

MEETING MINUTES

Narromine to Narrabri Inland Rail Community Consultative Committee

NARRABRI SUB-COMMITTEE

DATE / TIME

25 September 2019
12.45 pm

LOCATION

Baradine Bowling Club, Baradine

FACILITATOR

Michael Silver OAM

MINUTE TAKER

Michael Silver OAM

DISTRIBUTION

Narrabri Sub-committee

ATTENDEES

- ▶ Michael Silver (Independent Chair)
- ▶ Russell Stewart (Community Member)
- ▶ Ted Hayman (Community Member)
- ▶ Jane Judd (Community Member)
- ▶ Cindy Neil (Community Member)
- ▶ Bruce Brierly (Community Member)
- ▶ David Scilley (Community Member)
- ▶ Christina Deans (Community Member)
- ▶ Cr Ron Campbell (Narrabri Shire Council)
- ▶ Darren Raek (Narrabri Shire Council)
- ▶ Cr Denis Todd (Warrumbungle Shire Council)
- ▶ Leanne Ryan (Warrumbungle Shire Council)
- ▶ Patricio Munoz
- ▶ Duncan Mitchell
- ▶ Andrew Skele
- ▶ Kyle Giggacher
- ▶ Jody Meier
- ▶ Robert Walker
- ▶ Dr Adam Wyatt (Jacobs GHD)
- ▶ Lauren Harding (Jacobs GHD)
- ▶ Carmen Lau (Jacobs GHD)

APOLOGIES

- ▶ Stewart Todd (Narrabri Shire Council)

GUESTS

- ▶ Malcolm Hartley (Friends of the Pilliga)
- ▶ Anna Howard (Department of Infrastructure, Transport, Cities and Regional Development)
- ▶ Julie Padanyi-Ryan (Department of Infrastructure, Transport, Cities and Regional Development)
- ▶ James White (Transport for NSW)
- ▶ Hannah Baldry (Transport for NSW)

Discussions

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| 1. Welcome | The Chair welcomed all to the meeting, noting the presence of David Scilley attending his first meeting as a Community Representative and Darren Raek (Narrabri Shire Council) as an alternate for Stewart Todd. Mr Silver also acknowledged the community observers in attendance and the representatives of Commonwealth and State Government agencies. |
| 2. Acknowledgement of Country | The Chair acknowledged the Traditional Owners of the land on which the meeting is held and recognised their continuing connection to land, waters and culture, paying respects to their Elders past, present and emerging. |

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| 3. 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 in Study area. |
| 4. Chair’s Minute | <p>The Chair detailed two matters:</p> <ul style="list-style-type: none"> ○ Travel Allowance – Claims for travel allowance for Community Members should be made directly to ARTC with bank account details to be provided. ○ Observers addressing CCC - Mr Silver reported on considerations at the Narromine and Gilgandra Sub-committee meetings regarding Observers being permitted to ask questions of the proponent. The Chair advised that a protocol to address the process for questions to be asked is to be developed. Cr Ron Campbell expressed concern that this should be permitted. |
| 5. Minutes of Previous Meeting | <p>It was noted that the minutes of the third meeting of the Sub-committee had been approved on 19 June 2019 and placed on the proponent’s website.</p> |
| 6. Business Arising | <ul style="list-style-type: none"> • Bruce Brierley requested an update on design work for the Baradine/Kenebri Road Overpass. Kyle Giggacher advised that the focus area hasn’t been determined. This will involve a review of clearances and other design considerations. Mr Brierley advised that the community needs to know what is going to happen. Patricio Munoz advised that the treatment is in the early stages of design with the ALCAM process to be followed and a full risk assessment to be undertaken. • Cr Denis Todd questioned the status of land purchases in the district. Mr Munoz indicated acquisitions would be via negotiation and private treaty wherever possible. Consideration would be given to matters of hardship. • Jane Judd enquired as to the possibility of the public exhibition period for the Environmental Impact Statement (EIS) being extended beyond the statutory 28 days. She suggested that the period needs to be long enough for the community to effectively review the document. The Chair suggested that consideration of this matter was premature, however it was a matter that the CCC may wish to make comment to the DPIE when the EIS is complete. • Ms Judd also sought clarification on the location of hubs. Mr Munoz advised this was not in the scope of the Inland Rail Project. He indicated that the Commonwealth Government is providing support to communities along the Inland Rail corridor to establish access. Cr Campbell advised that anyone can install a hub and gain access to the line. This ultimately will be a business discussion. It is a misconception that ARTC is responsible for the hub – Moree logistical hub is an initiative of Moree Plains Shire Council. • The Chair invited Anne Howard of the Department of Infrastructure, Regional Development and Cities to outline the recently announced Commonwealth Government Program. Ms Howard detailed the Interface Improvement Program, a \$44 million initiative of the Federal Government to support improvements to Country Rail (\$24 million) and a Better Community Program (\$20 million) that will assist in the development of business opportunities. She highlighted that an information session will be held at Baradine on 4 October 2019. |
| 7. Correspondence | <ol style="list-style-type: none"> 1. Department of Infrastructure, Transport, Cities and Regional Development – Providing responses to historical questions regarding selection of the Study Area for the project and other specific project related matters. It was noted that a copy of the correspondence had been forwarded to members. |
| 8. Proponent’s Report | <p><i>Patricio Munoz, Kyle-James Giggacher, Andrew Skele, Jody Meier, Dr Adam Wyatt, Lauren Harding and Carmen Lau presented the proponent’s report.</i></p> |

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| | <p>8.1 Focus Area Investigation</p> <ul style="list-style-type: none"> • Mr Munoz opened the presentation. • Mr Brierley asked whether a map of the focus area is available? Mr Munoz advised when all affected landholders have been contacted a map will be released. Mr Munoz stressed the need for impacted landholders to be informed first. He advised that the process of refining the study area to a focus area along the 300 kilometres route will be undertaken generally in three broad stages (Stage 1 – Gilgandra, Stage 2 – Narromine and Stage 3 – Narrabri) although refinement in some areas may be delayed due to confirmation of site specific design matters or the opportunity to meet with landholders. . • Mr Brierley questioned who will undertake the consultation work with landholders. Mr Munoz advised ARTC staff (not contractors) will undertake the one-on-one meetings. He added all affected landholders will be offered a one-on-one meeting. • Mr Munoz outlined the Multi Criteria Analysis (MCA) process utilised in determining the Focus Area. Where there is not a clear outcome a collaborative engagement process will be undertaken with the community to establish the preferred Focus Area e.g. Narromine – 2 options proposed. • In response to concerns expressed by Mr Brierley, Mr Munoz acknowledged the delays in the process, but suggested it was important that affected landholders have time to assess the impacts and implications for their property. • Mr Brierley further enquired as to the acquisition process, that is via compulsory acquisition. Duncan Mitchell responded, advising that 95% of purchases will be via private treaty - this is ARTC’s preferred option. There is a compulsory acquisition option – if this is required it will rest with Transport for NSW as the responsible State Government agency to initiate the process under <i>the Land Acquisition (Just Terms) Compensation Act 1991</i>. • Mr Munoz explained the community engagement process highlighting activities at Narromine. He indicated that Inland Rail is currently working through design matters in the Narrabri section. <p>8.2 Engineering, Environment and Environmental Impact Statement (EIS) Update</p> <ul style="list-style-type: none"> • Mr Giggacher noted the NSW section of the Inland Rail is the most significant section of the overall project. Currently the Study Area of 2-5 kilometres is being referred to a Focus Area of 150-400 metres. • Andrew Skele provided a review of progress on the EIS. Mr Skele advised that 35 potential borrow pit locations had been reduced to a short list of 17. These would now be subject to detailed assessment. • David Scilley noted that between Baradine and Narrabri there was only one quarry site within the Pilliga Forest. Mr Giggacher highlighted that proximity to the alignment, environmental constraints and suitability of material were all considerations in the selection of borrow pits. Mr Scilley suggested that potential sites within the Pilliga Forest should be investigated with the possible residual benefit of the pit being used for water storage for fire-fighting purposes. • Mr Skele advised that the potential to establish borrow pits in the Pilliga Forest would be investigated together with the residual benefit of subsequent use as water storage for fire-fighting purposes. <p>8.3 Flooding</p> <ul style="list-style-type: none"> • Dr Adam Wyatt provided an overview of flood modelling and the data inputs. • Mr Scilley questioned the relative height of flood levels, noting the Spring Creek – Bohena Creek lands where only local knowledge can provide inundation levels. Dr Wyatt said that the flood model does get close to “local knowledge” levels. He acknowledged it is difficult to establish precise local impacts given the flood modelling guideline requirements. |

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| | <ul style="list-style-type: none"> • Mr Scilley noted that because of the Newell Highway being raised that this had affected the flood levels from Spring Creek. Dr Wyatt acknowledged that minor adjustments to structures on the floodplain will affect levels. • Dr Wyatt noted that changes to floodplain topography will be picked up by LiDAR and at the design stage when ground truthing will be undertaken to ensure accuracy of design drawings. • Russell Stewart further highlighted changes to the floodplain and questioned how judgements on impact are determined. He also enquired as to the level of local knowledge considered in the modelling process. He highlighted the impact of banks on flows to Yarrie Lake. • Dr Wyatt responded that the modelling relies on the data. The model is tested against the data and other information available viz. stream gauges, flow rates, levels etc. This results in a broad pattern of flood impact rather than an exact number which is assessed against know impacts. • Cindy Neil questioned that flood mapping will be provided during one-on-one meetings? Mr Munoz advised that the impacts of flooding and flood maps will be discussed during meetings. Ms Neil also highlighted that those landholders outside the Focus Area need to be considered having regard to flood impacts. Mr Giggacher noted her comments and advised that a considerable number of flood photographs have been provided by landholders. • Dr Wyatt explained how LiDAR works in obtaining topographical data and concluded his presentation with a flood impact inundation animation of Baradine. <p>8.4 Social Impact Assessment</p> <ul style="list-style-type: none"> • Carmen Lau and Lauren Harding presented the Social Impact Assessment presentation. • Ms Lau provided an overview of the N2N project and the current status of the EIS. She outlined the methodology to be followed in the development of the Social Impact Assessment (SIA). • Ms Harding stepped the Committee through a Social Impact Assessment analysis and sought responses to various question, the responses to which will be utilised in the development of the Social Impact Assessment. <ul style="list-style-type: none"> ○ Community Values and Lifestyle <ul style="list-style-type: none"> ▪ Ms Harding sought advice on any key characteristics of the community ▪ Ted Heyman noted the implication of how communities are left after the project is completed – will there be any work? ▪ Ms Judd noted the variations in communities across the region – Agricultural communities, forestry at Baradine, Narrabri a commercial centre. ▪ Darren Raek highlighted the Narrabri Shire Council documents detailing development and economic information. ○ Economic Development <ul style="list-style-type: none"> ▪ Ms Harding sought advice on current and future business opportunities in the region. ▪ Mr Stewart suggested contact be made with the Narrabri Chamber of Commerce. ▪ Cr Campbell suggested understanding development proposals in the pipeline is important. <ul style="list-style-type: none"> ➢ Fertiliser Plant (\$1.45m) looking to locate on logistical hub. ➢ Narrabri Hub – Preliminary hub study funding from Commonwealth Government (Northern NSW Inland Port) ➢ Potential for natural gas to the Narrabri Hub – expanded industrial opportunities. |

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| | <ul style="list-style-type: none"> ▪ Mr Stewart noted Bunnings has a consent to develop in Narrabri. ▪ Mr Scilley advised there was interest from a Brisbane based company in the area due to the potential of Inland Rail. ▪ The Chair highlighted the current proposal to establish a road/rail/air logistical hub at Tamworth and consideration was being given to a rail freight hub at Gunnedah. ▪ Mr Mitchell noted Inland Rail would increase competition between ports- particularly Brisbane and Newcastle relative to North West NSW. ○ Workforce <ul style="list-style-type: none"> ▪ Ms Harding sought advice on workforce availability and opportunities in the area. ▪ Cr Todd suggested there will be difficulties obtaining enough labour. Mr Mitchell agreed this will be a challenge. ▪ Cr Campbell suggested that there needs to be awareness created in the business community as to the skills required and support given to local contractors and sub-contractors to obtain work from the project. ▪ Mr Raek outlined opportunities to upskill landholders impacted by drought to obtain work. ▪ Discussion proceeded on the need for skills training – Mr Stewart noting Federally funded courses were available to upskill workers. ○ Community Infrastructure <ul style="list-style-type: none"> ▪ Ms Harding requested comment on the impact of an incoming workforce on community infrastructure. ▪ Mr Heyman noted that Baradine Airport requires upgrading to better support firefighting and emergency services. ▪ Mr Stewart suggested the smaller centres must benefit from this project. It is critical Baradine and Coonabarabran are supported. ▪ Mr Scilley noted that Ambulance and Emergency Services in the region could be improved suggesting there is a need for greater investment from the Government. ▪ Cr Campbell advised that there are numerous upcoming major construction projects in the region, viz, Vickery Mine, Santos gas and New Highway upgrade – consequently the demand on the available workforce will be high. ▪ Cr Todd advised that Baradine hospital requires additional beds. • Andrew Skele made the point that the community infrastructure impact must relate directly to the Inland Rail project. He noted that there are community infrastructure concerns which already exist (prior to Inland Rail). It is not up to the Inland Rail project to address these existing community infrastructure inadequacies, but it is critical that the Inland Rail project does not negatively impact on existing community infrastructure. <ul style="list-style-type: none"> ○ Housing and Accommodation <ul style="list-style-type: none"> ▪ Ms Harding sought advice on any seasonal demand for housing. ▪ Mr Stewart noted Narrabri has good accommodation capability viz. motels, hotels, Civeo. ▪ Cr Campbell suggested examination of Baradine’s Camp Cypress for accommodation. Mr Skele advised that different accommodation options are being assessed to build a framework for contractors to consider. ▪ Leanne Ryan noted that Coonabarabran also offers extensive motel accommodation. |

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| | <ul style="list-style-type: none"> ▪ Cr Todd advised that a workers' camp site could be provided at Coonabarabran. ○ Landholders ▪ Ms Harding requested information on the type and nature of landholdings in the region. ▪ Ms Neil noted that a variety of property types existed viz. acreage, broadacre, grazing, cropping and intensive agriculture. ▪ Mr Scilley expressed concern at the size and workability of residual lots and how stock transfer across the rail line will be managed. ▪ Ms Neil raised concern that the dissection of properties could impact property values. Mr Scilley added dislocation of property assets and segregation of sections of holdings was also a significant concern. ▪ Ms Judd suggested that in respect of social benefits, impacted landholders won't see many benefits. ▪ Ms Ryan drew attention to the various Local Environmental Plans along the project alignment and particularly the provisions in respect of minimum lot sizes for agricultural land and the requirements relating to residual lots. ▪ Ms Harding advised that an Agricultural Impact Assessment will be contained in the EIS. ▪ Mr Stewart and Mr Skele commented on the impact on property sales whilst Ms Ryan suggested that as part of the acquisition process aggregation of lots and dwelling entitlements need to be considered to achieve the best outcome for landholders and the community. <p>8.5 Social Performance NSW</p> <ul style="list-style-type: none"> • Jody Meier provided an overview on ARTC's mechanism for delivering social outcomes and the development of Social Impact Management Plans. Mr Meier discussed learnings from the Parkes to Narromine Inland Rail Project currently under construction. Mr Meier noted that local opportunities for accommodation need to be maximised but should not do any harm e.g. rent prices rise as tourist accommodation availability falls. He indicated that ARTC will work with contractors to manage this issue. • Cr Campbell outlined impacts on Yamba during the Pacific Highway upgrade. Mr Meier advised that a boom/bust scenario must be avoided. Consequently, information on accommodation and community requirement is important to avoid negative services. • Mr Skele advised that ARTC will work with State Authorities to ensure appropriate planning around accommodation demands. • Mr Meier noted that management of worker behaviour is vital through code of conduct standards. Cr Campbell advised that Narrabri has become accustomed to work accommodation with the Civeo development supporting the resources sector. • Cr Campbell questioned how a local sub-contractor policy to the main contractor can be implemented, tested and monitored. Mr Meier responded by detailing processes used on the Parks to Narromine Project. He noted that tender documentation outlined the objectives of the contract with requirements for local content and EPI's in the contract requiring monthly reporting that details postcodes of the workforce members and other demographic information. Other actions to support the local economy include a local content specialist in the ARTC procurement team and a register of potential staff/sub-contractors for the Principal Contractor. • Mr Stewart noted that a potential rail construction contractor has sought information regarding local contractors for engagement as part of their EOI for the project – this has given local business/trades some confidence regarding |

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| | <p>work opportunities. Mr Skele acknowledged the comment and noted this local interaction was an important component in the tender assessment process.</p> <ul style="list-style-type: none"> • Mr Meier said that there needed to be realistic expectations associated with opportunities from the project. He said it is important to be very clear and measured regarding project opportunities by not creating false expectations. Similarly, training opportunities will be available over a two to three-year period, but it is limited. • Mr Meier explained the two key components of the Social Investment Strategy: <ul style="list-style-type: none"> ▪ ARTC Inland Rail Academy ▪ Community Health and Wellbeing • Mr Meier highlighted the need to provide mental health support, particularly to impacted communities and their members. • Mr Meier noted the employment outcomes for the Parks to Narromine Project and particularly the training program undertaken at Peak Hill where 15 trainees were made job ready – 5 subsequently gaining employment. • Mr Meier noted the number of significant projects likely to commence in the region and the challenge this will provide for the availability of the workforce. • Robert Walker advised that the Narromine to Narrabri Project will be staged, with work starting at both ends. • Discussions proceeded on workforce requirements - it being noted, of 813 workers on the Parkes to Narromine Project only 81 were trade qualified. • Mr Meier highlighted the need for workers to be work ready noting that many of the skills are transferrable to other civil construction projects. Cr Campbell suggested there needed to be a strong focus on training to ensure people are "job" ready at the appropriate time. |
| <p>9. Other Items</p> <p>Agenda</p> | <ul style="list-style-type: none"> • The proponent provided the following written responses to member 'Other Agenda Item' questions post the meeting. <p><i>Chair's note: Responses to questions at the Gilgandra Sub-committee were deferred as all questions could not be answered by the proponent at the meeting. The written responses, as detailed below, were forwarded to all CCC members on 27 September 2019.</i></p> <p>Narromine Sub-committee</p> <p><i>Murray Feddersen</i></p> <p>9.1 Where the route intersects a property which leaves a parcel of land isolated from the main property infrastructure and which has no other access, what arrangements will be made for access or, alternately, excising that isolated parcel and providing a separate title that may allow sale to a neighbour? Will a separate title be provided to permit sale and will zoning be altered to allow use as a small farm?</p> <p><i>Member Comment: If alternate access is available by public road this would require registration of all farming plant and licencing of operators – this may not be feasible for a small parcel of land.</i></p> <p>9.2 Will the land occupied by the line be removed from the land title and separate title/titles issued for the remaining land? How will this work?</p> <p>A: During this phase of project design, ARTC's priority is understanding the potential impact of the project on landowners and their farming operations and identifying ways to mitigate these impacts. This may include understanding the need for alternative access and, where possible, identifying options for providing access. If this is not possible, the affected parcels of land will be identified for acquisition and discussions will commence with affected landowners.</p> |

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| | <p>ARTC will manage any land until the construction of the project is completed and then dispose of any land not required for the operation of the rail project.</p> <p>9.3 Why can't the reduced study zone width be made public? <i>Member Comment:</i> With the drought, many people are under duress but as long as there is uncertainty over the final route and the impact of the trains, they are unable to plan for their future as their major asset is their farm. Whilst most are aware that the study zone has been significantly narrowed, they are waiting for "person-to-person" meetings to have this explained.</p> <p>A: ARTC Inland Rail apologises for any hardship associated with delays to the project schedule. We recognise the challenging conditions currently faced by landowners in regional Australia and are working hard to communicate openly, be more present within the community and progress with our design work. As noted in the July CCC, we are committed to meeting person-to-person with all landowners within the Focused Area of Investigation. It is anticipated that this work – across the entire alignment – will take approximately three-to-four months to complete. We will also directly contact landowners who are in the study area, but not presently in the Focused Area of Investigation. The primary purpose of the meeting is to inform landowners of the present location of the Focused Area of Investigation. The meetings will be attended by a stakeholder engagement representative; a technical expert; and – if requested – an agronomist and property specialist.</p> <p>Gilgandra Sub-committee</p> <p><i>Barbara Deans</i></p> <p>9.4 Can ARTC explain the proposed crossing structure in the investigation area where the Inland Rail will cross the Coonamble-Gilgandra rail line? 9.5 How does a Coonamble or a Gilgandra train access Inland Rail at that crossing? 9.6 Why it is not proposing to put 4 way turning loops in at Curban? 9.7 What the technical terms for the crossing of other lines is called? 9.8 Can ARTC advise the type of crossing proposed for the Warren and Coonamble Roads respectively? How many trains are you expecting to cross there? How will the safety be if the line-up of vehicles is 50 vehicles? Will the speed limit of 110kms be reduced to 100kms or slower? 9.9 Is it proposed to install an overpass on the Tooraweenah Road to the National Park given a lot of tourist and caravaners use this road? 9.10 What roads are proposed to be closed? Will part of the Goorianawa Road at Mt Tenandra to Black Hollow be closed and rerouted and how many land holders will be affected?</p> <p>A: ARTC Inland Rail acknowledges that this is an element of the rail project that generates significant interest within communities for connectivity, safety and other reasons. Regarding level crossing treatments, ARTC have a consistent methodology for determining proposed level crossing treatments across the program. This includes – but is not limited to – Australian Level Crossing Assessment Model (ALCAM) assessments which considers factors including road and rail travel speeds, vehicle types, train lengths, train numbers, road and rail traffic volumes and sight distances. We remain committed to working with Councils and relevant government agencies to better understand local needs and broader policies. We are still investigating design options across the alignment and hence the proposed level crossing treatment for roads is not finalised. Our preliminary work indicates:</p> |

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| | <ul style="list-style-type: none"> ○ <i>Warren Road / Oxley Hwy – active level crossing.</i> ○ <i>Coonamble-Baradine Rd – active level crossing.</i> ○ <i>The highest traffic count on all the roads mentioned is 491 vehicles per day (in 2040). Accordingly, we do not expect a queue of 50 vehicles at any time.</i> ○ <i>Speed limit will not be reduced at crossings.</i> ○ <i>The junction at Curban is presently being discussed with TfNSW.</i> <p><i>It is important to note that all our design options are subject to ongoing discussions with Council and relevant government agencies.</i></p> <p>9.11 What have been the staff changes since the last CCC meeting?</p> <p><i>A: Reannan Ellaby, who recently replaced Scott Divers as Senior Project Manager, is presently on maternity leave. Her position is currently being held by Robert Walker.</i></p> <p>9.12 How many one-on-one meetings has ARTC conducted in the N2N section?</p> <p><i>A: As of mid-September 2019, ARTC Inland Rail has conducted over 30 one-on-one meetings with landowners on the Narromine to Narrabri section. This engagement work is directly related to the determination of the Focused Area of Investigation.</i></p> <p>9.13 Did every landholder involved in a one-on-one meeting receive the flooding hydrogeology mapping that was promised 2 weeks in advance?</p> <p><i>A: ARTC Inland Rail advises that while flooding maps were provided at one-on-one meetings, they were not distributed two weeks in advance. ARTC Inland Rail recognises the importance of the one-on-one meetings. Accordingly, we have sought to give landowners as much time as possible to ask questions – allocating one to two meetings per day. Information gathered at these meetings will be incorporated into the design process and the project Environmental Impact Statement.</i></p> <p>9.14 Are there hydrology reports that can be seen online?</p> <p><i>A: ARTC Inland Rail advises that there are no current plans to publish hydrology or flooding reports (above what is required by the SEARS). However, interested community members will be able to provide feedback on the project Environmental Impact Statement – which will include a broad range of environmental matters and mitigating measures – once it is publicly exhibited.</i></p> <p>9.15 Are the new MCA reports that ARTC were doing available online?</p> <p><i>A: ARTC Inland Rail is committed to respecting the privacy of landowners. We will publish design and technical reports, as well as updated maps of the project Focused Area of Investigation, following the completion of engagement activities.</i></p> <p>9.16 Have hydrology reports been provided to landholders that you have received the one-on-one meetings?</p> <p><i>A: Please refer to previous comments.</i></p> <p>9.17 How much insurance landholders will need if there is a derailment?</p> <p>9.18 If it is found at the landholder has caused a derailment due to straying stock, water run-off undermining line etc can ARTC advise how much insurance landholders will require?</p> |

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| | <p>A: These questions are taken on notice. ARTC Inland Rail will seek further advice on the matter and respond in due time.</p> <p>9.19 How many forced easements will ARTC be applying for in the EIS and can a map of these be provided?</p> <p>A: ARTC Inland Rail requests further clarity on this question. Chair's comment: A presentation on property matters and land acquisition was given to the May CCC meetings. I will place the matter of property acquisition process [<i>Land Acquisition (Just Terms Compensation) Act 1991</i>] on the agenda for the next round of CCC meetings.</p> <p>9.20 How many properties has ARTC bought in the N2N section since the last CCC meeting?</p> <p>A: ARTC Inland Rail is committed to respecting the privacy of landowners. Accordingly, we are not in the position to discuss individual cases. Regarding property matters, please refer to previous comments.</p> <p>9.21 How many borrow pits have been confirmed for use and what is the location of these pits? How is ARTC going to manage the dust from the gravel of these pits?</p> <p>A: ARTC Inland Rail is presently investigating 17 borrow pit locations, which will be submitted as part of the project's Environmental Impact Statement. During the construction phase, the delivery contractor will determine use of these locations. The management of dust during construction will be subject to the stipulated Conditions of Approval and highlighted in the project's Construction Environmental Management Plans.</p> <p>9.22 How is ARTC going manage dust for the whole operation and how will dust be contained to the corridor?</p> <p>A: This question relates to the operation phase of the project. Please see comment above.</p> <p>9.23 What provisions are going to be taken for farmers income when farming enterprises will not be able to function for the time of the build? How do you propose to reimburse landholders and how will this compensation be determined?</p> <p>9.24 When will the new access roads for farms be put in? Does ARTC have a timeframe?</p> <p>9.25 When will ARTC be negotiating with non-directly affected landholders about access for directly affected landholders? Will the access be in place with ramps and lane ways before the N2N starts?</p> <p>9.26 Will non-directly affected landholders with new roads on their land be under state significance infrastructure laws and will this land be forcibly acquired? When will these negotiations start?</p> <p>9.27 How will these accesses be set up (e.g. ramps, width for machinery, stock access) and will they be public roads that ARTC or anyone else will be able to access? Will each property have a direct access to a public road and access to paddocks?</p> <p>A: The Narramine to Narrabri Inland Rail Project is presently in Refence Design. These questions will be addressed directly with landowners during the Detailed Design phase. However, it should be noted that all properties will have access to a public road.</p> <p>9.28 Will negotiations occur with landholders adjacent to the 180 properties identified for one-on-one meetings relative to ensuring access is maintained to their property?</p> |

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| | <p><i>A: In the first instance, ARTC Inland Rail will engage directly with impacted landowners. This will then be followed by public information sessions and associated project updates informing the broader community. This engagement work relates directly to the determination of the Focused Area of Investigation. The progression of design work may necessitate discussion with adjoining landowners. This may include discussions related to site-specific concerns, including access requirements. ARTC Inland Rail remains committed to meeting with these landowners once design work is furthered.</i></p> <p>9.29 Can ARTC indicate where viaducts or culverts will be located?</p> <p>9.30 Do you have a list of all roads to be crossed, closed, and what sought of crossings will be installed? Where the line crosses minor roads where will those crossings be located?</p> <p><i>A: As noted above, we are still investigating design options across the alignment. All our design options are subject to ongoing discussions with Council and relevant government agencies.</i></p> <p>9.31 Is ARTC building Inland Rail to a budget, not specification, and what is your budget for the N2N section? How much has been spent on N2N section so far?</p> <p><i>A: ARTC Inland Rail advises that the total construction cost for Inland Rail is estimated at \$10.9 billion.</i></p> <p>9.32 How many passing loops will be installed in the N2N section? How long are these passing loops? Where are the passing loops to be located? Can you explain how the passing loops work?</p> <p><i>A: It is anticipated that the Narromine to Narrabri section will include seven (7) passing loops. The length of each passing loop is approximately 2200m long; though this length can change to accommodate varying train lengths and rail demand. ARTC Inland Rail would be happy to present on the nature of passing loops and their proposed location on the Narromine to Narrabri section. However, it is suggested that such a presentation be held following the progression of design, and engagement with impacted landowners and relevant councils and agencies.</i></p> <p>9.33 Are people allowed to ask the archaeologist questions?</p> <p><i>A: ARTC welcomes the questions and feedback it receives from interested community members. Landowners are welcome to ask technical staff questions related to field and site investigations being carried out on their property. This might include questions related to scope of work, duration and general approach. Questions related to the broader project are best addressed to ARTC community engagement staff who accompany technical staff while in the field. Alternatively, interested community members can contact us directly on 1800 732 761 (community and landowner enquiries) or at inlandrailnsw@artc.com.au.</i></p> <p>9.34 Will there be any purchase of land outside the alignment e.g. for gravel or fill? A: ARTC advises that these discussions will be undertaken on a case-by-case basis between Inland Rail and the landowner. However, in these situations, there is a preference towards entering an agreed lease, as opposed to acquisition.</p> <p>9.35 Will ARTC erect exclusion fencing along the corridor where it suits the farmer?</p> |

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| | <p>A: The nature of fencing will be determined according to the nature of the surrounding land and whether fencing is along an existing rail line or corridor or in a completely new greenfield location. Inland Rail will meet the capital costs associated with erecting fences in consultation with landowners. Fencing will be on a fit for purpose basis and accord with current state legislation and/or protocols as well as current ARTC standards for fencing. Where fencing is in a new greenfield location, for the purposes of fencing the Inland Rail rail corridor, ARTC will meet the cost of construction and maintenance of such fencing. As such, it will be responsible for meeting the costs associated with repairing a damaged fence except where the fence is negligently or wilfully damaged by a landowner. ARTC and Inland Rail have an obligation, together with a landowner, to ensure that fencing helps keep rail corridors as free from intrusive animals as possible. Inland Rail will work closely with landowners to ensure that the timing of erecting fencing is appropriate. Inland Rail will also work with landowners on an individual basis to ensure gate width and associated issues are addressed as appropriate for the crossing of stock or machinery or vehicles.</p> <p><i>Karen McBurnie</i></p> <p>9.36 With How fast will trains be going though towns.</p> <p>A: ARTC Inland Rail advises that the maximum freight operating speed is 115km/h for a 21 tonnes axle load. It is noted that while the proposed rail line for the Narramine to Narrabri section goes to the east and west of major townships, it will not ‘go through towns’ – as for instance, it does on the Narrabri to North Star section at Moree.</p> <p>9.37 Is it correct that the train horn will be blown 200 metres before a crossing?</p> <p>A: ARTC Inland Rail advises that train horns (‘sounding whistles’) are sounded at level crossings or when approaching workers or members of the public on or near the track.</p> <p>9.38 Do farmers need a permit to move stock over the line?</p> <p>A: ARTC Inland Rail takes this question on notice. ARTC Inland Rail will seek further advice on the matter and respond in due time.</p> <p><i>John Single</i></p> <p>9.39 How is the landholder to know that due diligence in corridor selection has been conducted when engineering solutions are not provided as part of the information package for the one-on- one meetings? <i>Member Comment:</i> At a previous CCC meeting ARTC said that two weeks prior to the one-on-one meetings occurring that the land holder would be presented with the final route narrowing within the existing corridor. This information was to contain the engineering solutions as to why this selection is preferred compared to other possible alternatives for landholder input. I am now led to believe that the engineering solutions have not been presented.</p> <p>A: ARTC Inland Rail has engaged extensively with the community throughout the design process. At times, this has included discussing preliminary technical findings and proposed route alignments with directly impacted landowners. We remain committed to open and ongoing engagement.</p> |

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| | <p><i>As noted, ARTC Inland Rail will publish design and technical reports, as well as updated maps of the project Focused Area of Investigation, following the completion of engagement activities. It is anticipated that this work will be completed by December 2019.</i></p> <p><i>ARTC Inland Rail notes that all project documentation – including historic options and MCA reports – is publicly available at https://inlandrail.artc.com.au/N2N/documents.</i></p> <p>9.40 Can ARTC demonstrate that it clearly understands where property boundaries are located, where property infrastructure and main access roads are placed in order to minimise property severance?</p> <p><i>A: In May 2019, ARTC Inland Rail completed cadastral surveys across the alignment. This work allows us to accurately determine property boundaries (within approximately one metre). Another round of surveys will be completed once the rail corridor is further defined and the acquisition process commences. Inland Rail will continue to work with landowners and communities to try as much as possible to reduce impacts to farms and other property, particularly houses and farming infrastructure. Where direct impacts are unavoidable, Inland Rail will work with farmers to minimise impacts on their operations and to minimise the land that Inland Rail may need to acquire (for example by following roads or property boundaries). Where impacts are unavoidable, and compensation/acquisition is required, Inland Rail's preferred approach is to enter into voluntary negotiations with landowners to reach agreement.</i></p> <p>9.41 How does ARTC intend to restrict the spread by construction equipment of noxious weeds, such as Hudson Pear which exists on the proposed corridor?</p> <p><i>A: ARTC Inland Rail takes this question on notice. ARTC Inland Rail will seek further advice on the matter and respond in due time.</i></p> <p>Narrabri Sub-committee</p> <p><i>Jane Judd</i></p> <p>9.42 What were the reasons for selecting the most easterly route through the Pilliga Forest? Were problems with fire etc considered given the long distances in in the State Forest?</p> <p><i>A: The Narromine to Narrabri 'greenfield' project is integral to delivering the full benefits of Inland Rail, connecting Melbourne and Brisbane in 24 hours or less. The decision to go via the Pilliga State Forest provided Inland Rail with the opportunity to minimise property impacts, gain time and save cost.</i></p> <p>9.43 Does the installation of passing loops require the rail corridor to be wider in these places? What decisions have been reached on the siting of these passing loops - will a passing loop be located within the forest or on other private land?</p> <p><i>A: Please refer to the previous comments regarding passing loops.</i></p> |
| <p>10. General Business</p> | <ul style="list-style-type: none"> • Overpass – Mr Brierley reiterated his interest in ensuring that an overpass is installed on the Baradine/Kenebri Road. <p>Meeting Closed at 4.10 pm. The Chair thanked all for their attendance.</p> |

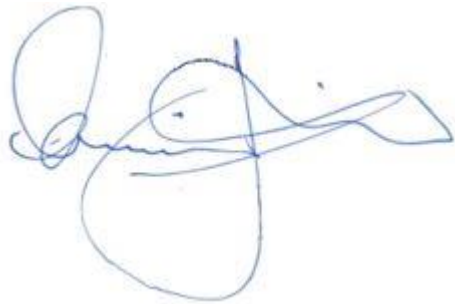
Actions

| NO. | ACTIONS | ACTION BY | DUE DATE |
|-----|---|-------------------------|------------|
| 1 | That ARTC present a report on the likely engineering design for the railway across the flood plain north of Narrabri at a future meeting of the Sub-committee. Chair's note: <i>Preliminary visualisations of a typical viaduct arrangement presented, however the detailed design to be presented at a future meeting.</i> | KJG | TBC |
| 2 | That ARTC provide CCC members with a copy of the latest map of the overall Inland Rail alignment. | KJG | TBC |
| 3 | The Chair to refer Other Agenda Items questions regarding historical matters associated with the Inland Rail project to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment. | MJS COMPLETED | 25/09/2019 |
| 4 | That ARTC provide a response to recent public suggestions that a property acquisition associated with the Inland Rail project has been completed prior to determination of the final corridor. | PM COMPLETED | 25/09/2019 |
| 5 | That ARTC provide an updated noise logger location map at the next meeting of the CCC. | KJG | 25/09/2019 |
| 6 | That ARTC provide a report on the potential to establish borrow pits in the Pilliga Forest and their capability to be subsequently used for water storage for fire-fighting purposes. | AS | TBC |

Next Meeting

The next meeting will be held at Narrabri at a date and time to be confirmed.

Meeting minutes approved.



Michael J. Silver OAM
Independent Chair

30 October 2019