

Meeting title	Narromine to Narrabri (N2N) Community Consultative Committee – Narrabri Sub-committee meeting 1		
Attendees			
Michael Silver OAM (Independent Chair)	Cr Cameron Staines (Narrabri Shire Council)		
Christina Deans (Community Member)	Cr Denis Todd (Warrumbungle Shire Council)		
Ted Hayman (Community Member)	Leanne Ryan (Warrumbungle Shire Council)		
Elizabeth Tomlinson (Community Member)	Alexander Scott (NSW Planning & Environment)		
Jane Judd (Community Member)			
Cindy Neil (Community Member)	Helena Orel, NSW Stakeholder Manager (ARTC)		
Bruce Brierly (Community Member)	Scott Divers, Senior Project Manager N2N (ARTC)		
Cr Ron Campbell (Narrabri Shire Council)	Matthew Errington, Environmental Advisor (ARTC)		
Stewart Todd (Narrabri Shire Council)	Kyle-James Giggacher, Project Delivery Engineer (ARTC)		
Apologies			
Russell Stewart; Lloyd Sutherland			
Location	Crossing Theatre, Narrabri	Date & start time	23 January 2019, 12.40 pm

Topic	Discussion
1. Welcome	<ul style="list-style-type: none"> The Chair welcomed all to the inaugural meeting. The Chair introduced Alexander Scott, Justin Woodhouse from NSW Department of Planning & Environment (DPE).
2. Declarations of Interest	<ul style="list-style-type: none"> Michael Silver – pecuniary interest - expenses of Independent Chair borne by ARTC. Cindy Neil - non-pecuniary interest. Property located within study corridor. Christina Deans - non-pecuniary interest. Property located within study corridor and her professional services may be utilised by affected land holders.
3. Introductions	<ul style="list-style-type: none"> All members introduced themselves and provided a brief biography and their interest in the Inland Rail project.
4. Presentation (Department of Planning & Environment)	<p><i>Alexander Scott provided a presentation (see the Inland Rail website, N2N page) in respect of the State Significant Infrastructure (SSI) process and the role of Community Consultative Committees (CCCs).</i></p> <ul style="list-style-type: none"> Mr Scott highlighted the addition of Commonwealth requirements in respect of the Environmental Protection & Biodiversity Conservation Act 1999 (EPBC Act) into the Secretary's Environmental Assessment Requirements (SEARs) in November 2018. He indicated that the Department will assess the proposal in respect of this legislation's requirements in conjunction with the Commonwealth Department of Environment and Energy (DoEE). Mr Scott also focussed on the important role the CCC plays in detailed and ongoing interaction between ARTC and the community. He suggested that the Community members examine the SEARs for the proposal and other important information at: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9487
5. Community Consultative	<ul style="list-style-type: none"> The Chair outlined the role of the CCC and highlighted the Community Consultative Committee Guidelines. He reinforced Mr Scott's earlier comments regarding the

<p>Committee (CCC) Functions</p>	<p>important role that Sub-committee members have in community interaction with the proponent.</p> <ul style="list-style-type: none"> • The Chair outlined the contents of the guidelines regarding the attendance of observers, having particular regard to members of the general community. Mr Silver indicated that the Sub-committee had several options as to how it may wish to manage the attendance of observers. • Mr Silver noted that prior to the Gilgandra Sub-committee meeting there had been a request that members of the community attend as observers. • Mr Silver suggested that the Sub-committee may wish to consider observer access for specific presentations or only components of a meeting or for the whole meeting. • Elizabeth Tomlinson urged some caution regarding the attendance of observers given her experience with other CCCs. • There was general agreement that members of the community may attend Sub-committee meetings as observers, subject to prior knowledge and agreement of the Sub-committee members. A request to attend a Sub-committee meeting as an observer may be made directly to the Chair, or through a Committee member who shall advise the Chair prior to the meeting. The Chair shall then seek the concurrence of the Sub-committee to confirm the attendance of the observer.
<p>6. Proponent's Report</p>	<p><i>Scott Divers, Kyle-James Giggacher, Matthew Errington and Helena Orel from ARTC presented the Proponent's Report (see the Inland Rail website, N2N page)</i></p> <p>General Overview</p> <ul style="list-style-type: none"> • Scott Divers opened the presentation and provided an overview of the project. • Mr Divers advised that the project is at the Feasibility Design stage with engineering and environmental site investigations, preparation of a reference design feasibility and EIS, being undertaken by Jacobs-GHD Joint Venture. • He highlighted that the 307 kilometres long greenfield study area will be narrowed to approximately 100 to 150 metres wide corridor (or focus are of investigations) over the next five months. This will involve one on one discussion with approximately 180 directly impacted landholders. • It is anticipated that the EIS will be 70% completed by around September 2019 with the design finalised by mid-2019. Lodgement of the EIS to DPE for Adequacy Review is expected in early Quarter 4 2019, with Public Exhibition in 2020. • Mr Divers advised that expressions of interest had been invited from landholders for potential sites for material borrow pits (MBPs) from which to source suitable material during construction. Expression of Interests close 25 January 2019. Materials will need to meet specific requirements. • Approval for the development and use of the MBPs would be sought within the Inland Rail N2N EIS and would only be valid for the term of construction of the Inland Rail project. Continued operation of the MBPs beyond the project would require a separate development consent from the local Council. • In response to several questions on refinement of the route to 100-150 metres, Mr Divers advised it will be based on Service Offering/Cost/Multi Criteria Analysis (MCA). He indicated that the focus is on operability with train movement time of 24 hours between Melbourne and Sydney critical. It can be expected that the final rail corridor will be 40-60 metres in width and will allow for inclusion of control apparatus, passing loops, access roads as well as the rail line. • In respect of fencing of the corridor, it will be subject to the ARTC standard design. It was

agreed that ARTC should provide some images of typical rail corridor fencing currently used to the next meeting of the Sub-committee.

- Operational reliability and efficiency of the route is vital – straight and flat. This will be achieved through a Train Management System based on GPS technology to determine the ground position of trains, permitting train movements to be closer together on the route. The overall line speed of trains will depend on the product being freighted – greenfield line speed will be 115 km/hr whilst brownfield line speeds may be lower depending on the line condition.
- There will be seven passing loops on the N2N project. The number of trains on the line in any 24 hours period depends on demand. The business case provided for up to 8 trains between Melbourne and Brisbane.
- Mr Divers indicated that flooding issues will be addressed in the hydrology and flooding study. Detail on the flood modelling would be available in March 2019 with a presentation to be made by the hydrologist to the Sub-committee.

Engineering

- Kyle-James Giggacher provided a presentation on the engineering field investigations already underway and planned to commence shortly.
- Mr Giggacher advised that geotechnical investigations, hydrological surveys, topographical surveys and flood risk analysis had commenced.
- Thirty piezometers will monitor groundwater and surface water and groundwater data will be collected.
- He also noted that the utilities risk assessment has commenced, and assessment of the road/rail interface with approximately 120 rail crossings to be built along the proposed alignment. Location and standard of rail crossings will be assessed using the Australian Level Crossing Assessment Model (ALCAM). It is an assessment tool used to identify key potential risks at level crossings and support the decision-making process for both road and pedestrian level crossings and to help determine the most cost-effective treatments.
- Elizabeth Tomlinson highlighted the impact of the harvest period on the road network. In response, Mr Giggacher advised that traffic counts and liaison with local Councils and landholders would occur to fully understand what occurs on local road networks.
- Mr Giggacher also advised that discussions had commenced with the Roads and Maritime Services (RMS) regarding how grade separations of the rail/road interface would be addressed in the design.
- Mr Giggacher also confirmed that the assessment work now focussed on ground truthing information where access is available.

Environmental Assessment

- Matthew Errington provided an outline on progress of the EIS. He advised that the majority of studies had commenced – assessment of the Pilliga and the Cultural Heritage studies will start shortly.
- Surface and groundwater – piezometers installed, and surface water survey commenced. Primary consideration is not to worsen water quality as a consequence of the project.
- Noise and vibration – noise loggers have been installed to establish background noise levels. Cindy Neil requested advice on where loggers are located. ARTC to provide a map of noise logger location at the next CCC meeting.
- Landscape and Visual – advised that assessment would establish representative viewpoints to assess potential visual impacts of alignment.
- Mr Errington advised that the SEARs had been reissued with the inclusion of requirements

to assess the project as a controlled action under the EPBC Act in order to address matters of national environmental significance. The Commonwealth considers that the project will significantly impact on listed threatened species and ecological communities.

- Mr Errington highlighted the need for the community to be informed of the content and requirements of the SEARs for the project. The Chair indicated he would send a link to committee members.
- In terms of biodiversity assessment methodology, Mr Errington noted that the proponent did not have access to some private property in the study area and consequently can't ground truth all areas of ecological interest. He also highlighted the implications of the drought on the biodiversity assessment. He advised that ARTC is working with the NSW Office of Environment and Heritage (OEH) in the development of a suitable biodiversity assessment methodology (including dry condition benchmarks) to satisfy regulatory requirements.
- In terms of the Aboriginal Heritage assessment, 22 Register Aboriginal Participants (RAPs) have registered for involvement.

Chair's note: ARTC now advise that around 30 RAPs have been appointed for the project (including Local Aboriginal Land Council's and Native Title Claimants). A detailed field survey methodology will be prepared for review by the RAP followed by their involvement in field investigations.

Communications

- Helena Orel provided an overview on the project's consultation history.
- Ms Orel advised that from late February and over the following four to six months ARTC will meet directly with approximately 180 landholders along the proposed alignment regarding narrowing of the study area to a 100 to 150 metres wide corridor (or focused area of investigation) and to discuss potential impact, mitigation measures and acquisition matters.
- A property consultant will be part of ARTC's team with the offer of an agronomist to provide initial advice to landholders at ARTC's cost. There is no obligation to meet with ARTC – schedule for meetings has not been confirmed.
- Elizabeth Tomlinson suggested consultants should work with landholders regarding cell grazing (rotational grazing).
- New Inland Rail offices are proposed to be opened in Narromine and Narrabri.
- Ms Orel indicated that Inland Rail is still recruiting staff, with CCC members encouraged to advise the community of employment opportunities. The N2N community and engagement team is proposing to increase staff numbers.
- Ms Orel also indicated there will be a strong focus on social performance and management of impacts moving forward. This will focus on Workforce Management, Indigenous Participation, Housing & Accommodation, Health & Community and Community Stakeholder Engagement.
- Ms Orel also highlighted recent economic benefits from the commencement of the Inland Tail Parks to Narromine (P2N) project with 65 people from INLINK now residing in Parkes. She advised ARTC was conscious of the implications and the pressure on local accommodation due to the construction workforce and advised that ARTC would explore workforce accommodation options in conjunction with local Council's and hoteliers.
- In response to questions on timing of the study area narrowing process, Helena Orel provided more detail on the consultation process with landholders. One on one discussion will commence from late February/early March 2019, starting in the Gilgandra area and

	<p>moving outwards to the north and south. It is anticipated that consultation in the area south of Narrabri will be undertaken in May/June 2019. Ms Orel also indicated that an email and letterbox drop will be made to landholders, advising the status of the study area narrowing process.</p> <ul style="list-style-type: none"> • Mr Divers mentioned that ARTC will request landholders to complete a questionnaire to detail how they operate their property and assist in refining the design and where possible mitigate impacts of the corridor and rail alignment on their operations. He added that landholders will be provided with a design option over their property with a technical advisory officer made available to provide detailed responses to questions. • Cr Campbell sought information on how business and employment opportunities can be sourced by those in the communities along the corridor. ARTC to provide links to website to CCC members regarding business and employment opportunities. • Leanne Ryan questioned how business in small centres could become involved in the project. Ms Orel advised that consideration was being given to a workshop for smaller centres, possibly in Baradine. She indicated she would explore this possibility further with the Department of Infrastructure Regional Development & Cities.
<p>7. Actions required</p>	<ol style="list-style-type: none"> 1. That ARTC deliver a report and presentation from its hydrologist on the flood modelling for the project to the March 2019 meeting of the Sub-committee. 2. That the Chair to forward the link to the SEARs to Sub-committee members with distribution of the meeting minutes. 3. That ARTC table details of typical corridor fencing to the March 2019 meeting of the CCC 4. That ARTC table a map detailing the location of noise loggers to the March 2019 meetings of the CCC. 5. That ARTC provide links to its website to CCC members regarding business and employment opportunities.
<p>8. Other Agenda Items</p>	<p>Members' questions on matters specific to project</p> <ol style="list-style-type: none"> 1. Freight Operation and Benefits <ul style="list-style-type: none"> • What are the primary factors that drive rail freight rates, eg loading time, axle weights, speed, train length and bulk vs container freight? • On completion of the inland rail, what will be the various distances from grain receival centres to various ports, eg Coonamble to Port Kembla and Baradine to the Port of Newcastle? • What will be the potential grain freight rates from local siloes to various ports when the inland rail is completed? • Will the Port of Newcastle receive containers in the future? • Is the grain terminal at the Port of Newcastle going to be upgraded to receive longer trains? • Does or will the Port of Brisbane have train access for bulk or container grain? ○ Ms Orel provided a verbal over view of ARTC's response to the questions and a written response will be distributed with the minutes (<i>see the Inland Rail website, N2N page</i>).

- Bruce Brierly enquired how axle weight can be doubled. It was agreed that Michael Clancy (ARTC Business Development Manager) be invited to address a future meeting of the CCC.

2. Flooding issues

- Adequacy of flood mitigation along alignment
- Danger of diversion of floodwater from normal flow paths. (implications for landholders and local economy, towns and communities)
- Erosion risks
- Noted that the flooding issues and flood risks were considered earlier in the meeting.
- In one on one discussion with landholders information on historical rainfall will be obtained.
- Elizabeth Tomlinson questioned what compensation will be available if flooding negatively impacts a property post the construction of the railway. Ms Tomlinson also took issue with the predictability of rainfall intensity based on historical data, making the point that significant falls may occur in remote locations away from recording stations.
- Cindy Neil enquired about the proposed design of the rail line across the floodplain from the west to the north of Narrabri and will that design be modelled in the flood modelling? Mr Giggacher advised that a viaduct was the most likely engineering solution and that issues of flood impact were best answered by the hydrologist however flood impact depends on the source of water flow which can be addressed through catchment modelling.
- ARTC will make a presentation on the flood Modelling at the March 2019 meetings of the CCC.

3. Access and amenity of landholders

- Access to land for stock, machinery and heavy high transport to properties
- TSR access and maintenance
- Disruption during construction phase
- Scott Divers advised that access management issues will be resolved collaboratively with landholders by assessing land uses and practices to ascertain where rail crossings should be located. Mr Divers indicated that it will be a negotiated process in order to satisfy landholder needs, however there will be instances where design requirements specify areas of land not suitable for a level crossing (i.e. inadequate approach sighting distance)
- TSR access issues will be discussed and negotiated with the Crown and NSW Local Land Services. Access for stock movements will be maintained where needed.
- A range of specific Management Plans will be prepared for the construction phase to manage and mitigate potential impacts and disruption.

4. Cultural Impacts

- Impact on burial sites and other culturally significant places
- It was noted that ARTC had established a group of RAPs as part of the statutory Aboriginal cultural heritage consultation. The RAPs will be involved in the Aboriginal heritage field investigation and assessment.

5. Communications

- What is the protocol to engage with landholders?
- Helena Orel advised that an access protocol has been established by ARTC given some issues with sub-contractors accessing properties. The problem is being addressed with a greenlight/red light process in place to track when access occurs and is completed.
- Ms Orel also advised that communication and interaction with landholders had improved.
- Elizabeth Tomlinson commented that she had received positive feedback on recent interactions between ARTC and landholders.
- The Chair advised that Gilgandra Shire Council are proposing to conduct landholder workshops on the NSW Land Acquisition (Just Terms) Compensation Act 1991 utilising the services of a senior barrister in property law, tentatively scheduled for February/March 2019.

6. Local Government and Community Impacts

- Impacts on local road networks – how are landholders and Councils being engaged on this issue.
- Establishment of resource quarries and provision of resource material – how is this being addressed? What assessment and consent processes will be required? Does inclusion of resource quarries require a modification to the project application?
- Implications on local planning provisions – subdivision standards, residual lots, dwelling entitlements – what is the approach to these issues?
- Construction Camps/Accommodation – where will these be located? What is the consultation process for location of these camps?
- Voluntary Planning Agreements – agreements with Council to mitigate development impacts. Is this proposed?
- Scott Divers advised discussions are progression with local government authorities regarding impacts on local roads, particularly during the construction phase. The implications for local roads during the grain harvest period is also a consideration with ongoing discussions with local councils. ARTC will identify potential construction/haulage roads, discuss potential impacts with council's and undertake dilapidation assessments before construction work starts and return roads to initial condition upon completion of works.
- Mr Divers advised that approval for potential borrow pit sites for construction material will be sought as part of the EIS for the project. The approval will only relate to the Inland Rail Project. Subsequent operation of a quarry, post the Inland Rail project, will require a separate approval.
- ARTC took on notice the implications for local planning provisions as a consequence of the development. The DPE will provide some initial advice to ARTC and local councils. The implications for rural lots with particular regard to the minimum lot size was noted. In terms of residual lots as a result of subdivisions created by the rail corridor alignment, the DPE will discuss with ARTC a residual land management framework for inclusion in the EIS.
- Mr Divers advised that evaluation of possible locations for construction workforce accommodation camps was occurring in the Narromine, Gilgandra, Warrumbungle

and Narrabri LGAs in consultation with local councils.

- State Significant Infrastructure declarations does not allow for Voluntary Planning Agreements with councils.

7. Warrumbungle Shire Council

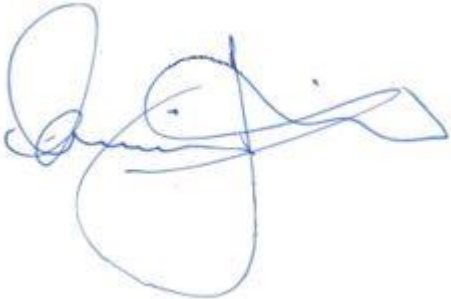
- Buy up of land by ARTC in the Baradine district
- Proposed Workers Camp at Baradine
- Passing lane off Kenebri Road

- Cr Todd further explained the items on the agenda.
- Scott Divers advised that he had no information regarding any land acquisition matters in Baradine. Cr Todd enquired what processes would be involve in respect of land acquisition? Mr Divers indicated it would be by private treaty or under the compulsory acquisition process.
- Mr Divers said the location of construction workforce accommodation camps was still be investigated.
- In terms of any upgrades on public roads, this will be assessed as part of the EIS process.

8. Pilliga Forest

- What State and Federal Environmental Impact Statements are required for the leg through the Pilliga State Forests? Do these differ from those on private land? What has already been prepared for this section?
- Given the existence of endangered species in the Pilliga, what are the requirements of the project under the EPBC Act? Are there plans to address these issues?

- Mr Errington advised that the approach to the biodiversity assessments would be the same along the alignment. The requirements of the controlled action under the EPBC Act to address matters of national environmental significance will be applied as advised earlier in the meeting.
- Jane Judd sought further information on the extent of the threatened ecological communities called up in the controlled action. Mr Errington advised that the following six ecological communities were considered to be significantly impacted:
 - Coolibah - Black Box Woodland of the Darling Riverine Plains and the Brigalow Belt South Bioregions – endangered
 - Brigalow (Acacia harpophylla dominant and co-dominant) – endangered
 - Grey Box (Eucalyptus microcarpa) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia (Grey Box Woodlands) – endangered
 - Natural grasslands on basalt and fine-textured alluvial plains of northern NSW and southern QLD – critically endangered
 - Weeping Myall Woodlands – endangered
 - White Box- Yellow Box- Blakely's Red Gum Grassy Woodland and Derived Native Grassland (Box Gum Woodland) – critically endangered.
- Elizabeth Tomlinson enquired as to the implications of a major fire in the Pilliga Forest would have on rail operations and how this risk issue will be managed. ARTC will advise processes to deal with this risk at the next CCC meeting.

	<ul style="list-style-type: none"> ○ Cr Denis Todd sought advice on how the trees to be removed in the Pilliga will be disposed of. He highlighted a previous clearing that saw the trees pulped. Cr Todd suggested that a better environmental outcome needed to be achieved in this instance. Mr Errington noted the concerns and indicated this would be considered as part of the waste management strategies in the EIS.
<p>9. Action Required</p>	<ol style="list-style-type: none"> 1. That Michael Clancy of ARTC be invited to present to the CCC on future freight operation matters associated with the Inland Rail project. 2. That ARTC provide advice to the next CCC meeting as to the risk management processes to be applied for operation of the Inland Rail should a major fire occur in the Pilliga Forest.
<p>10. General business</p>	<ul style="list-style-type: none"> • Hazardous Material Management – Leanne Ryan questioned how hazardous materials will be managed during the operation of the Inland Rail. ARTC will advise the protocols/legislation.
<p>11. Action Required</p>	<ol style="list-style-type: none"> 1. That ARTC advise protocols/legislation in respect of freighting hazardous materials on the Inland Rail at the next CCC meeting.
	<p>Next meeting: Wednesday, 20 March 2019 at Baradine.</p> <p>Meeting closed: 3.55 pm. The Chair thanked all for their attendance</p>
<p>12. Meeting minutes approved</p>	<div style="text-align: center;">  </div> <p>Michael J. Silver OAM Independent Chair 17 February 2019</p>