Contaminated Land Register as 'potentially contaminated land'. The current owners have no knowledge of the site having been subject to either a preliminary or detailed site contamination investigation in the past. The past and existing land use of the property does not relate to an activity which would suggest the land would be contaminated. The current zoning, permissible land uses, and existing use of the site do not suggest that contamination may be an issue for this or adjoining sites.

4.2 JUNEE LOCAL ENVIRONMENTAL PLAN 2012

The subject site is zoned RU1 Primary Production under the provisions of the Junee Local Environmental Plan 2012 (JLEP2012), as illustrated in the below figure.



Figure 3 JLEP 2012 Zoning Maps (Source JSC IntraMaps)

The proposed development is for the erection of a dwelling and would be characterised under the JLEP 2012 as a dwelling house.

A dwelling house means:

dwelling house means a building containing only one dwelling.

Note—

Dwelling houses are a type of residential accommodation—see the definition of that term in this Dictionary.

A dwelling house is permitted with consent under the RU1 Land Use Table contained in the JLEP 2012.

It is noted that the erection of a dwelling house on Primary Production Zoned Land, under the JLEP 2012, and associated lot size maps is prohibited unless it complies with one of the relevant provisions of Clause 4.2 A of the JLEP 2012. The proposed development is permissible as it is an existing holding under the existing holding provisions of Clause 4.2 A (2) (D) of the Junee Local Environmental Plan 2012, land on which a dwelling house could be erected on 16 September 1991.

JSC have confirmed the existing holding status of the development site.

The proposed development also proposes a subdivision for the purposes of consolidation of 2 lots into 1 allotment.

The Environmental Planning and Assessment Act 1979, defines the meaning of subdivision under Section 6.2 as:

For the purposes of this Act,

"subdivision" of land means the division of land into 2 or more parts that, after the division, would be obviously adapted for separate occupation, use or disposition. The division may (but need not) be effected--

(a) by conveyance, transfer or partition, or

(b) by any agreement, dealing, plan or instrument rendering different parts of the land available for separate occupation, use or disposition.

(2) Without limiting subsection (1),

"subdivision" of land includes the procuring of the registration in the office of the Registrar-General of--

(a) a plan of subdivision within the meaning of section 195 of the Conveyancing Act 1919, or

(b) a strata plan or a strata plan of subdivision within the meaning of the Strata Schemes Development Act 2015 .

Note : The definition of

"plan of subdivision" in section 195 of the Conveyancing Act 1919 extends to plans of subdivision for lease purposes (within the meaning of section 23H of that Act) and to various kinds of plan under the Community Land Development Act 2021.

(3) However,

"subdivision" of land does not include--

(a) a lease (of any duration) of a building or part of a building, or

(b) the opening of a public road, or the dedication of land as a public road, by the Crown, a statutory body representing the Crown or a council, or

(c) the acquisition of land, by agreement or compulsory process, under a provision of an Act (including a Commonwealth Act) that authorises the acquisition of land by compulsory process, or

(d) a division of land effected by means of a transaction referred to in section 23G of the Conveyancing Act 1919, or

(e) the procuring of the registration in the office of the Registrar-General of--

(i) a plan of consolidation, a plan of identification or a miscellaneous plan within the meaning of section 195 of the Conveyancing Act 1919, or

(ii) a strata plan of consolidation or a building alteration plan within the meaning of the Strata Schemes Development Act 2015.

Development consent is made under Clause 2.6 'Subdivision—consent requirements' of the JLEP 2012.

An extract from the Land Use Table for the RU1 Primary Production Zone is provided below:

<p>Zone RU1 Primary Production</p> <p>1 Objectives of zone</p> <ul style="list-style-type: none"> • To encourage sustainable primary industry production by maintaining and enhancing the natural resource base. • To encourage diversity in primary industry enterprises and systems appropriate for the area. • To minimise the fragmentation and alienation of resource lands. • To minimise conflict between land uses within this zone and land uses within adjoining zones. • To allow the development of processing, service and value adding industries related to primary production. • To encourage tourist and visitor accommodation that does not have an adverse impact on agricultural activities. • To allow for the development of non-agricultural land uses that are compatible with the character of the zone. <p>2 Permitted without consent</p> <p>Environmental protection works; Extensive agriculture; Forestry; Home-based child care; Home businesses; Home occupations; Intensive plant agriculture</p> <p>3 Permitted with consent</p> <p>Air transport facilities; Airstrips; Animal boarding or training establishments; Aquaculture; Bed and breakfast accommodation; Boat launching ramps; Boat sheds; Building identification signs; Business identification signs; Camping grounds; Caravan parks; Cellar door premises; Cemeteries; Community facilities; Correctional centres; Crematoria; Depots; Dual occupancies (attached); Dwelling houses; Eco-tourist facilities; Educational establishments; Environmental facilities; Extractive industries; Farm buildings; Farm stay accommodation; Flood mitigation works; Freight transport facilities; Helipads; Highway service centres; Home industries; Home occupations (sex services); Industrial training facilities; Information and education facilities; Intensive livestock agriculture; Jetties; Landscaping material supplies; Open cut mining; Plant nurseries; Recreation areas; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Roads; Roadside stalls; Rural industries; Rural supplies; Rural workers' dwellings; Secondary dwellings; Timber yards; Veterinary hospitals; Water recreation structures; Water supply systems; Wharf or boating facilities</p> <p>4 Prohibited</p> <p>Any development not specified in item 2 or 3</p>

The objectives of the RU1 Primary Production Zone are outlined in the below table.

Table 2 Objectives of the RU1 Primary Production Zone

ZONE OBJECTIVES	COMMENTS
<i>To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.</i>	The development proposes the erection of a dwelling house permitted under existing holding provisions of the JLEP 2012. The natural resource base will not be adversely affected by this proposal. The proposal involves the erection of a dwelling house and consolidation of 2 lots into 1. There will be no adverse change or impact being introduced to the site.
<i>To encourage diversity in primary industry enterprises and systems appropriate for the area.</i>	The development proposes the erection of a dwelling house permitted under existing holding provisions of the JLEP 2012. The natural resource base will not be adversely affected by this proposal. The proposal involves the erection of a dwelling house and consolidation of 2 lots into 1. There will be no adverse change or impact being introduced to the site.
<i>To minimise the fragmentation and alienation of resource lands.</i>	The objective is achieved as the proposal is for the consolidation of land and will create a larger allotment and does not involve nor will result in the fragmentation and alienation of resource lands.
<i>To minimise conflict between land uses within this zone and land uses within adjoining zones.</i>	The development proposes the erection of a dwelling house permitted under existing holding provisions of the JLEP 2012. No land use conflict will be created by this proposal. The proposal involves the erection of a dwelling house and consolidation of 2 lots into 1. There will be no adverse change or impact being introduced to the site.
<i>To allow the development of processing, service and value adding industries related to primary production.</i>	The development is not inconsistent with this objective and will not remove the ability for future development types that allow for development of processing, service and value adding industries related to primary production to be carried out in the land.
<i>To encourage tourist and visitor accommodation that does not have an adverse impact on agricultural activities.</i>	Not applicable – the development is not for tourist and visitor accommodation.

<i>To allow for the development of non-agricultural land uses that are compatible with the character of the zone.</i>	Not applicable – the development is not for non-agricultural land uses.
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The below table considers the clauses of the JLEP2012 applicable to the subject development.

Table 3 JLEP 2012 Clauses Applicable to the Subject Development

PART 2: PERMITTED OR PROHIBITED DEVELOPMENT			
CLAUSE		COMMENTS	APPLICABLE
2.4	<i>Unzoned Land</i>	Not applicable.	N/A
2.5	<i>Additional permitted uses for particular land</i>	Not applicable.	N/A
2.6	<i>Subdivision – consent requirements</i>	Applicable. The development application is seeking consent for proposed subdivision for the purpose of consolidation and complies with the provision of this clause.	Yes
2.7	<i>Demolition requires development consent</i>	Not applicable.	N/A
2.8	<i>Temporary use of land</i>	Not applicable.	N/A
PART 3: EXEMPT AND COMPLYING DEVELOPMENT			
CLAUSE		COMMENTS	APPLICABLE
3.1	<i>Exempt development</i>	Not applicable.	N/A
3.2	<i>Complying development</i>	Not applicable.	N/A
3.3	<i>Environmentally sensitive land</i>	Not applicable.	N/A
PART 4: PRINCIPAL DEVELOPMENT STANDARDS			
CLAUSE		COMMENTS	APPLICABLE
4.1	<i>Minimum subdivision lot size</i>	Not applicable.	N/A
4.1AA	<i>Minimum lot size for community title schemes</i>	Not applicable.	N/A
4.1A	<i>Minimum subdivision lot size for strata plan schemes in certain rural and residential zones</i>	Not applicable.	N/A
4.2	<i>Rural subdivision</i>	Not applicable.	N/A
4.2A	<i>Erection of dual occupancies (attached) and dwelling houses on land in Zone RU</i>	Applicable. A dwelling house is permitted with consent under the RU1 Land Use Table contained in the JLEP 2012. It is noted that the erection of a dwelling house on Primary Production Zoned Land, under the JLEP 2012, and associated lot size maps is prohibited unless it complies with one of the relevant provisions of Clause 4.2 A of the JLEP	Yes

		2012. The proposed development is permissible as it is an existing holding under the existing holding provisions of Clause 4.2 A (2) (D) of the Junee Local Environmental Plan 2012, land on which a dwelling house could be erected on 16 September 1991. JSC have confirmed the existing holding status of the development site.	
4.2B	<i>Erection of rural workers' dwellings in Zone RU1</i>	Not applicable.	N/A
4.2C	<i>Exceptions to minimum lot sizes for certain rural subdivisions</i>	Not applicable.	N/A
4.3	<i>Height of buildings</i>	Not applicable.	N/A
4.4	<i>Floor space ratio</i>	Not applicable.	N/A
4.5	<i>Calculation of floor space ratio and site area</i>	Not applicable.	N/A
4.6	<i>Exceptions to development standards</i>	Not applicable.	N/A
PART 5: MISCELLANEOUS PROVISIONS			
	CLAUSE	COMMENTS	APPLICABLE
5.1	<i>Relevant acquisition authority</i>	Not applicable.	N/A
5.2	<i>Classification and reclassification of public land</i>	Not applicable.	N/A
5.3	<i>Development near zone boundaries</i>	Not applicable.	N/A
5.4	<i>Controls relating to miscellaneous permissible uses</i>	Not applicable.	N/A
5.5	<i>Controls relating to secondary dwellings on land in a rural zone</i>	Not applicable.	N/A
5.6	<i>Architectural roof features</i>	Not applicable.	N/A
5.7	<i>Development below mean high water mark</i>	Not applicable.	N/A
5.8	<i>Conversion of fire alarms</i>	Not applicable.	N/A
5.9	<i>Dwelling house or secondary dwelling affected by natural disaster</i>	Not applicable.	N/A
5.10	<i>Heritage conservation</i>	Not applicable.	N/A
5.11	<i>Bush fire hazard reduction</i>	Not applicable.	N/A
5.12	<i>Infrastructure development and use of existing buildings of the crown</i>	Not applicable.	N/A
5.13	<i>Eco-tourist facilities</i>	Not applicable.	N/A
5.14	<i>Siding Spring Observatory – maintaining dark sky</i>	Not applicable.	N/A

5.15	<i>Defence communications facility</i>	Not applicable.	N/A
5.16	<i>Subdivision of, or dwellings on, land in certain rural, residential or conservation zones</i>	Not applicable.	N/A
5.17	<i>Artificial waterbodies in environmentally sensitive areas in areas of operation of irrigation corporations</i>	Not applicable.	N/A
5.18	<i>Intensive livestock agriculture</i>	Not applicable.	N/A
5.19	<i>Pond based, tank based and oyster agriculture</i>	Not applicable.	N/A
5.20	<i>Standards that cannot be used to refuse consent – playing and performing music</i>	Not applicable.	N/A
5.21	<i>Flood planning</i>	Not applicable.	N/A
5.22	<i>Special flood considerations</i>	Not applicable.	N/A
PART 6: ADDITIONAL LOCAL PROVISIONS			
CLAUSE		COMMENTS	APPLICABLE
6.1	<i>Earthworks</i>	<p>Minor earthworks will be carried out in association with this development namely in the form of excavation for foundations, and essential services. The earthworks will have no adverse effect on:</p> <ul style="list-style-type: none"> • existing drainage patterns and soil stability in the locality, • the likely future use or redevelopment of the land, • the existing and likely amenity of adjoining properties, • disturbing of relics, • any watercourse, drinking water catchment or environmentally sensitive area. <p>The use of fill on the site will be minimal, if any.</p>	YES
6.3	<i>Stormwater management</i>	<p>Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development—</p> <p>(a) is designed to maximise the use of water permeable surfaces on the land having regard to the soil characteristics affecting on-site infiltration of water, and</p>	YES

		<p>(b) includes, if practicable, on-site stormwater retention for use as an alternative supply to mains water, groundwater or river water, and</p> <p>(c) avoids any significant adverse impacts of stormwater runoff on adjoining properties, native bushland and receiving waters, or if that impact cannot be reasonably avoided, minimises and mitigates the impact.</p> <p>The development will utilise an approved stormwater management system via gutter and downpipes that will collect and dispose of rainwater into a suitably sized rainwater tank with overflow to a suitably sized on site disposal area designed in accordance with the provisions of the Plumbing Code of Australia and Australian Standard 3500.</p>	
6.4	<i>Terrestrial biodiversity</i>	Not applicable.	N/A
6.5	<i>Groundwater vulnerability</i>	Not applicable.	N/A
6.6	<i>Riparian land and watercourses</i>	Not applicable.	N/A
6.7	<i>Wetlands</i>	Not applicable.	N/A
6.8	<i>Salinity</i>	Not applicable.	N/A
6.9	<i>Essential services</i>	<p>The proposed development will have access to all required services.</p> <p>Sewer will be catered for via an approved-on site system of sewerage management.</p> <p>Water will be provided to the site via a reticulated mains supply.</p> <p>Electricity will be provided via a reticulated overhead mains supply.</p> <p>Stormwater will be disposed of onsite – as described above.</p> <p>Telecommunications are available to the site</p>	YES

4.3 JUNE DEVELOPMENT CONTROL PLAN 2021

The Junee Development Control Plan 2021 (JDCP2021) controls relevant to the proposed development are discussed in the Table 4 below.

Table 4 Relevant JDCP 2021 Clauses and Controls

PART C: RESIDENTIAL & RURAL RESIDENTIAL DEVELOPMENT

CLAUSE/CONTROLS		COMMENTS	COMPLIES
C2.1	<i>Site Planning</i>	<p>A site analysis has been undertaken to inform the design of the subject development. The development:</p> <p>a. Considers and responds to the topography, climate and natural environment;</p> <p>Comment: The development complies with this criterion.</p> <p>b. Avoids, or if it cannot avoid, minimises or mitigates against natural hazards;</p> <p>Comment: There are no natural hazards present at the site and the development is sited to avoid the creation of any land use conflict.</p> <p>c. Avoids or minimises incompatible land uses;</p> <p>Comment: The development is for a rural dwelling ancillary to agricultural use of the land there will be no land use conflicts.</p> <p>d. Protects and enhances any heritage items or heritage conservation areas;</p> <p>Comment: The site is no heritage listed nor are there any items of environmental heritage present on the site or in close proximity to the site. Integrates with the surrounding built form and landscape character; and</p> <p>Comment: There are no natural hazards present at the site and the development is sited to avoid the creation of any land use conflict.</p> <p>e. Maintains residential amenity for the site and adjacent dwellings, within the existing form, context and precedent of the locality;</p> <p>Comment: The development is appropriate in both context and setting and will not disrupt or have any adverse effects on the rural amenity of the site or locality.</p> <p>f. Protects and enhances any heritage items or heritage conservation areas;</p> <p>Comment: The site is not identified as a heritage item and is not located in a HCA.</p> <p>g. Integrates with the surrounding built form and landscape/streetscape character; and e. Maintains reasonable residential amenity</p> <p>Comment: The development has been designed to integrate with the existing landscape and streetscape. There is no surrounding built form in close proximity to the development site.</p>	✓
C2.2	<i>Water and Energy Efficiency</i>	<p>The development has been designed to be energy efficient. A BASIX certificate accompanies this application.</p>	✓

C2.3	<i>Earthworks</i>	<p>The development complies with the provisions of this control. The development will incorporate minor earthworks in relation to footings/foundations and for essential services. The extent of earthworks will be minimal and will not result in any adverse impacts stormwater, water courses, and adjoining properties.</p> <p>No retaining walls are proposed or required.</p>	✓
D2.3	<i>Building near Utilities</i>	<p>The development has considered the impacts of building near utilities and has been designed to avoid these where possible. There are no easements over the land.</p>	✓
C2.4	<i>Utilities</i>	<p>The development site and existing and approved uses make adequate provision for the:</p> <ul style="list-style-type: none"> (a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage, (d) stormwater drainage or on-site conservation, (e) suitable vehicular access. <p>The development proposed under this application will be satisfactorily catered for via existing services.</p> <p>The development complies with this control.</p>	✓
C2.5	<i>Residential Waste Management</i>	<p>The development complies with the provisions of this section and will utilise an approved OSSM and will be serviced by Councils collection contractor.</p>	✓
C2.6	<i>Letterboxes and Street Numbering</i>	<p>The development complies with the provisions of this section and as a Rural property will clearly display a rural addressing number at the main access point/s (as determined by Council).</p>	✓
C4.1	<i>Building Setbacks</i>	<p>It is noted the development does not comply with required setback distances the allotment cannot achieve this.</p> <p>The land is an existing holding and sufficient setbacks have been provided.</p>	N/A
C4.2	<i>Building Siting and Buffers</i>	<p>The development complies with the provisions of this section as illustrated on accompanying plans and specifications.</p>	✓
C4.3	<i>Visual Impacts</i>	<p>The development complies with the provisions of this section.</p> <p>The proposal is not located on a ridgeline.</p> <p>The dwelling has been designed and will be constructed to integrate with the surrounding rural landscape and not detract from the rural amenity.</p> <p>The developments external materials are of low reflectivity and will not create glare or be visually obtrusive from a road or neighbouring property.</p>	✓
C8.1	<i>Vehicle Parking</i>	<p>The development complies with the provisions of this section.</p> <p>Ample off-street parking is available on the site.</p>	✓

C8.3	<i>New Access, Entrances and Driveways in Rural Areas</i>	The development complies with the provisions of this section. This has been discussed elsewhere within this report.	✓
PART F: SUBDIVISION			
F2.1	<i>Site Planning</i>	The development complies with the relevant provisions of this section. The subdivision is for the consolidation of 2 allotments into 1 for agricultural purposes.	✓
F2.2	<i>Topography & Earthworks</i>	The development complies with the relevant provisions of this section. No earthworks are proposed, and the proposed subdivision creates no issues and has no issues in relation to topography.	✓
F2.3	<i>F2.3 Lot Size & Arrangement</i>	The development complies with the relevant provisions of this section. The subdivision is for the consolidation of 2 allotments into 1 for agricultural purposes.	✓
F2.4	<i>On-Site Effluent Management</i>	The development complies with the relevant provisions of this section. Any future application for required construction certificate for the dwelling will be accompanied by a Geotech Report and Land Capability Assessment Report for OSSM that demonstrates compliance with this section.	✓
F2.5	<i>Access & Entrances</i>	The development complies with the relevant provisions of this section. This has been discussed elsewhere within this report.	✓
F2.7	<i>Utilities/Easements</i>	The development complies with the relevant provisions of this section.	✓
F4.1	<i>Access & Road Design</i>	The development complies with the relevant provisions of this section. A new all weather gravel road will be created off GoldenFields Road and provide access to lot one. Both road and access will be constructed to JSC engineering standards. Refer to attached plans.	✓
PART G: ENVIRONMENTAL AND NATURAL HAZARDS MANAGEMENT			
CLAUSE/CONTROLS		COMMENTS	COMPLIES
G2.1	<i>Application of this Section</i>	The proposed development does not propose the introduction of a sensitive land use within the buffer distances to an existing or likely higher impact land uses or an industrial zone; nor is a higher impact land use being proposed within the buffer distances to an existing or likely future sensitive land use. The proposed development will not increase or result in	✓

		increased or adverse amenity impacts when considered against existing and approved land uses. .	
G2.3	Noise & Vibration	The proposed development will not increase or result in increased or adverse amenity impacts when considered against existing and approved land uses.	✓
G2.4	Odour & Dust	The proposal will not generate any unacceptable odour or dust impacts.	✓
G2.5	On-Site Effluent Disposal	The proposed development is consistent with the provisions of this section.	✓
G2.6	Buffers to Sensitive Land Uses	Not applicable.	N/A
G2.7	Buffers & Landscaping	Not applicable.	N/A
G2.8	Agriculture & Right to Farm	Not applicable.	N/A
G3.1	Application of this Section	This section applies to the development.	✓
G3.2	Objectives	The development is consistent with this section/objectives.	✓
G3.3	Stormwater Management	The development works are consistent with this section. Stormwater will be captured and disposed of too Council requirements and AS3500.	✓
G4	Flooding	This section is not applicable – the site is not subject to flooding.	N/A
G5	Bushfire	This section is not applicable – the site is not subject to bushfire. Note a bushfire assessment report accompanies this application.	N/A
G7	Groundwater Vulnerability	This section is not applicable to the development – the land is not mapped as being subject to Groundwater Vulnerability according to JSC records.	N/A
G8	Land & Soils	This Section is not applicable no mapping identifies the site as being affected by geological, soil classification/types or salinity that may affect the proposed development and the proposed development will not impact on the natural environment.	N/A
G8.3	Naturally Occurring Asbestos	Not applicable.	N/A
G8.4	Erosion & Sedimentation	Construction works will incorporate appropriate sediment and erosion controls. A sediment and erosion control plan will be submitted at construction certificate stage.	✓

5 STATEMENT OF ENVIRONMENTAL EFFECTS

The likely impacts of the development are considered in the below table.

Table 5 Likely Impacts of the Development

PRIMARY MATTER	COMMENTS	IMPACT
<i>CONTEXT AND SETTING</i>	The proposed development is consistent with the existing holding status and dwelling entitlement on the land. The development is not expected to have any adverse impact on the setting and will increase the quality of residential dwellings in the rural area. The development, will create no adverse impacts in terms of context and setting.	Acceptable
<i>STREETScape</i>	The proposed dwelling is consistent with similar rural development types in the area. There will be no adverse streetscape impacts resulting from this development.	Acceptable
<i>TRAFFIC, ACCESS AND PARKING</i>	The proposal will not increase local traffic movements and the require access road extension and access is considered suitable of a minor nature. Adequate car parking spaces, including accessible spaces and shared area are provided to service the development.	Acceptable
<i>PUBLIC DOMAIN</i>	The development will have an acceptable impact on the public domain.	Acceptable
<i>UTILITIES</i>	The new development will be adequately serviced by existing services.	Acceptable
<i>HERITAGE</i>	Not applicable. The site has no known Aboriginal or European Cultural Heritage significance. An AHIMS search of 500 metres around the development site identifies that there are no know Aboriginal Items of significance.	Not applicable
<i>OTHER LAND RESOURCES</i>	The development will have no impact on other land resources.	Acceptable
<i>WATER QUALITY AND STORMWATER</i>	The development will not affect water quality and stormwater will be disposed of in accordance with Council requirements.	Acceptable
<i>SOILS, SOIL EROSION</i>	Erosion and sediment control measures will be implemented as required in accordance with Part G of the JDCP.	Acceptable
<i>AIR AND MICROCLIMATE</i>	The development is not anticipated to have adverse impacts on air and microclimate.	Acceptable
<i>FLORA AND FAUNA</i>	No adverse flora and fauna impacts are anticipated as the site is already developed. No removal of vegetation is proposed or required.	Acceptable
<i>WASTE</i>	The builder will be required to appropriately dispose of any waste or rubble generated during the construction process. The development, post development will dispose of waste to Councils Landfill or on site in accordance with EPA on farm disposal requirements.	Acceptable
<i>NOISE AND VIBRATION</i>	No adverse or increased noise or vibration impacts are anticipated as a result of the proposal. It is acknowledged that there will be short term construction noise and this will be managed via ensuring compliance with approved construction hours.	Acceptable
<i>HOURS OF OPERATION</i>	Not applicable.	Not Applicable
<i>NATURAL HAZARDS (FLOOD AND BUSHFIRE)</i>	The site is not subject to flooding or bushfire.	Acceptable
<i>TECHNOLOGICAL HAZARDS</i>	The development is unlikely to create any technological hazards.	Acceptable
<i>SAFETY, SECURITY AND CRIME PREVENTION</i>	No adverse safety and security impacts are anticipated as a result of the proposal.	Acceptable
<i>SOCIO-ECONOMIC IMPACT IN THE LOCALITY</i>	Short term economic benefits are expected as a result of expenditure and employment of local contractors. The overall development site contributes to both regional and local economies	Acceptable

	via the employment of staff and associated economic flow on effects.	
<i>SITE DESIGN AND INTERNAL DESIGN</i>	Internal and site design is considered compatible with the intended use and the expected design outcomes for the area.	Acceptable
<i>OVERLOOKING AND OVERSHADOWING</i>	Not applicable.	Not Applicable
<i>LANDSCAPING</i>	Not required, however the applicants will install landscaping around the dwelling to compliment the development.	Acceptable
<i>CONSTRUCTION</i>	All work will be carried out to relevant BCA and Australian Standards. Work will be carried out during approved construction hours only.	Acceptable
<i>PRIVATE OPEN SPACE</i>	Not applicable. There is ample space on this lot for POS.	Not Applicable
<i>CUMULATIVE IMPACTS</i>	The cumulative impact of the development is considered marginal and acceptable and is not a precursor for the refusal of this application.	Acceptable
<i>DISABLED ACCESS</i>	Not applicable – residential development type.	Not Applicable
<i>SIGNAGE</i>	Not applicable – no signage is proposed.	Not Applicable
<i>SETBACKS AND BUILDING ENVELOPES</i>	Setbacks comply are considered appropriate noting the size of the allotment and existing holding status.	Acceptable

6 CONCLUSION

This SEE report has been prepared to support a Development Application (DA) for the erection of a dwelling house and Consolidation of 2 Lots into 1, located at 14 Desalis Street, Old Junee.

The proposal has been described and discussed in previous sections of this report and has been considered in respect of the relevant planning provisions applicable to the proposed development. The proposal is permissible for the following reasons:

- The site is an existing holding;
- The proposal satisfies the relevant and applicable State Environmental Planning Policy provisions;
- The proposal is permissible under the provisions of the Junee Local Environmental Plan 2012 and meets the objectives of the applicable zone;
- The proposal complies with the applicable controls of the Junee Development Control Plan 2021; and
- The proposal would not have any significant adverse environmental consequences, nor would it have an adverse effect on the location.

As demonstrated throughout this report, the development is permissible with consent, subject to a merits assessment.

Item 6 DEVELOPMENT APPLICATION 2022/72 – 659 OLD JUNEE ROAD, OLD JUNEE (NEW DWELLING)

Author Town Planner

Attachment s4.15 Assessment Report, Submitted Plan Set, Submitted SEE

RECOMMENDATION:

That Development Application No. 2022/72 from Roel van de Paar to construct a dwelling house and install an ancillary shipping container on Lot 6, Section 25, DP758811, known as 659 Old Junee Road, Old Junee, be REFUSED for the following reasons:

- 1. The development is inconsistent with the objectives of the RUI Primary Production zone of the Junee Local Environmental Plan 2012.***
 - 2. The proposed development is inconsistent with the existing character and context of the rural locality.***
 - 3. The development is inconsistent with the setback controls of the Junee Development Control Plan 2021. The variation to the controls is not supported in this instance due to the proximity of another dwelling in this location.***
-

SUMMARY

This Development Application seeks consent to construct a new four-bedroom dwelling house on a small rural allotment located at 659 Old Junee Road, Old Junee, as well as the continued use of a shipping container for ancillary storage.

Forming part of the application is a formal request from the applicant for a site-specific variation to the Junee Development Control Plan 2021 (DCP) that would allow the proposed dwelling to be sited closer to the lot boundary than the required 20m and 50m. As there is another dwelling located within these setback distances, the request for a variation is not supported.

BACKGROUND

The subject site consists of a small rural allotment (2032sqm) that was identified as being a separate existing holding from the adjoining lots, which also had an existing holding status. A dwelling was approved on this adjoining holding in 2021. Construction of this dwelling has now commenced.

The proposed dwelling is to be sited on Lot 6 with much of the associated infrastructure such a water tanks, septic tank and effluent disposal area to be confined to this lot. The proposed dwelling will utilise the approved access to Old Junee Road under via a legal easement over the adjoining land. This arrangement is supported in this location to minimise additional driveways in close proximity to a major intersection with a classified road.

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEES SHIRE COUNCIL HELD ON 21 MARCH 2023.

The dwelling house proposed is to be a four-bedroom, kit style dwelling with a rear verandah. It is to be constructed of a steel framing and clad with light weight horizontal boards over a suspended floor with a pre-coloured corrugated steel roof. The overall floor area of the dwelling is proposed to be 166.2sqm. The dwelling's location will see a minimum 10m setback from the roadside frontage to Old Junee Road.

The assessment found that the proposal should not be supported on the subject site due to being inconsistent with the character of the locality and the controls of the DCP.

CONSIDERATIONS

Policy

State Environmental Planning Policies

The site has been vacant and has no known uses. The zoning is for primary production purposes and requires consideration of SEPP (Resilience and Hazards). It is considered that no potentially contaminating activities have occurred on or near the proposed dwelling site and the site is suitable for the proposed use without remediation.

There are no other SEPPs or s177's considered to be applicable or relevant to the proposed development.

Junee Local Environmental Plan 2012

The proposed development is defined as a dwelling house which is permissible with consent in the RUI (Primary Production) zone. The holding is made up of an existing lot which has been identified as being an 'Existing Holding' and therefore are not subject to the minimum lot size restrictions on dwelling houses in the RUI Primary Production zone, as permitted under Section 4.2A of the Junee Local Environmental Plan.

In addition to the applicability of Section 4.2A(d) of the Junee LEP to this development for the erection of a dwelling on land less than the minimum lot size in the RUI zone, it is also noted that a "sunset clause" was added to this section:

- Land ceases to be an existing holding for the purposes of subclause (2)(d) if an application for development consent referred to in the subclause is not made in relation to the land before 1 October 2022.

As the development application was lodged prior to 1 October 2022, the development application may rely on the provisions of this section for a dwelling opportunity on the subject land.

It is considered that the proposed dwelling does not meet the objectives of the RUI Primary Production zone, including the following objectives:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To minimise the fragmentation and alienation of resource lands.

The proposed dwelling is not considered to support ongoing or future primary industry production and will contribute to the degradation, fragmentation and alienation of resource lands.

Junee Development Control Plan 2021

A number of sections of the Junee DCP 2021 are applicable to this development, including Part C4 Large Lot & Rural Dwellings. The proposed development is considered to be generally inconsistent with the controls and objectives outlined in these parts of the DCP.

A variation to the dwelling setback requirements outlined in Section C4.1 is required to facilitate the development. Per this section, dwellings are required to have a setback from the front setback of 10.1m (20m required – 49.5% variation), western side setback of 10m (50m required – 80% variation), eastern side setback 26.6m (50m required – 46.8% setback), rear setback 17.5m (50m required – 65% variation).

Additionally, the proposed dwelling is inconsistent with siting and buffer performance criteria outlined in Section C4.2. The proposed dwelling is located in close proximity (within setback distances identified above) to an adjoining dwelling, which is discouraged in the RUI Primary Production zone under this section of the DCP. The objectives of this section seek to preserve the rural setting and amenity of residential dwellings in rural locations. It is considered that the site is not suitable for an additional dwelling in this location.

The variations in this instance should not be supported due to the overall inconsistency of the development with the objectives of this section of the DCP relating to rural dwellings specifically.

A variation in this instance will undermine established planning principles for residential development in rural areas.

Risk Assessment

The refusal of this application has minimal risk to Council, given the stated reasons for refusal and the assessment completed in accordance with the relevant legislation.

There is the possibility of the applicant requesting a review of any determination made, as permitted under Section 8.2 of the Environmental Planning and Assessment Act (EP&A Act) 1979. In addition, the applicant may appeal any determination to the Land and Environment Court, as permitted under Section 8.7 of the EP&A Act 1979.

Financial

The refusal or approval of this development application has minimal financial risk to Council. It should be noted however, any review or appeal of the determination may require additional staff resourcing and legal costs.

CONCLUSION

The Development Application No. 2022/72 from Roel van de Paar to construct a dwelling house and install a shipping container on Lot 6, Section 25, DP758811, known as 659 Old Junee Road, Old Junee, be **REFUSED** for the following reasons:

1. The development is inconsistent with the objectives of the RUI Primary Production zone of the Junee LEP 2012.

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEES SHIRE COUNCIL HELD ON 21 MARCH 2023.

2. The proposed development is inconsistent with the existing character and context of the rural locality.
3. The development is inconsistent with the setback controls of the Junees Development Control Plan 2021. The variation to the controls is not supported in this instance due to the proximity of another dwelling in this location.



JUNEE SHIRE COUNCIL

ATTACHMENT TO ITEM 6

18 APRIL 2023



Application Summary	
Development Application No:	DA2022/72
Proposed Land Use:	<input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Rural <input type="checkbox"/> Other
Property Description:	Lot: 6 Section: 25 DP: 758811 Address: 659 Old Junee Road, Old Junee
Applicant:	Mr Roel Van De Paar
Owner/s:	Mr Roel Van De Paar, Mrs Isabella Van De Paar
Proposed Development Classification:	<input checked="" type="checkbox"/> Local <input type="checkbox"/> Integrated <input type="checkbox"/> Designated
Assessing Officer:	Rohan Johnston - Town Planner
Development Application & Site History	
Details of Previous Consents (Last 5 years)	N/A
Previous Use	Primary Production - Agriculture
Previous Subdivision(s) Affecting the Site	Nil.
Easements/Restrictions on title	Nil.
Public Consultation	
Notifications – Adjoining Landowners:	Notification Required
Newspaper Advertisements:	Advertising Not Required
Exhibition Dates:	Start: - End: -
No. of Submissions Received:	-
All Submissions Acknowledged?	No - notification not undertaken. Applicant owns majority of adjoining land and nearest dwelling. Application is recommended for refusal.
Referrals	
Date Government Agencies Referred to:	N/A
Agency Name:	<input type="checkbox"/> Rural Fire Service NSW <input type="checkbox"/> Office of Environment and Heritage <input type="checkbox"/> Department of Primary Industries <input type="checkbox"/> Department of Planning, Industry & Environment <input type="checkbox"/> Other – N/A
Agency Response/Conditions:	-
Internal Referrals:	<input type="checkbox"/> Engineering <input type="checkbox"/> GIS <input type="checkbox"/> Other
Comments or Recommendations:	-
Additional Planning Commentary:	N/A

Development Specifics

The development involves the construction of a new four-bedroom dwelling on the subject site and ancillary storage container.



Figure 1: Proposed Development

The dwelling house proposed is to be a four-bedroom, kit style dwelling with a rear verandah. It is to be constructed of a steel framing and clad with light weight horizontal boards over a suspended floor with a pre-coloured corrugated steel roof. The overall floor area of the dwelling is proposed to be 166.2sqm. The dwelling’s location will see a minimum 10m setback from the roadside frontage to Old Junee Road.

A shared access is proposed, shared with the adjoining lots. This is considered to be appropriate in this location given the proximity of a major intersection with a classified road. The existing container onsite will continue to be utilised for general residential storage.

State Environmental Planning Policies (SEPPs)	The Provisions of Any Environmental Planning Instrument		
		Applicable?	
	State Environmental Planning Policies	Y	N
	State Environmental Planning Policy (Biodiversity and Conservation) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Housing) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Industry and Employment) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Planning Systems) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Precincts—Central River City) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Precincts—Regional) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Precincts—Western Parkland City) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Primary Production) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	State Environmental Planning Policy (Resilience and Hazards) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Resources and Energy) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	State Environmental Planning Policy (Transport and Infrastructure) 2021	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Ministerial Directions		
	Section 117(2) – Ministerial Directions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SEPP Commentary: The site has been utilised for primary production purposes and requires consideration of SEPP (Resilience and Hazards). It is considered that no potentially contaminating activities have occurred on or near the proposed dwelling site and the site is suitable for the proposed use without remediation.			
There are no other SEPPs or s177's considered to be applicable or relevant to the proposed development.			

The Provisions of Any Environmental Planning Instrument – Cont.			
Biodiversity Conservation Act 2016 No.63	Section 7.3 - Test for determining whether proposed development or activity likely to significantly affect threatened species or ecological communities, or their habitats	Applicable?	
		Y	N
	<i>In the case of a threatened species, whether the proposed development or activity is likely to have an adverse effect on the life cycle of the species such that a viable local population of the species is likely to be placed at risk of extinction,</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>In the case of an endangered ecological community or critically endangered ecological community, whether the proposed development or activity— (i) is likely to have an adverse effect on the extent of the ecological community such that its local occurrence is likely to be placed at risk of extinction, or (ii) is likely to substantially and adversely modify the composition of the ecological community such that its local occurrence is likely to be placed at risk of extinction,</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>In relation to the habitat of a threatened species or ecological community— (i) the extent to which habitat is likely to be removed or modified as a result of the proposed development or activity, and (ii) whether an area of habitat is likely to become fragmented or isolated from other areas of habitat as a result of the proposed development or activity, and (iii) the importance of the habitat to be removed, modified, fragmented or isolated to the long-term survival of the species or ecological community in the locality,</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>whether the proposed development or activity is likely to have an adverse effect on any declared area of outstanding biodiversity value (either directly or indirectly),</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>whether the proposed development or activity is or is part of a key threatening process or is likely to increase the impact of a key threatening process.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comments	There are no known or anticipated impacts caused by the development on threatened species or communities that would require further assessment under the Biodiversity Conservation Act 2016.		
Local Environmental Plans (LEPs)	In Force LEPs	Applicable?	
		Y	N
	June Local Environmental Plan 2012	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Land Zoning	Relevant?	
		Y	N
	RUI Primary Production- Permissible with Consent	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	4.1 – Minimum subdivision lot size	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.1A – Minimum subdivision lot size for strata plan schemes in certain rural and residential zones	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.2 – Rural subdivision	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.2A – Erection of dual occupancies (attached) and dwelling houses on land in Zone RUI	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	4.2B – Erection of rural workers' dwellings in Zone RUI	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.2C – Exceptions to minimum lot sizes for certain rural subdivisions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4.6 – Exceptions to development standards	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	5.3 - Development near zone boundaries	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	5.4 - Controls relating to miscellaneous permissible uses	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.5 – Controls relating to secondary dwellings on land in a rural zone	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5.10 – Heritage conservation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5.11 – Bush fire hazard reduction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

5.13 – Eco-tourist facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.16 - Subdivision of, or dwellings on, land in certain rural, residential or environment protection zones	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.18 - Intensive livestock agriculture	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.19 - Pond-based, tank-based and oyster aquaculture	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.20 - Standards that cannot be used to refuse consent—playing and performing music	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1 - Earthworks	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2 - Flood Planning	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.3 - Stormwater management	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.4 - Terrestrial biodiversity	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.5 - Groundwater vulnerability	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.6 - Riparian land and watercourses	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.7 - Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.8 - Salinity	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.9 - Essential Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>

LEPs Commentary: The proposed development is considered to be a *dwelling house and ancillary storage* as defined by the Junee LEP 2012. *Dwelling houses* located in the RUI Primary Production zone is a use that is *permissible with consent* under the land use table contained in the Junee LEP 2012. The objectives of the RUI Primary Production zone are:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To encourage diversity in primary industry enterprises and systems appropriate for the area.
- To minimise the fragmentation and alienation of resource lands.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To allow the development of processing, service and value adding industries related to primary production.
- To encourage tourist and visitor accommodation that does not have an adverse impact on agricultural activities.
- To allow for the development of non-agricultural land uses that are compatible with the character of the zone.

It is considered that the proposed dwelling does not meet the objectives of the RUI Primary Production zone, including the following objectives:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To minimise the fragmentation and alienation of resource lands.

The proposed dwelling is not considered to support ongoing or future primary industry production and will contribute to the degradation, fragmentation and alienation of resource lands.

Clause 4.2A is considered to be applicable to the proposed development, being the construction of a dwelling house on land in Zone RUI and on an undersized lot. The subject land has been identified as being an “existing holding” for the purpose of Clause 4.2A, permitting the construction of a dwelling house on an undersized lot.

Some earthworks will be required to facilitate a level building site. These earthworks are not anticipated to have any significant impact to the locality.

Stormwater will be required to be directed away from the building or to a rainwater storage tank. No significant impacts are anticipated as a result of the proposed development.

All essential services are available to the site, as per the requirements of Clause 6.9.

The Provisions of Any Environmental Planning Instrument – Cont.		Applicable	
Development Control Plans (DCPs)	DCPs	Y	N
		Junee Shire Council Development Control Plan 2021	<input checked="" type="checkbox"/>
Policies/S.94A Plans		Y	N
	Council Policies & Procedures – checked?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Relevant plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Delete sections of the DCP below that do not apply

Part	Section	Comment
Part C: Residential and Rural Residential Development		
C2 Site Planning, Earthworks and Utilities	C2.1 Site Planning	The proposal is consistent with the objectives of this section.
	C2.2 Water and Energy Efficiency	A BASIX certificate has been provided with a pass score.
	C2.3 Earthworks	No significant earthworks are proposed to facilitate the development, condition site erosion and sediment control measures are employed.
	C2.4 Utilities	All utilities are available at the site. Onsite sewer management system proposed to be installed. Rainwater tanks for water supply proposed minimum 100,000L tank.
	C2.5 Waste Management	Council waste collection service available to site. Condition geo-technical effluent report to support installation of OSSM.
	C2.6 Letterboxes and Street Numbering	Condition requirement to display address at main gate.
C4 Large Lot & Rural Dwellings	C4.1 Building Setbacks	Building setbacks are not consistent with performance criteria, with a variation requested. Front setback of 10.1m (20m required – 49.5% variation), western side setback of 10m (50m required – 80% variation), eastern side setback 26.6m (50m required – 46.8% setback), rear setback 17.5m (50m required – 65% variation). A variation to these setback controls is not supported at this time to preserve the rural character and amenity of the subject locality.
	C4.2 Building Siting and Buffers	Proposed dwelling is inconsistent with siting and buffer performance criteria. The proposed dwelling is located in close proximity to an adjoining dwelling, which is discouraged in the RUI Primary Production zone under this section of the DCP. The objectives of this section seek to preserve the rural setting and amenity of residential dwellings in rural locations. It is considered that the site is not suitable for an additional dwelling in this location.
	C4.3 Visual Impacts	Dwelling has been sited to minimise visual impact to the public domain as far as practicable.
C5 Ancillary Development	C5.7 Shipping Containers	Condition removal of branding and painting to appear as a standard shed. Require installation to suitable footing or slab. This documentation to be required at CC stage.
C8 Access and Parking	C8.1 Vehicle Parking	Sufficient onsite parking is available.
	C8.3 New Access, Entrances and Driveways in Rural Areas	No new driveway will be installed as a result of this development, utilising the proposed new entrance for the adjoining land.

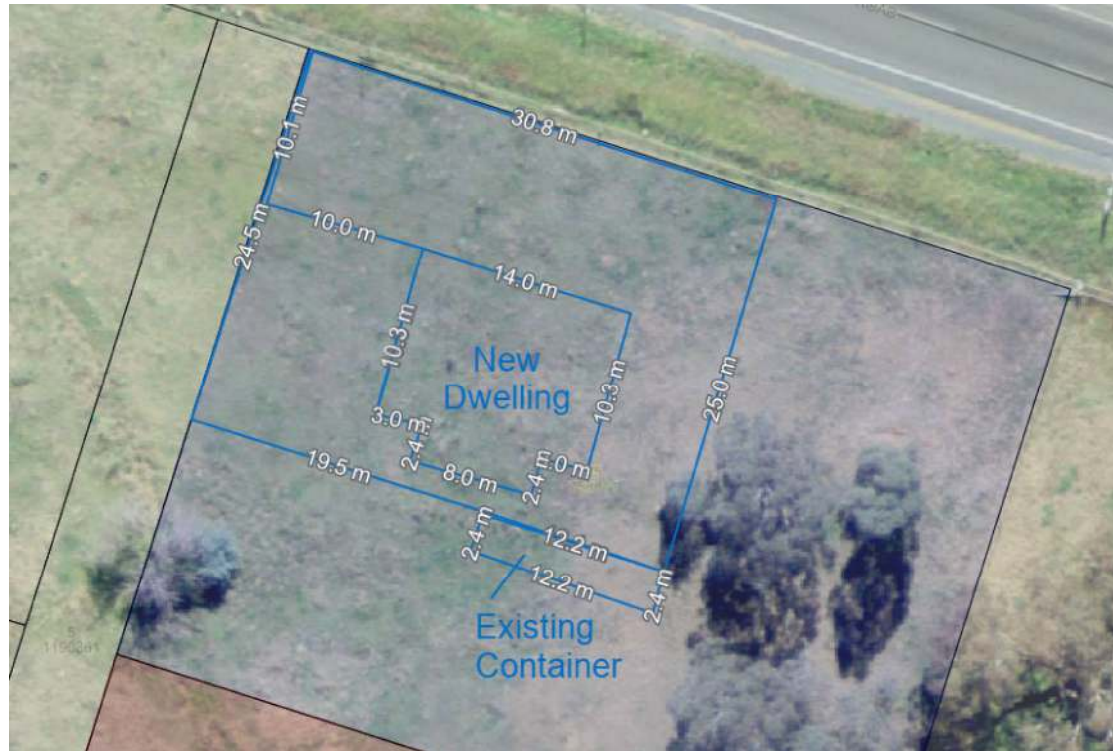
The Provisions of Any Environmental Planning Instrument – Cont.		
Planning Agreements (VPAs)	VPAs	Applicable
		Y N
	Any 93F VPAs or Draft VPAs?	<input type="checkbox"/> <input checked="" type="checkbox"/>
VPAs Commentary: N/A		
Any Matters Prescribed by the Regulations		
Regulations	Regulations	Applicable?
		Y N
	Does Section 4 of the Regulations have any relevance?	<input type="checkbox"/> <input checked="" type="checkbox"/>
	Any specific items prescribed by the Regulations of relevance?*	<input type="checkbox"/> <input checked="" type="checkbox"/>
*(Clause 92, 93, 94 or 94A of the Regs)		
Regulations Commentary: No requirement to upgrade Fire safety		

4.15(b) Matters for Consideration Likely Impacts of the Development	
Primary Matters	Comments
Context & Setting	The proposal is considered to be inconsistent with the existing context and setting of rural properties in an RUI Primary Production zone. The proposed development is located in close proximity to another offsite dwelling, presenting as a higher density than what is expected from RUI Primary Production areas.

Site Design & Internal Design	The development is considered to have a satisfactory site design.
Ecologically Sustainable Building Design	BASIX provided - certificate provided.
Access, Transport & Traffic	No significant impact to access anticipated, existing access to Old Junee Road to be utilised.
Public Domain	No impacts to the public domain anticipated as a result of this development.
Utilities	Dwelling has access to power. Tank water to be relied on for water. Onsite wastewater disposal. No reticulated sewer to connect to. No significant impact anticipated.
Heritage	No heritage impact anticipated.
Other Land Resources	Minimal impact to agricultural land, given site location.
Water	Proposed development will not have any significant impact on water resources.
Soils	Proposed development will not have any significant impact on soils. Some cut and fill required to facilitate development. Installation of OSSM.
Air & Microclimate	Minimal impact on air quality and microclimate anticipated. Any potential impacts deemed to be within acceptable limitations in locality.
Flora & Fauna	No impacts anticipated.
Waste	Some construction waste generated by proposed development; minimal impact anticipated.
Energy	Minimal, no excessive energy provision proposed or required.
Noise & Vibration	Some construction noise anticipated, minimal impact to neighbouring properties.
Natural Hazards	The site is not mapped as being bushfire or flood prone.
Technological Hazards	N/A
Safety, Security & Crime Prevention	N/A
Economic Impact on the Locality	No negative impact anticipated.
Social Impacts	No negative social impacts anticipated due to development.
Construction	Standard slab, timber frame and weatherboard cladding and corrugated steel roof construction. Minimal construction impact anticipated.
Cumulative Impacts	Minimal cumulative impact.
Other?	N/A
Additional Planning Commentary: NA	
Suitability of the Site for the Development.	
Primary Matters	Comments
Does the proposed development fit within the locality?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are the site attributes conducive to the development?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Additional Planning Commentary: The site is not considered to be suitable for the proposed development. The proposed development is considered to be inconsistent with the existing rural character of this location.	
Any Submission Made in Accordance with the Act or the Regulations	
Primary Matters	Comments
Are the issues raised of relevance to the DA?	N/A
Are relevant issues raised in the submissions being considered?	N/A
Additional Planning Commentary: Nil.	
The Public Interest	
Federal, State, Local Government Interests & Community Interests	Comments

Do any policy statements from Federal or State Governments have relevance?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there any relevant planning studies and strategies?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is there any management plan, planning guideline, or advisory document that is relevant?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No _____
Are there any credible research findings applicable?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No _____
Have there been relevant issues raised in public meetings and inquiries?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No _____
Were there consultations and submissions made in addition to (d) above?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No _____
Will the health and safety of the public be affected?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No.
Additional Planning Commentary: The development is considered to have minimal impact on matters pertaining to the public interest.	

RECOMMENDATION	Refuse Development Consent
<i>It is recommended that Development Application 2022/18 be refused, pursuant to Section 4.16 of the EP&A Act 1979, for the following reasons:</i>	
Reasons for Refusal:	
<ol style="list-style-type: none"> Zone Objectives: The development is inconsistent with the objectives of the RUI Primary Production zone of the Junee LEP 2012 Rural Character: The proposed development is inconsistent with the existing character and context of the rural locality. Inconsistency with DCP: The development is inconsistent with the setback controls of the Junee Development Control Plan 2021. The variation to the controls is not supported in this instance due to the proximity of another dwelling in this location. 	
Name of Assessing Officer: Rohan Johnston – Town Planner	
Signature of Assessing Officer:	
Date: 11/04/2023	





STATEMENT OF ENVIRONMENTAL EFFECTS

29 Belmore Street JUNEE
Postal Address: PO Box 93, JUNEE NSW 2663
Phone: (02) 6924 8100
Fax: (02) 6924 2497
Email: jsc@june.nsw.gov.au
Web: www.june.nsw.gov.au
ABN: 62 621 799 578

What is a Statement of Environmental Effects?

A Statement of Environmental Effects (SEE) is a detailed report that describes the proposed development and identifies any likely or potential impacts. The report will also outline proposed measures to mitigate these impacts. The statement includes written information about the proposed development that cannot be readily shown on the submitted plans and drawings.

A well prepared SEE allows opportunity to demonstrate the merits of the proposal. In contrast, a poorly prepared SEE often leads to requests for more information, delaying the assessment until matters have been resolved. The submission of a SEE is a chance to provide Council with logical, rational and reasonable arguments for the proposed development. It is also a chance to demonstrate that the environment has been considered in the design stage by highlighting concerns and the means proposed to avoid, minimise, mitigate or manage them.

When is a Statement of Environmental Effects required?

Under the provisions of Schedule 1 of the Environmental Planning and Assessment Regulation 2000, **all development applications** must be accompanied with a SEE. The complexity of an application will determine the extent of information to be provided.

What to include in a Statement of Environmental Effects

The SEE should address all the issues that are applicable to your proposal. As a minimum, the SEE is to address the following matters:

- a) A detailed description of the proposal
- b) the environmental impacts of the development,
- c) how the environmental impacts of the development have been identified,
- d) the steps to be taken to protect the environment or to lessen the expected harm to the environment,
- e) in some cases, the SEE will also have to consider any matters indicated by any guidelines issued by the Director-General.

An accurately prepared SEE will enable Council Officers to assess applications efficiently and avoid any delays in the assessment process. Council has the authority to reject an application that it regards as being insufficient or incomplete. For proposals that are likely to have minimum impact, a brief SEE will be sufficient.

The following **Statement of Environmental Effects Standard Form** can be used as a general guide for small scale development, such as:

- dwellings;
- carports;
- swimming pools;
- shed;
- boundary adjustments;
- dual occupancy; or
- change of use.



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 Fax: (02) 6924 2497
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 Web: www.junees.nsw.gov.au
 ABN: 62 621 799 578

This Statement of Environmental Effects is not exhaustive and where insufficient information has been provided Council reserves the right to stop the assessment of the application pending the submissions of more detailed information.

Development applications which are of a larger scale will require a more detailed Statement of Environmental Effects

Proposal

Provide a detailed description of the proposed development	4 Bedroom residential dwelling/house, including AWTS system with irrigation area.
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Site Analysis

Describe the existing use of the site:	Office building/temporary accommodation (existing container)
Describe the proposed use of the site:	Residential living
Are there any known site constraints: <i>Consider factors such as flooding, slope, bushfire, land contamination etc.</i>	Any possible land contamination was previously checked by Riverina Enviroscience and was found to be nil/non-existent. Minor land slope (less than 600mm) will be addressed by flattening the build area via cut/raise and gravel.

Permissibility

Is the proposed use permissible in the zone under the Junees Local Environmental Plan 2012?	Yes
Does it meet the objectives of the zone:	Yes
Are there matters or provisions specified for consideration under the JLEP?	We seek consent to have a dwelling house under the existing holding provisions of 4.2A(2)(d) of the LEP. Ref previous Council ref (7.8.1) CWI:TPH (30 June 2020).
What are the relevant DCPs applicable to the development? Is the development consistent with the DCPs?	DCP: Junees Council DCP 2021. Notes: C2.2: BASIX certificate attached C2.3: Slope cut/raise, slope less than 600mm, fill will remain onsite, gravel import C2.5: Certified AWTS will be installed, geo-technical report can be provided C2.6: mailbox & number
If the development does not strictly comply with standards of the JLEP and/or DCPs, does it have merit for the proposed variation?	N/A

Context and setting

<p>Does the development fit with character of the area? <i>Consider the compatibility of the development adjoining/nearby land uses.</i></p>	<p>The development will be very similar to other residential dwellings in the area. Any nearby land use is not negatively affected by this development.</p>
<p>Is the development consistent with the visual streetscape of the locality? <i>Consider external alterations, signage etc.</i></p>	<p>Yes</p>
<p>Is the development affecting/ located near an item with heritage significance? If so, are there any likely impacts on this item due to the development?</p>	<p>No</p>
<p>Will the proposed development affect privacy, views and/or overshadowing of adjoining properties? <i>Shadow diagrams are required if there is potential for overshadowing or if the development is two storeys or more</i></p>	<p>Single storey dwelling. Very minor downhill view impact for 1 neighbouring property.</p>
<p>Will the proposed development generate offensive noise or vibration? If so, what measures will be used to mitigate the noise sources?</p>	<p>No</p>

Operational Uses (for commercial uses only)

Removed as not applicable

Traffic and Access

<p>Provide details of accessibility for vehicles, pedestrians, bicycles and disabled persons:</p>	<p>Access from Old Junee Rd; existing common/shared road as previously approved by council.</p>
<p>Will local traffic movements or volume be affected? Provide details of traffic movements:</p>	<p>No.</p>
<p>Will additional requirements for access, onsite car parking, loading and unloading be required?</p>	<p>No, existing access is present. No special requirements for onsite car parking</p>
<p>How many onsite car parking spaces are provided for the development? <i>Refer to Council's DCP No. 20 - Off Street Parking Policy</i></p>	<p>No specific/designated parking spaces.</p>

Utilities

<p>Does the development require access to reticulated water, sewer and storm water drainage systems? How will these be provided?</p>	<p>Town water is connected. No sewer available onsite, AWTS will be installed.</p>
--	---

Will the development result in an extension of the reticulated water, sewer or storm water drainage system?	A town water connection is installed onsite. No sewer onsite. Storm water will flow naturally downward on gently sloping lot.
Does the development include the installation of an onsite sewerage management system?	Yes, a certified AWTS will be installed.
Describe other utilities that are/or required to be connected: <i>Consider provisions of electricity, gas, telecommunications, etc.</i>	Electricity (installed onsite). Town water (installed onsite). Bottled gas.

Waste

Does the development involve the disposal of liquid trade waste? If so, please indicate methods of disposal:	Any liquid trade wastes will be appropriately handled and brought to a local recycling centres/tip.
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Additional Supportive Information

<p>General household waste will be collected and brought to a local recycling centres/tip on a regular basis.</p>

NOTE: Statements that claim to have no adverse impacts are not considered to be credible documents

Signatures

Signature(s)   Date 27 June 2022

Name Roel Van de Paar and Isabella Sabine Van de Paar



JUNEE SHIRE COUNCIL

DELEGATES REPORTS



Take Charge Riverina Youth Leadership Forum – a REROC event.

Thursday 23 March 2023

Held at The Range Copland St, Wagga Wagga.

The Take Charge event was attended by four Junee High School students: Chelsea Crowder, Deegan Wooden, Cody Hackett and Henry Stanyer. Presentations were given by Chairman of REROC, Rick Firman and the youngest councillor ever – Cr Logan Collins, Cootamundra- Gundagai.

Four workshops the students participated in were: The Art of the Elevator Pitch, The Mindful Warrior and Mental Health, The Power of Podcasting and The Leadership Ladder.

As a follow up to the event, students have been asked to review the day and prepare a short presentation to JSC for the May meeting.

Report compiled by Cr Marie Knight.

Riverina Regional Library Meeting, Galing Place, Wagga Wagga

Wednesday 29th March, 2023

The RRL is financially sound. The fees and charges for 2023-2024 and RRL member Council Contributions for 2023-2024 were approved, as was the draft Management Plan for 2023-2024.

State Public Library Funding was made recurrent in November 2022. This means that Library Funding for Councils will continue to increase for the FY24 to FY 27 inclusive, on a locked in basis with incremental increases for population growth. The Capital Grants Program of \$6M will also continue.

The introduction of Spydus (Library Management System) in June 2022 seems to have settled in well, and, with the addition of the Scanning Wand, is enabling RRL collections to be sensibly monitored.

In 2022 we had 14,686 items in our Junee Library collection. The average age of the collection is 7 years, which compares well with the RRL average of 6.3 years and only 22% of items have not been borrowed in the last here years which is less than the RRL average of 23%. Junee Library's collection rate is going well.

Junee is fifth highest in Membership per capita with about 27% of our population being members. We are sixth in loans per capita (about 1.3%). There are ten member Councils in the RRL.

Federal Government Funding for Trove needs to be continued. Trove, the national Library of Australia's expansive public digital archive is used by local historians, family historians, researchers and library staff. Trove provides access to the National Library of Australia collections of other cultural institutions, ensuring they are available to all Australians free of charge, regardless of where they live and who they are, receiving over 20 million visits per year. However, Trove Collaborative Services (TCS) introduced a new pricing model in 2022, and it has also indicated it will no longer support the national Document Delivery System for resource sharing beyond the end of FY25, due to the software ending its life.

RRL has managed to negotiate a lower price for Trove availability, but it recommends RRL member Councils support the NSWPLA by formally endorsing the actions of the NSWPLA in Lobbying for additional sustainable funds for the continuation of free access to the Trove national database and upgrade of the digital archive systems of Trove.

Junee Library continues to cater for all ages, from Baby on a Mat, to school holiday activities to Scrabble, films and other activities for Seniors. These activities are growing.

The Arbitration between Wagga Wagga City Council and Riverina Regional Library is ongoing, mainly because WWCC has not kept to the appointed deadlines. At the time of writing RRL is responding to WWCC's contentions. As Junee Shire Council's delegate, and having been so since 2012, I am one of the people responding.

We have agreed to a new organisational structure of the RRL(excluding Mobile Library) which will save money on the previously adopted structure.

Cr Pam Halliburton 10th April 2023

Junee Sports Committee Meeting Report Thursday 13 April 2023

Junior Shire Council represented by Cr Marie Knight with apology from Heinz

Junee Junior Rugby League Club

Mini Field – no longer useable or able to be mowed, due to bogginess of ground.

Suggestion made to have a digger come in and de-silt V drain to allow water to get away.

Recognise this is a short-term solution until funding is found to allow for a more permanent fix.

Ovals and facilities – most users are doing the right thing and cleaning up at completion of use.

However, there are still some concerns with users not doing the right thing. Members are checking prior to training sessions starting and are having to clean facilities.

Suggested a checklist be prepared as part of booking confirmation, re cleaning of facilities, gym mats etc not be stored in the canteen.

Player numbers for the new season are great.

Storage Container has been moved in preparation for new facilities to be built. DA has been submitted and is awaiting approval. Development possible due to grant money of \$320000. Development will include girls change room, BBQ area, storage space. Club has a dedicated grant applications position within its committee structure.

Establishing a junior development fund of \$6000 to support and promote effort of players as they gain places in First grade.

Gum trees near junior old and new buildings – need to be assessed for removal due to age and deterioration as are becoming dangerous – consistently dropping limbs – danger to people and property. Club has spoken with Michael Butt re this concern.

School Boys Event - AGM held last week – still looking for a Secretary

Field bookings

Creation of logo for Junee Sports Committee- a work in progress

Once completed invoice templates will be to JSC to be used to send out invoices for ground bookings
Jason Barrett and Liz Cowled need to go on mailing list to receive field booking sheet – use sports committee email address.

Tennis

Ongoing issues with tree root system – council is aware of the problem and are working with Tennis club to find a solution.

Council does a great job on maintaining footpath area. Is it possible for Council to complete mowing from footpath to clubrooms? Currently grass is knee high.

Removal of old toilet block – can this be added to Council work list?

An assessment and quote re costing of any asbestos removal will be actioned by the club. Then supplied to council.

Soccer Club

Registration has been organised. Have put into Wagga for more games to be played in Junee. Player numbers have increased for this season. Oversowing of grounds is happening soon.

Council Actions Requested

Laurie Daley Oval – Is de-silting of V drain to works list a possible short-term solution to problems with drainage

Tennis Courts –Can these requests be added to a works list?

Demolition of old toilet block.

Mowing of grass on tennis courts block at same time as verge is done.

Junior Rugby League - Gum trees near junior old and new buildings – need to be assessed for removal due to age and deterioration as they are becoming dangerous – consistently dropping limbs, concerns for people and property.



JUNEE SHIRE COUNCIL

INFORMATION BOOKLET





JUNEE SHIRE COUNCIL

INFORMATION BOOKLET

ORDINARY MEETING TUESDAY, 18 APRIL 2023

- 1[GM] COUNCILLOR DELEGATE MEETINGS**
- 2[HR] WORKERS' COMPENSATION/REHABILITATION**
- 3[DPCD] LIBRARY**
- 4[DES] WORKS PROGRAM**
- 5[RSO] ROAD SAFETY OFFICER**
- 6[DES] SEWERAGE SYSTEM**
- 7[DPCD] RANGER REPORT**
- 8[DES] SOLID WASTE REPORT**
- 9[EO] WEEDS**
- 10[DPCD] 10.7 CERTIFICATES**
- 11[DPCD] DEVELOPMENT/COMPLYING DEVELOPMENT DETERMINATIONS**
- 12[DPCD] HEALTH, BUILDING, PLANNING AND ENVIRONMENTAL INSPECTIONS**
- 13[DPCD] COMMUNITY AND RECREATION**
- 14[GM] CUSTOMER SERVICE REQUESTS SUMMARY**

1[GM] COUNCILLOR DELEGATE MEETINGS

Notification of Council committee meetings or community meetings for which Councillors may be attending.

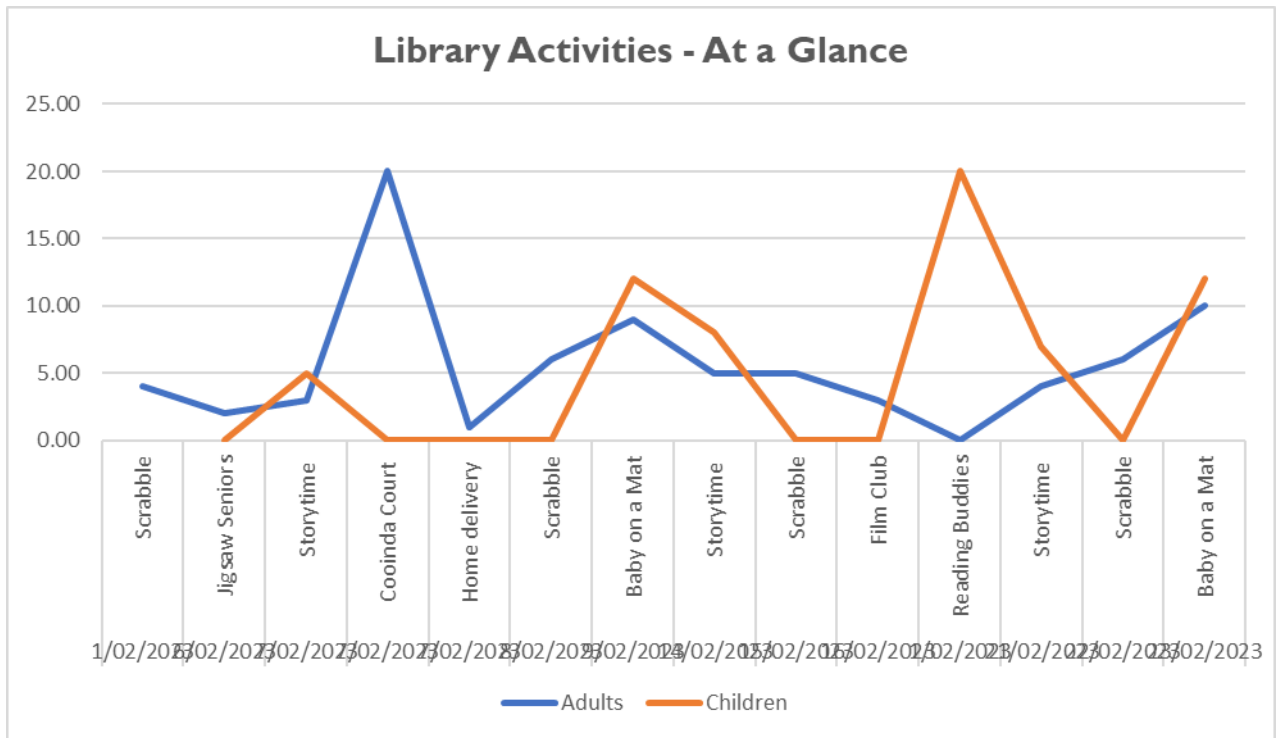
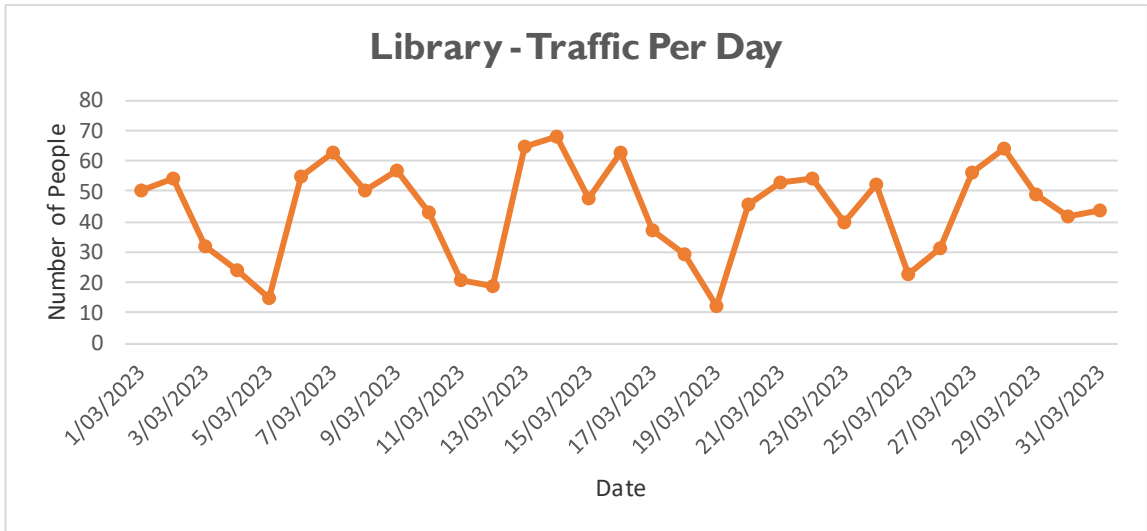
Council Committee and Delegate Meetings

Attendee	Delegate Meeting	Date
Mayor/General Manager	REROC Board Meeting	28 April 2023
Mayor/General Manager	RIVJO Board Meeting	28 April 2023
Mayor	Country Mayors Meeting	26 May 2022
Councillor Carter	Weeds Committee	20 June 2023
Mayor/General Manager	Police Community Liaison Meeting	June 2023
Councillor Clinton and Councillor Knight	Audit Risk & Improvement Committee	6 July 2023
Director Engineering Services	Coolamon June Local Emergency Management Committee	2 August 2023
Councillor Halliburton	Riverina Regional Library Advisory Committee	18 October 2023
Councillor Halliburton	Inland Rail Community Consultative Committees: A2I	TBA
Councillor Halliburton	I2S	TBA
Mayor	REROC Executive Meeting	May 2023
Councillor Knight	June Sports Committee	TBA
General Manager	Riverina Murray Regional Emergency Management Committee	As required
Councillor Carter	Riverina Zone, Rural Fire Service Bushfire Management Committee	TBA
Councillor Carter	Riverina Zone Service Level Agreement Committee	TBA
Councillor Clinton and Councillor Halliburton	Senior Citizens Festival Committee	TBA
Councillor Cook	June Traffic Committee	As required

2[HR] WORKERS' COMPENSATION/REHABILITATION

There were no recordable incidents for the month of March 2023.

3[DPCD] LIBRARY



4[DES] WORKS PROGRAM

MR78 (Olympic Highway)

- Potholes patched.
- Rest Areas and toilets have been maintained.
- Weekly safety inspections have been undertaken.
- Signs and guideposts have been maintained and replaced.
- Bethungra Hill Stage 5.

MR 57 (Goldfields Way)

- Potholes patched, repaired wearing surfaces.
- Signs and guideposts maintained and replaced.
- Fortnightly Safety Inspections have been conducted.

MR243 (Regional Roads - Canola Way, Old Junee Road and Gundagai Road, Byrnes Road)

- Signs and guideposts maintained.
- Potholes patched, repaired wearing surfaces.
- Fortnightly safety inspections completed.
- Rockview Crossing safety upgrades.
- Canola Way.

Rural Sealed Roads

- Signs and guideposts maintained.
- Jet patched and cold mix patched various roads.
- Tar patching.

Rural Unsealed Roads

- Signs and guideposts maintained.

Urban Sealed Roads

- Jet patched various town streets.
- Stormwater issues rectified and managed.
- Fallen trees removed.
- Tar patching.
- Drainage works.
- Stewart Street kerb and gutter.

Junee

- General maintenance.
- Gutters/drains cleaned.
- Various Merits completed.
- Footpath grinding.
- Smart pole footings.
- Footpath inspections.

Villages

- Rest area maintenance.

Parks And Gardens

- Mowed and whipper snipped the parks, ovals and cemeteries.
- Weeded the gardens.
- Carried out other routine gardening works.

5[RSO] ROAD SAFETY OFFICER

Due to the resignation of the Road Safety Officer, there is no report this month.

6[DES] SEWERAGE SYSTEM

- Over the month of March there were two chokes in the mains and one choke in the services.
- One damaged (roots) service connection was dug up and repaired.
- Smoke testing was conducted in random sections across town covering about 150 properties and revealing only three points of infiltration.

- Total inflow to the treatment plant for the month was 65ML with 22ML of effluent reused.
- Final Effluent discharge totalled 21ML.
- Site tests indicate the process is producing good effluent.

7[DPCD] RANGER REPORT

Abandoned/Impounded Vehicle

	Notices attached – impoundment process commenced	Vehicles impounded
July 2022	4	0
August 2022	2	0
September 2022	1	0
October 2022	2	0
November 2022	2	0
December 2022	1	0
January 2023	3	0
February 2023	4	0
March 2023	Not available	Not available

Impounded Dog Activity

Data for March was not available at the time of preparing the report.

8[DES] SOLID WASTE REPORT

Junee Landfill Waste Facility (JLWF)

The Junee Transfer Station is functioning well with no issues or incidents at the site.

Rural Transfer Stations

All rural transfer stations were inspected on the 5 April 2023 and were in good condition.

9[EO] WEEDS

- Private property inspections have been carried out across the Shire.
- An infestation of Prairie Ground Cherry has been treated.
- Euphorbia spraying undertaken; is continuing to become a species of concern.
- Road shoulder spraying complete.
- High risk roadways inspected across the Shire.
- Staff have completed roadside inspections of high risk pathways and sites.
- Planning for river inspections is underway and will be performed this month.

10[DPCD] S.10.7 CERTIFICATES

Average Processing time (Working Days) for last 10 Certificates	2 days
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11[DPCD] DEVELOPMENT/COMPLYING DEVELOPMENT DETERMINATIONS

DA/CDC No.	Development Type	Address	Determination Date
DA 2022/15	Animal Boarding & Training Facility	98 Murrulebale Road, Old Junee	Refused 21/03/23
DA 2022/83	New Dwelling	1851 Pattersons Road, Harefield	21/03/2023
DA 2023/4	Community title including New Dwelling	29a Bolton Street, Junee	21/03/2023
DA 2023/7	New Shed/outbuilding	23 William Street, Junee	22/03/2023
DA 2023/9	New Shed/outbuilding	10 Waterworks Road, Junee	09/03/2023
DA 2023/11	New Shed/outbuilding	5 De Salis Drive, Junee	09/03/2023
DA 2023/12	New Shed/outbuilding	98 Park Lane, Junee	01/03/2023
DA 2023/13	Subdivision (2 Lots)	1573 Bethungra Road, Eurongilly	01/03/2023
DA 2023/16	Adds/Alts to Dwelling	37 Pretoria Avenue, Junee	22/03/2023
DA 2023/17	New Shed/outbuilding	21 Junction Street, Junee	22/03/2023
DA 2023/21	New Dwelling	121 Aerodrome Lane, Old Junee	29/03/2023

12(DPCD) HEALTH, BUILDING, PLANNING AND ENVIRONMENTAL INSPECTIONS

There were 33 health, building and planning inspections carried out during the month of March 2023.

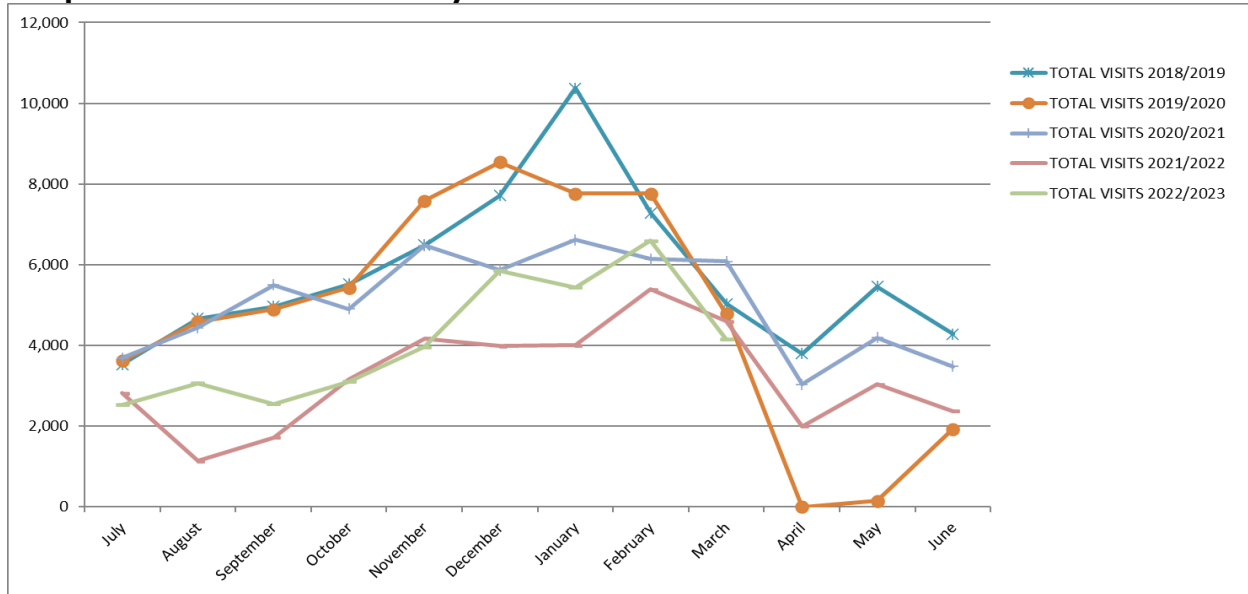
13[DPCD] COMMUNITY AND RECREATION

Junee Junction Recreation and Aquatic Centre - Statistics for March 2023

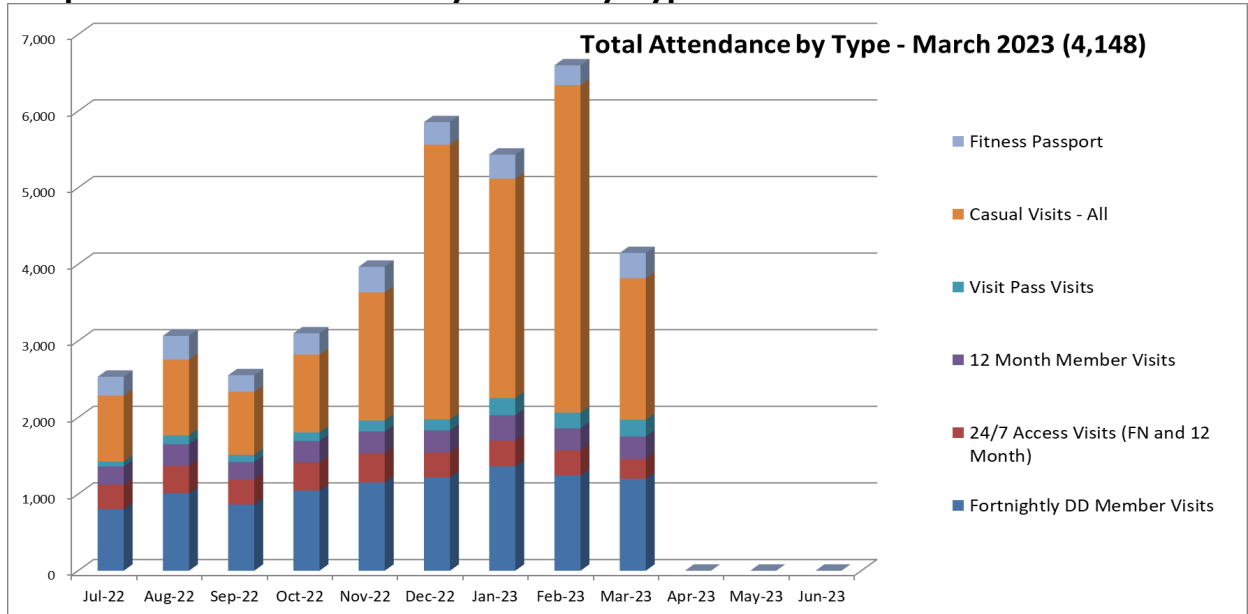
The following tables summarise the attendance and membership statistics at JJRAC for March 2023.

- Membership numbers have had another slight decrease represented entirely by swimming memberships.
- Visitation was down 2,450 due to there being no school carnivals but overall attendance was helped by the annual basketball gala day.

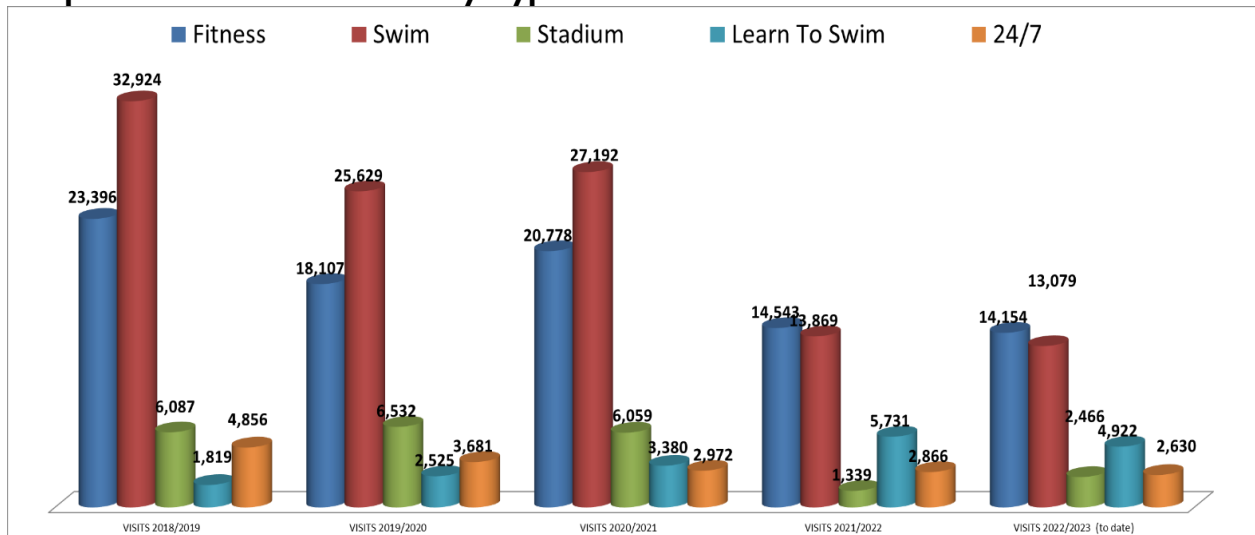
Graph 1: Total Attendances by Month



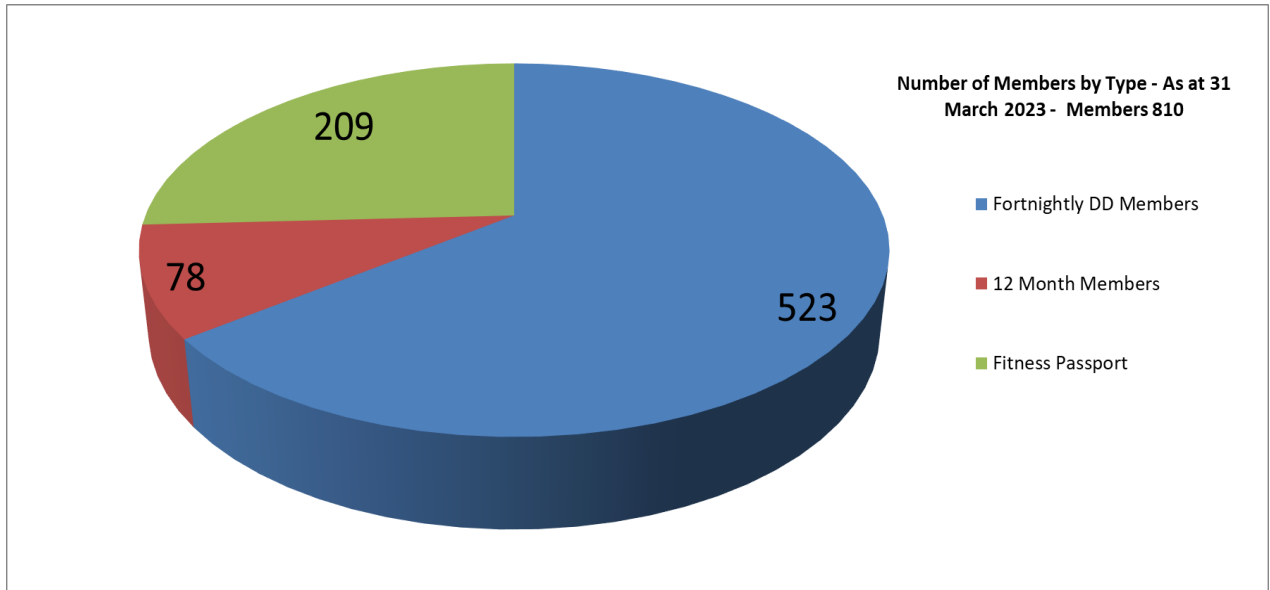
Graph 2: Total Attendances by Month by Type of Visit



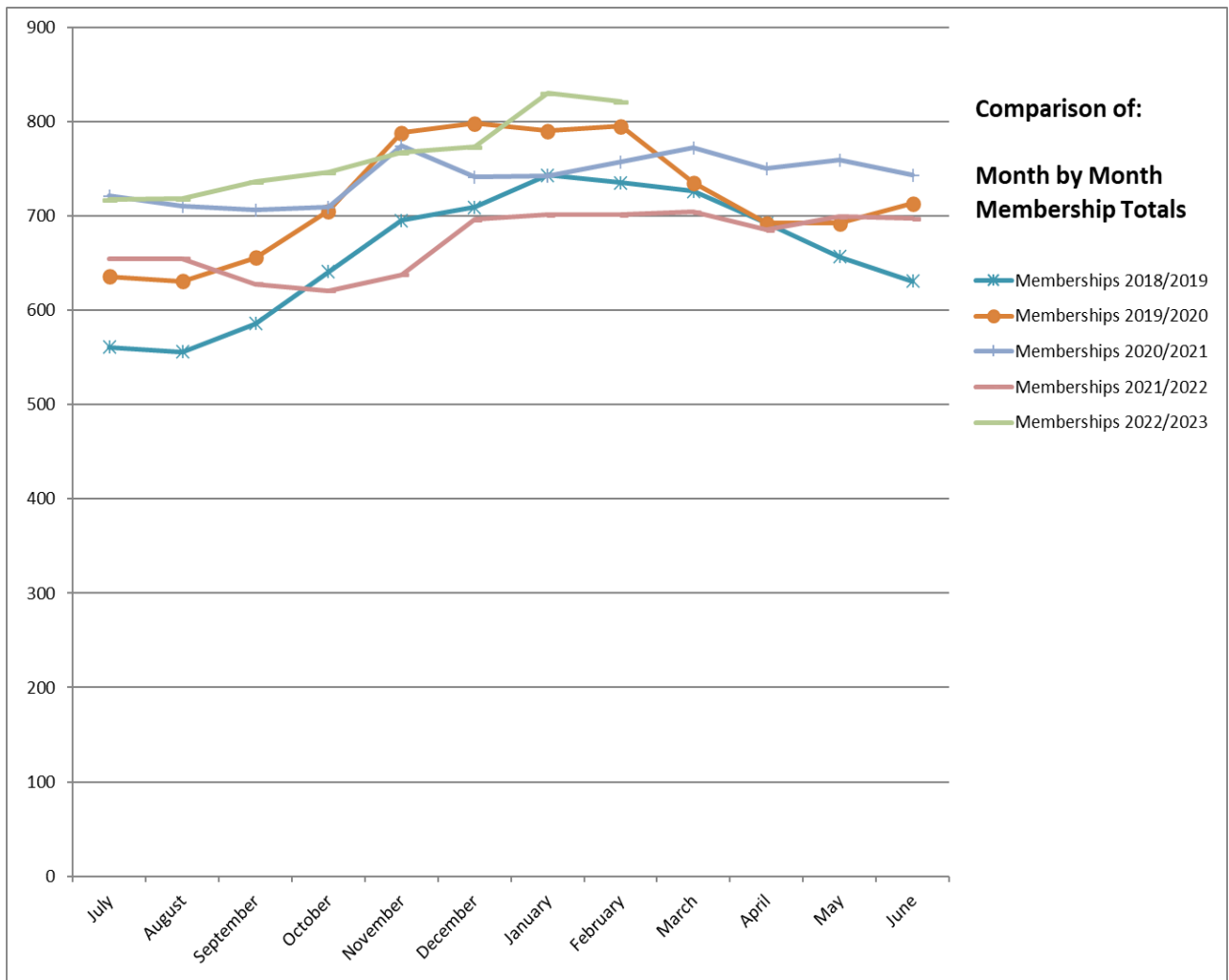
Graph 3: Centre Attendance by Type



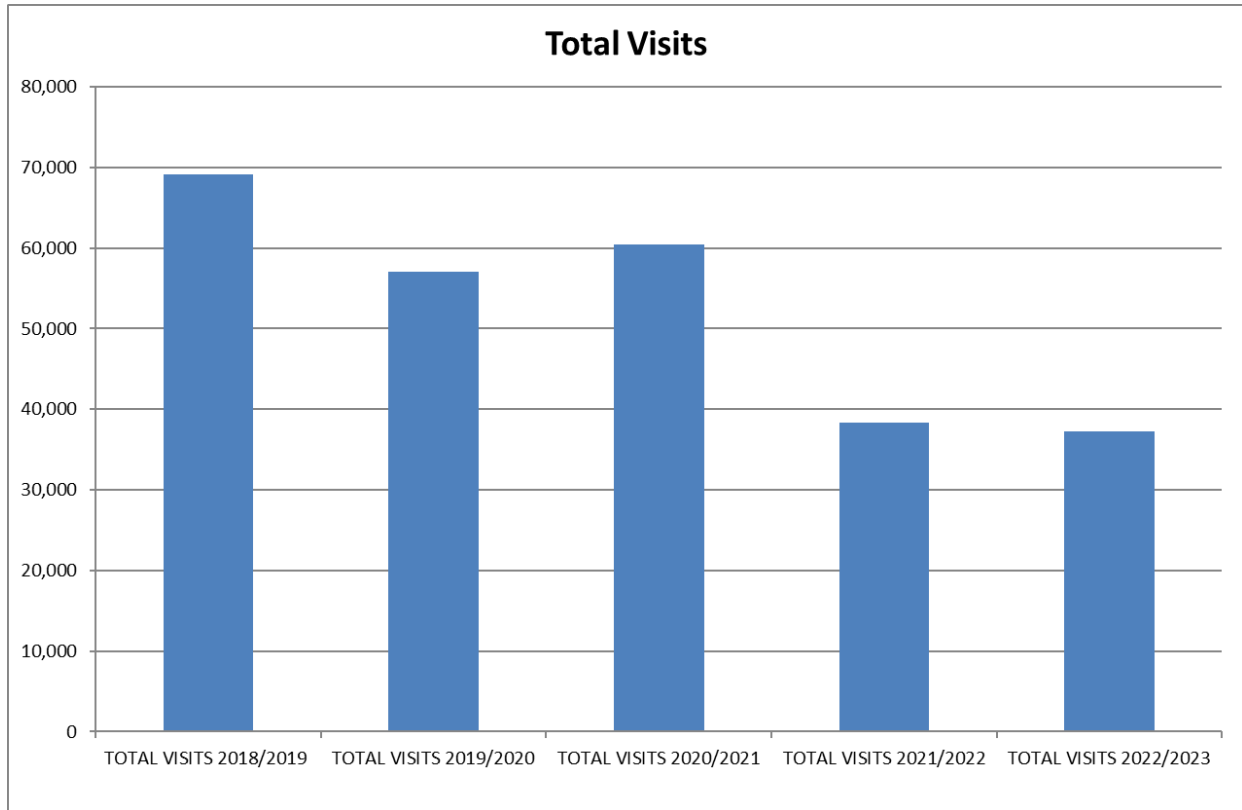
Graph 4: Membership Numbers by Type



Graph 5: Yearly Comparison of Month by Month Membership Numbers



Graph 6: Comparison of Visits by Year



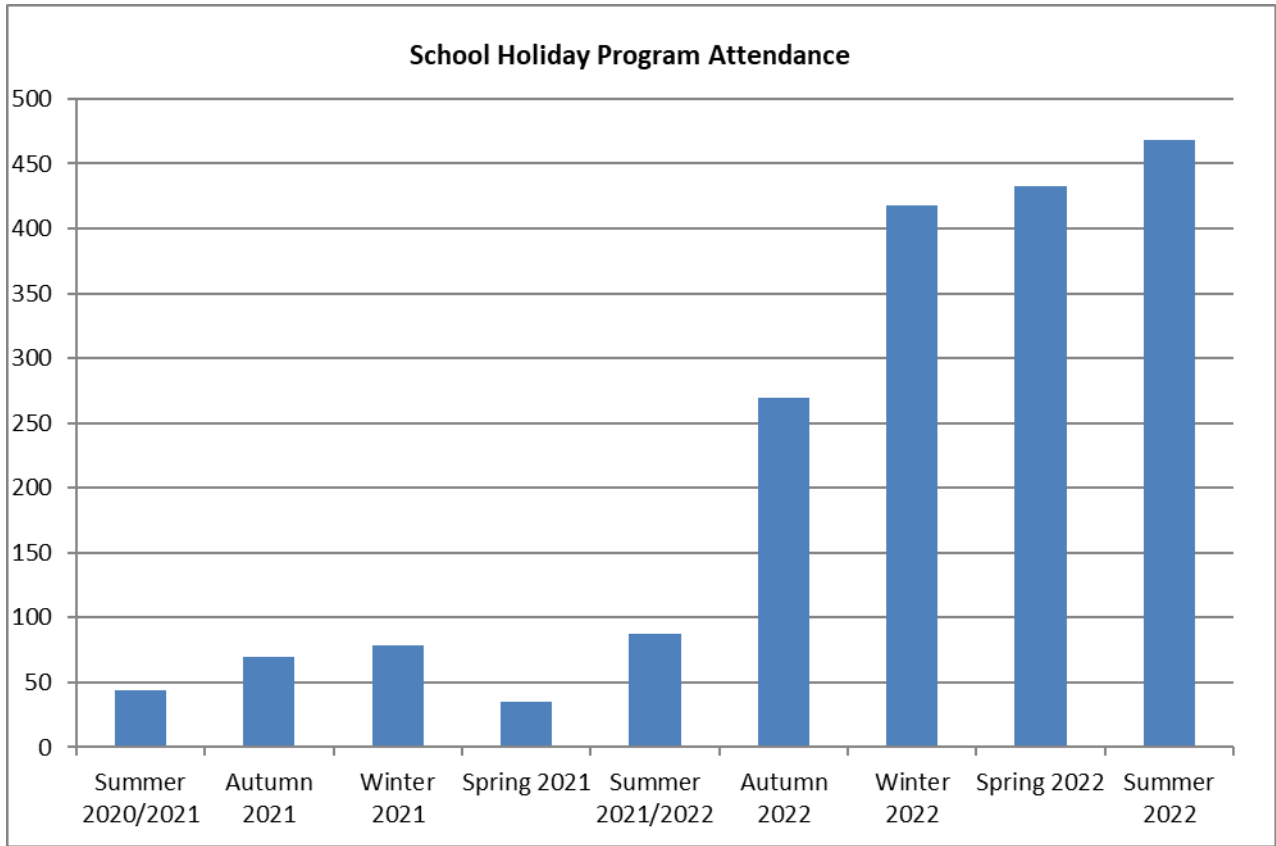
Social Media Statistics

JJRAC social media data. The following statistics were recorded:

MONTH	Facebook Page Likes	Facebook Page Reach	Instagram Page Followers
July 2022	1,678	2,678	757
August 2022	1,779	1,597	762
September 2022	1,788	1,953	763
October 2022	1,789	4,569	768
November 2022	1,805	5,530	770
December 2022	1,820	4,880	-
January 2023	1,840	8,370	775
February 2023	1,850	3,976	776
March 2023	1,853	1,905	777

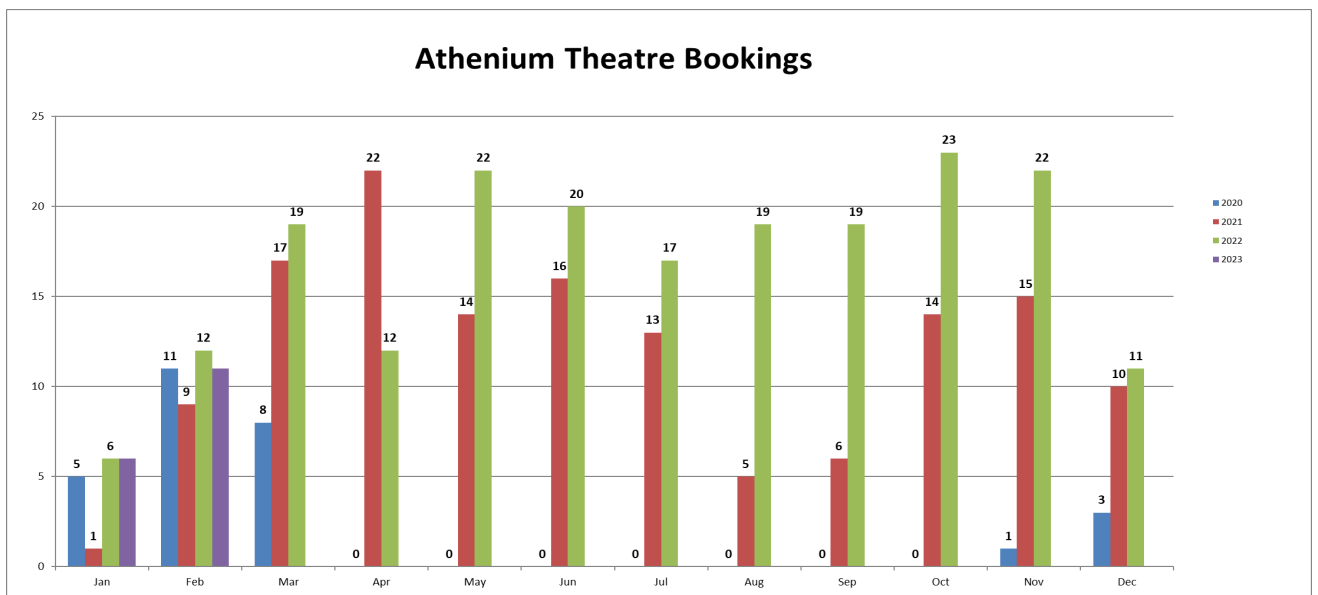
Community Development

Youth Program/Youth Council - N/A



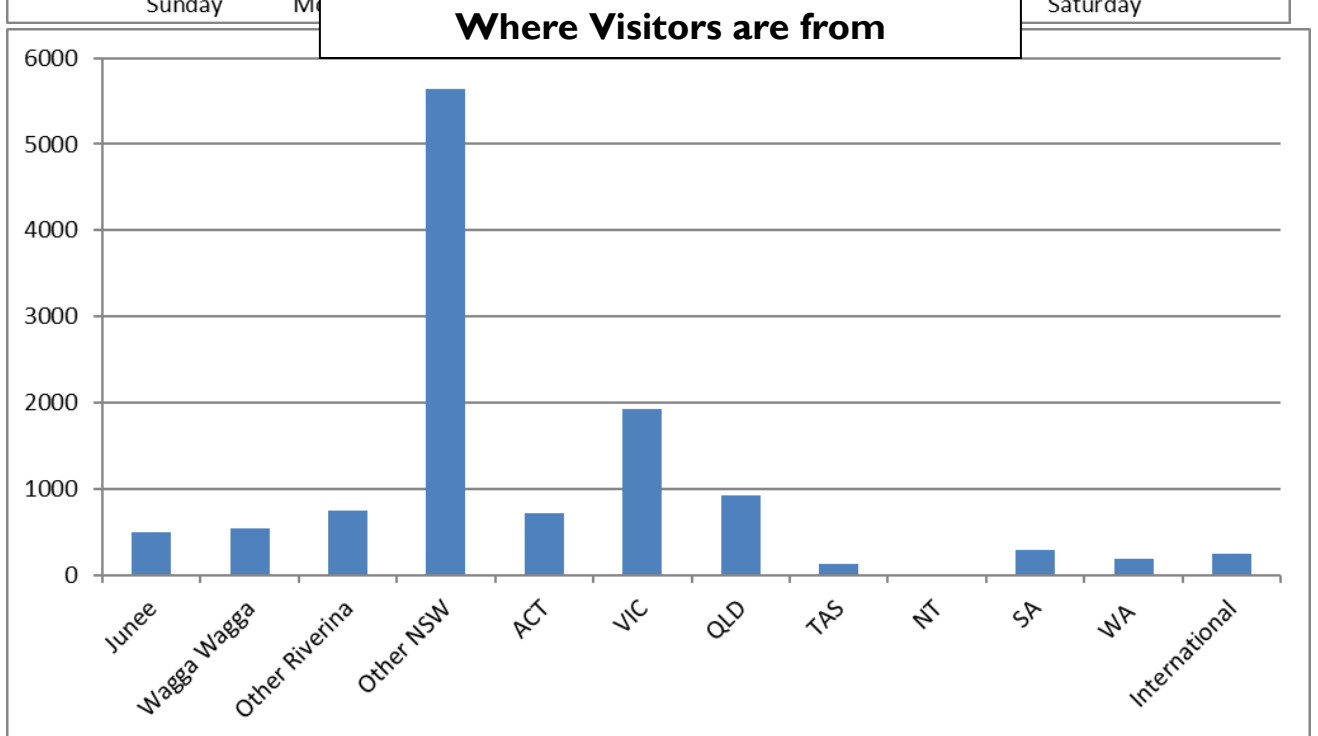
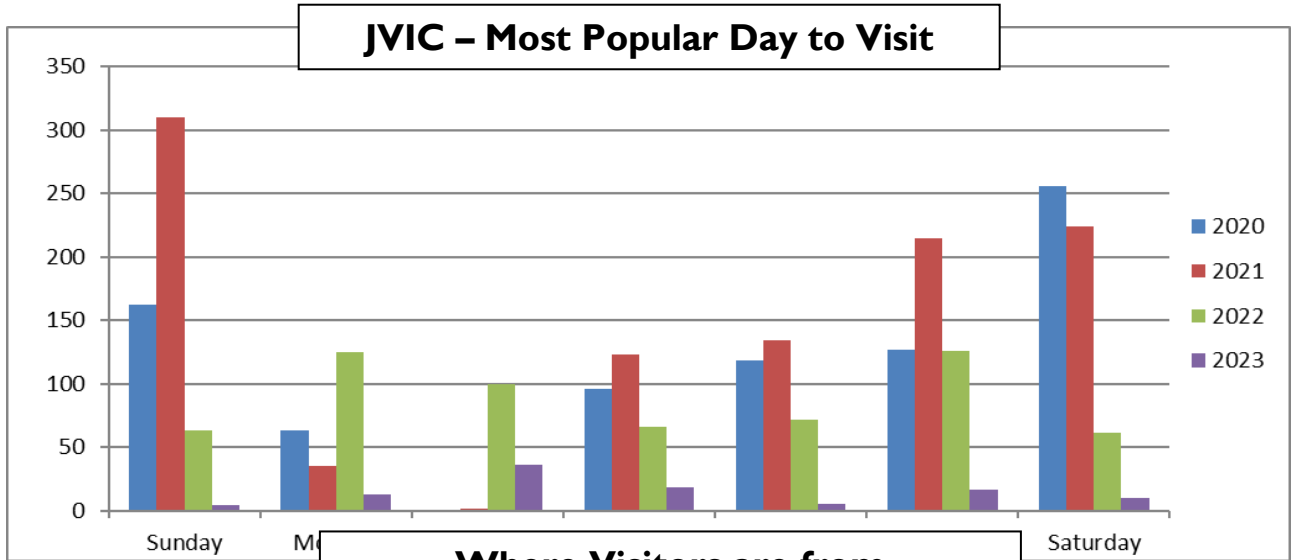
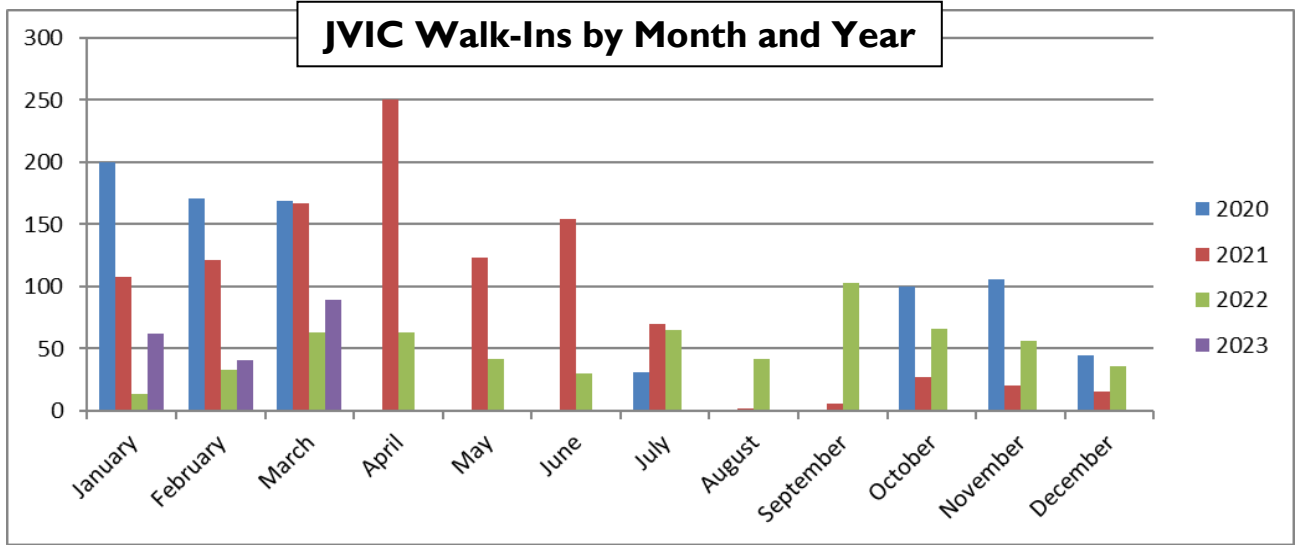
Junee Athenium Theatre

The Athenium Theatre bookings remained constant throughout March with several private booking being the main difference. Funding is still in place from the NSW Government which continues to provide free entry movie events which are proving popular with the community.



Visitor Information Centre

The Visitor Information Centre continues to operate well, receiving good feedback from tourists and locals alike.



I4[GM] CUSTOMER SERVICE REQUESTS SUMMARY

MARCH MERIT 2023	COUNT OF REQUEST NAME
Engineering Services Administration	
Cemetery	2
Collection Service	10
Footpaths Kerb and Gutter Hazard	2
Maintenance	1
Public Bins	1
Road Maintenance	12
Sewerage	1
Street Cleaning	1
Street Signs	1
Township/Village	4
Transfer Station	1
Trees - Urban and Village	5
Executive Services	
Animals	2
Enforcement	6
Grand Total	49