

MEETING MINUTES

Narromine to Narrabri Inland Rail Community Consultative Committee

GILGANDRA SUB-COMMITTEE

DATE / TIME

8 December 2020
1.10 pm

LOCATION

Gilgandra Memorial Services Club, Gilgandra

FACILITATOR

Michael Silver OAM

MINUTE TAKER

Michael Silver OAM

DISTRIBUTION

Gilgandra Sub-committee

ATTENDEES

- ▶ Michael Silver (Independent Chair)
- ▶ John Single (Community Member)
- ▶ Barbara Deans (Community Member)
- ▶ Stuart Mudford (Community Member)
- ▶ Alexander Deans (Community Member)
- ▶ Karen McBurnie (Community Member)
- ▶ Peter Bonnington (Community Member)
- ▶ Cr Bill Fisher (Coonamble Shire Council)
- ▶ Kookie Aitkens (Coonamble Shire Council)
- ▶ Lindsay Mathieson (Gilgandra Shire Council)
- ▶ Randall Medd (Gilgandra Shire Council)
- ▶ Patricio Munoz (ARTC)
- ▶ Matt Errington (ARTC)
- ▶ Steve Arnold (ARTC)
- ▶ Guy Naish (ARTC)
- ▶ Richard Hackett (JacobsGHD)
- ▶ Aryel Pyliotis (JacobsGHD)

APOLOGIES

- ▶ Akhter Hossain (JacobsGHD)

GUESTS

- ▶ Robyn Galley (Community Observer)
- ▶ Kevin Galley (Community Observer)
- ▶ Helen Hunt (Community Observer)
- ▶ Wesley Shepherd (Community Observer)
- ▶ Lorraine Harrison (Community Observer)
- ▶ Cameron Halfpenny (Community Observer)
- ▶ Karen Halfpenny (Community Observer)
- ▶ Telden Nelson (Community Observer)
- ▶ Michael Young (NSW Department of Planning Industry and Environment)
- ▶ Elisha Bailey (Department of Infrastructure, Transport, Regional Development and Communications)
- ▶ John Zannes (Transport for NSW)
- ▶ Rebecca Pickering (ARTC)
- ▶ Duncan Mitchell (ARTC)
- ▶ Louise Johnson (ARTC)
- ▶ Anna Howard (ARTC)

Discussions

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

NO.	DISCUSSIONS
2. Acknowledgement of Country	The Chair acknowledged the Traditional Owners of the land on which the meeting is being held and recognised their continuing connection to land, waters, and culture, paying respects to their Elders past, present and emerging.
3. Declarations of Interest	<ul style="list-style-type: none"> • Michael Silver – Pecuniary interest – expenses of Independent Chair borne by ARTC. • Barbara Deans - non-pecuniary interest. Property located within Study Area and Focus Area of Investigation. • John Single – Pecuniary and non-pecuniary interest. Property located within Study Area and Focus Area of Investigation. Agreement for the potential supply of resource material. • Alexander Deans – non-pecuniary interest. Property located within Study Area and Focus Area of Investigation. Agreement for potential supply of resource material. • Stuart Mudford – non-pecuniary interest. Two properties located within the Study Area and Focus Area of Investigation. • Randall Medd - non-pecuniary interest. Employee of Gilgandra Shire Council with property located within the Study Area. • Lindsay Mathieson - non-pecuniary interest. Employee of Gilgandra Shire Council with property located within the Study Area • Karen McBurnie - non-pecuniary interest. Property located within Study Area and Focus Area of Investigation • Peter Bonnington - - non-pecuniary interest. Family has property at Curban located within Study Area and Focus Area of Investigation
4. Chair’s Minute	Senate Enquiry – The Chair advised that he had reviewed the Hansard of the latest hearing of the Senate enquiry on 19 November 2020 to which members of the community from the N2N section of the Inland Rail project had presented. Whilst noting the comments that had been made to the hearing, Mr Silver trusted that the totality of the minutes of the various meetings of the N2N CCC over the last two and a half years would be reviewed and considered by the Senate Committee in its deliberations.
5. Minutes of Previous Meeting	It was noted that the minutes of the sixth meeting of the N2N CCC (a combined video conference meeting) held on 3 August 2020 had been approved on 31 August 2020 and placed on the proponent’s website.
6. Business Arising	<ul style="list-style-type: none"> • Barbara Deans requested clarification on several matters from the previous minutes: <ul style="list-style-type: none"> ○ Environmental Impact Statement Exhibition – Mrs Dean noted the advice to the previous meeting by DPIE on the arrangements for exhibition of the EIS but noted her written objection to its exhibition. ○ Fencing Liability – Mrs Dean requested clarification on liability for repair and maintenance of perimeter fencing of the alignment. Duncan Mitchell advised it would ultimately be ARTC’s responsibility but would work in partnership with property owners to undertake repairs depending on the circumstances. ○ Noise/Vibration – Mrs Deans questioned the basis of the location and number of noise loggers and how noise and vibration will be monitored to ensure compliance. Aryel Pyliotis advised that 21 noise logger sites had been used to establish background noise levels for the project. Matt Errington advised that there will be construction noise compliance monitoring and further operational noise modelling and validation, with a requirement for ongoing operational noise compliance monitoring.
7. Correspondence	7.1 Hon. Mark Coulton MP - advising that a Working Group has been established to assess options to enhance regional telecommunication services along the Inland Rail alignment with the initial focus on the Narrabri to North Star section.

NO.	DISCUSSIONS
	<p>7.2 Member Emails – EIS Exhibition</p> <p>The Chair advised that the following emails had been received from CCC members following advice of the EIS exhibition period and would be recorded in the minutes as incoming correspondence.</p> <ul style="list-style-type: none"> <p>Andrew Knop - As ARTC are aware Narromine concerns regarding the flood modelling still stand despite several landholders spending considerable time at the last available IR information day at Narromine trying to have local knowledge incorporated into the model. The EIS Hydrologist said they had only just re-evaluated the model and this would be shown to the CCC in December. This model will be used as the basis of the EIS even though the CCC and the community has had no chance to hear the findings let alone time to evaluate it. This concerns me greatly.</p> <p>It was impossible to get any meaningful information at the information session due to key staff not being present and phone conference communication failing, frustrating many landholders.</p> <p>I would like to pass on a comment by an impacted landholder at the time as it sums up his and probably many others' feelings as to how they have been treated by ARTC consultation process. In essences, he stressed to ARTC staff present that landholders are here today at their own expense and time and that the paid staff of ARTC need to respect this. To date he felt his and others input had been ignored and as such disrespected. He wanted this culture to change. A fair and call and a very telling observation. He followed this up suggesting ARCT get out their note pads and take notes as he did not want to have to go over the issues again. If any additional ARTC staff member turned up at the table, he made a point of repeating this concern, so they fully understood his position.</p> <p>Other local landholders just got angry and left frustrated.</p> <p>All CCC members and ARTC management need to be aware of this as the culture of ARTC sweeping problems under the carpet is very real. The senate inquiry heard from many angry impacted landholders yesterday. These people took the time during a very busy harvest to have their say. For many it was their first opportunity to be heard and several broke down while presenting their statements. The pressures this project has placed on people is very real, personal and heart felt. I would encourage all CCC members to listen to the senate proceedings as the focus was on NSW regional issues. At the very least listen to or read the transcript of the final landholders' session.</p> <p>Special Counsel for NSW Farmers and CWA, Peter Holt raised issue with Inland Rails last EIS on exhibition - NorthStar to QLD Border. In his extensive experience it was close to the worst state significant project EIS documentation he had ever reviewed.</p> <p>Quite frankly I would not like to see the N2N EIS described this way and have very real concerns it will be due the community's frustration at not being able to have any meaningful input into the process. ARTC's refusal to engage on what they deemed Phase 1 issues has been a major frustration. I am fully aware that route selection processes, consultation and the associated documentation are a major part of the projects SEARs requirements. ARTC will need to describe this process in detail yet they shut down any CCC questions or discussion on the topic and to my</p>

NO.	DISCUSSIONS
	<p>recollection the reason cited was the issues not being relevant to the N2N EIS development.</p> <p>I brought this issue up in my questions and comments at our last meeting. No response has been forthcoming. Without exception, the last Narromine CCC meeting was the most frustrating meeting event I have ever attended. So, I voice my concern that until these and all other issues have been addressed with probity and transparency, the EIS should not be placed on exhibition. I submit CCC members must have confidence that the issues and all associated data will be reported accurately.</p> <ul style="list-style-type: none"> <p>Karen McBurnie - As an affected landholder and member of Gilgandra CCC, I am writing to you about the upcoming EIS. It is beyond belief that ARTC can bring out the EIS, when there are questions still unanswered, a Senate Inquiry into the Management of Inland Rail, and Consultations still not done.</p> <p>At the Senate Inquiry on Thursday 19 November 2020, Special Counsel for NSW Farmers and CWA, Peter Holt raised issue with Inland Rails last EIS on exhibition – NorthStar to Queensland border, he said it was the worst state significant project EIS documentation he had ever reviewed. Instead of forging ahead with this project, I think ARTC should step back, until there is an independent assessment done.</p> <p>The EIS should not be placed on exhibition. We as CCC members must have confidence that the issues and all associated data will be reported accurately.</p> <p>Taje Fowler - I am very concerned about the issues raised by the other committee members and agree with their comments.</p> <p>In particular, I am concerned the alignment is going through the middle of our culturally and environmentally important Webbs Siding reserve when it could have gone further east, on already cleared land.</p> <p>I now notice the project wants to dig up virgin bushland to quarry fill to spread on our floodplain. What is wrong with supporting the existing quarries in the district? Many are nearby.</p> <p>How can ARTC justify dumping huge amounts of soil into our flood plain? Our country has very little bushland left (less than 5%). ARTC's actions are removing bushland resources accessible to First Nation people of this area. The impact on our environment and wildlife will be forever and is avoidable.</p> <p>Unfortunately, I cannot make the next Narromine Sub-committee meeting due to work and study commitments however I would like these issues thoroughly investigated. I agree wholeheartedly that ARTC is not in any defensible position to release their EIS until these issues are properly consulted. Bottom line, the community needs to be heard and respected.</p> <p>Lewis Lydon - I would like to add support to Taje's comments in her submission (good on you Taje for your brave and heart felt comments!).</p> <p>As I have commented previously, (including in submission to the Senate enquiry into the Inland Rail), a major driver for my involvement in the N2NCCC in the first place was my indignation and concern that "due</p>

NO.	DISCUSSIONS
	<p>process” had not been conducted in the proposed development of the Narromine to Narrabri section of the ARTC Inland Rail route. The direct personal confirmation from ARTC staff during a meeting at High Park Estate in mid-July 2018 that the decision to switch from the original concept alignment (West of Narromine) to the Eastern alignment “was based on community feedback” was a final straw that gave me the incentive to get involved in this Committee.</p> <p>Our community has put a lot of effort into reviewing ARTC route history documents over the last few years. They only became available well after the route change in late 2018. I am increasingly concerned about the significant fundamental flaws in the whole process.</p> <p>It appears that despite an enormous amount of evidence to the contrary the ARTC Inland Rail machine is still well and truly aiming in a direction that represents potential disaster in terms of:</p> <ul style="list-style-type: none"> ○ Very real threat to Narromine township and its populace as well as surrounding properties and their owners through flood risk. As stated recently “Blind Freddie” could see from an aerial photo of the area surrounding Narromine that the higher, less flood prone country is to the West of town (not coincidentally with higher level of farming enterprises) vs. the Eastern aspects, full of various water courses, swamps, cowals etc. (again, reflecting completely different land use concomitant with more flood prone, lower lying country). Add to this the tremendous gravity powered threat of flows from the Sappa Bulga range to the Eastern/Southern aspects and of course the well-known local wisdom (historically proven in living memory on multiple occasions) that the greatest threat of flooding to Narromine town is from this direction. It is no coincidence that from the start a series of ARTC engaged engineers and hydrology experts have struggled to (i) first understand the Geotech factors then (ii) make plans for a safe and practical way to send this massive project through what is patently obviously a terrible route option... ○ Economic impact on local, NSW and Federal taxpayers who will be footing the bill for generations for what seems to be an extraordinary amount of poorly calculated costings for various components of this project. Especially but not restricted to the amount of high-cost additions to the line such as Culverts, Crossings, Bridges/Viaducts etc. Obviously of great concern to local landholders is that there will be significant ongoing costs incurred through the splitting of their farms, an impact magnified the 13km of extra greenfield track required and 8km of extra track following the erroneous choice of the Eastern alignment. Many additional families and properties were also impacted following “reworking” of the plans after the Ministerial “Green Light” to the route selection. It also appears that the improved eastern geotech conditions tabled in the MCA were based entirely on visual inspections of nearby public roads, no soil cores samples were taken. It is hard to express how negligent this is - ARTC advised the Minister that the east Narromine route has substantially improved geo-tech condition and less flooding than the 2010 western concept route but failed to actually get out into the field to do any form of groundwork to validate their new assumptions. To top it all off these new assumptions completely contradict the 2010 research which clearly referenced severe flood conditions

NO.	DISCUSSIONS
	<p>east and south east of Narromine. It can now be seen that in 2020 ARTC realised that these untested assumptions are baseless with the EIS burrow pit addendum document referencing massive shortfalls in suitable structural fill not just south and east of Narromine but north east as well - all along Eumungerie Rd. The lack of scientific rigor in the MCA recommendation to change the route is a scathing indictment of all concerned, especially the project managers who failed to QA the data collection and consultation work being undertaken.</p> <ul style="list-style-type: none"> ○ To be frank the EIS is not ready to place on exhibition. The community east of Narromine was not consulted before the change and since then ARTC has refused to engage in any constructive dialogue either with the impacted community or our CCC to have the route selection assumptions thoroughly evaluated. I ask that our CCC is given time to discuss these outstanding issues with ARTC managers so community concerns can be transparently evaluated before the EIS is placed on exhibition. If they can show me the science, my concerns will evaporate. <ul style="list-style-type: none"> ● Barbara Deans - The EIS should not be placed on exhibition until the SEARs have been answered - see page 2 of DPIE SEARs 2018 - (e) <i>An analysis of any feasible alternatives to the project.</i> <p>All the alternate routes have not been investigated.</p> <p>An independent assessment without Federal Government interference over route selection needs to be done before any community support will back the N2N Inland Rail project.</p> <p>The EIS cannot have been done correctly because of the lack of local and community input which is the most necessary component because there are no official flood or rain fall records for the N2N section. ARTC cannot decide what our communities need without doing independent local studies and asking the communities.</p> <p>What ARTC has been told by the community is stay on the brownfield line and main roads. Give us cheaper freight rates - give business opportunities to Gilgandra Gulargambone Coonamble and Baradine. Give us what Narromine, Narrabri and Moree are getting and do it right.</p> <p>The geo-tech studies and the flood studies will be wrong due to ARTC's lack of ability to do intensive studies because of lack of finance and access to the proposed route and local opposition to N2N section. Using desk-top and visual appraisals from passing roads that can be 5 to 10 kms away from proposed route on a 307kms alignment is not good enough.</p> <p>As a community we challenge ARTC's findings and say its geo-tech and flooding analysis are not right. The whole project is doomed if the N2N section fails on geo-tech and flooding and local opposition.</p> <p>If the project budget and detailed design are wrong for this section (N2N) it could leave the project unusable because of safety and inefficiency due to flooding and geo-tech and an over run of cost and liability for everyone in the five shires involved.</p>

NO.	DISCUSSIONS
	<p>The Senate Inquiry on the 19 November 2020 showed up the worst of this project.</p> <ul style="list-style-type: none"> • Randall Medd - I feel it is essential that the most senior person involved/ available in the assessment process from the Department of Planning, Industry and Environment is present at the CCC meetings. <p>As I understand it, ARTC have submitted the EIS for an adequacy review, received conditional approval and now have lodged the EIS.</p> <p>I understand peoples' issues and do not wish to make comment or contradict them in anyway. My basic understanding is that once lodged, the EIS process is almost on "autopilot" for want of a better phase and concerns, feedback and questions need to be raised through a prescribed mechanism in the process.</p> <p>The responses from the proponent to the concerns raised in the correspondence and other questions from CCC members is attached in Appendix 1.</p>
<p>8. Previous Actions</p>	<p>8.1 That ARTC provide a report on the financial implications (positive/negative) of product transfer from the farm gate to the anticipated Inland Rail load out points, relative to existing freight movements from the farm gate to current freight hubs, to a future CCC meeting.</p> <p><i>Chair's note: Some aspects of the financial implications of product transfer from the farm gate where covered in Michael Clancy's presentation. However, it is suggested that a specific comparative example of current freight movement costs relative to opportunities provided by Inland Rail should be presented at a future meeting.</i></p> <p><i>Further Chair's note: Inland Rail to follow up with ARTC on provision of this report to CCC.</i></p> <ul style="list-style-type: none"> • Mr Munoz indicated that there was no further information on this matter at this stage, but ARTC can provide further advice on this matter in the future should it become available. The Chair indicated this matter would be listed as ongoing. <p>8.2 That ARTC, subject to tender protocols, provide noise mitigation budget costings.</p> <ul style="list-style-type: none"> • Mr Munoz advised that the extent of noise mitigation measures and consequently the budget would be subject to the conditions of approval for the project. <p>8.3 That ARTC provide details of the property acquisition budget for the N2N project.</p> <ul style="list-style-type: none"> • Mr Munoz advised that the budget for property acquisition would be subject to property specialist analysis and subsequent valuations. It should be noted that a landowner's entitlement to compensation will be determined in accordance with the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>. The matter will be further analysed in the property component of the proponent's presentation.
<p>9. DPIE Presentation</p>	<p><i>Mr Michael Young of the NSW Department of Planning, Industry and Environment (DPIE) provided an overview of the exhibition and assessment processes associated with State Significant Infrastructure (SSI) projects.</i></p> <ul style="list-style-type: none"> • Mr Young advised that the N2N EIS has today (8 December 2020) been placed on public exhibition and will remain on exhibition for a period of 62 days until 7 February 2021. • He indicated that representatives of the DPIE would be in the Narromine and Gilgandra in the coming week and will visit the Narrabri area in February 2021. • Mr Young outlined the changes to the exhibition process due to COVID-19 noting that the EIS will be exhibited electronically on the Department's website. He noted that the proponent will make available to the public USBs containing the EIS and Summary of Findings document.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • Mr Young outlined how submissions should be lodged on-line and highlighted the privacy provisions, advising that anonymous submissions may be made but submitters should ensure that no contact information is contained in any attachments. • In terms of the assessment and determination process, all submissions will be published with a report on the submissions prepared by DPIE and responses to be provided by the proponent. Subsequently a final report will be prepared by DPIE, with recommendations for consideration by the Minister for Planning and Public Spaces who is the determining authority. • Barbara Deans enquired as to whether the USB will be interactive. Mr Munoz confirmed that the USB would include a full copy of the EIS, and that while the file is not an 'interactive' document as such, interested community members could easily search for specific key words and/or topics of interest. • Mrs Dean asked whether the DPIE will be visiting Coonamble. Mr Young advised that this may occur in the New Year with a project site visit planned for February 2021. She then asked when will the DPIE report be presented to the Minister. Mr Young indicated that this was likely in the second half of 2021. • Mrs Deans highlighted conditions placed on the P2N project in respect of environmental and biosecurity matters – she enquired as to who is 'the policeman' responsible for checking compliance. Mr Young advised that the Compliance Division of DPIE are responsible and will visit the project site during the construction phase and during operation. Where an Environmental Protection License is issued, the Environmental Protection Authority is the responsible authority for issues such as noise, air quality and water quality. Mrs Deans questioned whether there are criteria for monitoring environmental issues and the appointment of an independent Environmental Representative to ensure compliance. Mr Munoz responded that the proponent is required to undertake environmental monitoring and maintain a register of complaints – DPIE hold ARTC accountable for non-compliances. The N2N project will have an Environmental Representative. Mr Munoz added that the Conditions of Approval will include agreed and enforced timeframes as to issues and complaints management, which will be facilitated by the engagement of regional staff and site-based contractor teams. • Mr Young advised that the Summary of Findings document is not a statutory document and not part of the EIS exhibition. It should be utilised as a reference document. Matt Errington added that the purpose of the Summary of Findings is to assist members of the community locate specific information. He added that there are effectively three levels of information – Summary of Findings, then to the EIS and then to the technical documents. Mr Munoz advised that the Summary of Findings document has been mailed to all impacted land holders by registered mail and is available on the N2N project website. • Mr Young confirmed that Mick Fallon and himself would be visiting Narromine and Gilgandra next week and look forward to meeting with members of the community. • DPIE Contact details: Mick Fallon mick.fallon@planning.nsw.gov.au 02 8217 2083 Michael Young michael.young@planning.nsw.gov.au 02 9274 6437 • The Chair thanked Mr Young for his presentation.
<p>10. Proponent's Presentation</p>	<p><i>Patricio Munoz, Matt Errington, Steve Arnold, Richard Hackett and Aryel Pylotis supported by Duncan Mitchell and Rebecca Pickering presented the proponent's report. Refer to the attached presentation.</i></p> <p>10.1 Engagement and Project Overview</p> <ul style="list-style-type: none"> ▪ Patricio Munoz provided an overview of the N2N project to date. He highlighted the community engagement undertaken including the Final Rail Corridor

NO.	DISCUSSIONS
	<p>Community Information Sessions in October 2020 and the upcoming EIS Community Information Sessions.</p> <ul style="list-style-type: none"> ▪ Mr Munoz advised that a new website for the project had been established – the old website has been removed. Whilst containing all the previous information on the new website, some documents have been difficult to search and locate. Work is being undertaken to tweak and refine the search function to better facilitate access to searched documents. ▪ Mrs Deans further questioned whether all documents are on the proponent’s website. Mr Munoz confirmed all documents can be accessed. Mr Errington added that where detailed project information is required, such as the location of culverts or other construction features – this information is available in the EIS. Mr Munoz reiterated there is no missing information on the website. ▪ Mr Munoz explained the web-based Social PinPoint tool and demonstrated how comments can be made by the community at specific locations on the alignment on the interactive map and responses provided. He indicated the N2N map would continue to be updated with more information on project features. ▪ Mrs Deans questioned the level of detail available and the quality of previous mapping provided by ARTC. Mr Errington confirmed that the EIS Map Book provides a higher level of detail than Social PinPoint. Mr Munoz then demonstrated how Social PinPoint works and how comments can be left at specific locations to which responses will be provided by the proponent. https://maps.inlandrail.com.au/n2n#/ ▪ Mr Munoz explained and presented the new visualisation ‘Fly Through’ which provides a virtual animated 30 minutes video view of the proposed alignment. He indicated that consideration was being given to breaking the video, due to its length, into segments to make it more readily viewed. Stuart Mudford questioned when it would be available – Mr Munoz advised it should be on-line within 7 to 10 days. ▪ Randall Medd suggested that the ‘Fly-Through’ be broken up based on local government boundaries. ▪ Mr Munoz provided a brief overview of progress of the Narrabri to North Star (N2NS) Project noting that the principal contractor is Trans4m Rail (a joint venture between John Holland and SEE Civil). The project involves the upgrade the 171km stretch of rail. The brownfield project will be a complex operation due to intricate rail possessions required, which have been circulated with stakeholders, including industry and government stakeholders. He also outlined the resource planning that has been occurring with this project in respect of the type of workforce required. ▪ Duncan Mitchell briefed the Committee on the new Inland Rail Procurement Strategy designed to broaden industry participation and provide greater benefits to regional Australia. He noted the strategy would provide a review process prior to proceeding to market on projects. This will assist with bringing work forward, ensuring value for money as the project moves to detailed design. ▪ Mr Mitchell advised the project will be broken up into a series of works packages. The N2N project is now within the southern program of works. There will be multiple works packages, although the number has not been determined. Initial works packages will be contracted with additional works packages agreed to subject to satisfactory performance in the initial program of works. ▪ He explained that by breaking down the packages it opens the market up to both Tier 1 and Tier 2 contractors. ▪ The first works on the N2N project will be a 32 kilometres section at Narrabri – this section is on the projects critical path and will take the longest to build, consequently will start first.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> ▪ Mr Mitchell advised that JacobsGHD is currently progressing with detailed design work. ▪ Mr Mitchell advised that civil works, rail corridor works and rail systems works have been separated. Civil works to the top of formation, including earth and road works and structures, will be undertaken first by multiple contactors for the southern program of works. Rail corridor works including laying ballast, sleeper and rail installation and rail systems works including signalling and communications will then be undertaken by one specialist contractor each for rail corridor and rail system works for the N2N, NS2B and B2G projects. This approach will provide continuity along a large section of the Inland Rail program and give better value for money. ▪ Mr Mitchell noted that the 'Registration of Interest' process in September 2020 had shown a strong interest from business with the first part of the tender being released last week. He anticipated that the second part of the tender would be released during the first quarter of 2021 with a Contractor on board by quarter 2 of 2021. This will allow the Contractor to be in place, detailed design to be well advanced and property acquisition underway permitting the first of the works packages to start immediately following determination of the project application. ▪ The Chair asked whether any consideration had been given to the roll-out of works on the balance of the alignment and has there been prioritisation of works on other sections of the alignment. Mr Mitchell indicated that preliminary assessment had been given to a rollout program, but programming works was dependent on the scope of works involved and particularly on obtaining land access and progression of the acquisition process. He also advised that the rollout program will be determined collaboratively with the Contractor. ▪ Ms Rebecca Pickering noted that further information on industry briefings is available on the proponent's website at https://inlandrail.artc.com.au/opportunities/suppliers/ ACTION ▪ The Chair thanked Mr Mitchell for his informative presentation. <p>10.2 Property Discussion</p> <ul style="list-style-type: none"> • Steve Arnold provided a detail an overview of Inland Rail's property acquisition process, including questions gathered during face-to-face meetings. He advised that he had 15 years' experience in dealing with land acquisition for infrastructure and rail projects across Australia, particularly in rural areas. • Mr Arnold detailed the requirement for Temporary Land and the issues that need to be considered, such as compaction and loss of productivity in the incentivised occupation process. • In terms of Permanent Land, Mr Arnold advised that it is expected to include use of land within about 274 properties (approx. 1,222 hectares of privately-owned land and 501 hectares of publicly owned land). He indicated discussions with landholders will commence in March 2021. • Mr Arnold advised that information on property acquisition is available through the NSW Centre for Property Acquisition. https://www.propertyacquisition.nsw.gov.au/ • Mr Arnold stepped the Committee through the acquisition process noting that where landowners agree to sell their land to ARTC, a landowner's entitlement to compensation will be determined in accordance with the Land Acquisition (Just Terms Compensation) Act 1991. • He highlighted the heads of compensation under the Act and the timelines for reaching agreement. If following a minimum of six months from the date of the opening letter a compulsory acquisition process will be required. • Landowners will first receive a Proposed Acquisition Notice (PAN) in relation to the proposed compulsory acquisition of the property, stating the intention to acquire the property after a certain time period, usually 90 days. Discussions with ARTC about compensation can continue after a PAN is issued.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • If contracts for purchase have not been exchanged within the notice period, usually 120 days, an Acquisition Notice is published in the NSW Government Gazette. Once this notice is published the offers from Inland Rail are removed and it is up to the Valuer General to make an assessment and a determination of compensation. The matter then will be managed by Transport for NSW and the Valuer General will deal with the property owner directly. • The compensation determined by the Valuer General is final, although there is a right of appeal to the Land and Environment Court. • Mr Arnold made the point that it is important property owners, even if they do not agree with the project, take the opportunity to examine and discuss the valuations with the proponent's and their own valuer and their other professional representatives in order to understand the basis of the valuation and the acquisition process. • Peter Bonnington commented that landowners need to get the acquisition process 'front of mind' so that they can do their own internal planning. Mr Bonnington requested whether a proforma Licence Agreement could be made available to landowners to review. Mr Arnold advised a standard template was available for review and can be made available to landowners– however any attached schedules will relate to the specific property issues such as biosecurity, soil management etc. Proformas can be taken to initial meetings with landowners for review. • Stuart Mudford asked whether there is opportunity to change the location of certain temporary occupation areas to a better location on a property. Mr Arnold advised that some sites will not be moveable, but some may be shifted subject to maintaining the continuity of construction – as an example, laydown areas may be better placed at an alternate location on a property if it suits both parties. He made the point however that there may be some unavoidable impacts. • Mrs Deans requested clarification on the timing of issue of the initial letter regarding acquisition and the likely determination of the project application, as she understood the acquisition process would not occur until the project application had been determined. Mr Arnold advised that proponent would need to seek the Minister for Transport's consent to commence the acquisition process – the determination of the project application rests with the Minister for Planning. They are separate processes. Mrs Deans then asked, when will acquisitions be finalised should an owner agree to sell their land and, "when does the person get the money in the bank"? Mr Arnold indicated that if it is a partial acquisition it will be subject to subdivision processes – in accordance with the exchanged contracts of sale, when that subdivision plan is registered the compensation can be paid. Similarly, if it is a whole property once the contracts are exchanged the compensation can be paid under normal commercial terms. • The Chair invited Mr Zannes to provide comment on the processes that will be followed by Transport for NSW in progressing a compulsory acquisition. Mr Zannes indicated that TfNSW will ensure that all efforts and processes necessary to undertake the acquisition by agreement have been engaged. This will involve a robust due diligence process being undertaken by TfNSW, noting that there are a variety of factors that need to be considered before any recommendation is put to the Minister for compulsory acquisition. Mr Zannes also confirmed that the proponent may seek the Minister for Transport's consent to commence the acquisition process notwithstanding the project application has not been determined. • Mrs Deans highlighted a previous CCC presentation on property acquisition that indicated that acquisitions would not proceed until there was certainty about the determination of the project application, having given an example of land acquisition for a proposal which did not proceed. She understood from the presentation that settlement of acquisitions would not occur until the proposal

NO.	DISCUSSIONS
	<p>had been approved. Mr Arnold advised that there will be continuity in the acquisition process once the initial discussions and actions have commenced. The intent is not to wait until the project is approved to settle an acquisition. It is intended that following an agreement being reach that the acquisition would proceed to contract and the purchase would be finalised. He outlined legal processes that are in place, should the project not proceed, and the land is not be required by the Government.</p> <ul style="list-style-type: none"> • Mrs Deans noted that the property owner’s legal and professional costs will be met by the proponent but expressed concern that the accounts for these services will be paid at settlement. She stated that this was unacceptable, particularly for small companies in rural locations, and that these accounts should be settled in 7 days. Mr Arnold indicated this matter will be dealt with in his response to property questions. • Lindsay Mathieson requested clarification as to who will be the applicant for the partial subdivision of land subject of acquisition. Mr Arnold advised that ARTC will be the applicant and manage the subdivision process, including the payment of all associated fees and costs. • The Chair requested clarification as to who will forward the initial letter notifying owners of the commencement of the acquisition process. Mr Arnold indicated that this letter will be from ARTC Inland Rail and will articulate the legislative requirements and ARTC’s and TfNSW’s role in the process. • Mrs Deans enquired whether references/contacts could be provided of land holders involved in acquisition as part of the P2N project? Mr Arnold indicated privacy issues preclude providing this information. Mr Munoz suggested it would be up to the individual to come forward and share any information. He indicated there may be forums with other projects such as N2NS where acquisition information may be shared. The Chair indicated he would discuss the issue with a legal colleague and provide some options to the CCC. • Property Questions: Mr Arnold then responded to various property questions raised during previous community engagement sessions. <p>1. I have been told that I am entitled to have reasonable costs covered as part of the property acquisition and compensation process. Can you please explain what is meant by ‘reasonable costs’ and what type of costs will be covered by Inland Rail?</p> <ul style="list-style-type: none"> ▪ <i>The test of the ‘reasonableness’ when discussing costs is regarding other similar matters and the typical range that may have been encountered. It is acknowledged that each situation may vary so this will be taken into consideration if a determination on costs was required.</i> <p><i>ARTC’s preference is to work with landholders upfront to obtain upper fee estimates to enable pre-approval of expenses and ensure instances of disputes over costs can be avoided.</i></p> <p><i>Reasonable costs that are typically covered include legal and valuation expenses. In some circumstances, there may be a case to cover costs that extend to further professional advice such as those from an agronomist or taxation or finance professional.</i></p> <p><i>It is recommended that owners speak with their appointed legal and valuation experts as to what they believe are ‘reasonable costs’ based on their experience in dealing with compulsory acquisition matters, with respect to the specific complexities of their individual property.</i></p> <p><i>Once costs are known, it is recommended an early discussion with ARTC takes place, so all parties are aware early on in the process the amount of costs and what has been agreed to be covered as part of the process.</i></p>

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NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • Mr Arnold added that it was essential that there is transparency regarding professional cost to avoid a dispute later in the process and also to provide certainty for the owner regarding payment of independent professional expenses. <p>2. Can you also please advise what the process will be for having costs covered – will the landowner have to pay the bill and be reimbursed, or will Inland Rail pay the bills?</p> <ul style="list-style-type: none"> ▪ <i>Once the formal acquisition process has commenced, which is presently anticipated for around March 2021, the standard process for payment is to reimburse reasonably incurred expenses at the time of settlement. These expense payments can then be disbursed as required from the settlement funds paid.</i> <p><i>In some instances, such as a voluntary acquisition process direct with ARTC, it may be agreed to make payment for professional expenses outside the standard process.</i></p> <p><i>Where professional representatives have already been appointed by a landowner outside of an agreed voluntary acquisition process and an acquisition proceeds, reasonably incurred expenses would be made upon settlement.</i></p> <ul style="list-style-type: none"> • In response to a question earlier in the meeting from Barbara Deans regarding payment of a property owner's local professional representatives, Mr Arnold advised that the proponent would work with these local consultants to achieve payment in a timely manner beyond ARTC's standard process. <p>3. How will compensation be assessed and what factors will be considered?</p> <ul style="list-style-type: none"> ▪ <i>Compensation will be assessed pursuant to the Land Acquisition (Just Terms Compensation) Act 1991. The Act considers relevant matters to be considered when determining compensation, or what are commonly referred to as the heads of compensation. These are outlined in Section 55 of the Act and include;</i> <p><i>(a) the market value of the land on the date of its acquisition,</i> <i>(b) any special value of the land to the person on the date of its acquisition,</i> <i>(c) any loss attributable to severance,</i> <i>(d) any loss attributable to disturbance,</i> <i>(e) the disadvantage resulting from relocation,</i> <i>(f) any increase or decrease in the value of any other land of the person at the date of acquisition which adjoins or is severed from the acquired land by reason of the carrying out of, or the proposal to carry out, the public purpose for which the land was acquired.</i></p> <p><i>ARTC will appoint a valuer to prepare an assessment on account of the proposed acquisition. The valuer will attend the property with the project team representatives in order to enable an inspection of the land and improvements. It is normal to expect that the valuer will undertake measurements around improvements both residential and working infrastructure such as sheds and yards, along with requesting details around the size of silos and water infrastructure such as bores or WAL's.</i></p> <p><i>The valuer will need to know your views on how the proposed acquisition will impact your property and operations.</i></p>

NO.	DISCUSSIONS
	<p><i>This detail is obtained by the valuer to help form the basis of the market value, but also understand the layout of the property and how the project could influence the use of the land.</i></p> <p><i>Once this background has been obtained, the valuer can then commence preparation of their report.</i></p> <ul style="list-style-type: none"> • Mr Arnold added that once the owner’s independent valuer’s report is prepared and ARTC has made an offer for the subject land, if there is difference between the valuation reports then a valuation conference will be held with all parties so that the valuers from both sides can review their valuations having regard to the methodology and basis on which the respective valuations have been established. • Barbara Deans enquired whether a farmer’s or property owner’s time in dealing with an acquisition could be considered a ‘reasonable cost’. Mr Arnold suggested that this matter be discussed with the owner’s valuer or solicitor and if deemed justified make a claim to ARTC for these costs. <p>4. For example, reduction in the value of the property and the operation, impacts to business operations, additional travel distance and time, paddock re-arrangement, replacement of private utilities and assets, construction of access tracks, noise impacts and flooding impacts.</p> <ul style="list-style-type: none"> ▪ <i>Each property will require an individual assessment considering the final project design. The valuer will be required to make a determination around the influence the project has on the value of the property, considering design elements such as access, hydrology, and noise in the assessment.</i> <p><i>Case precedents surrounding the legislation have shown the Act does not provide for a payment of future loss of profits resulting from the acquisition, it does however consider any potential reduction in value that could occur to the market value of the land, along with potential special value claims for infrastructure impacted by the project.</i></p> <p><i>Where a property is eligible for noise treatments under the project’s Conditions of Approval, these treatments are independent of the compensation, but the nature of the treatments would be taken into account by the valuer.</i></p> <ul style="list-style-type: none"> • Barbara Deans sought clarification on the valuation if afflux changes or flood waters are relocated because of the development and how this would be assessed in the valuation, noting that this would be considered as a reduction in the market value rather than compensation for losses in perpetuity. Mr Arnold responded that the valuer needs to consider hydrology mapping in determining the valuation and consider whether the land has diminished in value due to the project – an example being where land is now inundated and cannot be used for cultivation, thus changing the class of the land, and diminishing its value because its productive capability has been reduced. • Stuart Mudford requested advice on residual small triangle lots – whether they are fenced or separately acquired. Mr Arnold advised that where fragmentation of lots occurs there are special provisions under the Act to deal with such occurrences. • Cr Bill Fisher indicated that one of the main concerns of landowners whose property is bisected is the location of private level crossings in order to maintain the continuity and productivity of their property. Cr Fisher made the point that he considered restrictions on being able to cross the line (via a convenient private crossing) would be an interminable problem that would impact the properties productivity. Mr Arnold advised this issue is covered in the valuation process where the property value is diminished by the compromised accessibility to sections of the property because of the project.

NO.	DISCUSSIONS
	<p>5. I own multiple properties and run an overall operation across my properties. Will I be entitled to compensation for overall impacts to my business operations or only impacts to the property impacted by the rail corridor?</p> <ul style="list-style-type: none"> ▪ <i>Section 55(f) deals with any increase or decrease in value of any other land which adjoins or is severed from the acquired land. If the property or aggregation is a contiguous holding, then the valuer will be required to take this into consideration when preparing a compensation assessment.</i> <p><i>Where properties in common ownership are not contiguous or adjoining that land from which an acquisition is proposed, these will not be considered as part of the compensation assessment.</i></p> <p><i>As indicated in the earlier question raised, the treatment of business operations in a farming enterprise deals with the potential decrease in the value of the land should the project have adverse impacts on its productivity, it does not provide for a future loss of profits to the business.</i></p> <p>6. What amounts of compensation can I expect to receive – are there specific amounts for particular things?</p> <ul style="list-style-type: none"> ▪ <i>Aside from a gazetted figure that deals with “disadvantage resulting from relocation”, formerly known as solatium (one off \$75 to \$80k), the Act does not prescribe specific amounts of compensation that are to be applied.</i> <p><i>Each property is required to be assessed on an individual basis, as the potential impacts of the project and specific design elements localised to that property will ultimately influence how the compensation is determined.</i></p> <p><i>Whilst we appreciate many landowners want to understand the quantum of compensation, they will receive the full extent of the design needs to be determined first to ensure that the compensation received is fair and equitable.</i></p> <p><i>An example of this may relate to the final design and location of a level crossing point. If an internal level crossing does not have a sufficient design width to enable a combine to cross with the header attached, then the operator will need to detach the header to the comb trailer, cross and then reattach. It is this level of detail that the valuer needs to understand and why it is important that detailed designs are completed, and each property is assessed independently.</i></p> <ul style="list-style-type: none"> • Mr Arnold expanded on his response to Cr Fisher’s earlier question advising that design considerations within the project will influence the valuation. He used an example of moving equipment across a level crossing which due the project becomes a two-person job. However, if the rail crossing is suitably designed to permit a direct movement of equipment, the level of inconvenience and consequent loss of productivity is reduced. The valuer needs to consider the individual circumstances of each situation. <p>7. If I am compensated for impacts on my business, for example increased travel time, for how many years am I compensated for this impact?</p> <ul style="list-style-type: none"> ▪ <i>As touched on earlier, case precedents do not make allowance for a future loss of profits arising from an acquisition of land. The legislation is market based in this regard, whereby should it be determined that an acquisition has an impact on the productivity of the land within the holding, then the valuer will need to take this into consideration as a potential decrease in the value of the land.</i> <p><i>An example scenario regarding application of the Act in this regard is where a rail corridor intersects a property but creates an irregular triangle portion that is no longer suitable for controlled farming. This area in a mixed farming operation could still retain value as grazing land, however in a straight cropping operation would likely become support land. In each instance the valuer will need to determine how the project will impact the land value post acquisition.</i></p>

NO.	DISCUSSIONS
	<p><i>The process does not provide for a determination around potential loss of productivity or additional time taken to farm the irregular shaped portion of land, it considers how that reduced productivity would be reflected in the land value of the property.</i></p> <p>The meeting was adjourned at 3.20 pm and reconvened at 3.35 pm.</p> <ul style="list-style-type: none"> • Mr Arnold continued his response to questions in the presentation. <p>8. I understand that this process has been used a lot in an urban environment, however this project is a greenfield project in a rural environment. Can you please explain how the process will be adapted to ensure it is applicable in a rural context?</p> <ul style="list-style-type: none"> ▪ <i>Whilst the process is highly publicised in urban environments, there are also a significant number of rural transactions from statutory authorities in rural NSW every year. ARTC has been acquiring land pursuant to the principles of the Act for around 15 years, and whilst many of these have been redevelopment of existing lines, there have been greenfield alignments in areas such as the Hunter Valley and North Coast.</i> <p><i>Additionally, there are a large number of greenfield acquisition projects for other major linear infrastructure projects that utilise the same legislation. These include arterial roads such as the Newell and Pacific Hwy (Tomingley, Trewilga recent local examples) and high voltage greenfield transmission lines.</i></p> <p><i>Whilst the impacts of each project will differ slightly, there is sufficient case precedent around the application of the Act in a rural environment that ensures the process or legislation does not require adaptation.</i></p> <ul style="list-style-type: none"> • Mr Arnold added that it was important that professionals engaged by owners have the experience and understanding of the issues that arise from rural property valuation when dealing with linear projects such as this. <p>9. I have concerns about being able to find a valuer that is not already involved with Inland Rail in some capacity and therefore does not have a conflict of interest. Can you please advise if Inland Rail has any plans to help manage this?</p> <ul style="list-style-type: none"> ▪ <i>Inland Rail has been working with professional groups such as the Australian Property Institute to keep them abreast of the Inland Rail program and ensure there are opportunities for valuers to be educated about the process.</i> <p><i>We do acknowledge there are a limited number of valuers in the local area that have demonstrated experience in preparing compensation assessments for major infrastructure projects. To assist in countering some of these concerns, the project has adopted a policy whereby if a valuer is appointed to the ARTC panel, but not engaged for the purposes of an assessment on that property, an owner is free to utilise that firm.</i></p> <p><i>ARTC has worked closely with the industry to obtain valuers that are appropriately skilled and experienced to undertake the work and we anticipate this policy will assist in ensuring transparency and availability of local valuers for independent representation.</i></p> <p><i>Valuation firms will need to make a determination as to whether they are conflicted under the Australian Property Institute Code of Ethics.</i></p> <p><i>The project team can assist landowners in collating all the necessary plans and background information that valuers will need to review at the time of undertaking their assessment. This information is consistent with that which</i></p>

NO.	DISCUSSIONS
	<p><i>ARTC provides to a valuer when requesting a compensation assessment, so it removes any ambiguity in what is being assessed.</i></p> <p>10. I have been told that the property acquisition and compensation process will be completed within six (6) months. I do not believe this is enough time for these conversations to take place. Is there any opportunity for this timeframe to be extended or for landowners to begin to receive advice (paid for by Inland Rail) prior to the commencement of the six (6) months process?</p> <ul style="list-style-type: none"> ▪ <i>The Act (S.10A) provides for a minimum negotiation period of 6 months with a landowner. After the 6 months negotiation period ends, ARTC as a representative of Transport for NSW (TfNSW) may provide a Proposed Acquisition Notice (or PAN) which commences the formal acquisition process. The statutory timeframes under the PAN run concurrently with any ongoing negotiation, providing an additional period of 2-3 months in which to achieve a negotiated outcome, before any gazettal of the land and Valuer General assessment is enacted.</i> <p><i>Both ARTC and TfNSW are committed to working with owners to achieve negotiated outcomes and this is reflected in the high percentage of acquisitions that are settled via agreement outside the compulsory acquisition process.</i></p> <ul style="list-style-type: none"> • <i>Mr Arnold noted that when the Act was reviewed in 2014 (Russell Review) it showed that in some 2000 acquisition transactions, specific to freight and heavy rail, 87% were completed by negotiation. He acknowledged that some owners do not want the project to proceed or to be impacted by the project, however he suggested they be part of the discussions in order to understand the acquisition process. He made the point that once it moves to the compulsory process the Valuer General takes over and there is no opportunity to negotiate the outcome.</i> <p><i>Where circumstances allow, ARTC may enter voluntary acquisition negotiations with owners prior to the commencement of the formal acquisition process. In doing so, the owners are entitled to no lesser compensation than that under the formal process, but it provides the opportunity for an additional period of negotiations prior to the legislated 6 months period. ARTC are presently reviewing opportunities for properties where an early acquisition process is feasible.</i></p> <p>11. If I receive compensation for private infrastructure that has been impacted by the rail corridor, for example, a dam or road: Will you do these works, or do I have to do them myself or find someone to do them?</p> <ul style="list-style-type: none"> ▪ <i>If the works are outside the defined construction zone of the project, we will assist landowners to find a local contractor that can undertake the works. Whilst our contractors are specialists in constructing rail infrastructure, we appreciate many of the local contractors have greater niche experience in the local area building dams and associated farm infrastructure.</i> <p>12. If I have to find someone to do the works will I be compensated for the time it will take to organise and manage these works?</p> <ul style="list-style-type: none"> ▪ <i>If an owner is required to source a contractor to undertake the works, the project will typically require 2 quotations from local contractors to undertake the works and the average of the two quotations is paid to the owner. Our project team is happy to assist in sourcing the quotations if this assists the process.</i> <p><i>Each matter will be reviewed on an individual basis as reinstatement of internal fences has a different impost on an owner's time than reconstruction of say a major water storage. In this regard, we recommend that an owner seek advice from their legal or valuation representative as to whether the inclusion of time for management of these works is an applicable claim based on the individual circumstance encountered.</i></p>

NO.	DISCUSSIONS
	<p>13. Do I have to replace the infrastructure that I have been compensated for?</p> <ul style="list-style-type: none"> ▪ <i>If an owner has been compensated for infrastructure that is impacted by the project, they are under no obligation to replace the infrastructure, however an owner will be required to release ARTC from any future claims associated with that infrastructure removal.</i> • Mr Arnold suggested that where infrastructure is to be replaced, that owners give early consideration to replacement works, particularly where extensions under the rail corridor are required. This work will be facilitated by ARTC and the Contractor during construction. • In terms of replacement of private infrastructure, Mr Arnold used an example of replacement of stock yards advising it may be advantageous to replace the yards and use the actual cost in the value of compensation rather than have them valued. He suggested that owners should take the guidance from their independent valuer as to the best way to structure the compensation claim. <p>14. How will I be compensated if I now need to access a public road to move my stock and machinery? For example, you have removed my access directly across the road or from one (1) paddock to another – I will now need to have all my vehicles and machinery registered, I will not be able to carry any chemicals in them while on the public road and there will be increased risks and time for moving my stock.</p> <ul style="list-style-type: none"> ▪ <i>With reference to some of the earlier questions around how an owner will be compensated, the valuer will need to make a determination of which heads of compensation are applicable with respect to the property being assessed.</i> <p><i>For the purposes of this question, more specifically the latter half, we will assume a property intersected by a corridor does not have an internal level crossing and is therefore required to access a public road in order to access the respective portions of land either side of the corridor.</i></p> <p><i>The assessment in this regard becomes quite complex as it now needs to consider not just potential registration requirements, but also other considerations under the National Heavy Vehicle Regulator Guidelines (NHVR) regarding the movement of Class 1 agricultural equipment on a public road, along with, in the instance of chemical transport, the applicable Dangerous Goods legislation.</i></p> <p><i>The question then broadens into areas such as;</i></p> <ul style="list-style-type: none"> • <i>the maximum permissible widths of machinery on the roads</i> • <i>whether pilot or escort vehicles are required based on the distance between the land portions</i> • <i>any exemptions or permitting requirements for mixed farming chemicals travelling on public roads</i> • <i>whether the owner has existing farm equipment that is capable of being road transported (i.e. folding seeders, comb trailers)</i> <p><i>Any loss of productivity to the land due to access restrictions may result in a decrease in value of the farming land that could be considered under 55f, however there are other heads of compensation such as those under disturbance in 59(1)(f), that the valuer may consider appropriate when dealing with other ancillary costs that may be encountered.</i></p> <p><i>This particular reference under disturbance, relates to “any other financial costs reasonably incurred (or that might reasonably be incurred), relating to the actual use of the land, as a direct and natural consequence of the acquisition”. Through past cases this section of the Act does not provide for the consideration of a future loss of profits but may consider ancillary costs such as permits, or approvals required.</i></p>

NO.	DISCUSSIONS
	<p><i>This question will be one dealt with many times on the project and a large amount of detail around the property is required to understand what the true nature of the impact may be.</i></p> <p><i>It is important to note that ARTC continues to undertake discussions with owners of broadacre farming properties across this and neighbouring projects. These conversations help ARTC better understand operational requirements, which are in turn incorporated – where feasible – into the design process.</i></p> <p><i>An example of this occurring is the increased widths and decreased approach road angles on private level crossings on the N2NS project. This design approach has allowed larger equipment and ag machinery to cross the corridor without restriction. This information has been fed back through the program ensuring the team understands and where feasible can implement solutions that can help mitigate some constraints.</i></p> <p>15. I live close to the rail corridor, but the rail corridor is not on my property. Am I entitled to be compensated for the loss of value of my property as well as noise, visual, vibration, flooding, and other impacts?</p> <ul style="list-style-type: none"> ▪ <i>The Land Acquisition Act only applies to those properties from which an interest in the land is being acquired, so these properties would not be eligible for compensation.</i> <p><i>The project is required to prepare an Environmental Impact Statement which must consider any potential impacts of the project and work with the relevant regulators to ensure they are satisfied the impacts are reasonably mitigated or alternate solutions have been implemented. The project Conditions of Approval would enforce any mitigation measures that may need to be implemented should it be determined a potential impact exists.</i></p> <ul style="list-style-type: none"> • Mrs Deans asked how is a farmer, who is not on land effected by the rail corridor but impacted by the project, compensated for his costs if he requires an expert to assess say, flood impacts? Mr Arnold advised there is no mechanism to deal with this matter under the acquisition provisions but suggested the matter be taken up with the Project Team. He noted DPIE will be assessing concerns raised in submissions to ensure these issues are adequately addressed. Post construction there are requirements for verification of the flood modelling. Mrs Deans expressed concern that if it is not right the farmer has to live with the problem. Mr Arnold indicated there is a considerable amount of veracity in the review and monitoring processes. • Peter Bonnington made the point that currently the crossings design was still ambiguous. He asked, when will there be clarity on the design and how will that play out in terms of informing the compensation process? Mr Arnold advised that as part of the valuation process the valuer does need to understand the crossing design to calculate the compensation – it does have a direct influence on how the compensation is assessed and will be required before discussions occur with property owners. Mrs Deans asked whether an extension to the acquisition period would be granted if the necessary detail was not available. Mr Arnold advised that there is a need to move forward with the design but there will be no extension to the acquisition process once the initial letters have been sent. If there is an issue with the design that detrimentally impacts the owner, then ARTC will work with the owner to understand the issue and take these concerns into account to achieve a negotiated outcome. • Mr Munoz advised that the role of personal Property Managers will be important as the acquisition proceeds in 2021. Some engagement staff will move to these roles to support directly affected landholders in this process. He encouraged all those directly impacted landholders to engage with the Project Team notwithstanding they may not be supportive of the project. • The Chair questioned whether all aspects of the proposed alignment had been confirmed. Mr Munoz advised that there were still discussions proceeding regarding some private level crossings, but the last aspects of the overall alignment had been recently confirmed. Mr Errington advised that there are still some design aspects of level crossings being worked through and a Level

NO.	DISCUSSIONS
	<p>Crossing Design report will be prepared for the DPIE so that the Department is comfortable with the outcomes of discussions with landholders.</p> <ul style="list-style-type: none"> • Mrs Deans questioned what level of design is in the EIS and when will all design details be available. Mr Errington responded that the EIS is based on the reference design – the detailed design phase is yet to come. • Mr Mudford sought clarification on the processes associated with temporary use of land for a project compound and land acquisition for the alignment – will these be in the one process or separate? Mr Arnold advised they will be separate – the occupation for a compound being a licence agreement whilst the permanent acquisition will be through the valuation process as outlined earlier. Discussions on both matters and the processes will be done concurrently. <p>10.3 Flooding and Hydrology</p> <ul style="list-style-type: none"> • Richard Hackett outlined of the overall approach to flood assessment for the project. Mr Hackett apologised for the absence of Akhter Hossain (Flooding Specialist, (JacobsGHD) due to ill health. • Mr Hackett provided a brief overview of the catchment considerations and the base data utilised in preparing the flood modelling and went on to explain the hydrological and hydraulic modelling. • He noted that LiDAR data was available across the whole catchment to 2 kilometres either side of the alignment. It is proposed to re-fly the LiDAR with digital terrain modelling accurate to +/- 50 mm and supplement this with other publicly available information for wider catchment areas such as Council flood studies. • Rainfall data is obtained from the Australian Rainfall and Runoff (ARR) data hub. He advised that where stream data is available from major rivers at flow gauges such as at Baradine, this data has been utilised to calibrate the models. For ungauged catchments, ARR procedures have been used. The models are validated against regional flood studies and other national standards. • For hydrological modelling, the RORB model is used. RORB is a general runoff and streamflow routing program used to calculate flood hydrographs from rainfall and other inputs. • In terms of hydraulic modelling, Mr Hackett discussed flow routing to establish how much water is likely to come through the catchment using the TUFLOW flood model simulation. From this, the impact of the project can be assessed, and the modelled flood tested against structures to set the desired afflux. Calibration of the model is undertaken utilising historical events and photographic evidence. He noted the flood modelling had been independently reviewed by BMT, and their report is contained in the EIS. The DPIE will also independently review the flood modelling as part of the assessment process. • He then explained the Quantitative Design Objectives noting this is critically assessed by DPIE to confirm objectives have been satisfied. <ul style="list-style-type: none"> ○ 10 mm for habitable buildings and sensitive infrastructures (emergency services, flood evacuation routes, electricity substations, water treatment plants) ○ 200 mm for other urban and recreational areas, agriculture and ○ 400 mm for forest and unimproved grazing land. <p>Generally, these outcomes have been achieved. In some isolated instances these objectives have not been possible to achieve and these locations will be managed under the compensation processes. As part of the detailed design, these impacts will be further assessed and refined where possible. The target afflux at the edge of the corridor is 200 mm in the 1% AEP event. In locations such as the Pilliga Forest, where there is little impact on grazing and infrastructure, this could increase to 400 mm.</p>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • Mr Hackett then explained the Flood Event and Scenario slide, noting the modelling covers an extensive range of flood events. These are reported in the EIS. • Mr Hackett outlined the flood impact assessment considerations and detailed the approach to mitigation. He advised that the project was currently at the reference design phase, however with the new LiDAR data at +/- 50 mm there may be some further refinements in the detailed design phase. • The Chair asked if discussions had occurred with property owners more remote from the alignment who may be affected by flooding regarding the possible increase in afflux of their dwellings and property. Mr Munoz confirmed that these discussions have occurred with the most recent being in the Narrabri area. • Mr Hackett then stepped the meeting through the flooding assessment for the Coonamble, Gilgandra, and Warrumbungle local government areas noting that flood models were established from Baradine Creek to Gilmores Road. He highlighted that the hydrographs for Baradine Creek demonstrated a consistency between the calculated levels and actual. • Mrs Deans questioned the accuracy of the maps relating to the N2N9 Model on Slide 38. She noted in the change in peak flood level map that the blue dots represent dry areas whilst the pink dots showed new wet areas – “there are many more blue dots compared to pink, so where has all the water gone”? Mr Hackett advised that he did not personally prepare the model, he however indicated that the model is extremely sensitive and was showing the change in afflux (a 10 mm differential), so the changes shown do not indicate the depth at each location. Mr Hackett took the question on notice. ACTION • Mr Hackett drew the meeting’s attention to the tables in the Results – All Buildings’ slide being a summary of the impacts. The tables detail the above floor flooding in all buildings (dwellings, sheds, barns, outbuildings, etc.) along the alignment and the afflux impact of the project. • In conclusion, Mr Hackett noted that subject to the DPIE conditions of approval the following would be the priorities: <ul style="list-style-type: none"> ○ Refinement of the feasibility design ○ Additional LiDAR survey ○ Further flood modelling to refine size of culverts and bridges ○ Floor level survey of impacted buildings ○ Further consultation with the community and stakeholders • John Single suggest in some instances the rail line will hold up floodwaters. As such, what will be the impact on local roads and what will be the duration of this impact? Mr Hackett took the question on notice. ACTION • Mr Single also highlighted the impact of contour banks on localised flooding. Mr Hackett acknowledged these banks were an issue, not so much in 1% AEP events but in local heavy rainfall. The impact of contour banks will be a consideration in the detailed design phase. • Mrs Deans questioned how the ARR data is determined given the only flow gauge in the area is at Baradine and all other catchments in the subject area have no gauges. Mr Hackett advised that the design must comply with the ARR guideline. He noted that many catchments in Australia do not have flow gauges, so the Baradine gauge, given it is the closest, has been used as representative. He acknowledged there may be some differences of opinion on flows where data does not exist. In these instances, the ARR guideline has been followed. Mr Hackett advised that he was happy to discuss areas of concern with landholders. • Mr Deans questioned what consideration has been given to climate change? Mr Hackett advised the design has been based on the 1% AEP event. Climate change has been assessed in accordance with the ARR guideline. Aryel Pylotis advised that 22.8% increase in rainfall depth has been included in the modelling. Ms Pylotis then explained the processes that have been involved in

NO.	DISCUSSIONS
	<p>the preparation of the EIS which is based on the reference design. Impacts have been identified and mitigation measures outlined. Following receipt of submissions, the mitigation measures will be further reviewed and refined, as necessary. Finally, the detailed design will be developed based on the conditions of approval and the refined mitigation measures.</p>
<p>11. Other Agenda Items</p>	<p>Members' questions on matters specific to the project:</p> <ul style="list-style-type: none"> • The Chair advised that Mrs Deans had submitted several questions after the Agenda had been forwarded to members. He advised the questions had been forwarded to the proponent for response, but given they were submitted after the meeting notice was issued, they would not be dealt with at the meeting. Mr Silver indicated a response would be provided in 7 to 10 days. Chair's note: Responses to Mrs Deans questions are contained in Appendix 1. • Ms Deans enquired as to the status of the Inland Rail budget suggesting there is the likelihood of an exponential increases in the business case capital cost for the Inland Rail project. She highlighted alarming disparities between the 2015 base construction estimates and today's 2020 requirements. She said one structure alone has utilised the entire N2N bridging allocation, with 3.9 km of bridging needed at Narrabri when only 3.7km was allocated to the entire N2N alignment by the business case. She expressed deep concern at a probable budget blowout. The Chair invited Ms Pickering to respond. Ms Pickering advised that a revised budget had been put to the Commonwealth Government for approval. The new budget does take account of the additional bridging and other design changes identified in the development of the reference design and preparation of the EIS. The Chair advised that the matter raised by Mrs Deans had been discussed at the Narromine Sub-committee meeting the previous day when it was agreed that the Chair write to the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications regarding concerns over the Inland Rail budget. Ms Pickering added that since the original business case there have been further studies that have identified additional economic benefits of the project above those outlined in the initial business case. Chair's note: The Deputy Prime Minister announced on 16 December 2020 that \$5.5 billion of additional equity had been injected into ARTC for Inland Rail for the Inland Rail project. • Mrs Deans enquired as to the final cost of the P2N project. Ms Pickering advised the construction contract was over \$300 million. Chair's note: ARTC advise that the P2N project is still finalizing ancillary project works and that all final project costs are commercial in confidence and therefore cannot be released. • Mr Mudford sought an update on the linkage at Curban and the highway crossing in that area? Mr Munoz advised there were ongoing discussions with Council and TfNSW regarding the matters. The Chair invited Mr Zannes to provide an update on funding for grade separation works. He advised that \$150 million has been allocated by the Commonwealth and \$37.5 million by the NSW Government – discussions regarding the design and layout are ongoing with Gilgandra Shire Council. In terms of the rail linkage at Curban, Randall Medd advised that under the Interface Improvement Program Gilgandra and Coonamble Councils are the joint proponents of a project to improve connectivity to Inland Rail. Whilst the Inland Rail project provides connection to the Coonamble line, the Interface Improvement program initiative will investigate the upgrade of the Gilgandra-Coonamble line and improvements to the connectivity to Inland Rail at Curban. To date the work has involved scoping

NO.	DISCUSSIONS
	<p>the project. The Chair asked if the land required at Curban had been identified in the EIS. Mr Medd confirmed this was the case and that the area provided for multi-directional connectivity. Cr Bill Fisher added that he is a member of a Warrumbungle Shire Council committee that is examining similar connectivity issues at Baradine. He indicated that the Baradine project is at a similar stage to the Curban project. The Chair also noted that similar connectivity actions were occurring at Narrabri with the North West Rail Line.</p> <ul style="list-style-type: none"> Mrs Deans commented on the impact of the project on groundwater and the likely one metre drop in groundwater level when the construction bores associated with the project are operating with this drop being acceptable. Ms Pylotis advised that a drop of one metre is considered acceptable by the relevant policies. Mrs Deans requested clarification on the level from where the one metre drop is determined (viz. the construction bore, existing higher-level bores in the area or at a regional level) as well as what the recharge capability is likely to be. Ms Pylotis advised that the answers to the questions are in the EIS Water Resources chapter and supporting Groundwater Assessment Technical Report. Ms Pylotis indicated that there was only one identified bore that exceeded the minimum drawdown criteria and there would be compensation in that instance. The bore proposal was also within the requirements of other groundwater criteria including recharge. <i>Refer Chapter B2 Water Resources:</i> https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSI-9487%2120201201T052134.539%20GMT Karen McBurnie asked if Gilgandra Shire Council is going to pump from the construction bores. Mr Medd responded that Council is part of an agreement for an initial investigation and desktop assessment in respect of four bores to determine the long-term viability of such bores and to monitor if there is any effect on neighbouring stock and domestic bores. The investigation will consider whether the water can be used for firefighting, community access or a community water scheme. Depths of the bores are unknown at this stage with the agreement being only to investigate. Mr Errington added that the proposed bores under the Great Artesian Basin in the subject area extend to depths of 400-450 metres. Responding to Mr Mudford, Mr Errington confirmed that water storage tanks would be provided at the bores. Mr Medd advised that one of the considerations of Council's investigations, is that the bores would need to be located on public land. Mrs Deans sought clarification on how water will be delivered to the construction sites – by pipe or truck. Mr Errington advised by truck within a 20 to 30 kilometres radius of the water source.
<p>12. General Business</p>	<ul style="list-style-type: none"> Nil
<p>13. Questions from the Gallery</p>	<ul style="list-style-type: none"> Mrs Lorraine Harrison asked what Gilgandra Shire Council will use water from the ARTC bores for. Mr Medd responded that the matter was under investigation – no decision has been made on possible uses but the uses could be for firefighting, road construction or a community water scheme. One consideration is piping water to where it is not available. The bores would need to be licenced. <p>The meeting closed at 5.40 pm</p>

Actions

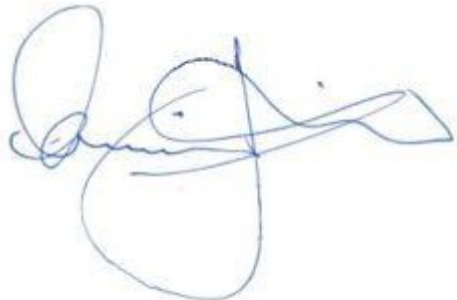
NO.	ACTIONS	ACTION BY	DUE DATE
1.	That ARTC provide an update on the timeline for completion of the 70% stage of the EIS at the May 2019 meetings of the CCC. – deferred at May meeting.	PM COMPLETED	25/02/2020
2.	That ARTC provide a report on the financial implications (positive/negative) of product transfer from the farm gate to the anticipated Inland Rail load out points, relative to existing freight movements from the farm gate to current freight hubs, to a future CCC meeting. Chair's note: <i>Some aspects of the financial implications of product transfer from the farm gate where covered in Michael Clancy's presentation. However, it is suggested that a specific comparative example of current freight movement costs relative to opportunities provided by Inland Rail should be presented at a future meeting.</i> Further Chair's note: <i>Inland Rail to follow up with ARTC on provision of this report to CCC.</i>	ARTC	ONGOING
3.	That ARTC provide a report on the scope of the Economic Assessment addressing the impacts of the rail corridor bisecting properties to a future CCC meeting.	ME COMPLETED	03/08/20
4.	The Chair to refer Other Agenda Items questions regarding historical matters associated with the Inland Rail project to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.	MJS COMPLETED	24/09/2019
5.	That ARTC update its community engagement data base to include the email addresses of all N2NCCC members.	PM COMPLETED	13/03/2020
6.	That ARTC provide a report on how remote properties that experience silence at night will be considered in the noise assessment at the next meeting of the Sub-committee.	ME COMPLETED	03/08/20
7.	That ARTC provide an updated noise logger location map at the next meeting of the CCC.	ME COMPLETED	13/03/2020
8.	The Chair shall prepare a draft protocol for consideration by the Committee in respect of community observers be invited to ask questions of the proponent during CCC meetings.	MJS COMPLETED	21/10/2019
9.	The Chair to ascertain if documents are available from the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development regarding historical matters dealt with in Action 4. Chair's note: <i>The CCC had no authority to seek release of documents from the Commonwealth agency. Should information be required from historical documents this should be requested through the Senate Inquiry?</i>	MJS COMPLETED	25/02/2020
10.	That ARTC advise when it will meet with local government regarding social impact assessment issues and to advise when the Focus Area has been confirmed. Focus Area confirmed – 25/02/2020	ME COMPLETED	25/02/2020
11.	That ARTC advise what the total tonnage of material will be drawn from the borrow pits at the next meeting.	ME COMPLETED	03/08/20
12.	That ARTC, subject to tender protocols, provide noise mitigation budget costings	DM COMPLETED	08/12/2020
13.	That ARTC provide details of the property acquisition budget for the N2N project.	DM COMPLETED	08/12/2020

NO.	ACTIONS	ACTION BY	DUE DATE
14.	That ARTC provide website links to the CCC regarding information on recent industry briefings.	RP/PM COMPLETED	18/01/2021
15.	That ARTC clarify the interpretation of the wet and dry areas shown the maps relating to the N2N9 Model on Slide 38 of the proponent's presentation.	RH	31 /01/2021
16.	That ARTC clarify what will be the impact of flooding will be on local roads in the Gilgandra/Baradine area and what will be the likely duration of this impact.	RH	31/01/2021

Next Meeting

The next meeting tentatively scheduled for early May 2020.

Meeting minutes approved.



Michael J. Silver OAM
Independent Chair
19 January 2021

APPENDIX 1

NARROMINE TO NARRABRI (N2N) COMMUNITY CONSULTATIVE COMMITTEE – DECEMBER 2020

QUESTIONS RECEIVED FROM ANDREW KNOP (NARROMINE, N2N CCC)

Dear Michael

Please find enclosed the following questions and concerns of landholders for the next CCC meeting.

Issue: Property fragmentation and future access.

Landholders are concerned that small and often irregularly shaped parcels of land are being created by the project corridor. They express concern that ARTC are not acknowledging the significant financial and management issues property severance is creating. Principally:

- 1. These parcels are now a management responsibility and liability to the property.*
- 2. Access to these parcels is extremely limited.*
- 3. Even if purchased outright by ARTC, the combined loss of the project corridor and any severed parcels, impacts the future viability of the farming business due to the loss of irreplaceable production capacity.*
- 4. Landholders are also concerned that the severance of access to existing roads and critical logistic points both within and outside the property and between previously connected properties is adding on-going cost not adequately acknowledged or compensated for by the project. Additional costs running to tens of thousands of dollars per annum are regularly cited. All future management cost is permanent and subject to inflation.*

We request a thorough discussion of the above issues and require clear direction as to how these issues are to be adequately, transparently, and equitably addressed. Clear procedural documentation is required to ensure all impacted landholders are provided the same opportunities to table and have these issues consistently evaluated. These and all other impacts which shift IR project costs onto individual landholders and regional communities need to be transparently disclosed in any evaluation of the 'Inland Rail economic impact'. This includes revision of any existing studies.

ARTC INLAND RAIL RESPONSE

Inland Rail recognises the concerns raised by community members and affected landowners regarding the proposed property acquisition process. As Andrew Knop notes, these concerns have been centred around articulation of purpose and procedure; anticipated timelines; compensation associated with proposed design work; and associated operational impacts related to access and land management.

At the recent CCC meeting (December 2020), Inland Rail provided a comprehensive discussion on the proposed property acquisition process. This included providing direct responses to common questions raised by affected landowners across the alignment.

Key to this presentation was the recognition that property discussions can be complex, timely and difficult matters to discuss. Our specialists spoke on the rights afforded to all landowners, as well as the commitment to clarity, transparency, and ongoing case-by-case engagement.

A full copy of the presentation has been made available to all members. It is understood that the formal minutes will capture the responses to community questions, including how severed land parcels will be approached.

Issue: Position and timing of recent traffic logs.

Recent traffic log research missed critical harvest traffic on Pinedean and Tomingley roads. Landholders have movement figures available which they would like to see included in the data analysis. They also raise concern that their comments regarding the inappropriate positioning of noise loggers were previously ignored.

My questions as table to the last CCC meeting and other webinars still stand. Please register that I have issue with being told to look up my own answers in documents I have no access to. I do not consider this response meets the transparency, integrity and probity requirements as listed in ARTC's statement of expectations documentation.

ARTC INLAND RAIL RESPONSE

The table below provides a summary of the traffic counts carried out on Pinedean and Tomingley Roads across various survey dates for the project:

	Tomingley Road	Pinedean Road
Nov-18	Yes	No
Feb-19	No	No
Sep-19	No	Yes
Nov-20	Yes	Yes

Further information is available in Chapter B11 (Traffic and transport) in the N2N Environmental Impact Statement. For instance, Table B11.3 captures traffic volumes on key roads; while section B11.5 details mitigation and management measures proposed.

Inland Rail would also like to obtain traffic movement data collected by landholders during the recent harvest should this information be readily available (please contact our engagement staff directly at inlandrailnsw@artc.com.au).

Regarding noise loggers, Inland Rail previously confirmed at CCC meetings that noise loggers were installed at appropriate locations along the alignment to collect representative background noise levels to inform the Environmental Impact Statement.

As ARTC are aware Narromine concerns regarding the flood modelling still stand despite several landholders spending considerable time at the last available IR information day at Narromine trying to have local knowledge incorporated into the model. The EIS Hydrologist said they had only just re-evaluated the model and this would be shown to the CCC in December. This model will be used as the basis of the EIS even though the CCC and the community has had no chance to hear the findings let alone time to evaluate it. This concerns me greatly.

It was impossible to get any meaningful information at the information session due to key staff not being present and phone conference communication failing, frustrating many landholders.

I would like to pass on a comment by an impacted landholder at the time as it sums up his and probably many others' feelings as to how they have been treated by ARTC consultation process. In essence, he stressed to ARTC staff present that landholders are here today at their own expense and time and that the paid staff of ARTC need to respect this. To date he felt his and others input had been ignored and as such disrespected. He wanted this culture to change. A fair and call and a very telling observation. He followed this up suggesting ARCT get out their note pads and take notes as he did not want to have to go over the issues again. If any additional ARTC staff member turned up at the table, he made a point of repeating this concern so they fully understood his position.

Other local landholders just got angry and left frustrated.

All CCC members and ARTC management need to be aware of this as the culture of ARTC sweeping problems under the carpet is very real. The senate inquiry heard from many angry impacted landholders yesterday. These people took the time during a very busy harvest to have their say. For many it was their first opportunity to be heard and several broke down while presenting their statements. The pressures this project has placed on people is very real, personal and heart felt. I would encourage all CCC members to listen to the senate proceedings as the focus was on NSW regional issues. At the very least listen to or read the transcript of the final landholder's session.

Special Counsel for NSW Farmers and CWA, Peter Holt raised issue with Inland Rails last EIS on exhibition - NorthStar to QLD Border. In his extensive experience it was close to the worst state significant project EIS documentation he had ever reviewed.

Quite frankly I would not like to see the N2N EIS described this way and have very real concerns it will be due the community's frustration at not being able to have any meaningful input into the process. ARTC's refusal to engage on what they deemed Phase 1 issues has been a major frustration. I am fully aware that route selection processes, consultation and the associated documentation are a major part of the projects SEARs requirements. ARTC will need to describe this process in detail yet they shut down any CCC questions or discussion on the topic and to my recollection the reason cited was the issues not being relevant to the N2N EIS development.

I brought this issue up in my questions and comments at our last meeting. No response has been forthcoming. Without exception, the last Narromine CCC meeting was the most frustrating meeting event I have ever attended. So, I voice my concern that until these and all other issues have been addressed with probity and transparency, the EIS should not be placed on exhibition. I submit CCC members must have confidence that the issues and all associated data will be reported accurately.

ARTC INLAND RAIL RESPONSE

ARTC Inland Rail appreciates and notes the comments raised by Andrew Knop. Over the years, we have worked hard to engage in an open and ongoing manner with interested community members, industry groups and affected landowners.

Andrew Knop can be assured that all interactions with the community are captured in our database – Consultation Manager. This software allows us to record all emails, phone calls, face-to-face visits, collateral sent and other informal touchpoints. Consultation Manager is commonly used in the industry and is a safe and secure engagement tool.

As Andrew Knop notes, our engagement and project practices have been guided by the requirements stipulated in the project SEARs. This includes specific stipulations regarding consultation and broader issues, including flooding and hydrology.

For more information on the outcomes of this work, I would encourage all interested community members to refer to Chapter B3 of the Environment Impact Statement, which deals with Flooding. More details information is also provided in Technical Report 3, which relates to Flooding and Hydrology Assessment.

QUESTIONS RECEIVED FROM BARBARA DEANS (GILGANDRA, N2N CCC)

Dear Mr Silver and Committee Members

I would like to request that as many observers can attend as want to. Could you please get a bigger room maybe? People might not know till the last minute if they can go.

I thought ARTC wanted more transparency.

Also, the last time that observers were at Gilgandra and Coonamble they could not hear well enough, if at all.

We have asked for microphones before and not had them or they did not work. The air-conditioning from memory was very noisy, hearing will be a problem. So, could we have microphones that work please (or sit in very tight circle).

At other CCC meeting we have had to end without all the questions answered. I think it only fair to the people that are volunteering to be involved to have the meeting go for as long as needed please.

I realize we do get to interrupt the presentations at times, and I would appreciate if ARTC would let us ask more questions in the presentations as needed because of the volume of information in the ARTC presentations.

It is too hard to remember all that needs to be asked at the end of presentation. I know this makes the meeting longer, but it is a big project we have to expect this.

I would ask if ARTC could bring printed copies of full EIS and extras so we can pass them out to community.

I would like 20 copies please.

ARTC INLAND RAIL RESPONSE

The above comments raised by Barbara Deans were supported and actioned.

Inland Rail provided full copies of the N2N Environmental Impact Statement on USBs, as well as copies of the Summary of Findings document. This information was also sent to all affected landowners (via registered mail) and subsequently made available to the broader community via static locations and information sessions.

Questions to ARTC

- *What is the budget and costs for N2N section?*

On 16 December 2020, the Hon. Michael McCormack MP and the Hon. Simon Birmingham announced an additional injection of up to \$5.5 billion of equity into ARTC.

The announcement noted that this funding “will deliver a safer and more efficient Inland Rail whilst also backing thousands of extra jobs and billions in additional economic activity through major enhancements to the planning, design and delivery of Australia’s largest freight infrastructure project”.

The N2N project is currently in reference design. The specific budget and costing of the project is considered commercially sensitive.

For more information on the Australian Government’s recent announcement, please visit <https://minister.infrastructure.gov.au/mccormack/media-release/enhanced-inland-rail-provide-boon-jobs-and-economic-activity>.

- *Why were the transport monitors only there for a fraction of harvest time put in late and pulled up early?*
- *Was this a budget constraint? We consider this will be a flawed assessment of harvest traffic of this area.*

Please see the response provided to Mr Knop (see above).

Further information is available in Chapter B11 (Traffic and transport) in the N2N Environmental Impact Statement. For instance, Table B11.3 captures traffic volumes on key roads; while section B11.5 details mitigation and management measures proposed.

- *ARTC give us a detail paper report on water extraction (bores) for the project?*

The N2N Environmental Impact Statement includes detailed information on water resources. Please see Chapter B2 (Water resources), which includes approaches, potential impacts, and mitigation measures; Figure B 2.1 also details proposed bore locations.

Additional information is also provided in Technical Report 4, which focuses on groundwater assessment.

- *Who repairs and is responsible our road during and after the build?*

Inland Rail advises that road authorities will retain full control over their roads during construction.

Inland Rail will monitor any impacts caused by construction traffic and, when required, will either pay Council to repair the roads or use our Principal Contractor to do so. Importantly, if the impact has been caused by the project, the cost of repairs will be borne by Inland Rail.

We will continue to discuss with all relevant parties – including local councils – the best way to monitor this matter.

- *Can we read the report on how the tourist/locals that come from the Warrumbungle's mountains to Coonamble are going to access roads while the build is on?*
- *Can we read the report on what will be the economic effect on tourism from Warrumbungle's mountains while the build in on and after (will the park be less attractive)?*
- *Can we read the report on the noise level in the national park when trains are running?*
- *Can we read the report on the effect of line on the telescope?*

Inland Rail advises that the N2N Environmental Impact Statement includes detailed information on socio-economic considerations, noise impacts (both during construction and operation), and visual amenity matters.

For instance, regarding the Warrumbungle LGA (and the project as a whole), Chapter B13 (Visual amenity) notes:

“Light generated during construction would be designed to comply with AS 4282-1997 Control of the Obtrusive Effects of Outdoor Lighting (Standards Australia, 1997) and consider the good lighting design principles documented in the Dark Sky Planning Guideline: Protecting the observing conditions at Siding Spring (Department of Planning and Environment, 2016). Generally, lighting would be designed to minimise offsite light spill”.

Chapter B14 (Socio-economic assessment) provides detailed information on social and economic assessments, risk identification and mitigation, as well as an understanding of the current environment. The latter includes an assessment of the local economy, which includes in part the agriculture and tourism industry.

- *What is distance from line to Warrumbungle mountains national park?*

Inland Rail advises that the shortest distance in a straight line is approximately 15kms.

- *Can we have a detailed explanation and map key of the interactive map that is on line?*

In the recent N2N CCC meeting (December 2020), Inland Rail provided an overview of several engagement and visualisation tools which will be shortly made available on the project website.

Though varying in nature and purpose, the visualisation (‘before-and-after’ images and Social Pinpoint) and ‘fly-through’ tools will provide interested community members with further information on the project at the reference design phase. These tools are currently being used on other Inland Rail projects and are being implemented progressively across the Program.

Presently, the ‘comments’ facility on the N2N Social Pinpoint map is ‘deactivated’ (noted as “closed for comments”). This will be reactivated following the closure of the formal Environmental Impact Statement (EIS) exhibition period on 7 February 2021.

During the N2N EIS exhibition period, all feedback is best addressed directly to the Department of Planning, Industry and Environment (DPIE) major projects website.

To see a working example of an Inland Rail Social PinPoint page, please visit the Border to Gowrie project page at <https://maps.inlandrail.com.au/b2g#/>.

- *Could ARTC have the interactive map on big screen to look at? So, we can ask for detail explanation.*

At our recent information sessions, Inland Rail did offer interested community members the opportunity to see a ‘fly-through’ of the proposed alignment at the reference design stage.

This 'fly-through' was projected onto a large screen and community members could navigate to any section of the line they found of interest. As noted above, this visualisation tool will be shortly made available on the project website.

- *I did see houses on ARTC maps that the public could access have they been removed now?*

Apologies, but Inland Rail may require further context to accurately respond to this question.

- *I would like an apology from Ms Pickering for being called a "Subset" in our local paper. Inland Rail works hard to treat all affected landowners and interested community members with respect, compassion, and privacy. We recognise the sensitive nature of our discussions and the legitimate impacts the project will have on select landowners.*

Accordingly, we apologise for any comments or actions that may have inadvertently caused offence.

- *My opinion on the upcoming EIS:*
- *The EIS should not be placed on exhibition until the SEARs has been answered*

Inland Rail notes Barbara Deans' comment regarding exhibition of the EIS.

The N2N Environmental Impact Statement is presently on public exhibition until 7 February 2021. The Department of Planning, Industry and Environment (DPIE) have ensured that there will be ample opportunity for public feedback, extending the public exhibition period to approximately two months.

More information on the EIS is available on the N2N project page at <https://inlandrail.artc.com.au/where-we-go/projects/narromine-to-narrabri/consultation/>.

- *see page 2 of dept. of planning Sears 2018 (e) An analysis of any feasible alternatives to the project.*
- *All the alternate routes have not been investigated.*
- *An independent assessment without Feral Government interference over route selection needs to be done on route selection before any community support will back the N2N inland rail project.*

ARTC Inland Rail appreciates the comments raised by Barbara Deans, which are centred on route alignment history and a request for an independent assessment on route selection.

Chapter A6 of the N2N Environmental Impact Statement details the alternatives and options considered as part of the development of Inland Rail. This includes both route alignment consideration and transport mode alternatives.

Inland Rail has also made publicly available a comprehensive document on the matter titled, *Route History of Inland Rail 2006 – 2020*, which can be accessed at <https://inlandrail.artc.com.au/where-we-go/route-history/>.

- *The EIS cannot have been done correctly because of the lack of local and community input which is the most necessary component because there are no official flood or rain fall records for N2N section. ARTC cannot decide what our communities need without doing independent local studies and asking communities.*
- *What ARTC has been told by community is stay on brownfield and main roads give us cheaper freight rates give business opportunities to Gilgandra Gulargambone Coonamble and Baradine give us what Narromine and Narrabri Moree are getting and do it right.*

Inland Rail notes Barbara Deans' comments on the design, flooding, and broader economic impacts of the N2N project.

Over the years, Inland Rail has worked hard to deliver on the specific requirements stipulated in the project SEARs. This has included conducting a diverse range of field and site investigations, design work, consultation and flooding and hydrology studies.

Where feasible, the methodology and outcomes of our work has been ground-truthed by specialists, affected landowners and broader community members.

Inland Rail strongly encourages all interested community members to review the N2N Environmental Impact Statement, visit a local information session, or contact our engagement team if they have any questions or concerns.

- *The Geotec studies and the flood studies will be wrong due to ARTC lack of ability to do intensive studies because of lack of finance and access to proposed route and local opposition to N2N section.*
- *Using desk-top and visual appraisals from passing roads that can be 5 to 10 kms away from proposed route on a 307kms is not good enough.*
- *As a community we challenge your findings and say your Geotec and flooding are not right and the whole project is doomed if the N2N section fails on Geotec and flooding and local opposition.*
- *If the budget and detailed design are wrong for this section N2N it could leave the project unusable because of safety and inefficiency due to flooding and Geotec and over run of cost and liability to everyone in the 5 shires.*
- *The Senate Inquiry on the 19th November showed up the worst of this project.*

Inland Rail continues to support the ongoing enquiry into the management of the Inland Rail project by ARTC and the Commonwealth Government. To this end, Inland Rail has engaged with all relevant enquiry representatives in an open and transparent manner, including the last public hearing on 19 November 2020.

We continue to welcome the feedback received by interested community members, industry groups and impacted landowners.

Thanks Barbara Deans

QUESTIONS RECEIVED FROM TAJE FOWLER (NARROMINE, N2N CCC)

I am very concerned about the issues raised by the other committee members and agree with their comments.

In particular, I am concerned the alignment is going through the middle of our culturally and environmentally important Webbs Siding Reserve when it could have gone further east, on already cleared land.

I now notice the project wants to dig up virgin bushland to quarry fill to spread on our floodplain.

What is wrong with supporting the existing quarries in the district? Many are nearby. How can ARTC justify dumping huge amounts of soil into our flood plain?

Our country has very little bushland left (less than 5%). ARTC's actions are removing bushland resources accessible to First Nation people of this area. The impact on our environment and wildlife will be forever and is avoidable.

Unfortunately, I cannot make the next meeting due to work and study commitments however I would like these issues thoroughly investigated. I agree wholeheartedly that ARTC is not in any defensible position to release their EIS until these issues are properly consulted. Bottom line, the community needs to be heard and respected.

ARTC INLAND RAIL RESPONSE:

ARTC Inland Rail appreciates the comments raised by Taje Fowler, which are centred on cultural heritage, environmental matters, and proposed design work.

Chapter B6 of the N2N Environmental Impact Statement provides a summary of the potential impacts of the N2N project on Aboriginal heritage. It also details our approach and methodology; understanding of the existing environment: and mitigation and management measures.

A full copy of the assessment results is provided in Technical Report 6 – 'Aboriginal cultural heritage assessment' – for instance, see pages 99 and 114, which detail investigations undertaken on the south bank of the Macquarie River, near Webbs Siding Road.

As Taje Fowler notes, Inland Rail is seeking approval to establish construction infrastructure, including borrow pits, construction compounds and temporary workforce accommodation. Borrow pits will be used to supply necessary material for the project.

Chapter C3 (Assessment of borrow pits) and Appendix K (Borrow pit rehabilitation strategy) provide detailed information on the proposal, including nominated sites. Chapter D2 also provides further information on waste management practices, including those associated with borrow pits.

More information on the EIS is available on the N2N project page at <https://inlandrail.artc.com.au/where-we-go/projects/narromine-to-narrabri/consultation/>.

QUESTIONS RECEIVED FROM COMMUNITY MEMBER LEWIS LYDON (NARROMINE N2N CCC)

I would like to add support to Taje's comments in her submission (good on you Taje for your brave and heart felt comments!).

As I have commented previously, (including in submission to the Senate enquiry into the Inland Rail), a major driver for my involvement in the N2NCCC in the first place was my indignation and concern that "due process" had not been conducted in the proposed development of the Narromine to Narrabri section of the ARTC Inland Rail route. The direct personal confirmation from ARTC staff during a meeting at High Park Estate in mid-July 2018 that the decision to switch from the original concept alignment (West of Narromine) to the Eastern alignment "was based on community feedback" was a final straw that gave me the incentive to get involved in this Committee.

Our community has put a lot of effort into reviewing ARTC route history documents over the last few years. They only became available well after the route change in late 2018. I am increasingly concerned about the significant fundamental flaws in the whole process.

It appears that despite an enormous amount of evidence to the contrary the ARTC Inland Rail machine is still well and truly aiming in a direction that represents potential disaster in terms of:

- *Very real threat to Narromine township and its populace as well as surrounding properties and their owners through flood risk. As stated recently "Blind Freddie" could see from an aerial photo of the area surrounding Narromine that the higher, less flood prone country is to the West of town (not coincidentally with higher level of farming enterprises) vs. the Eastern aspects, full of various water courses, swamps, cowals etc. (again, reflecting completely different land use concomitant with more flood prone, lower lying country). Add to this the tremendous gravity powered threat of flows from the Sappa Bulga range to the Eastern/Southern aspects and of course the well-known local wisdom (historically proven in living memory on multiple occasions) that the greatest threat of flooding to Narromine town is from this direction. It is no coincidence that from the start a series of ARTC engaged engineers and hydrology experts have struggled to*

(i) first understand the Geotech factors then (ii) make plans for a safe and practical way to send this massive project through what is patently obviously a terrible route option.

- *Economic impact on local, NSW and Federal taxpayers who will be footing the bill for generations for what seems to be an extraordinary amount of poorly calculated costings for various components of this project. Especially but not restricted to the amount of high-cost additions to the line such as Culverts, Crossings, Bridges/Viaducts etc. Obviously of great concern to local landholders is that there will be significant ongoing costs incurred through the splitting of their farms, an impact magnified the 13km of extra greenfield track required and 8km of extra track following the erroneous choice of the Eastern alignment. Many additional families and properties were also impacted following “reworking” of the plans after the Ministerial “Green Light” to the route selection. It also appears that the improved eastern geo-tech conditions tabled in the MCA were based entirely on visual inspections of nearby public roads, no soil cores samples were taken. It is hard to express how negligent this is - ARTC advised the Minister that the east Narromine route has substantially improved geo-tech condition and less flooding than the 2010 western concept route but failed to actually get out into the field to do any form of groundwork to validate their new assumptions. To top it all off these new assumptions completely contradict the 2010 research which clearly referenced severe flood conditions east and south east of Narromine. It can now be seen that in 2020 ARTC realised that these untested assumptions are baseless with the EIS burrow pit addendum document referencing massive shortfalls in suitable structural fill not just south and east of Narromine but north east as well - all along Eumungerie Rd. The lack of scientific rigor in the MCA recommendation to change the route is a scathing indictment of all concerned, especially the project managers who failed to QA the data collection and consultation work being undertaken.*
- *To be frank the EIS is not ready to place on exhibition. The community east of Narromine was not consulted before the change and since then ARTC has refused to engage in any constructive dialogue either with the impacted community or our CCC to have the route selection assumptions thoroughly evaluated. I ask that our CCC is given time to discuss these outstanding issues with ARTC managers so community concerns can be transparently evaluated before the EIS is placed on exhibition. If they can show me the science, my concerns will evaporate.*

ARTC INLAND RAIL RESPONSE:

ARTC Inland Rail appreciates the comments and feedback provided by Mr Lewis Lydon regarding the Narromine to Narrabri project.

The Australian Government announced the Narromine to Narrabri Study Area in late 2017. Since this date, Inland Rail has been undertaking engagement work, as well as necessary field and site investigations to inform the project SEARs and the evolving design process.

Matters related to the determination of the present Narromine to Narrabri alignment are detailed in the Melbourne to Brisbane Inland Rail Route History 2006-2019 document – for reference, see the chapter titled ‘N2N Route Option Analysis: East or West around Narromine’ (p.61). Mr

Lydon may also like to refer to the Environmental Impact Statement, particularly Chapter A6 'Alternatives and options' for further information.

Should Mr Lydon have remaining concerns regarding these or other current matters, we would encourage him to provide feedback to the Environmental Impact Statement which is currently on public exhibition. It should be noted that the Environmental Impact Statement contains additional information/chapters on borrow pits, flooding and hydrology, construction methodology and soil investigations.

QUESTIONS RECEIVED FROM COMMUNITY MEMBER BRUCE BRIERLEY (NARRABRI N2N CCC)

Some members of our community have expressed concern regarding the “rumour” that the construction/ planning contractors in the Baradine area will be using the Baradine Show Ground as their Depot/accommodation. Could we have yes or no to this please?

ARTC INLAND RAIL RESPONSE:

As Bruce Brierley notes, Inland Rail is seeking approval to establish construction infrastructure, including borrow pits, construction compounds and temporary workforce accommodation.

As part of these plans, temporary accommodation facilities are proposed in Narromine, Gilgandra, Baradine, and Narrabri. The proposed locations have been identified in consultation with Council.

Further information can be found in Chapter A8 of the N2N Environmental Impact Statement (Construction of the proposal), specifically Section A8.9.4. Chapter C2 also provided additional detail into the assessment of temporary workforce accommodation.

The final decision as to the development of any/all temporary accommodation facilities will ultimately rest with the principal construction contractor. As such, the final location of any proposed facility has yet to be determined.

QUESTIONS RECEIVED FROM KAREN MCBURNIE (GILGANDRA, N2N CCC)

As an affected landholder and member of Gilgandra CCC, I am writing to you about the upcoming EIS.

It is beyond belief that ARTC can bring out the EIS, when there are questions still unanswered, a Senate Inquiry into the Management of Inland Rail, and Consultations still not done.

At the Senate Inquiry on Thursday 19th 2020, Special Counsel for NSW Farmers and CWA, Peter Holt raised issue with Inland Rails last EIS on exhibition – NorthStar to QLD border, he said it was the worst state significant project EIS documentation he had ever reviewed.

Instead of forging ahead with this project, I think ARTC should step back, until there is an independent assessment done.

The EIS should not be placed on exhibition. We as CCC members must have confidence that the issues and all associated data will be reported accurately.

ARTC INLAND RAIL RESPONSE:

ARTC Inland Rail appreciates the comments raised by Karen McBurnie, which are centred on accountability; rigour of investigations and design work; and community consultation.

We continue to support the ongoing enquiry into the management of the Inland Rail project by ARTC and the Commonwealth Government. To this end, Inland Rail has engaged with all relevant enquiry representatives in an open and transparent manner, including the last public hearing on 19 November 2020.

We continue to welcome the feedback received by interested community members, industry groups and impacted landowners. To date, we have completed more than 1,000 meetings with landowners and where feasible, incorporated feedback into the design process.

The N2N Environmental Impact Statement is presently on public exhibition until 7 February 2021. The Department of Planning, Industry and Environment (DPIE) have ensured that there will be ample opportunity for public feedback, extending the public exhibition period to approximately two months.

More information on the EIS is available on the N2N project page at <https://inlandrail.artc.com.au/where-we-go/projects/narromine-to-narrabri/consultation/>.