

# MEETING MINUTES

## Narromine to Narrabri Inland Rail Community Consultative Committee

### NARRABRI SUB-COMMITTEE

#### DATE / TIME

26 February 2020  
12.45 pm

#### LOCATION

Crossing Theatre, Narrabri

#### 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)
- ▶ Stewart Todd (Narrabri Shire Council)
- ▶ Cr Denis Todd (Warrumbungle Shire Council)
- ▶ Leanne Ryan (Warrumbungle Shire Council)
- ▶ Patricio Munoz
- ▶ Kyle-James Giggacher
- ▶ Tony Rymer
- ▶ Matt Errington

#### APOLOGIES

- ▶ Nil

#### GUESTS

- ▶ Beth Kelaher (Narrabri)
- ▶ Peter Dapney (Narrabri)
- ▶ Angela Doering (Department of Infrastructure, Transport, Regional Development and Communications)
- ▶ James White (Transport for NSW)
- ▶ John Zannes (Transport for NSW)
- ▶ Louise Johnson (ARTC)
- ▶ Rebecca Pickering (ARTC)

## Discussions

NO.	DISCUSSIONS
1. <b>Welcome</b>	The Chair welcomed all to the meeting. Mr Silver also acknowledged the community observers in attendance, the representatives of Commonwealth and State Government agencies and ARTC staff.
2. <b>Acknowledgement of Country</b>	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.

NO.	DISCUSSIONS
3. <b>Declarations of Interest</b>	<ul style="list-style-type: none"> <li>Michael Silver – Pecuniary interest – expenses of Independent Chair borne by ARTC.</li> <li>Cindy Neil – Non-Pecuniary interest – property located in Study area.</li> </ul>
4. <b>Chair’s Minute</b>	<p>The Chair detailed two matters:</p> <ul style="list-style-type: none"> <li>Independent Chairs’ Meeting – Mr Silver provided an overview of a meeting involving members of the Independent Chairs’ Panel (ICP) and the Department of Planning, Industry and Environment (DPIE) he attended in Sydney on 4 November 2019. He advised the meeting discussed the operation of Community Consultative Committees (CCC), the effectiveness of the CCC guidelines and the future functions of ICP.</li> <li>Senate Enquiry – Mr Silver advised that he had reviewed the various submissions to the Senate enquiry and read the transcripts from the Millmerran and Brisbane hearings.</li> </ul>
5. <b>Minutes of Previous Meeting</b>	<p>It was noted that the minutes of the fourth meeting of the Sub-committee had been approved on 30 October 2019 and placed on the proponent’s website. The Chair advised that responses to four outstanding ‘Other Agenda Items’ questions on 17 December 2019 had been subsequently incorporated into the minutes</p>
6. <b>Business Arising</b>	<p>6.1 Minute 8.4 “Housing and Accommodation” – <b>CORRECTION</b> Cr Todd’s comment “that a ‘workers’ camp could be provided at Coonabarabran” should read “at Baradine”. The Chair indicated he would correct this typographical error.</p> <p>6.2 Action 9.4 – Pilliga Borrow Pits</p> <ul style="list-style-type: none"> <li>The meeting noted that a report on the potential to establish borrow pits that could be subsequently be used for water storage for fire-fighting purposes was to be presented to the meeting.</li> <li>Tony Rymer advised that there are no plans to establish borrow pits in the Pilliga State Forest. In terms of water supply/storage he indicated that discussions are proceeding with relevant authorities regarding possible bores with storage.</li> <li>Mr Scilley indicated the local Federal and State Members considered the use of borrow pits for water storage a useful proposition. Mr Rymer reiterated that there are no plans for borrow pits in the Pilliga Forest. Further, that borrow pits need to be rehabilitated under a consent.</li> <li>Mr Rymer advised that the water supply strategy for the project focussed on using treated sewer effluent and accessing deep aquifer bores. He indicated that a maximum travel distance of 25 kilometres was desirable from a water source. As such, given there is 75 kilometres of rail track in the Pilliga, there may be one or two bores with storage. Should these facilities be established they could be made available for future use as a legacy of the Inland Rail project.</li> </ul>
7. <b>Correspondence</b>	<p>7.1 <b>Mrs B Kelaher</b> - Expressing concern regarding lack of consultation on floodplain management and interaction with Narrabri Floodplain Management Committee and Narrabri Shire Council (NSC).</p> <ul style="list-style-type: none"> <li>Mr Munoz indicated that there had been liaison with NSC with flood modelling at the preliminary stage and subject to ground truthing. Mr Giggacher added that all base flood data had been obtained from NSC and NSW Government agencies. He added that ground truthing was required and there was a need for more information to be received from the community on the impact of flooding.</li> <li>Mr Munoz confirmed that a formal response to Ms Kelaher’s letter had been prepared.</li> <li>Cr Ron Campbell expanded on the concerns of Ms Kelaher, highlighting the potential impact of an embankment on Yarrie Lake Road limiting flood flows. This combined with high flows in Mulgate Creek, Stoney Creek and Doctors Creek where these waterways converge, creates high rapids as demonstrated</li> </ul>

NO.	DISCUSSIONS
	<p>with recent high rainfall event. Events of this nature in this area are of significant concern to the community and need to be considered in the flood modelling.</p> <ul style="list-style-type: none"> <li>• Cindy Neil suggested that there needs to be conversations with people in the broader Study Area, following confirmation of the Focussed Area of Investigation, regarding flood impacts. She was amazed that despite living just one kilometre from the Focussed Area of Investigation and having extensive knowledge of flooding in the area, her opinions had not been sought.</li> <li>• Mr Munoz advised that, by way of example, since the recent rain events there had been investigation regarding the impact on constructed rail culverts in the Parkes to Narromine (P2N) project to ensure the basis of the flood modelling has been accurate and proposed flood mitigation measures will be effective.</li> <li>• David Scilley discussed channel improvements that could reduce the flood pressure on Narrabri. He said that the proponent needs to be aware that an increase in flood level of just a few centimetres will seriously impact Narrabri. He highlighted a rail culvert that is currently blocked, seriously compromising flood flows.</li> <li>• Rebecca Pickering indicated that it was the designated rail track operator's responsibility to maintain the culverts. She was advised that the subject culvert was south of the Kamilaroi Highway overpass in the vicinity of Mulgate Creek. Ms Pickering advised she would follow up the matter with the responsible rail track operator. <b>ACTION</b></li> <li>• Cr Campbell supported Mr Scilley's concerns, advising that the impacts of the recent rain event clearly demonstrated how volatile and potentially destructive flood impacts can be on Narrabri.</li> <li>• With the approval of the Chair, Angela Doering sought clarification on the reporting processes associated with major flood events. It was noted that local flood issues were essentially a Council responsibility whilst rail authorities are responsible for the operation and maintenance of their infrastructure.</li> </ul> <p><b>7.2 Hon Mark Coulton MP</b> – Advising that the potential to undertake telecommunications upgrades in rural areas because of the Inland Rail project is being investigated.</p>
<p><b>8. Proponent's Report</b></p>	<p><i>Patricio Munoz, Kyle-James Giggacher, Tony Rymer and Matt Errington presented the proponent's report. Refer to the attached presentation.</i></p> <p><b>8.1 Program Overview</b></p> <ul style="list-style-type: none"> <li>• Mr Munoz provided an overview of the N2N project to date. He advised that Inland Rail had made a submission to the Senate enquiry, noting that the community must be confident in the project's engineering solutions to issues and concerns raised by the community. Mr Munoz indicated that Inland Rail would continue to engage with the community to address concerns.</li> <li>• The meeting noted several slides detailing various infrastructure items on the Parks to Narromine (P2N) section of the Inland Rail Project. Mr Munoz indicated that similar scale infrastructure (rail crossings and culvert treatments) will occur in the Narromine to Narrabri (N2N) section of the project.</li> <li>• Jane Judd enquired as to what design consideration had been given to managing native fish in culverts, particularly in flood situations. Mr Errington advised that appropriate fish friendly culvert design would be considered in detailed design. Mrs Judd suggested that discussions with Fisheries NSW should occur.</li> <li>• Mr Munoz highlighted that three companies have been shortlisted for the Narrabri to North Starr (N2NS) project with an emphasis on regional capability of local suppliers.</li> <li>• Russell Stewart advised that the Narrabri Chamber of Commerce was a little dismayed at the process for local business to register under the Tier 1 and 2 contractor registration process. Feedback to the Chamber from large local</li> </ul>

NO.	DISCUSSIONS
	<p>contractors, with significant experience in large mining projects, was that the registration was too difficult to complete within the 5-day timeframe – many just didn't bother. Mr Stewart suggested there should be further follow up with local business as several that didn't register are regular tenderers for large projects.</p> <ul style="list-style-type: none"> <li>• Cr Campbell concurred with Mr Stewart, noting that the portal of one of the shortlisted contactors was down for a period. He advised that some local companies felt the shortlisted contractors were just 'ticking the box' regarding local content.</li> <li>• Mr Rymer acknowledged the concerns, advising that the local content will be monitored, and the main contractor kept to account. Ms Pickering advised that the issues raised will be taken on notice and followed up. <b>ACTION</b></li> <li>• Mr Munoz outlined the Sponsorship and Donations Program that is designed to assist community projects. He indicated that submissions for funding of STEM or education orientated projects are particularly encouraged. The next funding round closes on 30 April 2020.</li> <li>• Cr Campbell asked what the pay back on community projects is for ARTC? Mr Munoz advised it is designed to support community capacity building and provide some assistance to communities impacted by the Inland Rail Project. He highlighted the excursion project involving school children from Croppa Creek visiting Sydney. This expanded the children's horizons in an educational, social and cultural sense. Mr Stewart commented that support of the Narrabri business awards had been a positive for the business community.</li> <li>• Mr Munoz advised that the Inland Rail Narrabri shopfront is progressing with the lease being finalised.</li> </ul> <p><b>8.2 Community Engagement</b></p> <ul style="list-style-type: none"> <li>• Mr Munoz advised that the Study Area has been refined to a Focused Area of Investigation of approximately 150-400 metres wide. He advised that all directly affected landowners have received updated property maps and offered face-to-face meetings. He indicated that Inland Rail was most mindful of the privacy of landholders in the process. Mr Munoz acknowledged that the severity of impact, in some areas, is significant. Consequently, it was important not to release property maps until the process was finalised. All Focused Area maps will now be published online in the next week or so. It is proposed to hold community information sessions in the second week of March as follows: <ul style="list-style-type: none"> <li>○ Narrabri                      Monday 9 March 2020</li> <li>○ Baradine                      Tuesday 10 March 2020</li> <li>○ Gilgandra                      Wednesday 11 March 2020</li> <li>○ Curban                        Thursday 12 March 2020</li> <li>○ Narromine                      Friday 13 March 2020</li> </ul> </li> <li>• Mr Giggacher explained the process undertaken during the one-on-one meetings, outlining the information provided mapping, location of crossings and a questionnaire regarding property operation and areas of concerns. Mr Giggacher noted that whilst preliminary consideration had been given to rail crossings, further discussion will occur with local Councils and Transport for NSW (TfNSW) as well as further detailed analysis before locations are finalised.</li> <li>• In responses to a question from Bruce Brierly, Mr Munoz advised that there are 117 landowners in the Focussed Area of Investigation with 100 one-on-one meetings being conducted. The meetings were not compulsory, with some owners having other preferences as to how they received the information, although everyone was offered the opportunity of face-to-face meetings.</li> </ul> <p><b>8.3 Environmental Impact Statement Update</b></p>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> <li>• Matt Errington provided an update on the progress in the preparation of the EIS.</li> <li>• Mr Errington advised that 4 borrow pit locations had been identified for inclusion in the EIS. Mr Rymer said that 16 borrow pits had been shortlisted which has now been refined to 4 sites. The contractor may need more borrow pits however this will be a decision of the contractor and will be dealt with as a modification to the approval.</li> <li>• Mr Errington provided an update on the Social Impact Assessment (SIA) consultation. Councillor Denis Todd questioned the process for preparation of the SIA and how the 20 directly impacted landholders will be selected. Mr Errington advised the 20 selected would be a representative sample, chosen from the 117 directly impacted landholders in the Focused Area.</li> <li>• Mr Errington advised that the draft Aboriginal Cultural Heritage Assessment Report would be reviewed shortly by the Registered Aboriginal Participants (RAPs) and DPIE.</li> <li>• Mr Errington advised that the draft EIS (70% stage) would be presented to the N2N CCC in May/June 2020. He suggested that this could take the form of an all-day briefing session with a focus on specific themes. It was advised that the flood modelling will be presented to all three sub-committees, with each sub-committee to select a further 4 or 5 areas of interest.</li> <li>• Mrs Judd questioned how fires and particularly those of high intensity will be considered in the EIS and managed in the operation of the Inland Rail? Mr Rymer responded that there has been discussion with the Forestry Corporation and Emergency Services regarding this issue, particularly given that there will be one passing loop in the Pilliga Forest. Mr Rymer advised that from an operational perspective, if there is smoke or fire in Pilliga Forest the trains will not run. He added that from an infrastructure perspective, materials used will generally not be adversely impacted by fire although there may be some impacts associated with signalling operations. Protocols to deal with these risks and eventualities will be established.</li> </ul> <p><b>8.4 Project Timeline</b></p> <ul style="list-style-type: none"> <li>• Mr Rymer provided an overview of the anticipated timeline for the project. He noted that the Reference Design was expected to be finalised in Quarter 3, 2020. He advised that the EIS would be submitted to the DPIE in late Quarter 3 or Quarter 4, 2020 for adequacy review. Determination of the Project Application has been programmed for Quarter 4, 2021.</li> <li>• Mr Errington confirmed that DPIE will not permit lodgement and exhibition until it is satisfied the EIS meets the requirements of the SEARs. Subject to a confirmation of adequacy, it could be expected the EIS will go on exhibition in Quarter 1 2021.</li> <li>• Mr Rymer outline the approach to the acquisition process. Following confirmation of the reference design and final corridor, it is expected the acquisition process will commence in Quarter 4, 2020. The process will be broken into 6 or 7 geographical locations for ease of management and process.</li> <li>• The Chair invited James White of Transport for NSW (TfNSW) to provide an outline of the acquisition process having regard to the Land Acquisition (Just Terms Compensation) Act 1991. Mr White advised that agreement had been reached between TfNSW and ARTC that the acquisition process would be in accordance with the heads of consideration under the Act (Section 55) no matter whether the acquisition was completed by private negotiated treaty or the compulsory process. Mr White indicated that information on the process may be obtained from the Property Acquisition website:  <a href="https://www.propertyacquisition.nsw.gov.au">https://www.propertyacquisition.nsw.gov.au</a>  <a href="https://arp.nsw.gov.au/assets/ars/4632377a62/Revised-Property-Acquisition-Standards.pdf">https://arp.nsw.gov.au/assets/ars/4632377a62/Revised-Property-Acquisition-Standards.pdf</a> </li> </ul>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> <li>• Mr Stewart asked if a property is cut in half by the rail alignment does each parcel created have a separate title. The Chair advised that his understanding is that the provisions of the relevant Local Environmental Plan (LEP) will apply regarding minimum lot sizes and housing capability created by the Inland Rail subdivision. Effectively, if the two parcels created are below the minimum lot area requirements then the parcels will be co-joined as one lot.</li> <li>• Mr Rymer explained that should land be acquired prior to the commencement of the acquisition period (viz prior to issue of proposed acquisition notice) it would be purchased at market value and not in accordance with the compensation requirements set out in the Land Acquisition (Just Terms) Compensation Act. Mr Munoz added that landowners should be aware that as part of the acquisition process (following issue of proposed acquisition notice) that reasonable legal and valuation costs are covered in the compensation.</li> <li>• Mr Rymer advised that the principal contractor for the project is anticipated to be appointed in 2021, with mobilisation of construction works scheduled for Quarter 1, 2022. The construction strategy is a matter for the contractor, but it may be that works start at both ends.</li> </ul> <p>Meeting adjourned at 2.45 pm Reconvened at 2.55 pm</p> <p><b>8.5 Route Selection</b></p> <ul style="list-style-type: none"> <li>• Mr Giggacher discussed route selection and the further review and assessment of information to best optimise the final alignment. He made mention of the 70% design milestone and following its approval, the release of this information to all directly affected landowners and the community. Mr Giggacher noted the importance of mitigating flood impact and that afflux must be considered in the design of critical infrastructure.</li> <li>• Mr Giggacher provided a snapshot of the project through the Pilliga Forest, noting that there will be 75 kilometres of track through the forest with the corridor being generally 40 metres wide. He highlighted the large number of stakeholders having an interest in the forest, making finalising of this section of the alignment a complicated matter. Mr Giggacher advised that a passing loop is proposed to be in the forest.</li> </ul> <p><b>8.6 Focussed Area of Investigation</b></p> <ul style="list-style-type: none"> <li>• Mr Giggacher provided a detailed interactive presentation of the refinement of the Study Area to a Focussed Area of Investigation. He outlined the location of passing loops, rail crossings and the placement of major infrastructure.</li> <li>• Mr Giggacher advised that seven passing loops will be located along the proposed alignment. This will involve one loop in Narramine Shire and two loops each in Gilgandra and Coonamble respectively, whilst the other two loops will be in Narrabri Shire.</li> <li>• Mr Giggacher picked up his presentation of the Focused Area just south of the Pilliga State Forest and then provided a detailed analysis of the refined area through to Narrabri.</li> <li>• Considerable discussion proceeded on the passage of the proposed corridor through the Pilliga Forest.</li> <li>• Mr Rymer advised that there are ongoing discussions with Forestry Corporation and other stakeholders regarding the road matrix in the forest. He indicated that from a safety perspective diversion of trails will be necessary. He advised that the 6<sup>th</sup> Passing Loop will be located along Pilliga Forest Way.</li> <li>• Mrs Judd questioned whether a considerable number of roads/tracks will be closed. Mr Rymer responded that tracks will be redirected to avoid numerous rail crossings.</li> <li>• Mr Scilley queried whether a road will be established parallel to the rail line for emergency service access. Mr Rymer indicated that flexible options are being</li> </ul>

NO.	DISCUSSIONS
	<p>examined to permit an ability for emergency vehicles to cross the track between fixed crossings. Discussions are proceeding on the possible use of a portable kit to facilitate a temporary crossing of the line.</p> <ul style="list-style-type: none"> <li>• Mr Scilley questioned whether Forestry Corporation will take the timber from the corridor. Mr Rymer advised that it is proposed that Forestry Corporation will harvest the trees, but discussions regarding process are ongoing. Cr Campbell questioned if this harvesting would involve clearing or mulching. Mr Rymer indicated both methods will be used.</li> <li>• Mr Rymer elaborated on the complicated nature of establishing a corridor through the Pilliga Forest. He anticipated this process may take 18 months to finalise.</li> <li>• Ms Neil questioned whether the rail corridor through the Pilliga Forest will be fenced. Mr Rymer advised that the preference, currently, is not to fence the rail line in the Pilliga. He noted that it is estimated that there will only be one train per hour up to 2040 and the design has many culverts installed under the track throughout the Pilliga, which will facilitate fauna crossings. Mr Scilley advised that there needs to be an awareness of the number and variety of wild animals in the Pilliga Forest.</li> <li>• Mr Giggacher noted that at the north east extremity of the forest the Focused Area of Investigation moves north of Pilliga Forest Way and skirts the north of Leewood (Santos Facility). The change in direction is shorter and straighter with a reduction in ecological impact.</li> <li>• The next and final passing loop (No.7) is located near Bohena Creek Road. Stewart Todd questioned the length of the loop and the area of land to be acquired. Mr Giggacher advised that a widened corridor with a length of 3.6 kilometres will be acquired at each passing loop location. However, the loops will only be constructed at 1.8 kilometres in length. The additional land being acquired to allow for passing loops to cater for longer trains in the future,</li> <li>• Mr Giggacher advised that from this passing loop location the line will ramp up to allow for a rail over road interface at Yarrie Lake Road. At this point there will be a 4 kilometres long viaduct constructed. Mr Giggacher added that the viaduct will cross Yarrie Lake Road/Namoi River/The Island Road/Narrabri Creek and finally the Kamilaroi Highway.</li> <li>• In response to a question from Cr Campbell, Mr Giggacher advised that there would be an embankment with culverts just south of Yarrie Lake Road.</li> <li>• Cr Campbell sought clarification on the proposed configuration of the viaduct structure, particularly in respect of facilitating interconnectivity with the Walgett Branch Line. Mr Giggacher advised that the viaduct would have the capability for future connectivity – potentially where it ramps up it could loop around to connect to the Walgett line.</li> <li>• Cr Campbell then requested advice on any discussions regarding provision for the Walgett line to connect to the northern routes. Mr Munoz acknowledged that NSC has raised this matter previously – he indicated it is being assessed for feasibility.</li> <li>• The Chair requested Mr White of TfNSW to provide comment on the issue of interconnectivity generally. Mr White advised the TfNSW wishes to ensure that the project is ‘future proofed’ and interconnectivity considerations are considered and appropriately addressed. Stewart Todd acknowledged that the interconnectivity associated with the Walgett line is not funded, however plans need to be put in place for the future. Ms Neil requested clarification of the location of the land owned by NSC for a proposed rail hub. Cr Campbell advised the land is located west of the Inland Rail Study Area,</li> <li>• Mr Giggacher continued his description of the Focus Area, advising that after passing over the Kamilaroi Highway the viaduct ramps down, with critical infrastructure to be installed so that floodwaters can flow through.</li> </ul>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> <li>• Cr Campbell questioned whether the Narrabri Water Treatment Plan will be adversely impacted. Mr Rymer advised that the Plant wouldn't be affected, with a passive level crossing and a realigned road providing access to the Plant.</li> <li>• Finally, Mr Giggacher detailed that the greenfield alignment will mesh into the existing rail infrastructure (Mungindi Line) near the Killarney Gap Road.</li> <li>• Ms Neil raised concerns regarding stock movement north of Narrabri. Mr Rymer acknowledged the issue, noting that discussions regarding the matter and associated rail crossing are ongoing.</li> <li>• Mr Scilley again highlighted the community concern regarding the impact on floodwaters south of the Newell Highway road/rail overpass. He suggested this flooding issue needs investigation to reduce the potential flood pressure on Narrabri, particularly after the flooding in the area due to the recent major rain event. Cr Campbell supported Mr Scilley's comment and asked whether there was an opportunity to do something. The Chair noted that this was essentially a local flood mitigation issue.</li> <li>• Cr Campbell suggested there needed to be conversations between ARTC and NSC regarding the Flood Model for the project and the broader implications for Narrabri. Mr Scilley asked whether the Inland Rail Flood modelling could be extended to the area south east of the Newell Highway Rail Overpass. It was agreed that the Chair write to ARTC requesting extension of the Inland Rail Flood Model to incorporate the area south east of the Newell Highway Rail Overpass. <b>ACTION</b></li> <li>• Ms Neil sought clarification as to the likely speed of the train at the proposed passive rail crossing adjacent to the Narrabri Water Treatment Plant. Mr Rymer indicated it could be 80 kilometres per hour, but it was noted that previous advice from Inland Rail suggested a speed of 115 kilometres per hour. Mr Rymer indicated he would clarify the likely speed. <b>ACTION</b></li> </ul>
<p><b>9. Other Agenda Items</b></p>	<p>Members' questions on matters specific to the project:</p> <p><b>Narromine Sub-committee</b></p> <ul style="list-style-type: none"> <li>• Nil</li> </ul> <p><b>Gilgandra Sub-committee</b></p> <p><i>Peter Bonnington</i></p> <p>9.1 Can Inland Rail please provide an updated project timeline to the Committee at the 25 February meeting, covering timeframe from the current point in time through to the commencement of construction? A summarised Gantt Chart (or the like) should suffice so long as it provides stakeholders with a clear understanding of the significant steps and timeframes for the next 24 months period.</p> <p><b>A: <i>Timetable provided in the proponent's presentation.</i></b></p> <p>9.2 Can Inland Rail please confirm the current proposed design for the crossing of the Castlereagh Highway at Curban e.g. overpass, at grade with boom gates etc. Why was this option chosen and does Inland Rail believe it will meet community expectations for safety and community impact? What views were sought from significant community stakeholders such as NSW Health, Local Councils, Road Freight businesses etc prior adopting this proposed design?</p> <p><b>A: <i>ARTC are currently reviewing the treatment for this location with TfNSW and RMS with reference to the road traffic assumptions such as traffic growth rates and heavy vehicle usage.</i></b></p>



NO.	DISCUSSIONS
	<p><b><i>From a safety perspective interfaces will be designed to ensure they comply with the relevant Australian and ARTC standards. When assessing safety at level crossings ARTC also use a national system called ALCAM (Australian Level Crossing Assessment Model), which considers factors such as road traffic numbers, vehicle type, train numbers, speeds and sighting distances.</i></b></p> <p><b><i>It is forecasted that train volumes in this section would be approximately 15 trains per day by 2040 or fewer than 1 train per hour. The impact of the proposal on the broader transport network will be assessed as part of the Environmental Impact Statement.</i></b></p> <p>9.3 What is Inland Rail’s plan to restrict stock access to the rail corridor at the crossing points at Wyuna Rd and the Castlereagh Highway? i.e. what is the vision for the safe movement of stock on foot across these crossing points given my understanding is that the roads and rail will not be grade separated and that exclusion of the rail corridor is not practical to achieve under the current design?</p> <p><b><i>A: ARTC do not require a permit for the movement of stock across public level crossings. However, as is the case today, members of the public moving stock on foot along public roads would be required to attain the necessary approvals from the relevant authorities such as council/local land services.</i></b></p> <p><b><i>Further, all level crossings are built to relevant Australian and ARTC standards, which are consistent across the VIC, NSW and QLD, and the 1,700km of proposed Inland Rail track.</i></b></p> <p>9.4 Can Inland Rail provide any clarity on the proposed working relationships between affected landholders and appointed contractors prior to, and during, construction? By that I mean if there are a variety of contractors in use to build the line, relocate power, provide road diversion etc will there be a single point of contact for the landholder in order to provide continuity, accountability and certainty for the management of landholder concerns? When can Inland Rail make a commitment to providing a governance structure to this question?</p> <p><b><i>A: ARTC Inland Rail remains committed to open and ongoing community engagement throughout all phases of the project lifecycle. This includes during the construction phase, following the appointment of a Principal Contractor.</i></b></p> <p><b><i>If approved for construction, the Narramine to Narrabri project will be subject to Conditions of Approval (CoA), which cover community engagement, complaints management and dispute resolution. Importantly, the CoA also covers environmental, construction and operational matters that ARTC Inland Rail and the Principal Contractor must meet.</i></b></p> <p><i>Independent Chair</i></p> <p>9.5 What qualifications or experience (or sourcing external input) do those responsible for preparing rail crossing designs (specifically to rural areas such as the Curban area) or dealing with farmers have in animal husbandry or stock management/movement?</p> <p><b><i>A: ARTC designs both public and private level crossings. All crossings are designed to comply with the relevant Australian and ARTC standards.</i></b></p> <p><b><i>During the design of crossings, ARTC liaises closely with landowners to discuss requirements (fencing, road surface treatment, etc.). Where possible, we look to incorporate this feedback into our designs.</i></b></p> <p><b><i>There are more than 23,500 railway level crossings in Australia (approximately 2,900 are on the ARTC network). As one would appreciate, safety remains paramount. ARTC regularly undertakes safety campaigns focused on level</i></b></p>

NO.	DISCUSSIONS
	<p><b>crossing safety (e.g. N2NS delivery of steel and sleepers and P2N on new active rail).</b></p> <p><i>Barbara Deans – outstanding from previous meeting</i></p> <p>9.6 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>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> <ul style="list-style-type: none"> <li>Mrs Deans commented on her question from the previous meeting regarding Hudson Pear management and asked what if the contractor makes a mistake and doesn't take necessary risk management precautions or actions.</li> </ul> <p><b>A: Mr Errington responded that if an error occurs the contractor will be penalised – there will be processes set out in the contract to address such occurrences, which will meet regulatory requirements. Mr Rymer advised that in the tender assessment process the environmental management capability of the tenderer will be examined, together with the prospective contractor's experience in dealing with projects of this scale. Kookie Aitkens asked will there be an ongoing auditing process. Mr Rymer confirmed that regular monitoring and auditing of the contractor's performance will be undertaken by ARTC. Mr Errington added that consultation will occur with the regional weed authority regarding weed management and effective protocols will be implemented.</b></p> <p>9.7 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. <b>Chairs note: In respect of Mrs Dean's questions regarding the property acquisition process, the Chair advised that this question had been responded to earlier in the meeting by Mr White of TfNSW and himself.</b></p> <p><b>Narrabri Sub-committee</b></p> <p><i>Cindy Neil</i></p> <p>9.8 Does acquisition start when the EIS is presented or acquisition only starts after EIS is accepted by the government.</p> <p><b>A: The acquisition process will commence after the Reference Design is completed and the final alignment confirmed.</b></p> <p>9.9 The CCC was previously going to organise an authority to speak on acquisition and compensation. If this has not been done could it be organised for next meeting?</p> <p><b>A: The property acquisition presentation was made to May 2019 meeting. Chair's note: A copy of this presentation was provided to the community member.</b></p>
<p><b>10. General Business</b></p>	<ul style="list-style-type: none"> <li><b>DPIE Determination Process</b> – Stewart Todd enquired as to the likely determination process for the project to be undertaken by DPIE – was the application to be determined by the Independent Planning Commission (IPC) or the Minister? Mr Errington responded that the N2N project has been declared State Significant Infrastructure (SSI), therefore determination by the Minister is likely. The Chair noted that DPIE's Major Projects website made no mention of the determination process for the proposal.</li> </ul> <p>Meeting Closed at 3.55 pm. The Chair thanked all for their attendance.</p>

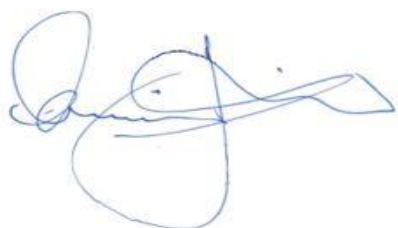
## Actions

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. <b>Chair's note:</b> <i>Preliminary visualisations of a typical viaduct arrangement presented, however the detailed design to be presented at a future meeting. Further, the February 2020 meeting was advised that a 4 kilometres long viaduct will be constructed with critical infrastructure installed at either end to allow for passage of floodwater.</i>	KJG <b>ONGOING</b>	TBC
2	That ARTC provide CCC members with a copy of the latest map of the overall Inland Rail alignment.	PM <b>COMPLETED</b>	07/03/2020
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 <b>COMPLETED</b>	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 <b>COMPLETED</b>	25/09/2019
5	That ARTC provide an updated noise logger location map at the next meeting of the CCC.	ME <b>COMPLETED</b>	13/03/2020
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.	TR <b>COMPLETED</b>	25/02/2020
7	That ARTC investigate potential blockages and maintenance required on a culvert south of the Kamilaroi Highway overpass in the vicinity of Mulgate Creek.	RP	31/05/2020
8	That ARTC provide a report regarding how local content will be assessed and monitored in the construction contractor at a future meeting of the CCC.	RP	TBC
9	That the Chair write to ARTC requesting extension of the Inland Rail Flood Model to incorporate the area south east of the Newell Highway Rail Overpass.	MJS	31/03/2020
10	That ARTC confirm the likely speed of the train at the proposed passive rail crossing adjacent to the Narrabri Water Treatment Plant.	TR	31/03/2020

## Next Meeting

The next meeting tentatively set for early May 2020

Meeting minutes approved.



Michael J. Silver OAM  
Independent Chair

30 March 2020