

<b>Meeting title</b>	<b>Narromine to Narrabri (N2N) Community Consultative Committee – Narromine Sub-committee meeting 2</b>		
<b>Attendees</b>			
Michael Silver OAM (Independent Chair)	Reannan Ellaby, Technical Approvals Lead (ARTC)		
Andrew Knop (Community Member)	Kyle-James Giggacher, Project Delivery Engineer (ARTC)		
Andre Pretorius (Narromine Shire Council)	Matthew Errington, Environmental Advisor (ARTC)		
Guy Marchant (Narromine Shire Council)	Dr Adam Wyatt, Technical Director Water Engineering (GHD)		
Carmel O'Connor (Narromine Shire Council)	Tim Collins (NSW Department of Planning and Environment – Dubbo)		
Helena Orel, NSW Stakeholder Manager (ARTC)			
<b>Observers</b>			
Jenny Knop	Murray Fedderson		
Lewis Lydon	Alan Channel		
Elisha Bailey (Department of Infrastructure, Regional Development and Cities - Dubbo)	Melita Lanigan-King (Department of Infrastructure, Regional Development and Cities - Canberra)		
Laura Westhorpe (Department of Infrastructure, Regional Development and Cities - Canberra)			
<b>Apologies</b>			
Shelly Bayliss	Paul Brydon		
Scott Divers, Senior Project Manager (ARTC)			
<b>Location</b>	Narromine United Services Memorial Club, Narromine	<b>Date &amp; start time</b>	19 March 2019, 11.45am

<b>Topic</b>	<b>Discussion</b>
<b>1. Welcome</b>	<ul style="list-style-type: none"> <li>The Chair welcomed all to the meeting noting the presence of community observers and representatives of the Commonwealth Department of Infrastructure, Regional Development and Cities.</li> </ul>
<b>2. Declarations of interest</b>	<ul style="list-style-type: none"> <li>Michael Silver – pecuniary interest - expenses of Independent Chair borne by ARTC.</li> <li>Andrew Knop – non-pecuniary interest. Property located within study area.</li> </ul>
<b>3. Minutes of Previous Meeting</b>	<ul style="list-style-type: none"> <li>It was noted that the minutes of the inaugural meeting of the Sub-committee had been approved on 16 February 2019 and placed on the proponent's website.</li> </ul>
<b>4. Business Arising</b>	<ul style="list-style-type: none"> <li>Mr Knop asked what action had been taken in relation to the correspondence tabled by him from A &amp; G Nicholls of High Park Estate.</li> <li>The Chair advised that the correspondence had been forwarded to ARTC for consideration, however no further action or distribution of the correspondence had occurred. Mr Silver noted that ARTC had taken the correspondence on notice at the meeting given its association with suggestions of a lack of 'procedural fairness' in the selection of the project Study Area. Mr Silver also noted there had been no specific action determined in relation to the correspondence.</li> <li>Mr Knop indicated that Mr &amp; Mrs Nicholls were unsure who they should express their</li> </ul>

	<p>concerns to regarding the consultation process and the potential impacts of the proposal. He suggested that the correspondence should be forwarded to relevant state and federal government agencies. It was agreed that the Chair should forward the document to the relevant agencies.</p> <ul style="list-style-type: none"> <li>• Mr Knop also sought clarification on the appointment of additional community members to the Sub-committee. He noted he was the only community member present at this meeting and hoped that further appointments could be made before the next meeting.</li> <li>• The Chair advised that he had discussed the matter with the Department of Planning and Environment (DPE) regarding further appointments to the Sub-committee. The DPE advised that the advertising process set out in the Community Consultative Committee Guidelines should be followed. Mr Silver indicated that ARTC would be advertising for nominations for appointment to the Sub-committee in the next fortnight.</li> </ul>
<p><b>5. Action required</b></p>	<ol style="list-style-type: none"> <li>1. That the Chair forward the correspondence from A &amp; G Nicholls to relevant NSW Government and Commonwealth agencies.</li> <li>2. That the Chair authorise advertising by ARTC seeking nomination of additional community members for appointment to the Narromine Sub-committee of the N2NCCC.</li> </ol>
<p><b>6. Proponent's Report</b></p>	<p><i>Reannan Ellaby, Kyle-James Giggacher, Matthew Errington and Helena Orel from ARTC presented the Proponent's Report. Adam Wyatt from JacobsGHD presented the report on flood modelling.</i></p> <p><b>General Overview</b></p> <ul style="list-style-type: none"> <li>• Reannan Ellaby opened the presentation with examples of indicative fencing that may be used along the proposed rail corridor. Ms Ellaby indicated that fencing of the rail line through the Pilliga and along the alignment was subject to detailed analysis and site specific.</li> <li>• In relation to bushfire issues in the Pilliga State Forest, this would be managed through ARTC's emergency management procedures (available online and link provided).</li> <li>• In respect of Dangerous Goods being freighted, Ms Ellaby advised this was the responsibility of the freight operator to comply with the relevant legislation.</li> <li>• Biodiversity Methodology – Mr Errington advised that a methodology to take account of limited private property access and the drought conditions is currently being prepared. It will be provided at the next meeting of the Sub-committee.</li> <li>• Noise Loggers – Mr Errington noted that the map detailing the location of noise loggers had been forwarded to the Sub-committee. He indicated that some additional noise loggers may be established to gather more background data.</li> <li>• Mr Knop indicated there was some concern in the south Narromine area that placement of the noise logger may not be representative of the area. Mr Errington advised that the purpose of the loggers is to capture baseline noise levels and that professional noise engineers had determined the locations of the noise loggers.</li> </ul> <p><b>Flood Modelling</b></p> <ul style="list-style-type: none"> <li>• Dr Adam Wyatt, Technical Director Water Engineering of JacobsGHD (Newcastle) provided a detailed presentation on the flood modelling associated with the Narromine to Narrabri Inland Rail project - refer to attached presentation.</li> <li>• Andrew Knop questioned the accuracy of LiDAR data, noting that it was previously advised that it was accurate to +/- 150mm. Dr Wyatt responded that LiDAR is just one source of spatial data used, the other being ELVIS (Elevation Information System)</li> </ul>

providing continent wide elevation data. Other data such as satellite imagery is also used, for less critical areas of a catchment in the develop flood models. Dr Wyatt advised he would provide the link to the ELVIS data.

<http://www.ga.gov.au/scientific-topics/national-location-information/digital-elevation-data>

- Mr Knop commented that there was little flood data available in respect of the Backwater Cowal. He noted that the area sheds water easily and for long periods after being saturated. Mr Knop advised of instances where 200mm of rain has fallen in the 300 square kilometre catchment. Mr Knop further commented that the Cowal is a breakout point for the Macquarie River and consequentially is the largest flood issue in Narromine.
- In response Dr Wyatt acknowledged that a lot of water passes through that area. He advised that the extended flood model now includes the Backwater Cowal. Dr Wyatt indicated that it is a challenge to obtain appropriate calibrations on the river in the modelling given that the Backwater Cowal saturates quickly after rain. Further work is required to refine the model in respect of the implications of the Backwater Cowal.
- Dr Wyatt advised that the principal focus was in regard to flooding rather than ongoing seepage, noting that wetting of ground will be a consideration in the construction phase only. Mr Knop suggested that the flood analysis and consequential design and operation considerations must take account of a fully saturated surface in the Backwater Cowal. He reiterated the need for as much data and information to be obtained to take account of the impact of the Backwater Cowal.
- The Chair questioned the use of existing flood studies, both urban and rural, in the development of the flood model. Discussion proceeded on the Narromine Floodplain Risk Management Study and Plan. Mr Silver asked whether this Study and Plan was being used in the modelling process. Dr Wyatt confirmed that the Narromine Shire Council flood data was being used, but was subject to review, testing and assessment in the development of the project's flood modelling. Guy Marchant indicated that Narromine Shire Council was awaiting the outcomes of ARTC's flood modelling.
- Dr Wyatt advised that the afflux target (rise in water level) at critical infrastructure (houses and major sheds) is 10mm. In terms of roads the design target is not to increase the level of existing flood hazard.
- Ms Ellaby indicated that consultation would occur with the community, from April onwards regarding the flood modelling, particularly with those in impacted areas. The consultation will have two rounds, the first regarding existing flood impacts and the second in respect of the flood impact due to the proposed design for the rail line.
- When questioned regarding the impact of flood modelling on the design, Dr Wyatt advised that it was a significant consideration, to ensure flood impacts are minimised but vertical track alignment and formation design is also a key driver in design.

### **Engineering**

- Kyle-James Giggacher provided an overview of the engineering field investigations already undertaken and to be undertaken. He indicated that the project is still at the feasibility phase in the development of the Environmental Impact Statement (EIS).
- Mr Giggacher advised that in late March/early April ARTC would commence discussions with affected landholders regarding the narrowing of the study area to the focus area to 150 metres, indicating the final corridor would be 40 metres to 60 metres in width. He apologised for the delay in meeting with landholders, noting that the meetings were originally scheduled to commence in February.
- Andrew Knop enquired as to the status of identifying the location of proposed Material

Borrow Pits (MBPs) and particularly the volumes that will be required for the section from Narromine to Burroway. Mr Giggacher advised that potential MBPs are still to be evaluated with material being tested to determine its structural capability and suitability. He indicated that structural material may need to be imported.

- In response to a question on road maintenance, Mr Giggacher advised that ARTC will review where material is to be drawn from and hauled to and roads will be assessed prior to construction. At the conclusion of haulage, roads will be assessed for damage and works to reinstate undertaken as necessary.
- Mr Knop emphasised that maintaining road standards and maintenance during the haulage program were critical issues for the rural community. He reiterated that wear and tear during the ARTC haulage program should not be permitted to compromise local rural roads. Mr Giggacher advised that ARTC would undertake maintenance as required during the haulage of materials.
- Mr Knop sought information on how safety on rural roads would be managed during the haulage of material. Mr Giggacher indicated a detailed road safety management plan would be established.

**Environmental Assessment**

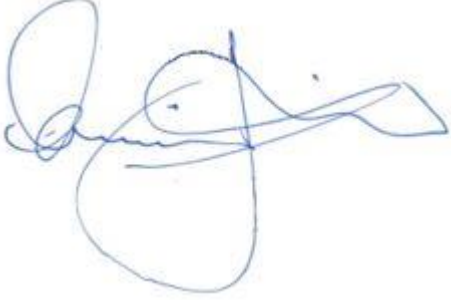
- Matthew Errington provided an EIS progress update. He advised that the majority of studies had commenced. Currently in the initial stages of the EIS process with a focus on information gathering. This will support predicting impacts before the focus moves to mitigation.
- Terrestrial ecology field surveys will commence in the next couple of weeks.
- Mr Errington advised that a revised biodiversity assessment methodology was being developed given the limited access to private property and factoring in the current drought conditions. He advised that dry condition benchmarks were being determined. Discussions on the methodology have been held with the Commonwealth agency and regular meetings are being held with OEH to ensure the methodology satisfies regulatory requirements.
- Mr Errington confirmed that 30 Register Aboriginal Participants (RAPs) have registered and that Aboriginal heritage field work has commenced. In terms of Aboriginal heritage assessment methodology, he advised that a draft had been provided to the RAPs for review and would then be forwarded to the OEH for approval. The assessment includes survey methodologies for a range of culturally sensitive items and areas, including artefact scatters, scar trees, landforms such as creek lines and rocky outcrops, sacred places and burial sites.
- Mr Errington reported that seasonal groundwater monitoring has started, noting that bores drilled are for monitoring purposes not water extraction. Further, work is commencing on assessing soil contamination issues within the study area.
- Mr Errington also reported that Social Impact Assessment consultation will commence shortly.
- Mr Knop highlighted the personal social impact issues that have arisen due to the proposal. He noted the circumstances detailed in the correspondence from A & G Nicholls and questioned how personal individual circumstances will be considered and addressed in the Social Impact Assessment. In response Mr Errington took the question on notice.

**Communications**

- Helena Orel provided an overview of recent community interaction and proposed activities.

	<ul style="list-style-type: none"> <li>• Ms Orel advised that the one-on-one meetings with the 180 (approximate) landholders within the study area regarding narrowing of the study area to a 150 metres wide corridor have been delayed and will now commence in late March/early April 2019. A newsletter has been prepared advising the community of the revised timeframe.</li> <li>• Ms Orel also advised that cadastral survey under the <i>Surveying and Spatial Information Act 2002</i>, to confirm lot boundaries and to assist with confirming the alignment will commence shortly. Landholders will be directly contacted.</li> <li>• The Chair enquired as to the understanding within the community of the land acquisition process, noting that Gilgandra Shire Council had recently hosted a public presentation on the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>. The Sub-committee considered that land acquisition matters were the responsibility of the individual but that ARTC should provide an information slide on the relationship between State Significant Infrastructure development and the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> in its Proponent's Report at the next meeting</li> </ul> <p><b>Chair's note:</b> <i>The Gilgandra and Narrabri Sub-committees have both requested a presentation at their next meetings on the legal relationship between State Significant Infrastructure development and the Land Acquisition (Just Terms Compensation) Act 1991.</i></p>
<p><b>7. Actions required</b></p>	<ol style="list-style-type: none"> <li>1. That ARTC deliver a report on how personal individual circumstances will be considered and addressed in the Social Impact Assessment to the next meeting of the CCC.</li> <li>2. That ARTC provide an information report on the relationship between State Significant Infrastructure development and the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> to the next Sub-committee meeting.</li> </ol>
<p><b>8. Other Agenda Items</b></p>	<ul style="list-style-type: none"> <li>• Members' questions on matters specific to project. It was noted that 30 questions from members of all Sub-committees of the N2NCCC had been placed on the agenda. It was further noted that no questions had been listed by members of the Narromine Sub-committee.</li> <li>• The Chair indicated that question 8.11 had been withdrawn as it related to a private commercial matter involving an individual. Members were invited to highlight specific questions for further consideration.</li> <li>• It was agreed by the committee that responses to the 30 questions be confined to questions of immediate concern to Narromine community members with written responses to all questions to be provide by ARTC as an addendum to the minutes.</li> <li>• Mr Knop expressed interest in ARTC's response to Q 8.5 – Accuracy of comments by politicians and ARTC management regarding the number of landholders to be directly impacted by rail corridor (variation 30 to 180). Ms Ellaby indicated that the varying comments had been noted and will be corrected. Ms Ellaby confirmed that the number of directly impacted landholders is closer to 180.</li> <li>• Mr Knop asked, having regard to Q8.30, if ARTC will be looking to record culturally significant features such as ecosystems and plants viz. medicinal, edible, weapon, tools used as part of their survey findings. Mr Errington indicated that the RAPs will review the draft survey methodology and provide local knowledge and inputs to ensure complete coverage of culturally sensitive items and areas. He noted that the NSW OEH 'Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010' provided guidance on the process.</li> <li>• Refer to Addendum for ARTC responses to members' questions on matters specific to the project.</li> </ul>

<p><b>9. General Business</b></p>	<ul style="list-style-type: none"> <li>• <b>Change in preferred alignment:</b> Mr Knop questioned the process regarding how the preferred study area changed from west of Narromine to the east of Narromine in November 2017. He noted that there had been consultation in respect of the western option, but little or no consultation had occurred in relationship to the change to the east. He indicated that the community was extremely concerned with the process and how hastily the change had occurred.</li> <li>• <b>Independent review of Multi Criteria Analysis (MCA):</b> Mr Knop sought clarification on the status/response to the call by NSW Farmers for an independent review of the Multi Criteria Analysis and particularly the route selection process, as the community seeks answers in respect of the process associated with determining of the preferred study corridor. Mr Knop called on ARTC to ask the Minister to undertake an independent review into the process. Ms Ellaby noted that an independent review is not currently being undertaken. ARTC took the matter on notice.</li> <li>• <b>Procedural Fairness:</b> Mr Knop highlighted the discussion detailed in the minutes of the previous meeting regarding procedural fairness in respect of the selection of the eastern option as the preferred study area. Mr Knop noted the presentation of the preferred study area, including the Narromine to Burroway Eumungerie Rd corridor by ARTC on 14 December 2017 and requested a response on the following questions:             <ul style="list-style-type: none"> <li>○ On what date did ARTC recommend to the Department of Infrastructure, Regional Development and Cities for its approval, the Narromine to Burroway, Eumungerie Road corridor as the preferred study area?</li> <li>○ How many landholders within the preferred eastern study area had not been consulted by the 14 December 2017?</li> </ul> </li> <li>• Mr Knop suggested that a consultation meeting should satisfy the definition of a substantive hearing with reasonable opportunity to present a case</li> <li>• Mr Knop further commented that the current Minister needs to know why the community is upset over the lack of consultation. In excess of 100 properties have been impacted by the eastern study area decision. Mr Knop sought clarification from ARTC of claims by individuals that no consultation occurred before the decision approval date. He suggested that consultation post the decision date had little merit as their capacity to present a case regarding the route selection process has been compromised. Mr Knop said this has frustrated and angered individuals, contributing to poor uptake of access agreements and community dissatisfaction and cynicism with the Inland Rail project planning phase.</li> <li>• Mr Knop advised that impacted landholders are requesting ARTC and the responsible government agencies to convene a meeting to explain to them how the critical study area related decisions can be approved, apparently counter to all previous recommendations and studies, without consulting newly impacted individuals</li> </ul>
<p><b>10. Actions required</b></p>	<ol style="list-style-type: none"> <li>1. That ARTC clarify the status/response to the request by the NSW Farmers Association for an independent review of the Multi Criteria Analysis process used to make a recommendation to the Minister for Infrastructure and Transport on the preferred study area for the Narromine to Narrabri section of the Inland Rail project.</li> <li>2. That the Chair write on behalf of the CCC to the Department of Infrastructure, Regional Development and Cities requesting a response to the following questions:             <ul style="list-style-type: none"> <li>○ On what date did ARTC recommend to the Department , for its approval, the Narromine eastern option as part of the preferred study area for the Inland Rail project?</li> </ul> </li> </ol>

	<ul style="list-style-type: none"> <li>○ How many landholders located within the Narromine eastern study area option were not consulted prior to ARTC making its recommendation to the Department on the preferred option for the study area, and separately, were any landholders consulted regarding the Narromine eastern study area option during the period after the recommendation was made to the Department and the presentation of the preferred study area to the Narromine community on Thursday, 14 December 2019?</li> </ul>
<p><b>11. Meeting Closure</b></p>	<p>Meeting Closed at 2.10 pm. The Chair thanked all for their attendance. Next meeting: Tuesday, 21 May 2019 at Narromine</p>
<p><b>12. Meeting minutes approved</b></p>	<p>Michael J Silver OAM</p>  <p>Independent Chair 14 April 2019</p>

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

o Elizabeth Tomlinson (Narrabri)

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

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

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

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

o Barbara Deans (Gilgandra)

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

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

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

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

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

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



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

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

[https://www.aph.gov.au/Parliamentary\\_Business/Senate\\_Estimates/rrat/201819\\_Additional\\_estimates/Infrastructure\\_Regional\\_Development\\_and\\_Cities](https://www.aph.gov.au/Parliamentary_Business/Senate_Estimates/rrat/201819_Additional_estimates/Infrastructure_Regional_Development_and_Cities).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**8.11 Withdrawn**

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

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

o Cr Bill Fisher (Coonamble SC)

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

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

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

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

o John Single (Gilgandra)

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

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

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

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

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

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

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

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

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

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

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

*A. In light of the current drought conditions, the approach to the biodiversity impact assessment has been reviewed and modified in consultation with the NSW Office of Environment and Heritage (OEH),*

*the regulatory agency responsible for biodiversity management. Dry condition benchmarks will be utilised in the assessment, where applicable.*

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

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

o Karen McBurnie (Gilgandra)

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

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

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

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

o Bruce Brierley (Gwabegar)

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

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

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

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

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

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

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

o Jane Judd (Coonabarabran)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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