

## MEETING MINUTES

### Narromine to Narrabri Inland Rail Community

### Consultative Committee

### GILGANDRA SUB-COMMITTEE

#### DATE / TIME

24 September 2019  
4.55 pm

#### LOCATION

Gilgandra Services Club, Gilgandra

#### FACILITATOR

Michael Silver OAM

#### MINUTE TAKER

Michael Silver OAM

#### DISTRIBUTION

Gilgandra Sub-committee

#### ATTENDEES

- ▶ Michael Silver (Independent Chair)
- ▶ Peter Bonnington (Community Member)
- ▶ John Single (Community Member)
- ▶ Barbara Deans (Community Member)
- ▶ Stuart Mudford (Community Member)
- ▶ Alexander Deans (Community Member)
- ▶ Karen McBurnie (Community Member)
- ▶ Kookie Aitkens (Coonamble Shire Council)
- ▶ Randall Medd (Gilgandra Shire Council)
- ▶ Patricio Munoz
- ▶ Duncan Mitchell
- ▶ Andrew Skele
- ▶ Kyle Giggacher
- ▶ Jody Meier
- ▶ Robert Walker
- ▶ Dr Adam Wyatt (Jacobs GHD)
- ▶ Lauren Harding (Jacobs GHD)
- ▶ Carmen Lau (Jacobs GHD)

#### APOLOGIES

- ▶ Cr Bill Fisher (Coonamble Shire Council)
- ▶ Lindsay Mathieson (Gilgandra Shire Council)
- ▶ David Neaves (Gilgandra Shire Council)

#### GUESTS

- ▶ Robyn Galley
- ▶ Kevin Galley
- ▶ Paul Galley
- ▶ Wanda Galley
- ▶ Tony Shepherd
- ▶ Desley Shepherd
- ▶ Andrew Peart
- ▶ Karen Wilson
- ▶ Susan Wilson
- ▶ Doug Wilson
- ▶ Stephen Campion
- ▶ David McBurnie
- ▶ Lorraine Harrison
- ▶ Louise Johnson (ARTC)
- ▶ Anna Howard (Department of Infrastructure, Transport, Cities & Regional Development)
- ▶ Edward Joshua (Department of Infrastructure, Transport, Cities and Regional Development)
- ▶ Julie Padanyi-Ryan (Department of Infrastructure, Transport, Cities and Regional Development)
- ▶ James White (Transport for NSW)
- ▶ Hannah Baldry (Transport for NSW)

## Discussions

NO.	DISCUSSIONS
1. <b>Welcome</b>	The Chair welcomed all to the meeting. Mr Silver also acknowledged the significant number of community observers in attendance and the representatives of Commonwealth and State Government agencies.
2. <b>Acknowledgement of Country</b>	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. <b>Declarations of Interest</b>	<ul style="list-style-type: none"> <li>• Michael Silver – Pecuniary interest – expenses of Independent Chair borne by ARTC.</li> <li>• Barbara Deans - non-pecuniary interest. Property located within study area.</li> <li>• John Single - non-pecuniary interest. Property located within study area and potential supply of resource material.</li> <li>• Alexander Deans – non-pecuniary interest. Property located within study area and potential supply of resource material.</li> <li>• Stuart Mudford – non-pecuniary interest. Two properties located within the study area.</li> <li>• Peter Bonnington – non-pecuniary interest. Family has property at Curban located within the study area.</li> <li>• Randall Medd - non-pecuniary interest. Employee of Gilgandra Shire Council with property located within the study area.</li> </ul>
4. <b>Chairs Minute</b>	<p>The CCC went into Closed Committee at 4.57pm. All observers left the meeting. The following business was considered:</p> <ul style="list-style-type: none"> <li>• <b>Request to permit community observers to be invited to ask questions.</b></li> </ul> <p>The Chair advised he had discussed the matter with the DPIE. The DPIE had suggested the CCC Guidelines should be followed. Mr Silver advised the Committee that members were representatives of their community and observers were only permitted to speak with the approval of the Chair and the concurrence of the Committee. He also advised that CCC meetings were not public meetings.</p> <p>Karen McBurnie expressed the view that observers should be able to ask questions and seek responses from the proponent.</p> <p>Randall Medd cautioned the Committee on its approach to this issue. Mr Medd raised the fact that the committee is bound by issues such as declarations of interest, pecuniary and non-pecuniary and it's uncommon in most meeting codes of practice to allow non-members (those not covered by the signed declarations) to raise questions from the floor at any point during the meeting. He suggested that a code of meeting practice like that applying to Local Government, that allowed a period of questions from the public should be implemented. He added these questions should only be directed at the proponent or their consultants/contractors.</p> <p>Patricio Munoz indicated that ARTC is open to observers asking questions in the interest of transparency. He pointed out that an immediate response to a question may not always be possible.</p> <p>Andrew Skele made the point that the purpose of the CCC is to support and provide comment on the preparation of the Environmental Impact Statement (EIS).</p> <p>Following general discussion, it was agreed that the Chair should prepare a protocol regarding observers asking questions at CCC meetings for consideration by the Committee.</p> <ul style="list-style-type: none"> <li>• <b>Travel Reimbursement</b></li> </ul>

NO.	DISCUSSIONS
	<p>The Chair advised that travel claims from community members should be made directly to ARTC in accordance with the previously adopted protocol.</p> <p>The CCC moved out of Closed Committee and resumed open session at 5.15 pm.</p>
<p><b>5. Outcomes of Closed Committee</b></p>	<p>The Chair advised the meeting that the Committee had agreed to the Chair preparing a protocol regarding observers asking question at meetings for consideration by the CCC. Mr Silver indicated this would occur in the next three weeks. He also advised that there would be no questions from observers at the meeting.</p>
<p><b>6. Minutes of Previous Meeting</b></p>	<p>It was noted that the minutes of the third meeting of the Sub-committee had been approved on 24 June 2019 and placed on the proponent's website.</p>
<p><b>7. Business Arising</b></p>	<ul style="list-style-type: none"> <li>• Barbara Deans advised that comments by Mr Michael Clancy of ARTC to the effect that "he could not tell what the benefit to our area would be" had not been incorporated into the minutes of the previous meeting. Mrs Deans advised that Mrs McBurnie and several observers had heard the comment.</li> <li>• The Chair indicated that the he had not heard nor recorded the comment. Mr Silver said he believed the minutes reflected the overall intent and context of the presentation by Mr Clancy. He advised that the minutes are not a verbatim record of the meeting.</li> <li>• The Chair declined to amend the minutes of the previous meeting but agreed to note the comment from Mrs Deans that Mr Clancy had said "he could not tell what the benefits to our area would be".</li> </ul>
<p><b>8. Correspondence</b></p>	<ol style="list-style-type: none"> <li>1. Department of Infrastructure, Transport, Cities and Regional Development – Providing responses to historical questions regarding selection of the Study Area for the project and other specific project related matters. It was noted a copy of the response had been forwarded to members</li> </ol> <ul style="list-style-type: none"> <li>• Mrs Deans requested that the Department make available any reports associated with the correspondence. The Chair indicated he would follow up on this request.</li> </ul>
<p><b>9. Proponent's Presentation</b></p>	<p><i>Patricio Munoz, Kyle-James Giggacher, Andrew Skele, Jody Meier, Dr Adam Wyatt, Lauren Harding and Carmen Lou presented the proponent's report.</i></p> <ul style="list-style-type: none"> <li>• Patricio Munoz introduced the ARTC staff.</li> </ul> <p><b>9.1 Community Engagement</b></p> <ul style="list-style-type: none"> <li>• Mr Munoz detailed community engagement with affected landowners undertaken since July 2019. He advised that one-on-one meetings are progressing as follows: <ul style="list-style-type: none"> <li>• Stage 1 - completed</li> <li>• Stage 2 - commencing in September</li> <li>• Stage 3 – commencing October/November</li> </ul> <p>He indicated that ARTC technical staff, members of the Engagement Team together with an Agronomist and Property Specialist are meeting with landholders.</p> </li> <li>• Mr Munoz explained the Multi Criteria Analysis (MCA) process used to refine the Study Area to the Focused Area of Investigation. In the past, where two design options are identified through the MCA process consultation is generally undertaken with landholders as to their preference.</li> <li>• Mr Munoz advised that no maps or technical reports on the Focus Area will be released until all affected landholders have been informed and engaged. It is essential that the fundamental right of the affected landholders to privacy is respected.</li> <li>• Mr Munoz confirmed that all affected landholders will be offered a face to face meeting and provided with updated property maps and an information pack.</li> </ul>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> <li>• Mr Munoz advised that landowners not in the Focus Area, but in the Study Area, will be contacted after landowners within the Focus Area have been advised.</li> <li>• Mr Munoz indicated that it is not compulsory for landholders to meet with ARTC. He indicated that in the Narromine area, where there were two design options being considered, ARTC had engaged with impacted landowners and the broader community as to the design thinking.</li> <li>• Mr Munoz reported that four regional staff members had been appointed to Parkes, Dubbo, Coonabarabran and Dubbo.</li> <li>• Mr Munoz advised that there is a boom in major transport infrastructure projects across Australia. He advised on construction progress of the Narrabri to North Star and Parkes to Narromine Inland Rail projects.</li> <li>• Mr Bonnington sought clarification on the one-on-one landholder meetings, advising that certain landholders had not been engaged. He asked was there a cut off “east of the Castlereagh” for Stage 1? In response, Mr Munoz advised there was no definitive cut-off-line and engagement was dependent where field investigations and design work had reached. Further, actual meetings were dependent on availability of landholders. He acknowledged that a few landholders were yet to be contacted and engaged given field investigation and design work was still be finalised.</li> <li>• Barbara Deans sought further clarification, asking who have you contacted? Mr Munoz advised that over 30 landholders have been contacted. He clarified the following progress:             <ul style="list-style-type: none"> <li>• Stage 1 – all notified but not all have had meetings</li> <li>• Stage 2 – started contacting affected landholders last week. Yet to call those outside Focus Area.</li> <li>• Stage 3 – starting October/November.</li> <li>• Mr Munoz also advised that in locations where further technical assessment is required landholders have not been contacted at this stage.</li> </ul> </li> </ul> <p><b>9.2 Engineering, Environment and EIS Update</b></p> <ul style="list-style-type: none"> <li>• Kyle-James Giggacher provided a project overview noting that the studied footprint had been referred to 150-400 metres wide. He indicated ongoing investigations are being undertaken in respect of the road and rail interfaces with attention to the ALCAM analysis.</li> <li>• Kooky Aitkens requested clarification on the consultation process regarding crossings, noting rumours as to the types of crossings to be considered at various locations. Mr Giggacher advised discussions will occur with Roads &amp; Maritime Services and Councils. Mr Skele indicated the discussions will form part of the assessment of road/rail interface. He added that a Traffic Transport Assessment will be undertaken in association with Transport for NSW (TfNSW) and there will be consultation with interested parties and stakeholders.</li> <li>• Mrs Deans asked whether this will involve local Councils. Mr Skele advised it depends on who owns the road viz. whether it is a local (Council), regional (Council/State) or a State road.</li> <li>• The Chair invited James White of Transport for NSW to clarify the status of discussions regarding the road/rail interface. Mr White advised that meetings are scheduled for early October to discuss matters such as rail crossings.</li> <li>• Mr Skele provided an update on preparation of the EIS. He indicated that 17 borrow pits had been short listed for further investigation.</li> <li>• In response to a question from Mrs Deans, Mr Skele confirmed that an updated Biodiversity Methodology had been submitted to Environment, Energy and Science (EES). He indicated ongoing discussions were being undertaken with EES.</li> <li>• Mr Bonnington enquired where will access to and availability of water be assessed? Mr Skele advised this will be assessed in the EIS under water sources. Consideration will be given to the impact of the project on water</li> </ul>

NO.	DISCUSSIONS
	<p>sources and the relevant approval processes to access water. He advised that hydrology modelling is being undertaken to understand the water demand for the project. Mr Skele said that ARTC is very cognisant of the water issue and is looking at a range of different options for water supply.</p> <ul style="list-style-type: none"> <li>• Duncan Mitchell added that for construction water, a range of options is being examined including deep water bores (300 metres deep) which would provide a positive legacy for rural communities.</li> </ul> <p><b>9.3 Flooding</b></p> <ul style="list-style-type: none"> <li>• Dr Adam Wyatt provided an updated report on flood modelling and the data inputs</li> <li>• Dr Wyatt indicated that the main topography survey tool is LiDAR. He detailed other data services utilised in developing the flood model including local knowledge of historical events.</li> <li>• Mrs Deans sought clarification on the extent of the catchment and its impact on flooding. Dr Wyatt advised that marginal difference in the area of the catchment will not have a significant impact on inundation.</li> <li>• Dr Wyatt explained that the design event will be the 1% AEP (1 in 100 year) with the model to analyse flood events from the 10 year to the Probable Maximum Flood. 13 events will be modelled.</li> <li>• Culverts and bridges will be designed to the 100 years event but will be assessed against the catastrophic event. Examination of flood impacts may result in design changes.</li> <li>• Dr Wyatt highlighted the rigorous review process for the flood modelling, including a peer review and detailed assessment by the DPIE.</li> <li>• Mr Skele outlined the details consultation process associated with hydrology assessment including discussions with landowners, examination of Council floodplain management plans and interaction with Government agencies. This consultation will be detailed in the EIS. Following EIS lodgement submission from government agencies will be evaluated and responses provided as to how issues of concern are to be addressed.</li> <li>• Stuart Mudford asked whether trains will travel in a 100 years flood event. Mr Mitchell advised – yes.</li> <li>• Mr Mudford further questioned whether culvert design will consider both upstream and downstream impacts. Dr Wyatt confirmed that upstream and downstream issues are considered. Implications of velocity and the potential for scouring are principal considerations. The design will be based on a 1 in 100 years event and will include necessary mitigation measures.</li> <li>• Mrs Deans noted that scour mitigation measures may not fit in the 40 metres corridor – how do you build on the adjacent property? Dr Wyatt advised that a viable design, including mitigation measures must be presented, including if the corridor needs to be widened. Consideration may also be given to revising a design viz. widen the culvert to spread the impact.</li> <li>• Mrs Deans asked when will design decisions on culverts be made? Mr Skele advised it is part of the hydrology mitigation measures to address the problem. Mr Mitchell added that the need for additional land for mitigation purposes will be assessed on a case by case basis.</li> </ul> <p>Dinner break: 6.40 pm</p> <p>Meeting Resumed at 7.20 pm</p> <p><b>9.4 Social Impact Assessment</b></p> <ul style="list-style-type: none"> <li>• Carmen Lau and Lauren Harding presented the Social Impact Assessment presentation.</li> </ul>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> <li>• Ms Lau provided an overview of the N2N project and the current status of the EIS. She outlined the methodology to be followed in the development of the Social Impact Assessment (SIA).</li> <li>• Ms Harding stepped the Committee through a Social Impact Assessment analysis and sought responses to various question, the responses to which will be utilised in the development of the Social Impact Assessment. <ul style="list-style-type: none"> <li>➤ <b>Community Values and Lifestyle</b></li> </ul> </li> <li>• Ms Harding sought advice on any key characteristics of the community.</li> <li>• Mr Medd advised that Council community strategic plans for Gilgandra and Coonamble should be reviewed as they provide a detailed overview of the local communities.</li> <li>• Alexander Deans highlighted the challenges created by the current drought particularly the effect on business and economic development.</li> <li>• Barbara Deans sought clarification on the question – Ms Harding explaining that it relates to the existing social environment. Mrs Deans highlighted, that in many instances, up to five generations of families have farmed this district and consequently there needs to be an understanding of the impact on lifestyle, that this project will cause, that has been consistently there for these families for the last 50 to 100 years.</li> <li>• Peter Bonnington outlined the importance of micro-communities within the district such as Curban and Collie. He suggested that whilst these communities are resilient the impact of the project will be significant particularly given the current climatic conditions and as such there needs to be an awareness of potential mental health issues. He noted concerns over the fragmentation of land particularly working paddocks and the implications on farm viability and the time it will take landholders to adapt to a changed farm configuration. <ul style="list-style-type: none"> <li>➤ <b>Economic Development</b></li> </ul> </li> <li>• Ms Harding sought advice on current and future business opportunities in the region.</li> <li>• Mr Medd advised that interest in the establishment of renewable energy projects was just commencing with one approval in the Gilgandra Shire.</li> <li>• Mr Medd also advised that there was increasing interest in servicing facilities on the Newell Highway with three fuel station proposals being considered. He also commented on the 'benefit' of a big project suggesting that long term benefits will require government investment in enabling and supporting infrastructure. <ul style="list-style-type: none"> <li>➤ <b>Workforce</b></li> </ul> </li> <li>• Ms Harding sought advice on workforce availability and opportunities in the area.</li> <li>• Stuart Mudford sought clarification on the approach to the workforce – will it be a fly-in/fly-out arrangement or will there be ongoing opportunities for locals? Mr Meier responded that work crews will be set up by the contractor. The contractual arrangements will encourage contractors to source local labour.</li> <li>• Mr Mudford questioned whether short term work would be available that may suit farmers. Mr Meier advised there will not be a lot of flexibility for short term work.</li> <li>• Kookie Aitkens noted that some local sub-contractors (digger and loader operators and truck drivers) would be suitably skilled for the project. Mr Medd supported these comments.</li> <li>• John Single further enquired regarding fly-in/fly-out workers and whether local air strips would be used. Mr Meier advised this is possible, but the more likely scenario is drive-in/drive-out.</li> </ul>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> <li>• Mr Bonnington commented that it is important that if local labour is used there is a long-term legacy of upgrading skills.</li> <li style="padding-left: 40px;">➤ <b>Community Infrastructure</b></li> <li>• Ms Harding requested comment on the impact of an incoming workforce on community infrastructure.</li> <li>• It was noted that Dubbo was the hub of the region. Ms Aitken noted that specialist medical professionals are located in Dubbo.</li> <li>• Mr Deans suggested that fly-in/fly-out workers would access the area through Dubbo – he indicated that workers must be encouraged to live in the smaller communities.</li> <li>• Mr Medd advised Gilgandra Shire Council owns the local medical centres and should 500 project workers reside in the area this would drive demand for an additional medical practitioner.</li> <li>• The Chair highlighted the potential impact on telephone and internet services from the project workforce, particularly on the small rural localities. Mr Silver suggested there may be a long-term benefit that telecommunication services may be upgraded to these smaller communities.</li> <li style="padding-left: 40px;">➤ <b>Housing and Accommodation</b></li> <li>• Ms Harding sought advice on any seasonal demand for housing.</li> <li>• Mr Deans noted the harvest period (October, November, December) may see some increase in demand for short term accommodation.</li> <li style="padding-left: 40px;">➤ <b>Landholders</b></li> <li>• Ms Harding requested information on the type and nature of landholdings in the region.</li> <li>• Mr Medd advised that there was a variety of landholdings from lifestyle lots (small and large) to grazing properties, cropping properties and a mixture of both cropping and grazing as well as intensive agricultural pursuits.</li> <li>• Mrs Deans commented that agricultural activities across the region vary due to the differences in the capability of the country.</li> <li>• Karen McBurnie enquired as to the methodology for selection of the 25 landholders from the 180 landholders in the Focus Area to provide detailed input into the Social Impact Assessment (SIA). Mr Meier advised that the selection will follow the detailed consultation with all impacted land holders. He anticipated a draft SIA being completed by the end of 2019.</li> <li>• Mr Medd enquired as to when Councils will be contacted regarding social impact issues and confirmation of the Focus Area. Mr Skele took this on notice.</li> </ul> <p><b>9.5 Social Performance NSW</b></p> <ul style="list-style-type: none"> <li>• Jody Meier provided an overview on ARTC's mechanism for delivering social outcomes and the development of Social Impact Management Plans. Mr Meier discussed learnings from the Parkes to Narromine Inland Rail Project currently under construction.</li> <li>• Mr Meier noted that local opportunities for accommodation need to be maximised but should not do any harm e.g. rent prices rise as tourist accommodation availability falls. He indicated that ARTC will work with contractors to manage this issue.</li> <li>• Mr Meier emphasised the need for the community to understand the reality of obtaining work from the project. He said it is important to be very clear and measured regarding project opportunities by not creating false expectations. Similarly, training opportunities will be available over a two to three-year period, but it is limited.</li> <li>• Mr Meier explained the two key components of the Social Investment Strategy: <ul style="list-style-type: none"> <li>○ ARTC Inland Rail Academy</li> </ul> </li> </ul>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> <li>○ Community Health and Wellbeing</li> <li>• Mr Meier highlighted the need to provide mental health support, particularly to impacted communities and their members. Mr Meier noted the employment outcomes for the Parks to Narromine Project and particularly the training program undertaken at Peak Hill where 15 trainees were made job ready – 5 subsequently gaining employment.</li> <li>• Mr Mudford suggested that ARTC should be active in the school’s outlining potential opportunities for students after leaving school. Mr Meier advised that this approach had been used as part of the Parkes to Narromine project.</li> <li>• Mrs Deans commented on the community opinion of the project and noted the attitude to a brownfield’s site will be different to the greenfield proposal for Narromine to Narrabri. Mr Meier advised that seven workers from the Gilgandra local government area had worked on the Parkes to Narromine project.</li> <li>• Mr Meier advised that potential workers must be “work” ready – that is with necessary accreditations and satisfy pre-employment programs.</li> <li>• Mrs Deans noted the focus was on the construction workforce and its local benefits but questioned what employment would be available when Inland Rail is operational? Mr Meier advised that operationally there would be a smaller mobile workforce for maintenance and operation.</li> <li>• Mr Bonnington suggested that ARTC had an important social to assist the community with the development of skills that would have a 20 years benefit. He said it was apparent that one construction finishes that little money will flow to the smaller communities on the alignment. Mr Meier responded that it was important that there are sustainable outcomes and that there is a social investment that goes beyond Inland Rail.</li> <li>• Mr Meier commented on ARTC’s sponsorship and donation opportunities. He particularly focussed on grant opportunities for community groups and associations and its commitment to support STEM (science, technology, engineering and mathematics) based programs.</li> <li>• Mr Medd suggested that it was important for ARTC to build relationships with schools and other providers and to make it easy for groups to share resources from other benefactors. Mr Meier advised that ARTC does not want to replicate programs and would assess how support funding is distributed to interested groups.</li> </ul>
<p><b>10. Other Agenda Items</b></p>	<ul style="list-style-type: none"> <li>• The Chair advised that not all responses to the Other Agenda Item Questions from those members of the Gilgandra Sub-committee could be answered by the proponent at the meeting. Several questions from Mrs Deans contained numerous elements and it would be difficult to obtain clarity in the responses where some elements could not be addressed. The Chair indicated that the responses to the questions would be deferred and written responses forwarded after the meeting.</li> <li>• Mrs Deans expressed disappointment that the Other Agenda Item questions would not be answered verbally at the meeting. Mr Munoz then indicated that some questions could be answered. The Chair advised that to ensure clarity of response, all questions would be deferred.</li> <li>• The proponent subsequently provided the following written responses to member ‘Other Agenda Item’ questions post the meeting.</li> </ul> <p><i><b>Chair’s note:</b> The proponent’s written responses to the Other Agenda Item questions, as detailed below, were forwarded to the Committee on 27 September 2019.</i></p>



NO.	DISCUSSIONS
	<p><b>Narromine Sub-committee</b></p> <p><i>Murray Feddersen</i></p> <p>10.1 Where the route intersects a property which leaves a parcel of land isolated from the main property infrastructure and which has no other access, what arrangements will be made for access or, alternately, excising that isolated parcel and providing a separate title that may allow sale to a neighbour? Will a separate title be provided to permit sale and will zoning be altered to allow use as a small farm? <i>Member Comment:</i> If alternate access is available by public road this would require registration of all farming plant and licencing of operators – this may not be feasible for a small parcel of land.</p> <p>10.2 Will the land occupied by the line be removed from the land title and separate title/titles issued for the remaining land? How will this work?</p> <p><b>A: During this phase of project design, ARTC’s priority is understanding the potential impact of the project on landowners and their farming operations and identifying ways to mitigate these impacts. This may include understanding the need for alternative access and, where possible, identifying options for providing access. If this is not possible, the affected parcels of land will be identified for acquisition and discussions will commence with affected landowners. ARTC will manage any land until the construction of the project is completed and then dispose of any land not required for the operation of the rail project.</b></p> <p>10.3 Why can’t the reduced study zone width be made public? <i>Member Comment:</i> With the drought, many people are under duress but as long as there is uncertainty over the final route and the impact of the trains, they are unable to plan for their future as their major asset is their farm. Whilst most are aware that the study zone has been significantly narrowed, they are waiting for "person-to-person" meetings to have this explained.</p> <p><b>A: ARTC Inland Rail apologises for any hardship associated with delays to the project schedule. We recognise the challenging conditions currently faced by landowners in regional Australia and are working hard to communicate openly, be more present within the community and progress with our design work. As noted in the July CCC, we are committed to meeting person-to-person with all landowners within the Focused Area of Investigation. It is anticipated that this work – across the entire alignment – will take approximately three-to-four months to complete. We will also directly contact landowners who are in the study area, but not presently in the Focused Area of Investigation. The primary purpose of the meeting is to inform landowners of the present location of the Focused Area of Investigation. The meetings will be attended by a stakeholder engagement representative; a technical expert; and – if requested – an agronomist and property specialist.</b></p> <p><b>Gilgandra Sub-committee</b></p> <p><i>Barbara Deans</i></p> <p>10.4 Can ARTC explain the proposed crossing structure in the investigation area where the Inland Rail will cross the Coonamble-Gilgandra rail line? 10.5 How does a Coonamble or a Gilgandra train access Inland Rail at that crossing? 10.6 Why it is not proposing to put 4 way turning loops in at Curban? 10.7 What the technical terms for the crossing of other lines is called? 10.8 Can ARTC advise the type of crossing proposed for the Warren and Coonamble Roads respectively? How many trains are you expecting to cross there? How will</p>

NO.	DISCUSSIONS
	<p>the safety be if the line-up of vehicles is 50 vehicles? Will the speed limit of 110kms be reduced to 100kms or slower?</p> <p>10.9 Is it proposed to install an overpass on the Tooraweenah Road to the National Park given a lot of tourist and caravaners use this road?</p> <p>10.10 What roads are proposed to be closed? Will part of the Goorianawa Road at Mt Tenandra to Black Hollow be closed and rerouted and how many land holders will be affected?</p> <p><b>A: ARTC Inland Rail acknowledges that this is an element of the rail project that generates significant interest within communities for connectivity, safety and other reasons.</b></p> <p><b>Regarding level crossing treatments, ARTC have a consistent methodology for determining proposed level crossing treatments across the program. This includes – but is not limited to – Australian Level Crossing Assessment Model (ALCAM) assessments which considers factors including road and rail travel speeds, vehicle types, train lengths, train numbers, road and rail traffic volumes and sight distances.</b></p> <p><b>We remain committed to working with Councils and relevant government agencies to better understand local needs and broader policies.</b></p> <p><b>We are still investigating design options across the alignment and hence the proposed level crossing treatment for roads is not finalised. Our preliminary work indicates:</b></p> <ul style="list-style-type: none"> <li>○ <b>Warren Road / Oxley Hwy – active level crossing.</b></li> <li>○ <b>Coonamble-Baradine Rd – active level crossing.</b></li> <li>○ <b>The highest traffic count on all the roads mentioned is 491 vehicles per day (in 2040). Accordingly, we do not expect a queue of 50 vehicles at any time.</b></li> <li>○ <b>Speed limit will not be reduced at crossings.</b></li> <li>○ <b>The junction at Curban is presently being discussed with TfNSW.</b></li> </ul> <p><b>It is important to note that all our design options are subject to ongoing discussions with Council and relevant government agencies.</b></p> <p>10.11 What have been the staff changes since the last CCC meeting?</p> <p><b>A: Reannan Ellaby, who recently replaced Scott Divers as Senior Project Manager, is presently on maternity leave. Her position is currently being held by Robert Walker.</b></p> <p>10.12 How many one-on-one meetings has ARTC conducted in the N2N section?</p> <p><b>A: As of mid-September 2019, ARTC Inland Rail has conducted over 30 one-on-one meetings with landowners on the Narramine to Narrabri section. This engagement work is directly related to the determination of the Focused Area of Investigation.</b></p> <p>10.13 Did every landholder involved in a one-on-one meeting receive the flooding hydrogeology mapping that was promised 2 weeks in advance?</p> <p><b>A: ARTC Inland Rail advises that while flooding maps were provided at one-on-one meetings, they were not distributed two weeks in advance. ARTC Inland Rail recognises the importance of the one-on-one meetings. Accordingly, we have sought to give landowners as much time as possible to ask questions – allocating one to two meetings per day. Information gathered at these meetings will be incorporated into the design process and the project Environmental Impact Statement.</b></p> <p>10.14 Are there hydrology reports that can be seen online?</p>

NO.	DISCUSSIONS
	<p><b>A: ARTC Inland Rail advises that there are no current plans to publish hydrology or flooding reports (above what is required by the SEARS). However, interested community members will be able to provide feedback on the project Environmental Impact Statement – which will include a broad range of environmental matters and mitigating measures – once it is publicly exhibited.</b></p> <p>10.15 Are the new MCA reports that ARTC were doing available online?</p> <p><b>A: ARTC Inland Rail is committed to respecting the privacy of landowners. We will publish design and technical reports, as well as updated maps of the project Focused Area of Investigation, following the completion of engagement activities.</b></p> <p>10.16 Have hydrology reports been provided to landholders that you have received the one-on-one meetings?</p> <p><b>A: Please refer to previous comments.</b></p> <p>10.17 How much insurance landholders will need if there is a derailment?</p> <p>10.18 If it is found at the landholder has caused a derailment due to straying stock, water run-off undermining line etc can ARTC advise how much insurance landholders will require?</p> <p><b>A: These questions are taken on notice. ARTC Inland Rail will seek further advice on the matter and respond in due time.</b></p> <p>10.19 How many forced easements will ARTC be applying for in the EIS and can a map of these be provided?</p> <p><b>A: ARTC Inland Rail requests further clarity on this question.</b> <b>Chair's comment:</b> A presentation on property matters and land acquisition was given to the May CCC meetings. I will place the matter of property acquisition process [<i>Land Acquisition (Just Terms Compensation) Act 1991</i>] on the agenda for the next round of CCC meetings.</p> <p>10.20 How many properties has ARTC bought in the N2N section since the last CCC meeting?</p> <p><b>A: ARTC Inland Rail is committed to respecting the privacy of landowners. Accordingly, we are not in the position to discuss individual cases. Regarding property matters, please refer to previous comments.</b></p> <p>10.21 How many borrow pits have been confirmed for use and what is the location of these pits? How is ARTC going to manage the dust from the gravel of these pits?</p> <p><b>A: ARTC Inland Rail is presently investigating 17 borrow pit locations, which will be submitted as part of the project's Environmental Impact Statement. During the construction phase, the delivery contractor will determine use of these locations. The management of dust during construction will be subject to the stipulated Conditions of Approval and highlighted in the project's Construction Environmental Management Plans.</b></p> <p>10.22 How is ARTC going manage dust for the whole operation and how will dust be contained to the corridor?</p> <p><b>A: This question relates to the operation phase of the project. Please see comment above.</b></p>

NO.	DISCUSSIONS
	<p>10.23 What provisions are going to be taken for farmers income when farming enterprises will not be able to function for the time of the build? How do you propose to reimburse landholders and how will this compensation be determined?</p> <p>10.24 When will the new access roads for farms be put in? Does ARTC have a timeframe?</p> <p>10.25 When will ARTC be negotiating with non-directly affected landholders about access for directly affected landholders? Will the access be in place with ramps and lane ways before the N2N starts?</p> <p>10.26 Will non-directly affected landholders with new roads on their land be under state significance infrastructure laws and will this land be forcibly acquired? When will these negotiations start?</p> <p>10.27 How will these accesses be set up (e.g. ramps, width for machinery, stock access) and will they be public roads that ARTC or anyone else will be able to access? Will each property have a direct access to a public road and access to paddocks?</p> <p><b>A: The Narromine to Narrabri Inland Rail Project is presently in Refence Design. These questions will be addressed directly with landowners during the Detailed Design phase. However, it should be noted that all properties will have access to a public road.</b></p> <p>10.28 Will negotiations occur with landholders adjacent to the 180 properties identified for one-on-one meetings relative to ensuring access is maintained to their property?</p> <p><b>A: In the first instance, ARTC Inland Rail will engage directly with impacted landowners. This will then be followed by public information sessions and associated project updates informing the broader community. This engagement work relates directly to the determination of the Focused Area of Investigation. The progression of design work may necessitate discussion with adjoining landowners. This may include discussions related to site-specific concerns, including access requirements. ARTC Inland Rail remains committed to meeting with these landowners once design work is furthered.</b></p> <p>10.29 Can ARTC indicate where viaducts or culverts will be located?</p> <p>10.30 Do you have a list of all roads to be crossed, closed, and what sought of crossings will be installed? Where the line crosses minor roads where will those crossings be located?</p> <p><b>A: As noted above, we are still investigating design options across the alignment. All our design options are subject to ongoing discussions with Council and relevant government agencies.</b></p> <p>10.31 Is ARTC building Inland Rail to a budget, not specification, and what is your budget for the N2N section? How much has been spent on N2N section so far?</p> <p><b>A: ARTC Inland Rail advises that the total construction cost for Inland Rail is estimated at \$10.9 billion.</b></p> <p>10.32 How many passing loops will be installed in the N2N section? How long are these passing loops? Where are the passing loops to be located? Can you explain how the passing loops work?</p> <p><b>A: It is anticipated that the Narromine to Narrabri section will include seven (7) passing loops. The length of each passing loop is approximately 2200m long; though this length can change to accommodate varying train lengths and rail demand.</b></p>

NO.	DISCUSSIONS
	<p><b>ARTC Inland Rail would be happy to present on the nature of passing loops and their proposed location on the Narromine to Narrabri section. However, it is suggested that such a presentation be held following the progression of design, and engagement with impacted landowners and relevant councils and agencies.</b></p> <p>10.33 Are people allowed to ask the archaeologist questions?</p> <p><b>A: ARTC welcomes the questions and feedback it receives from interested community members. Landowners are welcome to ask technical staff questions related to field and site investigations being carried out on their property. This might include questions related to scope of work, duration and general approach. Questions related to the broader project are best addressed to ARTC community engagement staff who accompany technical staff while in the field. Alternatively, interested community members can contact us directly on 1800 732 761 (community and landowner enquiries) or at <a href="mailto:inlandrailnsw@artc.com.au">inlandrailnsw@artc.com.au</a>.</b></p> <p>10.34 Will there be any purchase of land outside the alignment e.g. for gravel or fill?</p> <p><b>A: ARTC advises that these discussions will be undertaken on a case-by-case basis between Inland Rail and the landowner. However, in these situations, there is a preference towards entering an agreed lease, as opposed to acquisition.</b></p> <p>10.35 Will ARTC erect exclusion fencing along the corridor where it suits the farmer?</p> <p><b>A: The nature of fencing will be determined according to the nature of the surrounding land and whether fencing is along an existing rail line or corridor or in a completely new greenfield location. Inland Rail will meet the capital costs associated with erecting fences in consultation with landowners. Fencing will be on a fit for purpose basis and accord with current state legislation and/or protocols as well as current ARTC standards for fencing. Where fencing is in a new greenfield location, for the purposes of fencing the Inland Rail rail corridor, ARTC will meet the cost of construction and maintenance of such fencing. As such, it will be responsible for meeting the costs associated with repairing a damaged fence except where the fence is negligently or wilfully damaged by a landowner. ARTC and Inland Rail have an obligation, together with a landowner, to ensure that fencing helps keep rail corridors as free from intrusive animals as possible. Inland Rail will work closely with landowners to ensure that the timing of erecting fencing is appropriate. Inland Rail will also work with landowners on an individual basis to ensure gate width and associated issues are addressed as appropriate for the crossing of stock or machinery or vehicles.</b></p> <p><i>Karen McBurnie</i></p> <p>10.36 With How fast will trains be going though towns.</p> <p><b>A: ARTC Inland Rail advises that the maximum freight operating speed is 115km/h for a 21 tonnes axle load. It is noted that while the proposed rail line for the Narromine to Narrabri section goes to the east and west of major townships, it will not 'go through towns' – as for instance, it does on the Narrabri to North Star section at Moree.</b></p> <p>10.37 Is it correct that the train horn will be blown 200 metres before a crossing?</p>

NO.	DISCUSSIONS
	<p><b>A: ARTC Inland Rail advises that train horns ('sounding whistles') are sounded at level crossings or when approaching workers or members of the public on or near the track.</b></p> <p>10.38 Do farmers need a permit to move stock over the line?</p> <p><b>A: ARTC Inland Rail takes this question on notice. ARTC Inland Rail will seek further advice on the matter and respond in due time.</b></p> <p><i>John Single</i></p> <p>10.39 How is the landholder to know that due diligence in corridor selection has been conducted when engineering solutions are not provided as part of the information package for the one-on- one meetings?</p> <p><i>Member Comment:</i> At a previous CCC meeting ARTC said that two weeks prior to the one-on-one meetings occurring that the land holder would be presented with the final route narrowing within the existing corridor. This information was to contain the engineering solutions as to why this selection is preferred compared to other possible alternatives for landholder input. I am now led to believe that the engineering solutions have not been presented.</p> <p><b>A: ARTC Inland Rail has engaged extensively with the community throughout the design process. At times, this has included discussing preliminary technical findings and proposed route alignments with directly impacted landowners. We remain committed to open and ongoing engagement.</b></p> <p><b>As noted, ARTC Inland Rail will publish design and technical reports, as well as updated maps of the project Focused Area of Investigation, following the completion of engagement activities. It is anticipated that this work will be completed by December 2019.</b></p> <p><b>ARTC Inland Rail notes that all project documentation – including historic options and MCA reports – is publicly available at <a href="https://inlandrail.artc.com.au/N2N/documents">https://inlandrail.artc.com.au/N2N/documents</a>.</b></p> <p>10.40 Can ARTC demonstrate that it clearly understands where property boundaries are located, where property infrastructure and main access roads are placed in order to minimise property severance?</p> <p><b>A: In May 2019, ARTC Inland Rail completed cadastral surveys across the alignment. This work allows us to accurately determine property boundaries (within approximately one metre). Another round of surveys will be completed once the rail corridor is further defined and the acquisition process commences. Inland Rail will continue to work with landowners and communities to try as much as possible to reduce impacts to farms and other property, particularly houses and farming infrastructure. Where direct impacts are unavoidable, Inland Rail will work with farmers to minimise impacts on their operations and to minimise the land that Inland Rail may need to acquire (for example by following roads or property boundaries).</b></p> <p><b>Where impacts are unavoidable, and compensation/acquisition is required, Inland Rail's preferred approach is to enter into voluntary negotiations with landowners to reach agreement.</b></p> <p>10.41 How does ARTC intend to restrict the spread by construction equipment of noxious weeds, such as Hudson Pear which exists on the proposed corridor?</p> <p><b>A: ARTC Inland Rail takes this question on notice. ARTC Inland Rail will seek further advice on the matter and respond in due time.</b></p>

NO.	DISCUSSIONS
	<p><b>Narrabri Sub-committee</b></p> <p><i>Jane Judd</i></p> <p>10.42 What were the reasons for selecting the most easterly route through the Pilliga Forest? Were problems with fire etc considered given the long distances in the State Forest?</p> <p><b>A: The Narramine to Narrabri 'greenfield' project is integral to delivering the full benefits of Inland Rail, connecting Melbourne and Brisbane in 24 hours or less. The decision to go via the Pilliga State Forest provided Inland Rail with the opportunity to minimise property impacts, gain time and save cost.</b></p> <p>10.43 Does the installation of passing loops require the rail corridor to be wider in these places? What decisions have been reached on the siting of these passing loops - will a passing loop be located within the forest or on other private land?</p> <p><b>A: Please refer to the previous comments regarding passing loops.</b></p> <ul style="list-style-type: none"> <li>Mr Mitchell provided comment on the questions raised by Mr Single noting that the design process is rigorous and extensive requiring interaction with a variety of technical inputs before a final design is achieved. He appreciated that landholders are interested in specific solutions to issues and what the final design will be, however this information will not be available until after completion of the detailed design phase.</li> </ul>

## Actions

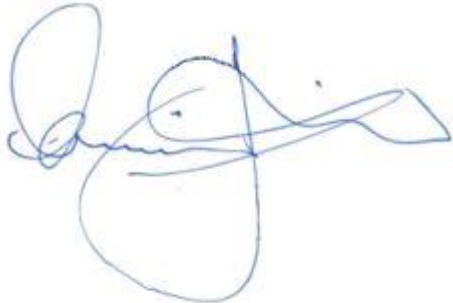
NO.	ACTIONS	ACTION BY	DUE DATE
1.	That ARTC provide an update on the timeline for completion of the 70% stage of the EIS at the May 2019 meetings of the CCC. – deferred at May meeting.	PM	TBC
2.	<p>That ARTC provide a report on the financial implications (positive/negative) of product transfer from the 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 were 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>	ME	TBC
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	TBC
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 <b>COMPLETE</b>	24/09/2019
5.	That ARTC update its community engagement data base to include the email addresses of all N2NCCC members.	PM	24/09/2019
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	24/09/2019

NO.	ACTIONS	ACTION BY	DUE DATE
7.	That ARTC provide an updated noise logger location map at the next meeting of the CCC.	KJG	24/09/2019
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 <b>COMPLETE</b>	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.	MJS	31/12/2019
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.	AS	TBC

## Next Meeting

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

Meeting minutes approved



Michael J. Silver OAM  
Independent Chair  
30 October 2019