

Meeting title	Narromine to Narrabri (N2N) Community Consultative Committee – Gilgandra Sub-committee meeting 2		
Attendees			
Michael Silver OAM (Independent Chair)	Randall Medd (Gilgandra Shire Council)		
Peter Bonnington (Community Member)	Lindsay Mathieson (Gilgandra Shire Council)		
John Single (Community Member)	Tim Collins (NSW Department of Planning and Environment)		
Barbara Deans (Community Member)	Helena Orel, NSW Stakeholder Manager (ARTC)		
Stuart Mudford (Community Member)	Reannan Ellaby, Technical Approvals Lead (ARTC)		
Alexander Deans (Community Member)	Matthew Errington, Environmental Advisor (ARTC)		
Kookie Aitkens (Coonamble Shire Council)	Kyle-James Giggacher, Project Delivery Engineer (ARTC)		
Cr Bill Fisher (Coonamble Shire Council)	Dr Adam Wyatt, Technical Director Water Engineering (GHD)		
Observers			
Andrew Peart	Claire Mudford		
Lorraine Harrison	Noeline Lummis		
Catherine Peart	Karen Wilson		
Stephen Campion	Kevin Galley		
Elisha Bailey (Department of Infrastructure, Regional Development and Cities - Dubbo)	Melita Lanigan-King (Department of Infrastructure, Regional Development and Cities - Canberra)		
Laura Westhorpe (Department of Infrastructure, Regional Development and Cities - Canberra)	Adrian Lyons, NSW Farmers Association		
Apologies			
Karen McBurnie	Scott Divers, Senior Project Manager (ARTC)		
Location	Gilgandra Services Club, Gilgandra	Date & start time	19 March 2019, 4.50pm

Topic	Discussion
1. Welcome	<ul style="list-style-type: none"> The Chair welcomed all to the meeting noting the presence of community observers and representatives of the Commonwealth Department of Infrastructure, Regional Development and Cities.
2. Declarations of Interest	<ul style="list-style-type: none"> Michael Silver – pecuniary interest - expenses of Independent Chair borne by ARTC. Barbara Deans - non-pecuniary interest. Property located within study area. John Single - non-pecuniary interest. Property located within study area and potential supply of resource material. Alexander Deans – non-pecuniary interest. Property located within study area and potential supply of resource material. Stuart Mudford – non -pecuniary interest. Two properties located within the study area. Peter Bonnington – non-pecuniary interest. Family has property at Curban located within the study area.

	<ul style="list-style-type: none"> • Randall Medd - non-pecuniary interest. Employee of Gilgandra Shire Council with property located within the study area. • Lindsay Mathieson - non-pecuniary interest. Employee of Gilgandra Shire Council with property located within the study area.
<p>3. Minutes of Previous Meeting</p>	<ul style="list-style-type: none"> • It was noted that the minutes of the inaugural meeting of the Sub-committee had been approved on 18 February 2019 and placed on the proponent's website.
<p>4. Business Arising</p>	<ul style="list-style-type: none"> • Previous Actions: <ol style="list-style-type: none"> 4.1 That ARTC deliver a report and presentation from its hydrologist on the flood modelling for the project to the March 2019 meetings of the CCC - Completed 4.2 That the Chair forward the link to the SEARs to Sub-committee members with distribution of the meeting minutes - Completed 4.3 That ARTC forward a summary of the biodiversity assessment methodology to the CCC members when finalised – May meeting 4.4 That Michael Clancy of ARTC be invited to present to the CCC on future freight operation matters associated with the Inland Rail project – May meeting 4.5 That ARTC provide a report on the financial implications (positive/negative) of product transfer from the farm gate to the anticipated Inland Rail load out points, relative to existing freight movements from the farm gate to current freight hubs, to a future CCC meeting - TBC 4.6 That ARTC provide a report to a future CCC meeting on the scope of the Economic Assessment addressing the impacts of the rail corridor bisecting properties – TBC
<p>5. Correspondence</p>	<ul style="list-style-type: none"> • The following correspondence was noted: <ol style="list-style-type: none"> 1. NSW Department of Planning and Environment (DPE) – Advising minor amendments to Community Consultative Committee Guidelines.
<p>6. Proponent's Report</p>	<p><i>Reannan Ellaby, Kyle-James Giggacher, Matthew Errington and Helena Orel from ARTC presented the Proponent's Report. Adam Wyatt from JacobsGHD presented the report on flood modelling.</i></p> <p>General Overview</p> <ul style="list-style-type: none"> • Reannan Ellaby opened the presentation with examples of indicative fencing that may be used along the proposed rail corridor. Ms Ellaby indicated that fencing of the rail line through the Pilliga and along the alignment was subject to detailed analysis and site specific. • In relation to bushfire issues in the Pilliga State Forest, this would be managed through ARTC's emergency management procedures (available online and link provided). • In respect of Dangerous Goods being freighted, Ms Ellaby advised this was the responsibility of the freight operator to comply with the relevant legislation. • Biodiversity Methodology – Mr Errington advised that a methodology to take account of limited private property access and the drought conditions is currently being prepared. It will be provided at the next meeting of the Sub-committee.

- Noise Loggers – Mr Errington noted that the map detailing the location of noise loggers had been forwarded to the Sub-committee. He indicated that some additional noise loggers may be established to gather more background data.

Flood Modelling

- Dr Adam Wyatt, Technical Director Water Engineering of JacobsGHD (Newcastle) provided a detailed presentation on the flood modelling associated with the Narramine to Narrabri Inland Rail project.
- Dr Wyatt explained the various terminology used in flood modelling - refer to attached presentation.
- John Single questioned the incorporation of local criteria into the modelling such as surface infiltration. Dr Wyatt explained that a variety of localised surface impacts such as the extent of infiltration and surface roughness are just some of the considerations in developing the model.
- Barbara Deans questioned the size of the model and Dr Wyatt's experience in respect of the scope of this project. In response Dr Wyatt indicated that this project was one of the biggest he had been personally involved in, however his company had experience in undertaking large flood modelling projects locally and internationally.
- Dr Wyatt then provided an explanation on how to estimate impact and the calibration of historical data into the model. He noted that reasonable parameter values had been obtained and the default values calculated seemed acceptable. From the information obtained the probable maximum flood (PMF) is assessed. He advised that modelling of the 50%, 20%, 10%, 5%, 2%, 1%, 0.5%, 0.1% and the PMF will be undertaken.
- In response to a question from Mrs Deans as to whether more time and money would improve the quality and accuracy of the final flood model, Dr Wyatt advised that an increased level of accuracy may be achieved but you probably won't get a much better result. This is primarily due to the lack of data available – this is the principal limitation in achieving the highest level of detail in the model.
- Matt Errington advised that DPE have reviewed the flood modelling methodology and are comfortable with it being followed.
- In terms of obtaining input from landholders on existing flood experiences and obtaining localised flood data to inform model calibration, Ms Ellaby advised that this information will be sought during the one-on-one discussions with landholders. Subsequently, following modelling of the railway to ascertain potential impacts, a further round of discussions will be undertaken with landholders to obtain feedback.
- In reply to a question from Mrs Deans, Ms Ellaby confirmed that modelling of existing flooding based on historical data would be completed prior to discussions with landholders, with flood depths and areas of inundation identified in order that the information may be reviewed and confirmed by landholders.
- Mrs Deans enquired as to the timeframe for preparing the flood model. Dr Wyatt indicated approximately 6 months.
- Stuart Mudford question where culverts will be located. Dr Wyatt indicated this will be subject to the design criteria and the flood modelling in order to minimise impact of flood flows and meet the afflux criteria. Dr Wyatt further commented that discussions with landholders was vital in obtaining further local data to support the flood modelling and optimise the design.

- Dr Wyatt explained the design criteria for the railway noting that other matters such as geotechnical considerations contribute to the structural design. He advised that the afflux criteria (rise in water level) at critical infrastructure (houses, major sheds) is 10mm.
- Mrs Deans sought an indication as to when the assessment of overall flood impact will be determined. Ms Ellaby advised that this will be clarified at the 70% feasibility design stage.
- Dr Wyatt outlined the impact assessment methodology.
- Mr Mudford understood that the 1 in 100 years (1% AEP) event was used as the basis of the design assessment but questioned how this was factored into the actual design. Dr Wyatt indicated that it involved ensuring efficiency of flow and minimisation of impact at a local level.
- Cr Bill Fisher sought clarification on how changes in flood flow circumstances are considered. In particular, he noted that geomorphological changes can have significant effects on flow and ultimately impact. Dr Wyatt indicated that changes in flow are considered by comparing like for like areas from data and assessing the relative change.
- Mrs Deans highlighted the potentially serious flood impacts on rural lands in all five Local Government areas through which the Inland Rail is proposed to pass. Dr Wyatt advised that the design would endeavour to ensure that afflux criteria are achieved. Mrs Deans sought confirmation that both upstream and downstream areas across the study area will be considered in the modelling. Dr Wyatt confirmed that both upstream and downstream areas will be assessed.
- Peter Bonnington questioned whether Government agency surface water data and modelling was available in the Gilgandra area. Dr Wyatt indicated that overall there was limited data and information available in the Gilgandra area. Alexander Deans confirmed that there was no Government agency modelling available. Dr Wyatt advised that an intensive review of flood related literature had been undertaken with no modelling data found. Randall Medd commented that any floodplain documentation would mainly relate to urban centres.
- Mr Errington reiterated that the Secretary's Environmental assessment Requirements (SEARs) clearly set out what the flood study must achieve.

Engineering

- Kyle-James Giggacher provided an overview of the engineering field investigations already undertaken and to be completed. He indicated that the project is still at the feasibility phase in the development of the Environmental Impact Statement (EIS).
- Mr Giggacher advised that the majority of field studies are likely to be completed by June 2019.
 - Geotechnical investigations - approximately 75% completed, with some locations in the Pilliga State Forest and Narrabri remaining.
 - Property boundary survey work (cadastral surveys) – to commence in late March/early April 2019
 - Hydrology – 25 piezometers installed in boreholes to monitor groundwater fluctuations. Not to be used for water extraction.
 - Utility assessment – risk analysis underway
 - Road/Rail interface – analysis commenced with ALCAM (Australian Level Crossing Assessment Model)

- Traffic/Transport analysis – assessment continuing
- Material Borrow Pits – registrations of interest shorted listed and preliminary analysis on suitability of material undertaken.
- Mrs Deans requested that ARTC consider providing affected landholders with rail crossings to severed paddocks and to access their houses from public roads. In response, Mr Giggacher indicated that rail crossings for property access would be assessed when there is full understanding of the needs of landholders following the one-on-one meetings.
- Mr Medd noted, with concern, that there had been a major change in the timeframe related to the one-on-one meetings with landholders and the narrowing of the study area.
- Helena Orel confirmed there had been a project delay and that the consultation program had been pushed back by about 6 weeks. It was now proposed to commence the one-on-one discussions with landholders in late March/early April 2019. She advised that approval to advise landholders of the delay had only been issued last week.
- Mr Mudford advised that landholders had been “waiting for a phone call but did not get a call”. They were now asking when they would be contacted. Ms Ellaby acknowledged that landholders should have been advised earlier of the delay by ARTC contacting them.
- Mr Medd concurred, adding that landholders should have been immediately advised of the delay – uncertainty adds to angst.
- In response to a request from the Chair for some clarity regarding the one-on-one meetings with landholders, Ms Ellaby committed to the consultation process starting in April 2019.
- Mrs Deans highlighted that if rain was to fall towards the end of March that farmers would be desperate to sow crops in April. ARTC should be conscious of this possibility, as it would not be an acceptable period for the one-on-one meetings should rainfall occur.

Dinner Break – 6.20 pm

Meeting Resumed – 6.45 pm

Environmental Assessment

- Matthew Errington provided an EIS progress update. He advised that the majority of studies had commenced. Currently in the initial stages of the EIS process with a focus on information gathering. This will support predicting impacts before the focus moves to mitigation.
- Mr Errington provided the following updates:
 - Terrestrial ecology field studies - Pilliga State Forest in next three weeks
 - Biodiversity assessment methodology – Discussion with OEH regarding methodology regarding dry condition benchmarks. Commonwealth briefed on biodiversity methodology. Methodology to be provided to CCC at next meeting.
 - Registered Aboriginal Parties (RAPs) – Inspections of sensitive investigation sites undertaken. Also, some potential MBPs undergoing inspection.
 - Aboriginal heritage assessment methodology – Draft provided to

RAPs for review, then to OEH for approval. The assessment includes survey methodologies for a range of culturally sensitive items and areas, including artefact scatters, scar trees, landforms such as creek lines and rocky outcrops, sacred places and burial sites.

- Contamination and soil studies to commence this week.
- Groundwater – assessment methodology endorsed by DPE. Monitoring work to start this week and will be undertaken on a seasonal basis.
- Noise and vibration assessment methodology – ongoing review and discussions with DPE and the NSW Environmental Protection Agency (EPA). ARTC will be exploring extended construction hours. Some work cannot be performed during the day due to climate/temperature e.g. track laying at night. Mr Errington advised there will be various construction scenarios assessed in the EIS. Discussions will occur with Councils and the community regarding extended construction hours and potential impacts at the appropriate time.
- Mrs Deans asked whether the EIS preparation is on time and if the 70% completion target will be met. Mr Errington took the question on notice.

Communications

- Helena Orel provided an overview of recent community interaction and proposed activities.
- Ms Orel advised that the one-on-one meetings with the 180 (approximate) landholders within the study area regarding narrowing of the study area to a 150 metres wide corridor have been delayed and will now commence in late March/early April 2019. A newsletter has been prepared advising the community of the revised timeframe.
- Ms Orel also advised that cadastral survey under the *Surveying and Spatial Information Act 2002*, to confirm lot boundaries and to assist with confirming the alignment will commence shortly. Landholders will be directly contacted.
- Mr Medd suggested that the community and landholders will be confused regarding property access requirements given the different legislation applying to certain components of the project. Ms Ellaby explained the access for surveying process advising that subject to notification in accordance with the provisions of the Act, that surveys have the right of unobstructed access for the purpose of the survey work.
<https://legislation.nsw.gov.au/#/view/act/2002/83>
- Ms Ellaby advised that RPS Group would be undertaking the survey work. Ms Ellaby took on notice a question regarding compliance with weed hygiene and biosecurity requirements and whether the RPS Group vehicles will be marked with ARTC signage.
- Mr Bonnington sought clarification regarding provision of mapping as well a site survey marking. Ms Ellaby confirmed that survey mapping will be provided to State Government.
- Ms Orel confirmed that Michael Clancy will be attending the May CCC meetings as well as undertaking a supply chain open Q & A session with the community, local commercial and industry members.

<p>7. Actions required</p>	<ol style="list-style-type: none"> 1. That the ARTC provide and update on the timeline for completion of the 70% stage of the EIS at the May 2019 meetings of the CCC. 2. That ARTC forward a summary of the biodiversity assessment methodology to the CCC members at the May 2019 meetings of the CCC. 3. That ARTC advise the Chair, as a priority, of arrangements regarding compliance with weed hygiene and biosecurity requirements in Land Access Agreements and ARTC signage on RPS Group vehicles associated with the survey work on properties to be conducted under the <i>Surveying and Spatial Information Act 2002</i>. <p>Chair's note: ARTC advise in relation to Action 3:</p> <ul style="list-style-type: none"> ○ Weed hygiene and biosecurity: <i>If vehicle access is not permitted by the landowner, the surveyors will access via foot.</i> ○ ARTC signage: <i>The surveyors from RPS will have the ARTC signage on their vehicles.</i>
<p>8. Other Agenda Items</p>	<ul style="list-style-type: none"> ● Presentation from Property Specialist – John Single suggested that the Subcommittee should receive a presentation at the next meeting from a property specialist regarding the matters to be considered as part of the property acquisition process. The Chair noted that Gilgandra Shire Council had recently hosted a public presentation on the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>. Ms Orel advised that land acquisition may be achieved through the compulsory process or an early negotiated agreement process. The Chair noted that landholders should obtain their own legal advice but also should be aware of the implications of the various processes. ● Crown Roads – Mr Single expressed concern that Crown roads or 'paper roads' may provide a better or easier alternative for establishment of an alignment for the Inland Rail. He noted that many of the roads have never been used as a road or are fenced. Some are used as roads today. Land uses and ownership has significantly changed over the last 100 years to the point where the unused roads have no more significance than lines on maps. Often a landholder who owns land on both sides of the road will have bought the road. Regardless if the road has been purchased by the landholder or not, farming activities will continue uninterrupted over the length and breadth of the road. Ms Ellaby noted that the reason that paper roads were being considered was in an effort to minimise impact on private property. <p>Chair's note: <i>The following are links to the NSW Department of Industry's website and the policy and procedural documents associated with the management of Crown roads in New South Wales.</i></p> <p>https://www.industry.nsw.gov.au/lands/access/roads</p> <p>https://www.industry.nsw.gov.au/_data/assets/pdf_file/0004/164497/IND-O-250-Administration-of-Crown-roads-policy.pdf</p> <p>https://www.industry.nsw.gov.au/_data/assets/pdf_file/0017/164033/Administration-of-Crown-roads-guideline.pdf</p>

- **Members' questions on matters specific to project.**

- It was noted that 30 questions from members of all Sub-committees of the N2NCCC had been placed on the agenda. It was further noted that no questions had been listed by members of the Narromine Sub-committee.
- The Chair indicated that question 8.11 had been withdrawn as it related to a private commercial matter involving an individual. Members were invited to highlight specific questions for further consideration.
- It was agreed that the responses in written form be received from the ARTC and attached as an addendum to the minutes. Where specific questions were highlighted by a Committee member the opportunity for further discussion and response was be provided.

8.6 Will the farmers that give their time to meet with ARTC to discuss narrowing of the Study Area be paid for their time? Should landholders bring their own specialists (accountant, lawyer, agronomist etc) to these meetings, will the costs of these specialists be paid by ARTC?

A. ARTC appreciates the time, patience and effort given to us by landowners throughout the design process. We understand that assisting us with access or attending meetings takes from your time and work. Unfortunately, we are not in the position to reimburse landowners for attendance.

As noted, ARTC has committed to meeting with all affected landowners within the focus area of investigation. We will soon commence contacting these landowners and requesting a time to discuss project developments. These conversations are important and will take some time – they will involve detailed discussions on the focus area, new property maps, level crossings, and hydrology and flooding studies. ARTC will also offer an agronomist and property specialist if requested by the landowner.

It is important to note that while these meetings are important, they are not compulsory. If you are unavailable or wish to communicate with the project team in a different manner (e.g. email, phone, or at a separate agreed location), please let the community engagement team know in advance. We will do our best to meet your preferences.

- Mr Medd commented that professional services, such as agronomist are personal / businesses relationships established between the landowner and the particular service provider. He indicated that council's position is that ARTC should make available financial support to impacted landowners to engage whatever professional and technical support is most appropriate for their particular circumstances.
- Mr Single suggested that the implications for property owners was one of logistics or management relating to property severance rather than an agronomy issue.
- Mr Errington indicated that ARTC could possibly engage an agronomist from Narrabri. Mrs Deans suggested other professionals may be required – lawyers, real estate specialists etc. Mr Medd commented that people will not respond or interact under such circumstances.

	<ul style="list-style-type: none"> ○ Alexander Deans suggested that extensive information with adequate notice should be provided to landholders before one on one meetings to allow them to assess their individual situation and needs in order to facilitate interactive discussion. ○ Ms Orel confirmed that detailed focus area mapping would be forwarded to land holders before the one on one meetings. <p>8.9 Have contracts been signed with the NSW Government regarding ‘connectivity’ of the Gilgandra/ Coonamble rail line where it will be crossed by the Inland Rail?</p> <p><i>A. A connection of Inland Rail to the Gilgandra/Coonamble rail line is in scope. The details of the connection have not been confirmed as yet as we are only at 30% in the Feasibility Design Stage.</i></p> <ul style="list-style-type: none"> ○ Cr Fisher questioned the timing for full competition of the Inland Rail at the Melbourne and at Brisbane given there are significant works required to connect to the port in these cities. He also expressed concern at the challenges faced by small rural communities to gain access and connectivity to the main line. He noted that Michael Clancy would be attending the May meeting and looked forward to receiving answers as to how connectivity in rural areas will be achieved. ○ Ms Orel noted that discussions on connectivity are occurring in other areas of the Inland Rail route. She indicated that other councils and industry groups are speaking on how they can leverage off the project. Ms Orel suggested it was early days at this point and that opportunities should develop in time regarding links to the line. <p>8.10 Will Baradine would have an opportunity to be connected to Inland Rail? Does this mean the Baradine to Gwabegar line would have to be rebuilt?</p> <p><i>A. Baradine to Gwabegar line connection to Inland Rail is presently not in scope.</i></p> <ul style="list-style-type: none"> ○ Mr Medd indicated that Transport for NSW is looking at options in brownfield and greenfield locations. He advised that the CSIRO was undertaking an Inland Rail Supply Chain Mapping Study. ○ Mr Single suggested that the Baradine grain terminal was a logical location for connection with benefits for freight and clear financial benefits for the area it serves.
<p>9. Action Required</p>	<p>1. That ARTC provide a presentation from a suitably qualified property specialist regarding the land acquisition processes and considerations for landholders associated of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> as they may apply to acquisition of land for the Inland Rail corridor.</p>
<p>10. General business</p>	<ul style="list-style-type: none"> ● Communication – Barbara Deans sought a response, from Ms Orel, to a question from Karen McBurnie at the previous meeting regarding the lack of consultation by ARTC with landholders in the Coboco-Kickabil area which Ms Orel indicated she would follow up on. Ms Orel advised that a variety of meetings had been held with the general community throughout 2017. In December 2017, four town hall meetings were held regarding the location of

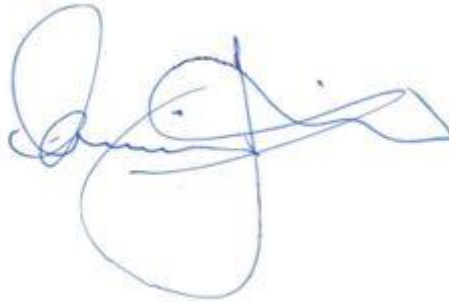
the study area. She also indicated that 279 one-on-one meetings were held along the study area. Some 300 landholders were further engaged where gaps in consultation had occurred.

- **One-on-One Meetings** – Mr Medd expressed the view that when refinement of the corridor occurs that ARTC must commit additional resources and have a presence of senior Inland Rail management in the region to respond to community questions and concerns. Mr Medd advised that a fly-in-fly-out approach was totally unacceptable – there needs to be an extended and visible presence in the region of senior executives of Inland Rail.
- **Cadastral Surveys** – Mrs Deans and Mr Mudford reiterated their concerns regarding the process associated with access to properties associated with the cadastral survey. Ms Ellaby confirmed that the process of notification under the *Surveying and Spatial Information Act 2002* would be followed.

Next meeting: Tuesday, 21 May 2019 at Gilgandra.

Meeting closed: 8.15 pm. The Chair thanked all for their attendance.

11. Meeting minutes approved



Michael J. Silver OAM
Independent Chair
16 March 2019

Members' questions on matters specific to the project – the questions listed are from Community Members of all Sub-committees of the N2NCCC:

o Elizabeth Tomlinson (Narrabri)

8.1 Has ARTC adopted a policy/methodology regarding land acquisition processes for purchase of private land for the N2N rail corridor and associated infrastructure sites?

A. ARTC have published a property acquisition factsheet which is available online at <https://inlandrail.artc.com.au/documents>. It provides a general guide to the property acquisition approach ARTC will follow for Inland Rail in NSW. Would the Committee be interested in hearing from an ARTC property advisor on such matters at any future meetings?

8.2 Has ARTC purchased any private land in NSW that will be utilised in the development of the Inland Rail project?

A. Unfortunately, ARTC cannot discuss matters related to the private purchase of land.

o Barbara Deans (Gilgandra)

8.3 When the study area is narrowed to 40 or 60 metres will ARTC send out letters regarding compulsory acquisition from that day? When will letters regarding land acquisition be sent to land owners?

A. The study area will be narrowed to 40-60m when the Environmental Impact Statement (EIS) is submitted. A general guide to the property acquisition process is provided on the Inland Rail website at <https://inlandrail.artc.com.au/documents>. The compulsory acquisition process cannot be commenced until the EIS is approved.

Would the Committee be interested in hearing from an ARTC property advisor on such matters at any future meetings?

8.4 What is the current status of progress on the narrowing of study area? How many land holders have been spoken to?

A. ARTC Inland Rail is working hard to deliver the best outcome for the region. We are presently undertaking design work that will inform the narrowing of the study area to a focus area of investigation. Once completed, we will then commence informing the community, with a primary emphasis on meeting directly affected landowners first – one-on-one. This process will commence in April but will take some time. It will be a staggered approach and we appreciate your ongoing patience. As noted in our most recent project newsletter (March 2019), we are running a little later than we initially anticipated. This is primarily due to the changing nature of a 'live' and technically complex greenfield project.

8.5 ARTC have stated 180 landowners will be directly affected, however, Mark Coulton MP said on radio this would be about 60 whilst Mr John Fullerton (ARTC CEO), in a Senate

estimates meeting, stated that 30 landholders could be directly affected. How does ARTC explain where all the different figures are coming from?

The Narromine to Narrabri project is a complex project spanning approximately 300kms. At this stage, it is anticipated that once the focus area (100m-150m) of investigation is determined there will be approximately 180 landowners directly affected. This number may change depending on the outcome of ongoing design work. ARTC have committed to meeting with all directly affected landowners one-on-one. We apologise and have provided written clarification, available in the following link.

https://www.aph.gov.au/Parliamentary_Business/Senate_Estimates/rtrat/201819_Additional_estimates/Infrastructure_Regional_Development_and_Cities.

8.6 Will the farmers that give their time to meet with ARTC to discuss narrowing of the Study Area be paid for their time? Should landholders bring their own specialists (accountant, lawyer, agronomist etc) to these meetings, will the costs of these specialists be paid by ARTC?

A. ARTC appreciates the time, patience and effort given to us by landowners throughout the design process. We understand that assisting us with access or attending meetings takes from your time and work. Unfortunately, we are not in the position to reimburse landowners for attendance.

As noted, ARTC has committed to meeting with all affected landowners within the focus area of investigation. We will soon commence contacting these landowners and requesting a time to discuss project developments. These conversations are important and will take some time – they will involve detailed discussions on the focus area, new property maps, level crossings, and hydrology and flooding studies. ARTC will also offer an agronomist and property specialist if requested by the landowner.

It is important to note that while these meetings are important, they are not compulsory. If you are unavailable or wish to communicate with the project team in a different manner (e.g. email, phone, or at a separate agreed location), please let the community engagement team know in advance. We will do our best to meet your preferences.

8.7 Can ARTC provide maps, with a greater level of detail, showing the proposed corridor alignment relative to its proximity/relationship to existing property boundaries that ARTC has suggested will be followed? What is ARTC's definition of property boundaries?

A. As part of the upcoming one-on-one meetings, landowners will be provided with new property specific maps showing the focus area of investigation relative to their land.

As noted, where possible lot boundaries are being followed in the process to Refine the Route. This is in an effort to negate the impact of the rail corridor on a property. However, we understand that ownership of lots can change and that unfortunately there will be landowners that will be affected. We will do our best to communicate this information as clearly and early as possible,

In the upcoming one-on-one meetings, the project team will discuss property matters. ARTC is also willing to provide an agronomist and property specialist at these meetings, should landowners see it appropriate. A general guide to the property acquisition process is provided on the Inland Rail website at:

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

8.8 What is the cost difference between redeveloping the existing rail line and cost of new greenfield line? Is this a feasible option?

A. The Narromine to Narrabri project – which is in Phase 2 – is a greenfield project. In delivering this work, ARTC and Jacobs GHD are not considering the use of existing rail lines. An analysis of historical route options, including the broader Inland Rail Business Case, is available online at <https://inlandrail.artc.com.au/>. The project EIS will also detail the investigations and options considered in determining the rail alignment – this is part of the SEARs requirement.

8.9 Have contracts been signed with the NSW Government regarding ‘connectivity’ of the Gilgandra/ Coonamble rail line where it will be crossed by the Inland Rail?

A. A connection of Inland Rail to the Gilgandra/Coonamble rail line is in scope. The details of the connection have not been confirmed as yet as we are only at 30% in the Feasibility Design Stage.

8.10 Will Baradine would have an opportunity to be connected to Inland Rail? Does this mean the Baradine to Gwabegar line would have to be rebuilt?

A. Baradine to Gwabegar line connection to Inland Rail is presently not in scope.

8.11 Withdrawn

8.12 Have the supply contracts for construction gravels and resource materials been determined?

A. The supply contracts for earthwork construction materials will not be undertaken by ARTC. These contracts will be the scope of construction contractors. ARTC is doing the preliminary ground condition investigations and environmental and cultural heritage surveys for inclusion in the EIS.

o Cr Bill Fisher (Coonamble SC)

8.13 What support will ARTC provide to landholders regarding purchasing property for the Inland Rail alignment, particularly in respect of dealing with the processes under the Land Acquisition (Just Terms) Compensation Act 1991?

A. ARTC have published a property acquisition factsheet which is available online at <https://inlandrail.artc.com.au/documents>. It provides a general guide to the property acquisition approach ARTC will follow for Inland Rail in NSW. As mentioned earlier, would the Committee be interested in hearing from a property advisor at a forthcoming meeting?

8.14 What limitations will be placed on road trains crossing the Inland Rail line?

A. Where the road classification allows road trains, this will be incorporated in the design.

o John Single (Gilgandra)

8.15 Recently there have been several vehicle counters placed on local public roads in the vicinity of the rail corridor. Are these for ARTC's purposes and if so, what consideration will be given to the impact of drought on traffic frequency?

A. Traffic counts were completed during November 2018 and February 2019 on roads between Narromine and Narrabri. The Traffic Impact assessment will consider the impact of the drought on traffic volumes. Historical traffic volumes from non-drought periods will be considered to assess the impact of the drought on traffic volumes.

8.16 Where land holdings are to be severed by the rail line, ARTC have repeatedly said that appropriate crossings for vehicles, large farm equipment, and stock crossings will be provided. We are now told that there will be 120 crossings between Narrabri and Narromine. Given that each property requirements for crossings will be unique, as we all have different farming equipment, stock requirements etc, what methodology will be used to determine where and of what design the crossings will be?

A. 120 crossings is only an approximation, as the design is ongoing and only at 30% Feasibility stage. ARTC understand that there is no one size fits all solution as each property is different so we will be having one on one meetings with landowners to understand how they operate their farms and what farm equipment they use so this can be considered as part of the design process.

From a regulatory context, it's important to be aware that both the Office of the National Railway Safety Regulator (ONRSR) and Transport for NSW have policies which focus on avoiding building any new level crossings.

For each level crossing proposed on Inland Rail, ARTC will need to demonstrate that all other options such as alternative access or underpasses were investigated and deemed unsuitable and the level crossing is the only feasible option.

Crossing constructed on Inland Rail will be designed to comply with the relevant Australian and Austroads standards, understanding that some private level crossings may need to be wider to accommodate the type of machinery which uses that crossing.

Where stock underpasses can be provided this is the preferred solution, but it will not always be possible based on the topography in the area.

8.17 Will farm machinery that is required to cross the rail need to be registered?

A. Registrations will remain as per the RMS vehicle registration requirements. Vehicle permits for public roads will be based on what is required by the public road authority (council or RMS). No specific permits will be required to cross farm machinery at private level crossings. However, at the one-on-one meetings, ARTC need to be advised of the machinery being used so that it can be considered as part of the design process.

8.18 Native flora and fauna studies been conducted now during a record -breaking drought, how can that be a representative study of what is normal?

A. In light of the current drought conditions, the approach to the biodiversity impact assessment has been reviewed and modified in consultation with the NSW Office of Environment and Heritage (OEH), the regulatory agency responsible for biodiversity management. Dry condition benchmarks will be utilised in the assessment, where applicable.

8.19 It appears that in some instances route alignment is being decided without geotechnical studies, how can the alignment be decided without a sound understanding of soil types to achieve the best outcome for the route?

A. Where a landowner has not provided access to their land, ARTC has not been able to undertake physical geotechnical investigations to inform the route selection process and has relied on geology mapping, reviewed by a geotechnical engineer. This was communicated in landowner meetings in December 2017. It is noted that geotechnical investigations are not yet complete, so ARTC may have not accessed your property yet. There may also be some circumstances where other contributing factors in the Refine the Route process outweigh the output of the geotechnical investigations.

o Karen McBurnie (Giligandra)

8.20 What form of fencing materials will be used along the rail corridor?

A. ARTC responded to this in the ARTC's proponent report.

8.21 How will ARTC manage biosecurity of properties and particularly issues concerning weed transfer during the construction of the railway?

A. Should the project be granted Planning Approval, the Conditions of Approval will require the Construction Contractor to prepare a Construction Environmental Management Plan. The Plan would include weed hygiene protocols to avoid weed transfer and fulfil the relevant weed management legislative requirements.

o Bruce Brierley (Gwabegar)

8.22 What is the formula to value property to be resumed for the Inland Rail?

A. ARTC have published a property acquisition factsheet which is available online at <https://inlandrail.artc.com.au/documents>. It provides a general guide to the property acquisition approach ARTC will follow for Inland Rail in NSW. ARTC is happy to provide a property specialist to present at future meetings should this be appropriate.

8.23 If a complete property is purchased for inland rail, what will become of residual parcels? How will this be addressed in the EIS?

A. ARTC have published a property acquisition factsheet which is available online at <https://inlandrail.artc.com.au/documents>. It provides a general guide to the property acquisition approach ARTC will follow for Inland Rail in NSW. ARTC is happy to provide a property specialist to present at future meetings should this be appropriate.

8.24 Under what criteria or standard are road crossing and/or road overpasses/underpasses of the Inland Rail line being determined?

A. Road Crossings and/road overpasses/underpasses crossings will be designed in accordance with the relevant national & state Standards and Guidelines. ARTC are working with road managers to understand their design requirements. Where no regional standards for roads exist, state-based standards will be applied. Where no state-based standards existed, national standards were applied.

ARTC in consultation with road managers will use a national level crossing risk tool to determine the appropriate treatments at road rail interfaces across Inland rail. This tool incorporates a wide range of factors including road speeds, road volumes and road vehicle types in addition to train speeds and volumes. This tool is supported by the Office of National Rail Safety Regulator (ONRSR) and used across Australia.

o Jane Judd (Coonabarabran)

8.25 What is the total length of the route through the Pilliga forest? Will the rail corridor be fenced for the entire length within the forest? If so, how will ARTC allow the safe movement of native fauna, such as koala, through the forest? If not, how will ARTC deal with “rail-kill” through the forest?

A. There is approximately 50km of track through the Pilliga, however the narrowing from the Study area to the Focus area of investigation has not been completed yet, so this is subject to change.

The requirement for fencing has not been determined yet, as the project is still at 30% feasibility design and fauna site investigations are still ongoing in the Pilliga. Earlier, ARTC put forward the typical fauna fencing design which would be utilised where required.

8.26 There is a network of dirt roads and tracks through The Pilliga. How many crossings will be established for vehicles? What sort of vehicle crossings will they be?

A. The same process for crossings as discussed earlier will be used in the Pilliga Forest to determine where crossings will be provided. ARTC will be working closely with Forestry Corp throughout the design process.

8.27 The business plan indicates that transport of coal is expected to make up 25% of net tonne kilometres by 2050. Where will it come from? Where will it go? Given the steady decline in demand for thermal coal worldwide, isn't this a bit risky? Will this rail line be competitive with alternative and developing methods of transportation?

A. The coal volumes relate to South Western Queensland exported via Port of Brisbane. As a general outlook, the vast majority of Australian thermal coal is sold into the Asian market, Japan and Korea being the two of the largest consumers. Japan has recently commenced decommissioning nuclear generation and replacing it with High Efficiency Low Emission (HELE) thermal coal plants. Australian Thermal coal is considered to be the highest quality product, high energy, low ash and low sulphur, making it desirable for HELE plants. Traffic and commodity volumes assumptions in original business case will be subject to change as different market conditions exist. For example, as different regional areas develop capacity to take advantage of the opportunities Inland Rail it's expected higher rates of traffic will be generated in response.

8.28 Will there be a rail hub at Narrabri and/or Moree? Will the rail line be used to transport wastes from the reverse osmosis process at the Leewood Water Treatment plant? Will the easement allow for the concurrent transport of the gas along an underground pipeline?

A. The Inland Rail project will construct the spine of the network from Brisbane to Melbourne. Rail hubs are not included in the Inland Rail project scope.

The materials being transported are the responsibility of the operator, not the railway. Please refer to Australian code for transport of dangerous goods by road and rail.

An underground pipeline in the rail corridor is not part of the Inland Rail project scope.

8.29 Why isn't there Indigenous representation on the Narrabri Sub-committee of the CCC?

Chair's Response: *Appointments to the N2NCCC were made following a public invitation for nominations in accordance with the Community Consultative Committee Guidelines. There are Aboriginal community representatives appointed to all Sub-committees of the N2NCCC.*

8.30 What methods will be used to survey for significant Indigenous landscapes rather than just individual artefacts?

A. The Aboriginal heritage assessment includes survey methodologies for a range of culturally sensitive items and areas, including artefact scatters, scar trees, landforms such as creek lines and rocky outcrops, sacred places and burial sites.

As part of the statutory consultation process, local Aboriginal representatives such as individuals, Local Aboriginal Land Councils and Native Title Claimants (referred to as Registered Aboriginal Participants) will review the draft survey methodology and provide local knowledge and inputs to ensure complete coverage of culturally sensitive items and areas. Refer to the NSW OEH 'Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010' for further details.