

Meeting title	Narromine to Narrabri (N2N) Community Consultative Committee – Gilgandra Sub-committee meeting 3		
Attendees			
Michael Silver OAM (Independent Chair)	Lindsay Mathieson (Gilgandra Shire Council)		
Peter Bonnington (Community Member)	Tim Collins (NSW Department of Planning and Environment)		
John Single (Community Member)	Patricio Munoz, Stakeholder Engagement Manager NSW - North (ARTC)		
Barbara Deans (Community Member)	Reannan Ellaby, Technical Approvals Lead (ARTC)		
Stuart Mudford (Community Member)	Matthew Errington, Environmental Advisor (ARTC)		
Alexander Deans (Community Member)	Kyle-James Giggacher, Project Delivery Engineer (ARTC)		
Karen McBurnie (Community Member)	Andrew Skele – Environment Manager NSW (ARTC)		
Kookie Aitkens (Coonamble Shire Council)	Michael Clancy – Manager, Business Development and Property (ARTC)		
Cr Bill Fisher (Coonamble Shire Council)	Patrick Leahy – Property Specialist (ARTC)		
Randall Medd (Gilgandra Shire Council)			
Observers			
David McBurnie	Claire Mudford		
Lorraine Harrison	Paul Galley		
Doug Wilson	Robyn Galley		
Stephen Campion	Kevin Galley		
Elisha Bailey (Commonwealth Department of Infrastructure, Transport, Cities and Regional Development)	Hannah Baldry, Manager, Stakeholder Engagement, Freight, Strategy and Planning, Transport for NSW		
Ella Somerset, Transport for NSW			
Apologies			
Scott Divers, Senior Project Manager (ARTC)			
Location	Gilgandra Sporties Club, Gilgandra	Date & start time	21 May 2019, 4.40pm

Topic	Discussion
1. Welcome	<ul style="list-style-type: none"> The Chair welcomed all to the meeting noting the presence of community observers and representatives of the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development and Transport for NSW.
2. 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. John Single - non-pecuniary interest. Property located within study area and potential supply of resource material. Alexander Deans – non-pecuniary interest. Property located within study area and

	<p>potential supply of resource material.</p> <ul style="list-style-type: none"> • Stuart Mudford – non-pecuniary interest. Two properties located within the study area. • Peter Bonnington – non-pecuniary interest. Family has property at Curban located within the study area. • 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.
<p>3. Chair's Minute</p>	<ul style="list-style-type: none"> • The Chair spoke to his report regarding out of pocket expenses for community members and particularly a travel protocol for the claiming of travel expenses. It was agreed that a rate of 65 cents per kilometre be implemented for claims for travel expenses to/from meetings subject to a community member only being eligible to make a claim where the distance from the community member's residence to the meeting venue is greater than 15 kilometres. It was noted that claim for travel expenses was a matter for the individual community member to claim but would need to be declared at the next meeting as a pecuniary interest. There was general acceptance of the proposal. • The Chair confirmed with the Sub-committee the purpose of the CCC, having regard to the CCC Guidelines and the requirements of the Secretary's Environmental Assessment Requirements (SEARs) issued to the proponent for preparation of the Environmental Impact Statement (EIS). Mr Silver noted that the N2NCCC was formed as a requirement of the SEARs under the <i>Environmental Planning & Assessment Act 1979</i>. He advised that the purpose of the CCC is to provide an interactive forum between the proponent and representatives of the community regarding issues associated with preparation of the EIS for the project. Mr Silver highlighted that matters raised by community members and questions listed in Other Agenda Items should relate to the project as it is proposed and not to historical issues which are outside the purpose of the CCC and beyond the scope of the proponent's project delivery team to answer. Mr Silver highlighted several questions listed under the Gilgandra Sub-committee that related to issues raised two years ago. • The Chair advised that all questions in the Other Agenda Items that related to historical issues and not related to the SEARs or the current proposal would be referred by him to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development (previously the Department of Infrastructure, Regional Development and Cities) for comment.
<p>4. Minutes of Previous Meeting</p>	<ul style="list-style-type: none"> • It was noted that the minutes of the second meeting of the Sub-committee had been approved on 16 April 2019 and placed on the proponent's website.
<p>5. Business Arising</p>	<ul style="list-style-type: none"> • Nil
<p>6. Correspondence</p>	<ol style="list-style-type: none"> 1. The Chair advised that the NSW Department of Planning and Environment (DPE) had confirmed the appointment of four additional Community Members to the Narromine Sub-committee. 2. The Chair advised that correspondence regarding the letter from A & G Nicholls from Narromine had been sent to relevant NSW Government and Commonwealth agencies. Mr Silver indicated that the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development

	<p>had advised a response would not be provided until after the Federal election. The DPE had forwarded the letter to ARTC and would be raising the matter at its next meeting with the proponent.</p>
<p>7. Previous Actions</p>	<p>7.1 That ARTC forward a summary of the biodiversity assessment methodology to the CCC members when finalised. COMPLETED</p> <p>7.2 That Michael Clancy of ARTC be invited to present to the CCC on future freight operation matters associated with the Inland Rail project. COMPLETED</p> <p>7.3 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 - TBC</p> <p>7.4 That ARTC provide a presentation from a suitably qualified property specialist regarding the land acquisition processes and considerations for landholders associated of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> as they may apply to acquisition of land for the Inland Rail corridor. COMPLETED</p> <p>7.5 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. TBC 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.</p> <p>7.6 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. TBC</p>
<p>8. Proponent’s Report</p>	<p><i>Patricio Munoz, Reannan Ellaby, Kyle-James Giggacher, Matthew Errington, Michael Clancy and Patrick Leahy from ARTC presented the Proponent’s Report.</i></p> <p>General Overview</p> <ul style="list-style-type: none"> • Patricio Munoz opened the presentation and advised that he had recently been appointed as Stakeholder Engagement Manager NSW – North with ARTC following a restructure. He would be responsible for community engagement in the Parkes to Narromine, Narromine to Narrabri, and Narrabri to North Star sections of the Inland Rail project. • Mr Munoz noted that an Inland Rail shop front had been opened at Parkes (which was now locally staffed), and that investigations for additional shop fronts had commenced for Narromine, Gilgandra and Narrabri. • Mr Munoz highlighted progress on the cadastral survey noting that the Narromine and Narrabri sections had been completed and the Gilgandra area would be finalised by the end of May 2019. Access by surveyors to private property had not been an issue and no formal action under the <i>Surveying and Spatial Information Act 2002</i> had been required. • Mr Munoz advised that the stakeholder engagement team has been assisting with site and field investigations. He extended appreciation to landholders who have signed land access agreements.

- Mr Munoz highlighted Inland Rail's new community sponsorship initiative with the second round closing on 31 July 2019. The program will provide financial support (\$1000 to \$4000) to eligible community organisations. The sponsorship program has four rounds annually.
- Mr Munoz noted that ARTC was providing sponsorship support to local shows including the up-coming Coonamble Show.
- Mr Munoz indicated that there was a focus for Inland Rail to be more visible in the community with a larger community engagement team incorporating locally based regional staff.
- Barbara Deans asked when the Parkes to Narromine component of the Inland Rail Project would be completed. Mr Munoz advised that it was scheduled for completion in the first quarter of 2020.
- Mrs Deans questioned the purpose of four large water tanks along the rail alignment. Andrew Skele advised that water is stored in the tanks for project related uses after being sourced from Council's water supply.
- Mrs Deans questioned what the regional and local benefits are from engagement of local staff and do these people have the technical capability.
- In response Mr Munoz advised that the opportunity of employment in a large infrastructure project was of significant benefit to local employment seekers. New staff are integrated into the regional team and interact with various technical specialists thus expanding their skill level through knowledge sharing. This is an opportunity for regional people to obtain long term jobs, particularly young people. As the project progresses there will be a need for a larger regional project team.
- Karen McBurnie questioned the general community email distribution database utilised by ARTC, noting she had not received advice regarding the sponsorship and donations program. Mr Munoz advised he would check the content of the database. The Chair suggested that all N2NCCC community members should be placed on this database.
- The Sub-committee viewed a video outlining Inland Rail's Aboriginal Cultural Heritage investigation and assessment processes undertaken by ARTC.
- Mrs Deans questioned why farmers are not paid for their time in providing information to support preparation of the EIS, yet persons doing Cultural Heritage work do receive recompense. Mr Munoz said that ARTC appreciates farmers time but is not able to pay them. Mr Skele advised that monetary compensation for Cultural Heritage work is a statutory process that the proponent must comply with.
- Mrs Deans noted that the history of families in the Coonamble/Gilgandra region was significant with some properties having been in a family's name for five generations. She questioned how this history is being assessed. Mr Skele responded that the EIS will deal with European Heritage through extensive historical analysis, local assessment and surveys. He indicated this is a separate process to Aboriginal Cultural Heritage assessment.

Engineering

- Kyle-James Giggacher updated the Sub-committee on the current status of the project. He indicated that the project is still at the feasibility design phase with the development of the EIS.
- Mr Giggacher advised that due to the Commonwealth Government entering caretaker period due to the Federal election, discussions with affected

landholders regarding the narrowing of the study area to the focus area (150 metres wide) had been postponed until the Commonwealth Government resumes normal operations.

- Mr Giggacher advised that almost all geotechnical work was completed although some further investigations are being undertaken in the Square Mountain/Black Hollow area. This should be finalised within a week.
- Mr Giggacher confirmed that cadastral surveys are scheduled to be completed by the end of May 2019.
- Mr Giggacher indicated that hydrology work is progressing as is road/rail interface and transport analysis.
- Mr Giggacher advised that 116 borrow pit sites had been volunteered, with 26 short-listed for further investigation. Aboriginal heritage and ecology clearance surveys have been completed with geotechnical testing for the suitability of material to be carried out over the next few months.
- Mrs Deans asked whether surveyors undertaking the cadastral survey are taking photographs. Mr Giggacher stated that no photographs are being taken unless requested by a landowner.
- Stuart Mudford sought clarification on the how surveyors are gaining property access. Mr Munoz advised that where this is required landowners have been contacted by telephone and a suitable time arranged. Much of the cadastral survey work has been undertaken in publicly accessible land with limited private property access required. Patrick Leahy explained the need to confirm survey control points and ensure property survey maps are accurate.

Environmental Assessment

- Matthew Errington provided an EIS progress update. He advised that the majority of field work had been completed, with the exception of Aboriginal heritage surveys in the Pilliga State Forest and some private properties where access has been denied.
- Mr Errington highlighted the importance of completing the Aboriginal heritage assessment as part of the EIS and encouraged CCC members to bring this to the attention of the community and share the video.
- Mr Errington noted progress on biodiversity work and indicated that targeted seasonal flora surveys will be undertaken later in the year for threatened plant species.
- He also indicated road traffic noise monitoring will be undertaken at various locations along the alignment. Once the locations are confirmed, ARTC will provide an updated noise logger location map.
- Mr Errington provided a response to Action 7.2 above regarding personal individual impacts and how this will be dealt with in the Social Impact Assessment (SIA). He advised that when the one-one meetings with the 180 directly impacted landholders are undertaken, information will be gathered to support preparation of the SIA. No individual circumstances will be addressed in the EIS due to privacy issues. However, a representative sample of the 180 landholders (approximately 25) will be further evaluated through SIA meetings to identify specific potential impacts and themes in order to develop mitigation measures for inclusion in the EIS.
- Mr Errington advised that updated SEARs would be issued by DPE with additional assessment requirements for the proposed borrow pits. He indicated that road

upgrade considerations would be part of the Traffic Management Plan for the project.

- Peter Bonnington requested detail on the criteria for the potential location of borrow pits relative to the construction sites. Mr Giggacher indicated that length of haulage routes and accessibility from the pit to the corridor would be prime considerations.
- Randall Medd questioned the impact of the Inland Rail construction on local resources with the potential that future local construction materials (gravel) could be exhausted. In response Mr Skele said there would be consultation with local stakeholders regarding available resources to avoid depletion. He also advised that there would be detailed traffic assessment regarding the impact of haulage routes on local roads.
- As a follow-up, Mr Medd suggested that if a borrow pit was located 10 kilometres from the alignment that the impact of the pit and associated haulage will be significant across rural areas. He questioned how this impact will be addressed. Mr Errington responded that the EIS will assess both the borrow pit activities and material haulage to the rail corridor. He also advised that there would be discussion with Councils regarding borrow pit locations and haulage routes following completion of the assessment work.
- Mrs Deans asked when will the borrow pit material be tested. Mr Giggacher advised this will be completed by mid-July 2019.
- Mr Errington noted that the ARTC Inland Rail Social Performance team would like to provide a presentation to the CCC. It was agreed that a presentation be made at the next meeting.
- Mrs Deans requested clarification on the installation of additional noise loggers and whether they are on roads or on properties. She suggested that the impact of rail noise would not only impact humans but also effect livestock and their management. Mr Errington advised the additional road traffic noise loggers will be at locations of the proposed grade separations with roads. He commented that the consultants were confident that the original logger locations provide representative baseline noise data. Mr Errington advised that it was important that sensitive receptors are considered and that the noise assessment was about addressing impact of noise on humans. Mr Skele provided an explanation of the process of assessing noise data relative to human impact.
- Both Mrs Deans and Mrs McBurnie further questioned the adequacy of the noise data obtained having regard to the small number of logger sites along the alignment. They asked how remote properties that experience silence at night will be considered in the noise assessment. Mr Skele took the matter on notice with a view to providing a response at the next Sub-committee meeting.
- Mrs McBurnie questioned how the 25 landholders from the one-on-one meetings would be selected for further discussion regarding individual social impacts arising from the project. Mr Errington indicated those chosen would be representative of the cross section of individual circumstances along the alignment. Mr Skele highlighted that the overall SIA is a broad assessment, however the 25 identified landholders will provide detailed information on specific personal social impact issues to support develop of mitigation measures for incorporation into the EIS.
- Mrs Deans noted that in Adam Wyatt's presentation at the previous Sub-committee meeting he had acknowledged that there was no historical stream

data from Baronne Creek. Mrs Dean sought clarification as to how water from the Warrumbungle Mountains is assessed in flood modelling. She asked if anyone from Jacobs-GHD had inspected the area following the 100 millimetres of rain on 29 March 2019, noting the rain event had occurred above the likely railway alignment.

- Mr Giggacher advised that the consultant had not inspect the area, however he was present in the area at the time of the rainfall event. Mr Giggacher further advised that the inclusion of known information from gauges in similar stream catchments is included in the model where site specific data is not available. Mr Giggacher advised that he was present in the area at the time of the 100 millimetres rainfall event.
- Mrs Deans noted the advice but indicated she would forward further questions on the matter through the Chair.
- Mrs Deans requested advice as to the contents of flood maps that will be provided to landholders for discussion at the one-on-one meetings. Ms Ellaby advised that the maps would relate to the property concerned and provide information on existing flood depths, existing water velocity, existing time of inundation and provide details on afflux (rise in flood height) with the railway line in place.
- Mrs Deans asked how long landholders will have to assess flood maps prior to the one-on-one meetings. Ms Ellaby advised that landholders will be given adequate notice of the meeting and any data not available at the meeting could be provided to ARTC after the meeting as soon as practicable.
- Mr Mudford requested that flood maps be provided to landholders well in advance of the one-on-one meetings. Both Ms Ellaby and Mr Munoz acknowledged the suggestion and indicated this approach will be considered.
- Mr Bonnington commented that generational knowledge, particularly relating to flood impacts will be important in the development of the project. Accordingly, provision of the flood mapping to landholders prior to the meetings is essential.
- John Single supported Mr Bonnington's comments, suggesting that for landholders to have confidence in the one-on-one meeting process all available information must be provided to landholders in advance of the meetings.
- Mr Munoz confirmed that landholders will be given two weeks' notice of the one-on-one meetings and that property plans will be provided prior.
- Mr Medd questioned whether an agenda will be provided to landholders for the one-on-one meetings, together with an outline of the general scope of the meeting. Mr Munoz responded that landholders will be provided with a letter outlining the matters for consideration at the meeting together with options regarding the meeting location.
- Mr Mudford asked when meetings were likely to commence. Mr Munoz advised that no dates had been established due to the caretaker period of the Federal government.
- Mr Mudford also sought clarification on Cultural Heritage assessment work in Gilgandra and was advised that Aboriginal groups in Gilgandra were involved.

Other Agenda Items

- Reannan Ellaby provided a brief presentation on the following matters:
 - Indicative fencing types
 - Cadastral survey
 - Elevation modelling and follow-up flood presentation

- Typical viaduct arrangements
- Question 10.7 – Ms Ellaby responded to the question from Stuart Mudford, advising that exclusion fencing would be assessed on a case-by-case basis. Mr Mudford commented that more and more farmers were installing exclusion fencing and needed to know what the ARTC fencing would be to ensure a consistency of fencing standard around a property. Ms Ellaby indicated that ARTC would work with landholders regarding the installation of exclusion fencing.
- Question 10.9 – Ms Ellaby responded to Mrs McBurnie’s question regarding the cadastral survey work being undertaken outside the study area. Ms Ellaby advised that some survey points were located outside the study area and consequently needed to be confirmed. She advised the cadastral survey work would be completed by the end of May 2019.
- Ms Ellaby provided preliminary visualisations of typical viaducts and the Subcommittee noted opportunity for access under the viaducts. Mr Skele advised that access for land holders will be subject to a licence agreement.

Dinner Break – 6.30 pm

Meeting Resumed – 7.05 pm

Future Freight Operations

Refer to Freight Operations slide pack.

- Michael Clancy, Manager Business Development and Property provided an insight into future freight operations associated with the Inland Rail project.
- Mr Clancy provided an historical overview of the rail network in NSW, noting that tracks were laid along the alignment of least resistance, mainly following valleys floors and other flat areas. These alignments remain today over 100 years on. He commented that the existing track infrastructure is inadequate for future development and requires rebuilding.
- Mr Clancy advised that ARTC leases the NSW rail network from the NSW government. The lease has certain commitments. Over the last four years \$4.5 billion has been expended on maintaining and upgrading the rail network.
- The Inland Rail project is based on a different operating scenario. One key issue is cost/time but there are other matters/issues to be considered and addressed in relation to the long-term benefits of the project:
 - Safety – less trucks on roads
 - General demographics – long-distance truckies now aged 40/50+ with likely future shortage of long-distance truck drivers
 - Economic viability – unviable to drive trucks long distances
 - Truck v Train – 25 tonnes on truck v 6,000 tonnes on train
 - 1 train driver required v 40 truck drivers required to move 6000 tonnes of product
- Mr Clancy advised that contrary to popular belief, all eastern seaboard ports (Brisbane, Newcastle, Sydney, Port Kembla, Melbourne) are connected by standard gauge rail – it is a matter of whether it is used or has the capacity viz, passenger v freight.
- Mr Clancy also advised that no port can accept double stacked container trains. To achieve this, brownfield corridors would need to lift bridges, adjust overhead electrical gantries, reduce station awnings as well as other infrastructure at a huge capital cost.

- Mr Clancy emphasised that the Inland Rail project is based on 24 hours transfer time with a 98% reliability. Consequently, actual time needs to be 21 hours. He advised that the rail network is currently operating at 70% efficiency.
- Mr Single commented that rail connectivity was essential if the Inland Rail was to be successful. He noted that the Baradine to Gwabegar line was currently non-operational and questioned whether providing access to Baradine was within the scope of the Inland Rail project. Mr Clancy advised that these access and upgrade matters were outside of the scope of the Inland Rail project.
- Mr Clancy suggested that connectivity or direct access would need to be based on a business case in order to seek funding opportunities from Federal or State governments or through the private sector.
- Mr Clancy drew attention to the slide on the CSIRO Northern NSW Transport Study which analysed Local Government Authorities in the north west. It demonstrated a likely cost saving of between \$7.75 and \$9.80 per tonne utilizing larger trains with a full payload.
- Mrs McBurnie questioned why the Deputy Prime Minister has suggested that a savings of \$76 to \$94 per tonne could be achieved utilizing rail.
- Mr Clancy responded that to understand the extent of savings, it is important to analyse where product is moved from and to where. He highlighted freighting product from North Queensland to Melbourne with savings being compounded using one mode of transport. He outlined examples of the changing dynamic of where product can potentially be transport and the savings and opportunities this creates. Mr Clancy commented that the market will drive a different approach to freight when Inland Rail is in place indicating that it will foster competition rather than suppliers being locked into one mode of transport. Further, it is intended that the Inland Rail project will create an environment conducive for others to establish access to the network.
- Mrs Deans asked 'What's in it for us? I can't see any local benefits.'
- Mr Clancy responded that the Inland Rail project will facilitate competition in the freight market. It will encourage investment in the freight industry through providing alternative freight service opportunities, with consequential cost benefits for suppliers.
- Mr Bonnington commented that the community wants to understand the benefit, however the social impact side of this project needs a pathway to economic opportunity. The local community requires a clear understanding of the financial opportunity that the Inland Rail project will provide. Mrs Deans added, "... we can see silos, containers, rolling stock and rail lines - give us something for it, otherwise it's just a line." Mrs Deans also suggested that by not using the Coonamble to Gilgandra line there appeared to be little benefit to the area.
- Alexander Deans noted that he can see the benefits at either end, "...but here in the middle we need something."
- Mr Clancy indicated that opportunities exist at the Federal level for support in establishing access opportunities. He noted local Councils are building a strategic framework for this area in respect of the Inland Rail with consideration of intermodal hubs, industrial areas, and service upgrades to support economic opportunities.
- Mr Clancy also advised that it was a matter for local and regional communities to develop economic and business opportunities to take advantage of the Inland Rail project. He added it was not part of the project scope for ARTC to identify,

advocate or develop specific localised opportunities although it would, through facilitation, support local community proposals.

- Mr Medd noted that the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development is the responsible Federal agency to deliver support to regional communities to gain benefit from the Inland Rail project.
- Mr Clancy highlighted the approach that Moree Plains Shire Council has taken in advancing opportunities to obtain benefit for its community from the Inland Rail project.
- Mr Medd advised that Gilgandra hasn't reached the Moree or Parkes status with Gilgandra Shire Council looking to complete all planning strategies before committing to specific opportunities.
- Mr Skele provided an insight into the Federal and State funding processes that are designed to support development of access to the Inland Rail network.
- The Chair invited Ms Elisha Bailey of the Department of Infrastructure, Transport, Cities and Regional Development to provide advice on programs and strategies the Commonwealth government has initiated that would support maximising the opportunities provided by Inland Rail.
- Ms Bailey advised that the government is committed to building a strong regional Australia. As part of this commitment and to support regional outcomes from Inland Rail the Department of Infrastructure, Transport, Cities and Regional Development has established Inland Rail regional offices in Albury-Wodonga, Dubbo and Toowoomba. The regional offices will work with stakeholders to maximise local procurement and employment opportunities arising from the construction of Inland Rail, as well as preparing industries and regions to take advantages of the opportunities arising from the operation of Inland Rail.
- Ms Bailey said that the Inland Rail Supply Chain Mapping Study - Parkes to Narromine Pilot project in collaboration with CSIRO tested the suitability of TraNSIT to analyse existing regional freight supply chains and looked at the potential transport cost savings available from Inland Rail. The results demonstrate significant savings, when shifting specific agricultural supply chains from road to Inland Rail.
- Ms Bailey indicated that during 2019 the study will be expanded to include other supply chains and capture a broader geographic region, from Narromine (NSW) to Seymour (Victoria). The department will be working closely with State Governments, local councils and other key stakeholders to ensure the project complements local land use planning and freight network strategies.
- Ms Bailey further advised that the Federal Government has committed \$44 million to an Inland Rail Interface Improvement Program to maximise connections to the national freight rail network – integrating regional lines and connecting local communities to the benefits that flow from Inland Rail. Further, the Regional Australia Institute (RAI) has been commissioned to help communities along the route make the most of Inland Rail.
- Mrs Deans requested advice on the status and capability of the Coonamble to Gilgandra rail line. Mr Clancy indicated that if it was to satisfy the Inland Rail specification it would need to be rebuilt. It can run at 100 tonne axle load (TAL) but at a lower speed of 50-60 kilometres per hour. Mrs Dean enquired further - whether it would be upgraded? Mr Clancy advised that the majority of the line would need to be rebuilt and that there is no cheap fix.
- Mr Bonnington suggested that the extent of works is not going to be detrimental

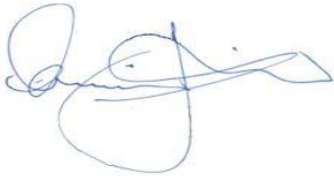
of connection to the Coonamble area provided there is a supportive business case that will justify funding from an external provider.

- Mr Clancy indicated that as a general principle the Country Rail Network (CRN) will be provided with a basic operational connection capability to the Inland Rail but will not be physically connected unless there is a demonstrated guarantee of future operations. A connection to the Curban line is in scope for Inland Rail.
- Mr Clancy concluded that it was intended to have connecting networks upgraded and in place before Inland Rail is completed through co-ordinated investments across all tiers of government and the private sector. This will involve having wagons with 25 tonne total axle load and trains that have a minimum length of 1,350 metres. He anticipated having a standardised and robust rail network in place by 2024.

Property Report

Refer to Property slide pack

- Patrick Leahy provided a presentation regarding the land acquisition process for the Inland Rail project having regard to the provisions of the *Land Acquisition (Just Terms Compensation) Act 1991*.
- Mr Leahy advised that ARTC is not an acquiring authority under the *Land Acquisition (Just Terms Compensation) Act 1991*. ARTC is currently in discussions with Transport for NSW (an acquiring authority) regarding the compulsory acquisition process.
- Mr Leahy reinforced the need for the rail corridor to be defined and confirmed before any property acquisition discussions could commence. He indicated ARTC is willing to discuss the process however it is difficult to discuss actual acquisition until the alignment is determined.
- Mr Leahy indicated that the process followed by ARTC in acquiring land will be the same as that outlined in the *Land Acquisition (Just Terms Compensation) Act 1991*.
- Mr Leahy advised that ARTC's Community Engagement team can provide information on the acquisition process.
- Mrs Dean enquired whether, following determination of the alignment, property will be purchased prior to approval of the project. Mr Leahy responded that it would be based on individual circumstances however acquisition prior to an approval raises a risk that a proponent being left with unwanted or unnecessary property.
- Mrs Dean expressed concern at the acquisition process that it was an extremely emotionally challenge matter for individuals given the uncertainty as to when a purchase will be finalised. Mr Leahy advised that the date of acquisition is the date of valuation. Mr Skele suggested that following announcement of the focus area identification effected landholders should discuss the acquisition process with Inland Rail's Stakeholder Engagement Team and arrange a meeting with an ARTC property specialist, if required.
- Mrs Deans enquired as to who in ARTC signs off on acquisitions. Mr Leahy advised this is the responsibility of the Inland Rail Leadership Team.
- Cr Fisher noted the 'before and after' valuation method but sought clarification of the valuation process particularly in respect of the discretionary considerations. Mr Leahy explained the process to obtain the compensation.

	<ul style="list-style-type: none"> • Mrs Deans asked under what circumstances a whole property would be purchased. Mr Leahy indicated that the rail corridor would need to have an overall detrimental impact on the whole property. • Mr Mudford asked whether property owners can sell now. Mr Leahy indicated that each acquisition matter would be dealt with on its merits, although there is no intention to acquire property at this stage. Mr Munoz advised that where it has been determined that a dwelling is directly or severely impacted by the alignment that discussions may occur regarding acquisition options.
<p>9. Actions required</p>	<ol style="list-style-type: none"> 1. 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. 2. That ARTC update its community engagement data base to include the email addresses of all N2NCCC members. 3. 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. 4. That ARTC provide an updated noise logger location map at the next meeting of the CCC.
<p>10. Other Agenda Items</p>	<ul style="list-style-type: none"> • Members' questions on matters specific to project. It was noted that 26 questions from members of all Sub-committees of the N2NCCC had been placed on the agenda. It was further noted that two questions had been listed by a member of the Gigandra Sub-committee. • The Chair indicated, that having regard to the comments contained in his Chair's Minute, that questions in the Other Agenda Items considered by the Chair to fall outside the scope of the CCC will be referred by him to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment. • The following questions, as detailed in the Addendum, will be referred to the Commonwealth Department: <ul style="list-style-type: none"> ○ Q 10.1; Q10.2; 10.8; Q 10.11; Q 10.12; Q 10.13; Q 10.14; Q 10.15; Q 10.16; Q 10.17; Q 10.18; Q 10.19. • In accordance with the previously agreed convention, responses to the questions were confined only to questions of immediate concern to Gilgandra community members with written responses to all questions to be provided by ARTC as an Addendum to the minutes.
<p>11. General business</p>	<ul style="list-style-type: none"> • Nil <p>Next meeting: Tentatively set for Tuesday 27 August 2019 at Gilgandra.</p> <p>Meeting closed: 8.55 pm. The Chair thanked all for their attendance.</p>
<p>13. Meeting minutes approved</p>	 <p>Michael J. Silver OAM Independent Chair 24 June 2019</p>

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

- **Narromine Sub-committee**

- Andrew Knop

10.1 Can ARTC fully explain its comparative costing analysis that suggests up grading an existing line is more expensive than building new rail line, having particular regard to the existing Dubbo to Curban rail line verses the 'green field' Study Area Narromine to Curban?

Member Comment: The community notes that the Senate Estimates Committee has asked similar questions over various sittings but ARTC has failed to adequately answer the committee concerns. This has noticeably frustrated the Senators and is of great concern to the community and tax-payers' funding this project. As a great deal of community dissension is directly attributable to ARTC's failure to maximise the use of existing track, this question needs to be thoroughly and critically analysed.

A: *Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.*

10.2 Given over 80km of existing track from Dubbo to Curban meets the same destination point as the green field Narromine to Curban alignment why wasn't a green field project linking Tomingley to Dubbo thoroughly analysed?

Member Comment: This alignment would require less green field disturbance, would directly link the project with western NSW largest centre for retail, transport, industry, manufacturing, health, education and agriculture and would take approximately the same travel time. It would cost considerably less, with the added benefit of creating a transport corridor around Dubbo which would future proof Dubbo for greater expansion whilst relieving traffic congestion and improving community safety and living conditions. This consideration directly links to regional plans providing additional Newell Highway transport capacity across the Macquarie River floodplain. It would also avoid considerable flood plain exposure risks.

A: *Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.*

10.3 Can ARTC provide a presentation on elevation modelling, at the highest available accuracy, for the Narromine to Burroway project section relating to:

- **Backwater Cowl Catchment area;**
- **Backwater Cowal;**
- **Narromine Township;**
- **Macquarie River Floodplain from Tantitha Road to 15km NW of Narromine Township inclusive of the all potential concept alignment study areas.**

- with elevation mapping to be tabled at the meeting.

A: A presentation on digital elevation modelling for the Narromine to Burroway project section will be provided at the next meeting of the Sub-committee.

10.4 Can ARTC provide a follow up presentation in respect of the Narromine – Burroway component of the Flood Modelling presentation provided by Jacobs-GHD at the March meeting inclusive of explanatory notes on the Macquarie River and Backwater Cowl Floodplain animation and any additional findings that are now available?

A: A follow-up presentation for the Narromine – Burroway component of the flood modelling presentation, including explanatory notes on the Macquarie River and Backwater Cowl Floodplain animation and any additional findings, will be provided at the next meeting of the Sub-committee.

- **Gilgandra Sub-committee**

- Stuart Mudford

10.5 Has ARTC or the Commonwealth Government purchased any land along the alignment between Narromine and Narrabri or will entire properties be purchased where a farmer wishes to leave?

A: ARTC has purchased land along the alignment, the details of which are confidential.

On occasion, Inland Rail will purchase a total property, even though only part of it is required. Any requests by a landowner for ARTC to acquire a property will be assessed on a case by case basis, and the decision to agree to a full purchase is at the discretion of ARTC.

10.6 Will there be any purchase of land outside the alignment? E.g. for gravel or fill.

A: ARTC presently has no plans to purchase properties for material supply that are outside the proposed project.

10.7 Some farmers are starting to use exclusion fencing - would it be possible for ARTC to use this type of fencing where it suits the farmer?

A: Yes, fencing requirements will be assessed on a case by case basis.

- Karen McBurnie

10.8 With reference to the response to question 8.8 (detailed in the addendum to the minutes) at the March 2019 meeting: What is the cost difference between redeveloping the existing rail line and cost of new greenfield line? Is this a feasible option?

Member comment: ARTC stated that it is not in the project scope and only want to discuss the greenfield. The community is of the understanding that these CCC meetings were to have community consultation and to provide information to satisfy it that ARTC were being transparent. Surely there has been a study on the costing of using the existing corridor or even to build the Inland Rail adjacent to the existing track to have freight all in the original corridor. The community would like evidence of why this is not an option, beside the 11 minutes longer claim.

A: Chair to refer question to the Commonwealth Department of Infrastructure, Regional Development and Cities for comment.

10.9 Why is ARTC doing survey work outside the study area? Are ARTC concerned that there may be an inquiry into the route selection and have not done the appropriate study for the initial Inland Rail proposal?

Member comment: ARTC conducted survey work on Milpulling Road on Wednesday 8 May 2019 at the boundary of the properties 'Talah' and 'Wycott' which is situated approximately 13 kilometres from the Newell Highway. This is outside the study corridor. The owner of 'Wycott' spoke to the ARTC people as to why they were there, but they did not answer.

A: ARTC did survey some marks on Milpulling Road outside of the N2N study area (and in some other areas of the project also). Survey Adjusted Cadastral Models (SACM) are done using as reference existing survey marks which appear on the cadastral plans. Most of the time those marks are outside of the property in question, and hence why they can be outside of the study area even if the property is within.

10.10 How much is the projected usage of water per day, in the greenfield section of construction. Where do ARTC propose to obtain this water?

A: As we are only at 30% Feasibility stage, we are still determining the quantity of water we require to build the project. There is groundwater monitoring currently underway to inform on the potential water sources. Surface water monitoring has also been undertaken and identified as not being a potential water source at this stage. ARTC may look to purchase any existing entitlements connected to existing bores where the groundwater impact assessment within the EIS shows the proposed extraction is not beyond the approved existing entitlement volumes at given bores. The amount of water required is also related to the moisture in the soils and this is currently being tested from the recent geotechnical investigations.

10.11 Why was the Gilmours Road Alternative original route (including Mawbey's Road section) changed to include Old Mill Road and does ARTC have evidence to support why this original path was altered?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.12 When was Gilmours Road Alternative (Option B) first indicated as a preference for the Burroway to Curban section of Inland Rail?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.13 Does ARTC have evidence to support its claim that the Gilmours Road Alternative route (Option B) had resulted from a majority of community preference- to be included for investigation?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.14 The Gilmours Road Alternative route (Option B) was not considered in the December 2016 MCA Workshop but was consulted on in early 2017, Why?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.15 Does ARTC have a map indicating where one-on-one landowner and community consultations had taken place during January to May 2017.

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.16 Why didn't ARTC consult and include in its investigation process in early 2017 the recommended route of Option 109 from the December 2016 MCA Workshop?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.17 What evidence does ARTC have to support it's reasoning as to why Option 109 should not be consulted on with landowners and the community, given the December 2016 MCA Report had recommended it should be?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.18 Why wasn't Option 109 included in the consultation process of ARTC in early 2017 yet was illustrated in a map presented to Minister Chester in late 2017 as the 'preferred study corridor' for this section? Was the Minister informed that this 'preferred study corridor' had not undergone consultation?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.19 Why wasn't the Burroway to Curban section of Inland Rail indicated to the Minister as being a 'contentious area' before approval was given in late 2017?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

- Peter Bonnington

10.20 Can ARTC indicate the proposed timeframe for when it expects to notify stakeholders of the compulsory acquisition processes to proceed under the Act?

A: ARTC is not an acquiring authority and as such, will write to landowners to request to acquire land once the project design is well enough advanced. Landowners and ARTC will have a minimum of six months to reach an agreement on an acquisition. If agreement cannot be reached, a compulsory acquisition process will then commence.

10.21 What is the full timeline ARTC is working to regarding compulsory acquisition in the Gilgandra section of the project?

A: The timeline for acquisition has not been distinguished into sections at this stage. ARTC is not an acquiring authority and as such, will write to landowners to request to acquire land once the project design is well enough advanced. Landowners and ARTC will have a minimum of six months to reach an agreement on an acquisition. If agreement cannot be reached, a compulsory acquisition process will then commence.

10.22 Does ARTC expect to utilise only the minimum notice period under the Act or will it provide an additional length of notice? If yes, what is the current proposed plan for the notice period?

A: ARTC is not an acquiring authority and as such, will write to landowners to request to acquire land once the project design is well enough advanced. Landowners and ARTC will have a minimum of six months to reach an agreement on an acquisition. If agreement cannot be reached, a compulsory acquisition process will then commence. This is a statutory process under the Land Acquisition (Just Terms Compensation) Act. Landowners will first receive a Proposed Acquisition Notice 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. If contracts for purchase have not been exchanged within the notice period, usually 120 days, an Acquisition Notice is published, or 'gazetted', in the NSW Government Gazette.

10.23 Will ARTC be providing further specific community sessions on compulsory acquisition prior to the commencement of this process? If yes, what are the estimated timeframes? If no, what communication systems will ARTC put in place to ensure community members are kept up to date and well informed of this process?

A: Community information sessions will continue to inform landowners, stakeholders and others about our project plans for the Inland Rail project.

If landowners are directly affected by the Inland Rail project, ARTC will contact them face to face to:

- *confirm that their property needs to be acquired*
- *explain the process*
- *introduce the team that will assist them through the process.*

10.24 Where is ARTC up to regarding commitments made at the last meeting to meet with and inform landholders of the route refinement, discuss options regarding property division and access.

Member comment: The community has been provided with broad information regarding the Just Terms Compensation provisions over the past year. It would be beneficial for stakeholders to be provided with the best estimate timelines for this process to allow for future planning for, and engagement of, relevant professional assistance for those community members who wish to do so. Managing cashflow for the engagement of external assistance by landholders will be vital for affected community members and the better placed they are to understand timeframes ahead of time the better they can plan to mitigate the timing of cash outflows.

A: ARTC planned to start route refinement conversations with landowners in April 2019. As the Federal Government election was called in April, ARTC has respected the caretaker period and only conducted routine stakeholder engagement activities until the Commonwealth Government resumes normal operations.

- **Narrabri Sub-committee**

- Cindy Neil

10.25 What recourse do property owners have after the Inland Rail is built regarding noise & vibration problems?

A: The EIS will identify a range of operational noise and vibration mitigation measures to be implemented at source e.g. noise walls along rail track and at receiver e.g. property treatment. During detailed design and noise model refinement, mitigation measures will be optimised in consultation with affected property owners. Once the project becomes operational, mandatory noise monitoring will verify the noise modelling results and efficacy of installed mitigation measures. If required, mitigation measures will be modified to meet the project-specific noise requirements.

10.26 Why are not all property owners within the corridor (Narrabri area) being contacted to meet with the floodplain and utilities surveyors, so that they can give them exact flood levels at their property?

Member comment: An email was received from inlandrailnsw@ARTC.com.au on the 9th May 2019 at 12.32pm. It indicated that Flood & Utilities Surveys would be completed by Sunday 12th May 2019. It said that "Flood and utilities survey work will include taking photos and recording flood levels and will inform the project Flood Study Engagement Framework. Managing flooding is a high priority for ARTC and we recognise that the community is concerned about potential changes in flooding behaviour." A landowner was contacted who has lived in the area for less than 15 years, whilst a neighbour who can provide anecdotal evidence as the property has been owned by their family for over 100 years was not contacted.

A: The flood surveys referred to in this correspondence are for existing flood structures, such as bridges and culverts. The landowner engagement on the flood studies has not yet commenced but will be undertaken with the one-on-one conversations.