

Meeting title		Narromine to Narrabri (N2N) Community Consultative Committee – Narrabri Sub-committee meeting 2	
Attendees			
Michael Silver OAM (Independent Chair)		Cr Ron Campbell (Narrabri Shire Council)	
Christina Deans (Community Member)		Cr Denis Todd (Warrumbungle Shire Council)	
Ted Hayman (Community Member)		Leanne Ryan (Warrumbungle Shire Council)	
Elizabeth Tomlinson (Community Member)		Alexander Scott (NSW Planning & Environment)	
Jane Judd (Community Member)		Reannan Ellaby, Technical Approvals Lead (ARTC)	
Cindy Neil (Community Member)		Helena Orel, NSW Stakeholder Manager (ARTC)	
Bruce Brierly (Community Member)		Matthew Errington, Environmental Advisor (ARTC)	
Russell Stewart (Community Member)		Kyle-James Giggacher, Project Delivery Engineer (ARTC)	
Stewart Todd (Narrabri Shire Council)		Dr Adam Wyatt, Technical Director Water Engineering (GHD)	
Observers			
Cr Cameron Staines (Narrabri Shire Council);		Elisha Bailey (Department of Infrastructure, Regional Development and Cities - Dubbo)	
Apologies			
Lloyd Sutherland; Scott Divers (ARTC)			
Location	Baradine Bowling Club, Baradine	Date & start time	20 March 2019, 12.45 pm

Topic	Discussion
1. Welcome	<ul style="list-style-type: none"> The Chair welcomed all to the meeting noting the presence of a local government observer and a representative of the Commonwealth Department of Infrastructure, Regional Development and Cities. The Chair also welcomed Mr Russell Stewart to his first meeting.
2. Declarations of Interest	<ul style="list-style-type: none"> Michael Silver – pecuniary interest - expenses of Independent Chair borne by ARTC. Cindy Neil - non-pecuniary interest. Property located within study area. Christina Deans - non-pecuniary interest. Property located within study area and her professional services may be utilised by affected landholders.
3. Minutes of Previous Meeting	<ul style="list-style-type: none"> It was noted that the minutes of the inaugural meeting of the Sub-committee had been approved on 17 February 2019 and placed on the proponent's website.
4. Business Arising	<ul style="list-style-type: none"> Previous Actions: <ul style="list-style-type: none"> 4.1 That ARTC deliver a report and presentation from its hydrologist on the flood modelling for the project to the March 2019 meeting of the Sub-committee - Completed 4.2 That the Chair to forward the link to the SEARs to Sub-committee members with distribution of the meeting minutes - Completed 4.3 That ARTC table details of typical corridor fencing to the March 2019 meeting of the CCC - Completed 4.4 That ARTC table a map detailing the location of noise loggers to the March 2019 meetings of the CCC - Completed

	<p>4.5 That ARTC provide links to its website to CCC members regarding business and employment opportunities - Completed</p> <p>4.6 That Michael Clancy of ARTC be invited to present to the CCC on future freight operation matters associated with the Inland Rail project – May meeting</p> <p>4.7 That ARTC provide advice to the next CCC meeting as to the risk management processes to be applied for operation of the Inland Rail should a major fire occur in the Pilliga Forest - Completed</p> <p>4.8 That ARTC advise protocols/legislation in respect of freighting hazardous materials on the Inland Rail at the next CCC meeting – Completed</p> <ul style="list-style-type: none"> • Cindy Neil questioned the location of loggers relative to the Narrabri residential areas. In response Matthew Errington advised that it was a representative location that was selected to establish baseline background levels. Ms Neil reiterated her concern that they may not be representative of the background and Mr Errington indicated he would discuss her concerns with the noise consultant. Mr Errington indicated that additional loggers may be deployed when the actual alignment is established. • Jane Judd sought clarification on assessment of culturally significant sites in borrow pits. Mr Errington indicated this would be covered in the Proponent’s report.
<p>5. Correspondence</p>	<ul style="list-style-type: none"> • The following correspondence was noted: <ul style="list-style-type: none"> 1. NSW Department of Planning Environment (DPE) – Advising minor amendments to Community Consultative Committee Guidelines.
<p>6. Proponent’s Report</p>	<p><i>Reannan Ellaby, Kyle-James Giggacher, Matthew Errington and Helena Orel from ARTC presented the Proponent’s Report. Dr Adam Wyatt from JacobsGHD presented the report on flood modelling.</i></p> <p>General Overview</p> <ul style="list-style-type: none"> • Reannan Ellaby opened the presentation with examples of indicative fencing that may be used along the proposed rail corridor. Ms Ellaby indicated that fencing of the rail line through the Pilliga and along the alignment was subject to detailed analysis and site specific. • In relation to bushfire issues in the Pilliga State Forest, this would be managed through ARTC’s emergency management procedures (available online and link provided). • In respect of Dangerous Goods being freighted, Ms Ellaby advised this was the responsibility of the freight operator to comply with the relevant legislation. • Biodiversity Methodology – Mr Errington advised that a methodology to take account of limited private property access and the drought conditions is currently being prepared. It will be provided at the next meeting of the Sub-committee. • Noise Loggers – Mr Errington noted that the map detailing the location of noise loggers had been forwarded to the Sub-committee. He indicated that some additional noise loggers may be established to gather more background data. <p>Flood Modelling</p> <ul style="list-style-type: none"> • Dr Adam Wyatt, Technical Director Water Engineering of JacobsGHD (Newcastle) provided a detailed presentation on the flood modelling associated with the Narramine to Narrabri Inland Rail project.

- Dr Wyatt explained the various terminology used in flood modelling - refer to attached presentation.
- Elizabeth Tomlinson asked, what data is gathered to inform the modelling? Dr Wyatt indicated a range of information is gathered including historical rainfall records, flood data, stream flow information, design rainfall events (method of estimating reference storm events and inclusion of various intensity and duration scenarios as well as other design and management standards such as the NSW Floodplain Development Manual.
<https://www.environment.nsw.gov.au/research-and-publications/publications-search/floodplain-development-manual>
- Ms Tomlinson further explored the development of intensity and duration scenarios, particularly in isolated rural areas where very intense storms may occur remote from recording stations yet have a significant impact on a catchment. She asked how these events are addressed in the modelling.
- Dr Wyatt responded by explaining the importance of critical duration in the development of a model. He indicated that the biggest discharge is considered at the bottom of the catchment, that is the total catchment is considered saturated, then depending on the size of the catchment concerned (large catchment or small catchment) a high intensity scenario is factored in (e.g. 2 hours to 24 hours depending on the catchment).
- Ms Tomlinson questioned whether 'sovereign risk' is considered in the modelling – where a Government over-fills dam? Dr Wyatt advised that there is an example at Narromine where a dam is a consideration. A conservative approach is taken to design, with modelling based on it being full and water running straight off.
- Cr Denis Todd enquired as to the major flood issue along the study area. Dr Wyatt responded that the Backwater Cowal at Narromine was the most challenging issue. The Pilliga area is more straight forward although broad area flooding is more difficult to determine.
- Ms Tomlinson raised concerns regarding the impact up stream of infrastructure which Dr Wyatt indicated he review in the modelling. She also noted the impact that a railway line may have on flooding of flat country where minor changes to flow paths may present a danger to livestock, particularly sheep.
- In respect of one on one consultation, Ms Tomlinson questioned who would will be approached. Ms Ellaby advised that flood impact matters would be discussed with those landholders effected by the narrowing of corridor. Ms Tomlinson suggested that these are not the only landholders potentially impacted by flood related issues. She commented that property owners quite distant from the alignment may be affected and must be consulted. Ms Ellaby noted that the flood modelling would need to be further progressed to understand the extent of impact and those impacted would be consulted.
- Dr Wyatt indicated that the impact would be greater closer to the corridor. Ms Ellaby advised that the initial one on one discussions would relate to existing flooding (without railway) and ensuring modelling reflected the current situation. Subsequently, consultation will occur regarding the impact of the railway and will relate to specific location and impact issues.
- Mr Errington advised that indirect impacts on landholders outside of the rail corridor will be addressed in the EIS.
- Cr Todd asked when the EIS will be completed. Mr Errington indicated it is scheduled for DPE adequacy review in late 2019/early 2020.

- Ms Tomlinson questioned the impact of pasture growth on historical data. Dr Wyatt advised that the duration of flooding is established and the changes in pasture are factored in. This may for example change inundation from half a day to 6/7 hours. Ms Tomlinson question whether it is general pasture or specific crops that are considered. Dr Wyatt said it usually related to general pasture – the critical issue is establishing the duration of inundation and analysing the changes in fluctuations.
- Ms Neil and Ms Tomlinson both sought information on what is proposed with the design of the railway across the Narrabri floodplain. Dr Wyatt indicated that other factors beyond flood modelling would need to be considered in respect of the engineering design for this section of the railway. There was concurrence that ARTC should present a report on the engineering design for the railway across the food plain north of Narrabri. Ms Ellaby advised that this information would not be available at the next CCC meeting and should be scheduled for discussion at a future CCC meeting.
- Mr Errington stated that the Secretary’s Environmental Assessment Requirements (SEARs) clearly set out what the flood study must achieve. The DPE is comfortable with the flood assessment methodology. He also advised that the flooding and hydrology work will be independently peer reviewed.

Engineering

- Kyle-James Giggacher provided an overview of the engineering field investigations already undertaken and to be completed. He indicated that the project is still at the feasibility phase in the development of the Environmental Impact Statement (EIS).
 - Mr Giggacher advised that the majority of field studies are likely to be completed by June 2019.
 - Geotechnical investigations – approximately 75% completed with some locations in the Pilliga State Forest and Narrabri remaining.
 - Property boundary survey work (cadastral surveys) – to commence in late March/early April 2019
 - Hydrology – 38 piezometers installed in boreholes to monitor groundwater fluctuations. Not to be used for water extraction.
 - Utility assessment – risk analysis underway
 - Road/Rail interface – analysis commenced with ALCAM (Australian Level Crossing Assessment Model)
 - Traffic/Transport analysis – assessment of road network continuing
 - Material Borrow Pits – registrations of interest short listed and preliminary analysis on suitability of material undertaken.
- Russell Stewart enquired how the temperature of the rail track impacts on the 24 hour travel time and consequentially on the costs of operation, assuming the 24 hour operation is based on an ambient temperature – what happens if its red hot? Ms Ellaby advised that the track installation would be based on Stress Free Temperature in rails to prevent heat buckles in track to the extent possible. She indicated that it is the method of installation and temperature that is critical.
- Mr Giggacher advised that the one on one meeting regarding the narrowing of the corridor had been delayed and would now commence at the end of March/April 2019
- Ms Neil enquired as to when the meetings will be held in the Narrabri area. Ms Ellaby advised it would be some months as the first meetings will be with landholders in around Gilgandra and from there, work north and south.
- Ms Tomlinson highlighted that if rain was to fall towards the end of March that farmers would be desperate to sow crop in April and consequently ARTC should be conscious

that this would not be an acceptable period for the one on one meetings. ARTC advised that the availability of the land owners can be accommodated.

- Mrs Judd enquired as to how road traffic within the Pilliga State Forest is being assessed. Ms Ellaby advised that traffic counters had been installed on both entry and exit roads of the Pilliga State Forest.
- Cr Todd and Ted Heyman expressed concern regarding the response to registration of potential MBPs. Mr Giggacher indicated he would investigate their concerns.

Environmental Assessment

- Matthew Errington provided an EIS progress update. He advised that the majority of studies had commenced. Currently in the initial stages of the EIS process with a focus on information gathering. This will support predicting impacts before the focus moves to mitigation.
- Mr Errington provided the following updates:
 - Terrestrial ecology field studies - Pilliga State Forest in next three weeks.
 - Biodiversity assessment methodology – Discussion with OEH regarding methodology regarding dry condition benchmarks. Commonwealth briefed on biodiversity methodology. Methodology to be provided to CCC at next meeting.
 - Registered Aboriginal Parties (RAPs) – Inspections of sensitive investigation sites undertaken. Also, some potential MBPs undergoing inspection
 - Aboriginal heritage assessment methodology – Draft provided to RAPs for review, then to OEH for approval. The assessment includes survey methodologies for a range of culturally sensitive items and areas, including artefact scatters, scar trees, landforms such as creek lines and rocky outcrops, sacred places and burial sites.
 - Contamination and soil studies to commence this week.
 - Groundwater – assessment methodology endorsed by DPE. Monitoring work to start this week and will be undertaken on a seasonal basis.
 - Social Impact Assessment – process to include one-on-one consultation with landholders and other stakeholders such as emergency services. Ms Tomlinson commented that indirect impacts on landholders did not appear to be considered. She highlighted the personal social impact issues and questioned how personal individual circumstances will be considered and addressed in the Social Impact Assessment. It was agreed that a report on how personal individual circumstances will be considered and addressed in the Social Impact Assessment should be presented to the next meeting.
 - Noise and vibration assessment methodology – ongoing review and discussions with the DPE and the NSW Environmental Protection Agency (EPA). ARTC to explore extended construction hours. Some work cannot be performed during day due to climate/temperature e.g. track laying at night. Mr Errington advised there will be various construction scenarios assessed in the EIS. Discussions will occur with Councils and the community regarding extended construction hours and potential impacts at the appropriate time. Cr Ron Campbell commented on the proposition of extended working hours, suggesting it would reduce the duration of impact during construction. Ms Ellaby confirmed that extended work hours would require flood lighting at night. Leanne Ryan highlighted the need for consideration of the ‘Dark Sky’ requirements of Siding Spring Observatory. There was qualified support for the extended working hours proposition.

Communications

- Helena Orel provided an overview of recent community interaction and proposed activities.
- Ms Orel advised that the one-on-one meetings with the 180 (approximate) landholders within the study area regarding narrowing of the study area to a 150 metres wide corridor have been delayed and will now commence in late March/early April 2019. A newsletter has been prepared advising the community of the revised timeframe.
- Ms Orel also advised that cadastral survey under the *Surveying and Spatial Information Act 2002*, to confirm lot boundaries and to assist with confirming the alignment, will commence shortly. Landholders will be directly contacted.
- Mr Stewart suggested that landholders will be confused regarding property access requirements given the different legislation applying to certain components of the project. He suggested that the surveyors are clearly identified. Ms Ellaby explained the access for surveying process, advising that subject to notification in accordance with the provisions of the Act, that surveyors have the right of unobstructed access for the purpose of the survey work. Bruce Brierley commented that the surveyors need to work with property owners.
<https://legislation.nsw.gov.au/#/view/act/2002/83>
- Ms Ellaby advised that RPS Group would be undertaking the survey work. Ms Ellaby took on notice a question regarding compliance with property Biosecurity Management Plans and whether the RPS Group vehicles will be marked with ARTC signage.

Chair's Note: *ARTC confirmed that survey vehicles would carry ARTC signage, and in terms of biosecurity, if vehicle access is not permitted by the landowner, the surveyors will access via foot.*

- Ms Orel confirmed that Michael Clancy will be attending the May CCC meetings as well as undertaking a supply chain open Q & A session with the community, local commercial and industry members.
- The Chair enquired as to the understanding within the community of the land acquisition process, noting that Gilgandra Shire Council had recently hosted a public presentation on the *Land Acquisition (Just Terms Compensation) Act 1991*. The Sub-committee considered that a presentation on land acquisition matters would be beneficial, particularly the relationship between State Significant Infrastructure development and the *Land Acquisition (Just Terms Compensation) Act 1991* at the next meeting
- Ms Orel detailed recent staff arrangements in the Narrabri area and advised that establishment of permanent offices in Narrabri and Narromine was still in progress. A temporary office has been established in Narrabri.
- Ms Orel advised that ARTC had sponsored the Baradine Show and would be similarly sponsoring the Coonamble and Narrabri Shows.
- A newsletter will be released shortly. Comment was made that Inland Rail newsletters have not been dated. Ms Orel indicated she would review the incorporation of a date on newsletters.

Chair's note: *ARTC advise that the newsletter shows it is a March 2019 newsletter.*

- Cr Campbell requested clarification on the process of obtaining work with ARTC. He

	<p>noted even if a local company is registered, there was no feedback. He questioned whether major contractors were being made aware of the services local business can provide.</p> <ul style="list-style-type: none"> • Ms Orel suggested that in respect of the Narrabri to North Star project that local business should contact staff at the Narrabri office to establish contact with principal tenderers. Ms Orel advised that ARTC is monitoring the local contractors that have registered and working through its Project Manager to assist local contractors to tender. Mr Stewart indicated the Narrabri Chamber of Commerce support this process. • Christina Deans asked whether the tender criteria is weighted towards local business. Ms Orel advised it is and that in Parkes this process has provided opportunity for local business.
<p>7. Actions required</p>	<ol style="list-style-type: none"> 1. That ARTC present a report on the adopted Biodiversity Methodology at the next meeting of the CCC. 2. That ARTC present a report on the engineering design for the railway across the food plain north of Narrabri at a future meeting of the Sub-committee. 3. That ARTC deliver a report on how personal individual circumstances will be considered and addressed in the Social Impact Assessment to the next meeting of the CCC. 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.
<p>8. Other Agenda Items</p>	<ul style="list-style-type: none"> • Ms Tomlinson sought confirmation that a property along the Inland Rail alignment had been purchased by ARTC on compassionate grounds. Ms Ellaby advised that ARTC would be making no comment on commercial matters. • Members' questions on matters specific to project. <ul style="list-style-type: none"> ○ It was noted that 30 questions from members of all Sub-committees of the N2NCCC had been placed on the agenda. It was further noted that no questions had been listed by members of the Narromine Sub-committee. ○ The Chair indicated that question 8.11 had been withdrawn as it related to a private commercial matter involving an individual. Members were invited to highlight specific questions for further consideration. ○ It was agreed that the responses in written form be received from the ARTC and attached as an addendum to the minutes. Where specific questions were highlighted by a Committee member the opportunity for further discussion and response was be provided. <p>8.10 Will Baradine would have an opportunity to be connected to Inland Rail? Does this mean the Baradine to Gwabegar line would have to be rebuilt?</p> <p><i>A. Baradine to Gwabegar line connection to Inland Rail is presently not in scope</i></p> <ul style="list-style-type: none"> • Cr Todd advised that the matter of the connection of Baradine Gwabegar line to the Inland Rail would be subject of a Mayoral minute to the next meeting of Warrumbungle Shire Council. Cr Todd indicated the Mayoral minute would call for renewal of this line. Cr Todd expressed the view that there needs to be a link to Baradine.

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

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

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

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

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

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

- Ms Tomlinson expressed concern that landholders' operations may be compromised through a lack of suitably located or sufficient rail crossings. The Chair highlighted the regulatory context that ARTC must comply with regarding rail crossings and that safety was the primary consideration.

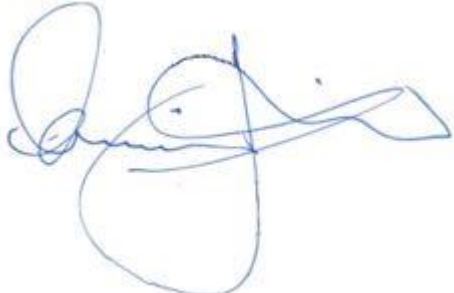
8.25. What is the total length of the route through the Pilliga forest? Will the rail corridor be fenced for the entire length within the forest? If so, how will ARTC allow the safe movement of native fauna, such as koala, through the forest? If not, how will ARTC deal with "rail-kill" through the forest?

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

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

- Mrs Judd express concern that by fencing rail line ARTC is effectively dividing the Pilliga State Forest in half. She suggested the matter of fencing needs to be closely considered.

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

	<ul style="list-style-type: none"> The Chair advised that there was Aboriginal representation on the Narrabri Sub-committee of the N2NCCC. Similar representation also existed on the Narromine and Gilgandra Sub-committees.
<p>9. General business</p>	<ul style="list-style-type: none"> Minute Keeping – Ms Tomlinson questioned why an independent minute keeper was not recording the minutes of the meeting and that this function was being carried out by the Chair. The Chair advised this had been his decision given previous experience with technical linear projects. The CCC Guidelines do make provision of a minute keeper. Mr Silver advised it was important when taking the minutes to understand the context of issues, particularly the technical and legal requirements under which they are considered in order provide an accurate record. He noted Ms Tomlinson’s comments. Travel Allowance – Mrs Judd raised the issue of a travel allowance for community members. The Chair noted that the CCC Guidelines do provide for out of pocket expenses to be paid to members with the concurrence of the proponent. Mr Silver indicated he would circulate a travel allowance proposal to members.
<p>10. Action Required</p>	<p>1. That the Chair prepare and circulate a travel allowance protocol to members prior to the May 2019 meeting of the CCC.</p>
	<p>Next meeting: Wednesday, 22 May 2019 at Narrabri.</p> <p>Meeting closed: 3.40 pm. The Chair thanked all for their attendance</p>
<p>11. Meeting minutes approved</p>	<p>Michael J. Silver OAM</p>  <p>Independent Chair 14 April 2019</p>

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

o Elizabeth Tomlinson (Narrabri)

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

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

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

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

o Barbara Deans (Gilgandra)

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

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

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

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

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

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

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

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

https://www.aph.gov.au/Parliamentary_Business/Senate_Estimates/rrat/201819_Additional_estimates/Infrastructure_Regional_Development_and_Cities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8.11 Withdrawn

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

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

o Cr Bill Fisher (Coonamble SC)

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

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

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

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

o John Single (Gilgandra)

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

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

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

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

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

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

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

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

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

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

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

A. In light of the current drought conditions, the approach to the biodiversity impact assessment has been reviewed and modified in consultation with the NSW Office of Environment and Heritage (OEH), the regulatory agency responsible for biodiversity management. Dry condition benchmarks will be utilised in the assessment, where applicable.

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

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

o Karen McBurnie (Giligandra)

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

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

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

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

o Bruce Brierley (Gwabegar)

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

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

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

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

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

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

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

o Jane Judd (Coonabarabran)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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