

MEETING MINUTES

Narromine to Narrabri Inland Rail Community Consultative Committee

NARROMINE SUB-COMMITTEE

DATE / TIME

24 September 2019
11.40 am

LOCATION

Narromine United Services Memorial Club, Narromine

FACILITATOR

Michael Silver OAM

MINUTE TAKER

Michael Silver OAM

DISTRIBUTION

Narromine Sub-committee

ATTENDEES

- ▶ Michael Silver (Independent Chair)
- ▶ Andrew Knop (Community Member)
- ▶ Alan Channell (Community Member)
- ▶ Paul Brydon (Community Member)
- ▶ Murray Feddersen (Community Member)
- ▶ Patricio Munoz
- ▶ Duncan Mitchell
- ▶ Andrew Skele
- ▶ Kyle Giggacher
- ▶ Jody Mieir
- ▶ Robert Walker
- ▶ Dr Adam Wyatt (Jacob GHD)
- ▶ Lauren Harding (Jacob GHD)
- ▶ Carmen Lou (Jacob GHD)

APOLOGIES

- ▶ Shelly Bayliss (Community Member)
- ▶ Lewis Lydon (Community Member)
- ▶ Taje Fowler (Community Member)

GUESTS

- ▶ Linda Feddersen
- ▶ Jennifer Knop
- ▶ Anthony Corderoy (Macquarie Groundwater Irrigators Association)
- ▶ Wayne Garnsey (Department of Planning, Industry and Environment)
- ▶ James White (Transport for NSW)
- ▶ Hannah Baldry (Transport for NSW)
- ▶ Anna Howard (Department of Infrastructure, Transport, Cities and Regional Development)
- ▶ Julie Padanyi-Ryan (Department of Infrastructure, Transport, Cities and Regional Development)
- ▶ Edward Joshua (Department of Infrastructure, Transport, Cities and Regional Development)
- ▶ Rebecca Pickering
- ▶ Louise Johnson
- ▶ Kaye Segelov

Discussions

NO.	DISCUSSIONS
1. Welcome	The Chair welcomed all to the meeting. 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.

NO.	DISCUSSIONS
<p>3. Declarations of Interest</p>	<ul style="list-style-type: none"> • Michael Silver – Pecuniary interest – expenses of Independent Chair borne by ARTC. • Andrew Knop – non-pecuniary interest. Property located within Study Area. • Murray Feddersen – non-pecuniary interest. Property located within Study Area. • Alan Channell – non-pecuniary interest. Property located within Study Area.
<p>4. Chair’s Minute</p>	<p>The CCC went into Closed Committee at 11.50 am. All observers left the meeting. The following business was considered:</p> <ul style="list-style-type: none"> • Request to permit community observers to be invited to ask questions. The Chair advised he had discussed the matter with the DPIE. The DPIE had suggested the CCC Guidelines should be followed. Mr Silver advised the Committee that members were representatives of their community and observers were only permitted to speak with the approval of the Chair and the concurrence of the Committee. He also advised that CCC meetings were not public meetings. <p>Mr Knop supported the proposal advising that it was an opportunity to make the meetings as inclusive as possible. Mr Knop suggested there should be a level of guidance provided through establishment of a protocol.</p> <p>Patricio Munoz indicated that ARTC is open to observers asking questions in the interest of transparency. He pointed out that an immediate response to a question may not always be possible. Mr Munoz also cautioned that the meeting should not become an open public forum – a level of guidance needs to be applied to the process.</p> <p>Mr Feddersen commented that it is important that the community has a forum to obtain responses to questions. He also supported the need to apply mechanisms to control and manage the process.</p> <p>Duncan Mitchell said it was important that observers ask questions and not make comments or statements.</p> <p>Paul Brydon suggested a level of control needed to apply, with perhaps observers lodging questions prior to the meeting.</p> <p>Mr Knop suggested it was important for the Community Consultative Committee to display openness. Mr Feddersen supported these comments.</p> <p>Following general discussion, it was agreed that the Chair should prepare a protocol regarding observers asking questions at CCC meetings for consideration by the Committee.</p> <ul style="list-style-type: none"> • Travel Reimbursement The Chair advised that travel claims from community members should be made directly to ARTC in accordance with the previously adopted protocol. <p>The CCC moved out of Closed Committee and resumed open session at 12.08 pm.</p>
<p>5. Outcomes of Closed Committee</p>	<p>The Chair advised the meeting that the Committee had agreed to the Chair preparing a protocol regarding observers asking questions at meetings for consideration by the CCC. Mr Silver indicated this would occur in the next three weeks.</p>
<p>6. Minutes of Previous Meeting</p>	<p>It was noted that the minutes of the third meeting of the Sub-committee had been approved on 20 June 2019 and placed on the proponent’s website.</p>
<p>7. Business Arising</p>	<ul style="list-style-type: none"> • Nil

NO.	DISCUSSIONS
8. Correspondence	<p>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 a copy of the response had been forwarded to members</p>
9. Proponent's Presentation	<p><i>Patricio Munoz, Kyle-James Giggacher, Andrew Skele, Jody Meier, Dr Adam Wyatt, Lauren Harding and Carmen Lou presented the proponent's report.</i></p> <ul style="list-style-type: none"> • Patricio Munoz introduced the ARTC staff. <p>9.1 Community Engagement</p> <ul style="list-style-type: none"> • Mr Munoz detailed community engagement with affected landowners undertaken since July 2019. He advised that one-on-one meetings are progressing as follows: <ul style="list-style-type: none"> ○ Stage 1 - completed ○ Stage 2 - commencing in September ○ Stage 3 – commencing October/November <p>He indicated that ARTC technical staff, members of the Engagement Team together with an Agronomist and Property Specialist are meeting with landholders.</p> • Mr Munoz explained the Multi Criteria Analysis (MCA) process used to refine the Study Area to the Focused Area of Investigation. In the past, where two design options are identified through the MCA process consultation is generally undertaken with landholders as to their preference. • Mr Munoz advised that no maps or technical reports on the Focus Area will be released until all affected landholders have been informed and engaged. It is essential that the fundamental right of the affected landholders to privacy is respected. • Mr Munoz advised that landowners not in the Focus Area, but in the Study Area, will be contacted after landowners within the Focus Area have been advised. They will also have community meetings as a source of information. • Mr Munoz advised that Narromine township has two potential alignment options in the south eastern Study Area. Meetings were conducted with all impacted landowners and design options presented. ARTC subsequently held community drop-in sessions to outline the two options for broader consideration. • Mr Munoz reported that four regional staff members had been appointed to Parkes, Dubbo, Coonabarabran and Dubbo. • Andrew Knop indicated that Narromine Shire Council preferred a south and far east alignment. He advised that those landholders not in the Focus Area in the High Park Estate, but quite close to the likely alignment, were becoming increasingly concerned at the possible impact with no possibility of compensation. • Kyle Giggacher advised that there are many matters to be considered in the final design. There are various reasons for a slight deviation in the alignment amongst them being the likely need for a large bridge structure if the alignment goes far east. Consequently, two options are being considered. • Mr Knop acknowledged the engineering issues but questioned the number of test holes used to find suitable footing for major infrastructure in the landscape. He suggested that some property owners felt they were being penalised by the proposed corridor going through the middle of Webbs Reserve. • Mr Giggacher responded that development of the engineering design is a very thorough process – it is not being rushed. He indicated a thorough investigation and analysis of options will be undertaken. • Alan Channel questioned the one-on-one meeting process and what authority the contractor undertaking the work had. Mr Munoz advised that the process was being conducted by ARTC staff members with an agronomist, who is not an ARTC staff member providing objective analysis on agricultural issues.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • Mr Munoz advised that there is a boom in major transport infrastructure projects across Australia. He advised on construction progress of the Narrabri to North Star and Parkes to Narromine Inland Rail projects. • Mr Feddersen noted the impacts of the drought on rural communities along the proposed alignment. He questioned whether there would be opportunities for farm workers to obtain employment during construction of the project. • Mr Munoz advised that ARTC’s social performance team has developed mechanisms and processes that will assist with providing employment opportunities. This will primarily be in the larger contract related work. <p>9.2 Engineering, Environment and EIS Update</p> <ul style="list-style-type: none"> • Kyle-James Giggacher provided a project overview noting that the studied footprint had been refined to 150-400 metres wide. He indicated ongoing investigations are being undertaken in respect of the road and rail interfaces with attention to the ALCAM analysis. • 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. <p>9.3 Flooding</p> <ul style="list-style-type: none"> • Dr Adam Wyatt provided an updated report on flood modelling and the data inputs • Dr Wyatt indicated that the main topography survey tool is LiDAR. He detailed other data services utilised in developing the flood model including local knowledge of historical events. • Mr Knop sought clarification on the level of accuracy of the model to be accepted as part of the assessment process. In reply Dr Wyatt advised that there is no threshold of accuracy for the model. Because synthetic rainfall theories, over the whole area, are used it is very difficult to say this is a totally accurate in all locations - rather it is accurate when related to a specific event based on a consistency with known events and surface conditions. Therefore, Council flood studies allow a free board of 500 millimetres. Andrew Skele added that considerable interaction occurs with Councils and State agencies regarding floodplain management data. Dr Wyatt advised that once they are comfortable with the flood model it will be utilised in the development of the final design – any subsequent changes in flood levels would be consequential to the design and relative adjustments made. • Mr Knop advised that many property owners in the Villeneuve Estate had established elevated pads for dwellings well above Council flood level requirements. Subsequent flood events have justified this decision, however there is concern from property owners in the Back Water Cowal catchment that with Webb Siding outflow water coming through and combining with a major flood event that it will create a “perfect storm” flood event. Consequently, owners are concerned at the potential impact of the Inland Rail infrastructure and therefore require a high degree of accuracy in flood modelling particularly in relation to flood depths. Mr Knop asked whether there was a level of flood water depth accuracy that the model must achieve. Dr Wyatt responded that there is no provision requiring a level of flood level accuracy. He advised that what is provide for is maximum threshold for flood level change whatever the development is – they are work to a maximum change in flood level and no appreciable change in flood duration, so outside the corridor endeavouring to match what is currently happening with flood events. • Mr Skele advised that on the Parkes to Narromine project the consent provides condition for a maximum change in flood level in various circumstances – the design is based on satisfying these conditions and a Flood Design Report is prepare for the public with updated information that incorporates the final design. Subsequent monitoring of flood events is undertaken. He indicated that the process followed is robust with considerable consultation with government agencies and validation of impacts as a result of the design.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • In response to a question from the Chair, Mr Skele advised that existing Council and State agency flood studies are utilised and the flood modelling for the project has been verified and validated against these studies. The information obtained from the flood model will subsequently be provided to the agencies and Council. • Mr Feddersen advised of a proposed levee to reduce flood inundation impacts on Narromine. He enquired whether the proposed levee has been considered in the flood modelling. Dr Wyatt advised that the levee has not been included at this point but is a scenario that will be modelled due to its potential impact. • Mr Feddersen asked if the likely project structures will have an impact on upstream flows? Dr Wyatt advised that design considerations for bridges and culverts are currently being undertaken. He indicated that there may be localised impact around structures, but the design is working towards minimising this to the rail corridor. • Mr Feddersen questioned how will those that may be impacted outside the actual corridor be recompensed. Dr Wyatt said the aim was to minimise the change in flood level and ensure the duration of inundation does not increase. • Mr Knop outlined the flood history over the last 18 years. He noted that there had been seven significant inundation events in the last eighteen years in Villeneuve Estate. Mr Knop suggested that many of these events were higher than the 1 in 100 years event calibrated in the project flood model. He questioned the flood model as a 'predictive model' and therefore questioned how the community can have confidence in the flood modelling. Dr Wyatt advised that additional historical, local observation information and other floodplain data had recently been obtained and will be incorporated into the model to establish more local granular accuracy especially within the vicinity of the likely route. He advised that any further information (photographs, local flood records etc) would be of assistance. • Mr Knop questioned how the community can have confidence in the flood model when it predicts a certain flood level which is below what the community understands to be the likely level and extent of inundation. He also enquired how the quality of the modelling can be confirmed to provide confidence to the community particularly regarding the quality of the data and the extent of the catchment is concerned. Dr Wyatt advised that considerable technical data was available such as hydrological data and this could be made available. In terms of community expectation, he would like to ensure there is acceptance of the model within the community – this will require further information from the community through the various community engagement sessions and directly through to the project team for incorporation into the model. • Duncan Mitchell commented that to date it has been possible to address specific issues, but as the process matures it will be possible to provide more detailed information. <p>9.4 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). • The Chair questioned how other developments ancillary or as a result of the Inland Rail project will be considered in the SIA. Ms Harding advised these issues will be addressed through the Social Impact Management plan following review of data obtain in the SIA. • Mr Feddersen expressed concern that there appeared little understanding of the social and emotional impact on landholders. He noted that the SIA would require the location of the corridor to be confirmed. Mr Feddersen suggested it made little difference whether the corridor is 500m metres wide or 90 metres

NO.	DISCUSSIONS
	<p>wide – many landholders have been living with uncertainty of the Inland Rail location for over five years. Jody Meier noted the comments and advised it would be addressed in his presentation later in the meeting.</p> <ul style="list-style-type: none"> • Ms Harding stepped the Committee through a Social Impact Assessment analysis and sought responses to various questions; 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. ▪ Mr Knop advised Narromine is a satellite of Dubbo, noting that rural lifestyle opportunities exist in Narromine but some areas (High Park Estate) will be compromised by Inland Rail. He suggested that Inland Rail will negatively impact on lifestyle and property values in Narromine even where the corridor is not in the immediate vicinity of the property. He added that an important future growth for Narromine, from his perspective, is providing quality rural lifestyle acreage within close proximity of Dubbo city. ▪ Mr Feddersen highlighted the impact of the drought, noting the town's significance as an agricultural service centre. He also highlighted the drought's economic impact of local service providers. Mr Feddersen added that the negative emotional and social impact of the project on individuals also needs to be understood. ▪ Mr Brydon noted that he lives next to a railway line and you do become accustomed to any impact. ○ Economic Development <ul style="list-style-type: none"> ▪ Ms Harding sought advice on current and future business opportunities in the region. ▪ Mr Feddersen highlighted a proposed future industrial area near the airport. ○ Workforce <ul style="list-style-type: none"> ▪ Ms Harding sought advice on workforce availability and opportunities in the area. ▪ Alan Channel suggested long term employment benefits for Narromine would be limited as the operational workforce would be a moving maintenance gang. ▪ Mr Knop suggested that employment and other business opportunities are focussed on Dubbo rather than Narromine. ▪ Mr Mitchell indicated that the construction workforce will need to be close to the development whilst the operational workforce will be more itinerant. ▪ Mr Brydon advised that various meetings have been held with the Local Aboriginal Lands Council regarding work opportunities. He expressed concern that little benefit will follow for job opportunities for young people. He suggested that there needed to be a strong emphasis on training in the smaller centres to provide a skills legacy for young people. ▪ Mr Feddersen enquired as to the location of accommodation camps. Ms Harding indicated that locations near Narromine, Gilgandra, Baradine and Narrabri were under consideration. Mr Duncan advised that prospective contractors would be engaged in a tender environment to determine where the contractor would prefer to accommodate its workers. Mr Feddersen asked if the tender would be prescriptive to assist towns like Narromine? Mr Duncan advised this was possible. Mr Skele advised that issues associated with employment, accommodation and future employment would be considered in the EIS.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> ▪ The Chair sought clarification on what would be contained with the EIS regarding accommodation camps. Mr Skele advised that a framework of accommodation would be prepared to establish whether accommodation solutions will be required. Jody Meier indicated that a preliminary proposal regarding accommodation needs would be finalised in two months. Mr Munoz advised that initial discussions regarding accommodation requirements have been undertaken with local Councils. Mr Channel suggested that the major contractors will determine where they will accommodate their workers – Mr Mitchell indicated this will be with ARTC’s guidance. ○ Community Infrastructure <ul style="list-style-type: none"> ▪ Ms Harding requested comment on the impact of an incoming workforce on community infrastructure – where do they travel to when accessing community facilities with particular attention to access and connectivity? ▪ Suggested that discussion occur with Narromine Shire Council. ○ Housing and Accommodation <ul style="list-style-type: none"> ▪ Ms Harding sought advice on any seasonal demand for housing. ▪ Mr Feddersen advised that soaring (gliding) events are popular during summer. There is a World Gliding Championship allocated to Narromine in 2022 and this will impact on available accommodation. ○ Landholders <ul style="list-style-type: none"> ▪ Ms Harding requested information on the type and nature of landholdings in the region. ▪ Mr Feddersen advised that there was a broad cross section of agricultural properties along the corridor (primarily grazing and cropping). He noted that some landholders were fully dependant on farm income whilst others did have off-farm income. He also highlighted the significant number of lifestyle lots. ▪ Mr Knop expressed concern at how the project may inhibit the development of rural lifestyle lots. He highlighted the potential loss of opportunity to develop land and the financial and social impact this may have on landowners. <p>9.5 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 highlight the five critical social performance areas: <ul style="list-style-type: none"> ▪ Workforce management ▪ Local and indigenous industry participation ▪ Housing and accommodation ▪ Health and Wellbeing ▪ Community and stakeholder engagement • Mr Meier discussed opportunities for local business and clear expectations as to when opportunities will arise. There is a commitment to local participation and local content. • Mr Feddersen questioned whether contractors will have mandated requirements for local participation. Mr Meier responded that ARTC aspires across the whole project, for local participation and it will work with its contractors to achieve this outcome. This will require ongoing consultation with the contractor. • 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 explained the two key components of the Social Investment Strategy: <ul style="list-style-type: none"> ▪ ARTC Inland Rail Academy ▪ Community Health and Wellbeing

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • Mr Meier highlighted the need to provide mental health support, particularly to impacted communities and their members. This support not only relates to the Inland Rail project but also the implications of the drought on individuals and their communities. • Mr Meier discussed learnings from the Parkes to Narromine Inland Rail Project currently under construction. He explained the employment breakdowns and in response to Mr Feddersen advised that only twelve people from Narromine (during August) had worked on the project, whilst 98 came from Dubbo and 127 from Parkes. Mr Meier said there had been learnings from employment processes with the contractor and these would be considered moving forward with a view to providing improved employment outcomes for smaller communities such as Narromine. • Mr Brydon noted that individuals need to want to take up employment and make themselves available for work opportunities. • Mr Meier emphasised the need for the community to understand the reality of obtaining work 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 outlined various sponsorship and community well-being programs being offered by ARTC to the community. • The Chair invited Rebecca Pickering to provide and update on potential business opportunities from Inland Rail. She outlined the recently announced Commonwealth Government Program. Ms Pickering noted the Interface Improvement Program, a \$44 million initiative of the Federal Government to support improvements to Country Rail interface (\$24 million) and a Better Community Program (\$20 million) that will assist in the development of business cases for associated infrastructure such as intermodal terminals. She highlighted that a series of information sessions will be held along the alignment with one at Narromine on 11 October 2019.
<p>10. Presentation by Andrew Knop</p>	<ul style="list-style-type: none"> • The Chair invited Mr Knop to provide his presentation covering local community experiences with flooding issues. • Mr Knop provided a PowerPoint presentation detailing the background to the determination of the final Study Area and flooding issues and concerns with the eastern corridor. • Mr Knop highlighted the lack of consultation with the community south of Narromine. He detailed an ARTC fact sheet released in March 2017. He highlighted the map of the concept alignment noting that the alternative Study Area had no reference to the area south of Narromine. No one south of Narromine was given a “heads-up” they would be in the Study Area – an important issue as to why people south of Narromine are perplexed as to how they ended up in the Study Area. • He then showed the preferred Study Area map which is now considerably south of Narromine. • Mr Knop advised that when the MCA came out on 11 May 2017 it detailed an alternative option that was outside the alternative study area – it only took two months to move the Study Area from west to east. He noted there had been several refinements to the possible alignment since – the latest only a few weeks ago, even further south of Narromine. • Mr Knop highlighted that the flooding information that was provided suggested that the likely track length in the floodplain at the 1% AEP level were misleading as much of the track length will be flood impacted well below the 1% AEP event. He showed examples of Wallaby Road (on new alignment) under flood and examples on the western side of the Tomingley Road. He showed a dwelling constructed 180 millimetres above Council’s minimum floor level standards demonstrating the concerns with the level of inundation. Builders of the

NO.	DISCUSSIONS
	<p>properties have had many flood events in the last 10 years where the extra floor level was required.</p> <ul style="list-style-type: none"> • Mr Knop outlined the extent of the Backwater Cowal catchment – 300 square kilometres of highly elevated country (elevation of over 500 metres down to 240 metres above sea level). He advised that 3rd order streams come from elevation but grade quickly. He noted the MCA did not detail that Wallaby Creek is a 4th order stream 22 kilometres from Narromine and with nine additional 3rd order streams flowing into it. Consequently, landholders are subject to a wall of water during flooding which is of a significant magnitude and very turbulent. • Mr Knop highlighted that in summary the MCA noted that flooding would need to be managed for both options, the 2016 concept alignment would be subject to flooding from the Macquarie River whilst the Eumungerie Road option would be subject to flooding from the Back Water Cowal, with flow volumes from the Macquarie River being greater on the concept alignment. • Mr Knop advised that the community challenges the flood assessment. He noted that the MCA did not take account of the Webb Siding outflow. It is the first breakout of the Macquarie River where water leaves the river and does not return. He indicated that the Back Water Cowal in a 1 in 100 years event carries significant volumes of Macquarie River flood water from Webb Siding and when combined with the Backwater Cowal flood waters this creates a “perfect storm” impact. • Mr Knop advised that there are major concerns over the accuracy of some of the information documents and data used as the basis of the MCA. He also noted that two community workshops were held in 2016 before the newsletter in early 2017 was released informing the community of likely impacts and potential study areas. He suggested that there was a total inadequacy of consultation, with an apparent lack of procedural fairness and bias in the decision-making process. • Mr Knop suggested that despite three years of discussion on the concept alignment there had been little consultation with those in the east of Narromine and none with landholders in the south. Effectively it took two months to move the proposed alignment from the west to the east of Narromine based on an options report. • Mr Knop stated that the flood model needs to account for all inflows and the flood levels inputted into the model are accurate. • Mr Munoz responded that Mr Knop’s research and experience is respected. He noted that a critical component of the State Significant Development process is the public exhibition of the EIS where the community is provided with the opportunity to provide formal feedback to the proponent’s investigations and outcomes in the EIS. • The Chair asked Dr Wyatt if the additional inflows detailed in Mr Knop’s presentation had now been incorporated into the model. Dr Wyatt confirmed that the catchment to the south has now been included and suggested that there is some consistency between what is now being modelled and what is experienced on site. • In response to a question from Mr Skele, the Chair advised that the historical issues highlighted by Mr Knop did not require escalation to the Commonwealth, particularly given the announcement of a Senate enquiry regarding the Inland Rail project. He advised he will be contacting the Commonwealth agency regarding the likely progress of the enquiry shortly.
<p>11. Other Agenda Items</p>	<ul style="list-style-type: none"> • The proponent provided the following written responses to member ‘Other Agenda Item’ questions post the meeting. <p>Narromine Sub-committee</p> <p><i>Murray Feddersen</i></p>

NO.	DISCUSSIONS
	<p>11.1 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:</i> 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.</p> <ul style="list-style-type: none"> Mr Feddersen highlighted at the meeting a property on Eumungerie Road where the line on one side of the road and property on the other how will access be provided given the residual land between the line and the road will not be farmable – how will this be managed? <p>11.2 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. 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> <ul style="list-style-type: none"> Mr Munoz added at the meeting that through the one-on-one meeting process ARTC is endeavouring to gather information from landowners and understand the impact on properties. Subsequently, there will be further meetings to discuss the property acquisition process. <p>11.3 Why can't the reduced study zone width be made public?</p> <p><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>

NO.	DISCUSSIONS
	<p>11.4 Can ARTC explain the proposed crossing structure in the investigation area where the Inland Rail will cross the Coonamble-Gilgandra rail line?</p> <p>11.5 How does a Coonamble or a Gilgandra train access Inland Rail at that crossing?</p> <p>11.6 Why it is not proposing to put 4 way turning loops in at Curban?</p> <p>11.7 What the technical terms for the crossing of other lines is called?</p> <p>11.8 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?11.9 Is it proposed to install an overpass on the Tooraweenah Road to the National Park given a lot of tourist and caravanners use this road?</p> <p>11.10 What roads are proposed to be closed? Will part of the Gorianawa 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.</p> <p>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.</p> <p>We remain committed to working with Councils and relevant government agencies to better understand local needs and broader policies.</p> <p>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> <ul style="list-style-type: none"> ○ Warren Road / Oxley Hwy – active level crossing. ○ Coonamble-Baradine Rd – active level crossing. ○ 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. ○ Speed limit will not be reduced at crossings. ○ The junction at Curban is presently being discussed with TfNSW. <p>It is important to note that all our design options are subject to ongoing discussions with Council and relevant government agencies.</p> <p>11.11 What have been the staff changes since the last CCC meeting?</p> <p>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.</p> <p>11.12 How many one-on-one meetings has ARTC conducted in the N2N section?</p> <p>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.</p> <p>11.13 Did every landholder involved in a one-on-one meeting receive the flooding hydrogeology mapping that was promised 2 weeks in advance?</p>

NO.	DISCUSSIONS
	<p>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.</p> <p>11.14 Are there hydrology reports that can be seen online?</p> <p>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.</p> <p>11.15 Are the new MCA reports that ARTC were doing available online?</p> <p>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.</p> <p>11.16 Have hydrology reports been provided to landholders that you have received the one-on-one meetings?</p> <p>A: Please refer to previous comments.</p> <p>11.17 How much insurance landholders will need if there is a derailment?</p> <p>11.18 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> <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>11.19 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>11.20 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>11.21 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.</p>

NO.	DISCUSSIONS
	<p><i>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.</i></p> <p>11.22 How is ARTC going manage dust for the whole operation and how will dust be contained to the corridor?</p> <p><i>A: This question relates to the operation phase of the project. Please see comment above.</i></p> <p>11.23 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>11.24 When will the new access roads for farms be put in? Does ARTC have a timeframe?</p> <p>11.25 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>11.26 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>11.27 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><i>A: The Narromine 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.</i></p> <p>11.28 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> <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>11.29 Can ARTC indicate where viaducts or culverts will be located?</p> <p>11.30 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>11.31 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>

NO.	DISCUSSIONS
	<p>11.32 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>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.</p> <p>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.</p> <p>11.33 Are people allowed to ask the archaeologist questions?</p> <p>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.</p> <p>11.34 Will there be any purchase of land outside the alignment e.g. for gravel or fill?</p> <p>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>11.35 Will ARTC erect exclusion fencing along the corridor where it suits the farmer?</p> <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.</p> <p>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.</p> <p>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.</p> <p>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>11.36 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.</p>

NO.	DISCUSSIONS
	<p><i>It is noted that while the proposed rail line for the Narromine 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.</i></p> <p>11.37 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>11.38 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>11.39 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?</p> <p><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> <p>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.</p> <p>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.</p> <p>11.40 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>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).</p> <p>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.</p>

NO.	DISCUSSIONS
	<p>11.41 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>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>Narrabri Sub-committee</p> <p><i>Jane Judd</i></p> <p>11.42 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>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.</p> <p>11.43 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> <ul style="list-style-type: none"> • A: Please refer to the previous comments regarding passing loops.
<p>12. General Business</p>	<ul style="list-style-type: none"> • Mr Knop sought responses to the following questions: <ul style="list-style-type: none"> ○ How much water and what source will be used by ARTC for construction work? Taken on notice ○ What requirements will ARTC have for dust suppression on its new quarry contractors? Taken on notice ○ What staff that were involved in the MCA process are still engaged with ARTC? The Chair ruled this question out of order, being a historical question that should be directed to the Commonwealth Department or the local Federal Member. <p>Meeting Closed at 3.20 pm. The Chair thanked all for their attendance.</p>

Actions

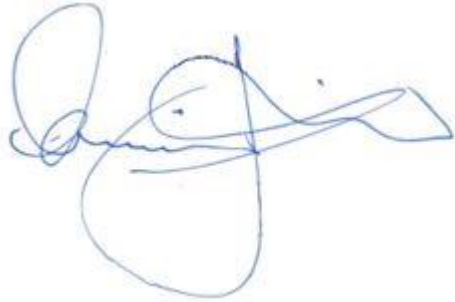
NO.	ACTIONS	ACTION BY	DUE DATE
1.	That ARTC clarify the status/response to the request by the NSW Farmers Association for an independent review of the Multi Criteria Analysis process used to make a recommendation to the Minister for Infrastructure and Transport on the preferred study area for the Narromine to Narrabri section of the Inland Rail project.	PM	COMPLETED Senate Enquiry
2.	That ARTC provide a report on relevant road maintenance guidelines and standards to be implemented on local roads to be used for haulage during the project to the next meeting of the CCC.	KJG	24/09/2019
3.	That the ARTC Inland Rail Social Performance team provide a presentation to the next meeting of the CCC.	JM	COMPLETED
4.	That ARTC provide an updated noise logger location map at the next meeting of the CCC.	KJG	24/09/2019

NO.	ACTIONS	ACTION BY	DUE DATE
5.	That ARTC provide advice on future project timelines to the Chair when they are determined.	PM	TBC
6.	That ARTC provide a response to the Chair regarding the number of landholdings in the Narromine-Burroway component of the study area.	KJG	Next Meeting
7.	That ARTC provide a response to how much water and what source will used by ARTC for construction work?	KJG	Next meeting
8.	That ARTC advise what requirements it will have for dust suppression on its new quarry contractors?	KJG	Next meeting

Next Meeting

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

Meeting minutes approved.



Michael J. Silver OAM
Independent Chair

31 October 2019