

Narromine to Narrabri Inland Rail Community Consultative Committee

NARROMINE SUB-COMMITTEE

DATE / TIME

24 February 2020
1.15 pm

LOCATION

Narromine United Services Memorial Club, Narromine

FACILITATOR

Michael Silver OAM

MINUTE TAKER

Michael Silver OAM

DISTRIBUTION

Narromine Sub-committee

ATTENDEES

- ▶ Michael Silver (Independent Chair)
- ▶ Andrew Knop (Community Member)
- ▶ Alan Channell (Community Member)
- ▶ Murray Feddersen (Community Member)
- ▶ Lewis Lydon (Community Member)
- ▶ Patricio Munoz
- ▶ Tony Rymer
- ▶ Kyle-James Giggacher
- ▶ Matt Errington

APOLOGIES

- ▶ Paul Brydon (Community Member)
- ▶ Shelly Bayliss (Community Member)
- ▶ Taje Fowler (Community Member)

GUESTS

- ▶ Jennifer Knop
- ▶ Tim Collins (Department of Planning, Industry and Environment)
- ▶ James White (Transport for NSW)
- ▶ John Zannes (Transport for NSW)
- ▶ Janet Scott (Transport for NSW)
- ▶ Anna Howard (Department of Infrastructure, Transport, Regional Development and Communications)
- ▶ Elisha Bailey (Department of Infrastructure, Transport, Regional Development and Communications)
- ▶ Louise Johnson (ARTC)

Discussions

| NO. | DISCUSSIONS |
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| 1. Welcome | The Chair welcomed all to the meeting. Mr Silver also acknowledged the community observer, the representatives of Commonwealth and State Government agencies and ARTC staff in attendance. |
| 2. Acknowledgement of Country | The Chair acknowledged the Traditional Owners of the land on which the meeting is held and recognised their continuing connection to land, waters and culture, paying respects to their Elders past, present and emerging. |

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| <p>3. Declarations of Interest</p> | <ul style="list-style-type: none"> • Michael Silver – Pecuniary interest – expenses of Independent Chair borne by ARTC. • Andrew Knop – non-pecuniary interest. Property located within Study Area. • Murray Feddersen – non-pecuniary interest. Property located within Study Area and Focus Area of Investigation. • Alan Channell – non-pecuniary interest. Property located within Study Area. |
| <p>4. Question and Answer Protocol</p> | <ul style="list-style-type: none"> • The Chair provided an overview of the Question and Answer Protocol recently finalised by the Sub-committee. Mr Silver advised that the follow specific matters should be noted by Observers wishing to ask questions during the Question and Answer Session: <ul style="list-style-type: none"> ○ Observers must register to ask a question. ○ Only one question may be asked unless the chair approves a second question. ○ Questions shall relate to the Environmental Impact Statement (EIS) preparation and not to historical matters prior to issue of the Secretary’s Environmental Assessment Requirements (SEARs). ○ Questions may only be directed to Inland Rail staff or consultants through the Chair. |
| <p>5. Chair’s Minute</p> | <p>The Chair detailed two matters:</p> <ul style="list-style-type: none"> • Independent Chairs’ Meeting – Mr Silver provided an overview of a meeting involving members of the Independent Chairs’ Panel (ICP) and the Department of Planning, Industry and Environment (DPIE) he attended in Sydney on 4 November 2019. He advised the meeting discussed the operation of Community Consultative Committees (CCC), the effectiveness of the CCC guidelines and the future functions of ICP. • Senate Enquiry – Mr Silver advised that he had reviewed the various submissions to the Senate enquiry and read the transcripts from the Millmerran and Brisbane hearings |
| <p>6. Minutes of Previous Meeting</p> | <p>It was noted that the minutes of the fourth meeting of the Sub-committee had been approved on 31 October 2019 and placed on the proponent’s website. The Chair advised that responses to four outstanding ‘Other Agenda Items’ questions on 17 December 2019 had been subsequently incorporated into the minutes.</p> |
| <p>7. Business Arising</p> | <ul style="list-style-type: none"> • Nil |
| <p>8. Correspondence</p> | <ol style="list-style-type: none"> 1. Hon. Mark Coultan MP – Advising that the potential to undertake telecommunications upgrades in rural areas because of the Inland Rail project is being investigated. |
| <p>9. Proponent’s Report</p> | <p><i>Patricio Munoz, Kyle-James Giggacher and Tony Rymer and Matt Errington presented the proponent’s report. Refer to the attached presentation.</i></p> <p>9.1 Program Overview</p> <ul style="list-style-type: none"> • Patricio Munoz presented an overview of the Inland Rail project – via the Inland Rail Route History 2006-2019 document – highlighting that transit time was a critical consideration in route selection. He also provided a summary of the route option analysis of the ‘East or West’ around Narromine. • Mr Munoz also noted the Senate enquiry currently being conducted, advising that ARTC had made a submission to the enquiry. He advised that ultimately the community must have confidence in the solutions to the project’s engineering challenges – accordingly the focus of the project team is to get the modelling and engineering right. • Andrew Knop responded that the report of flooding around Narromine in the Multi Criteria Analysis (MCA) process had been underestimated. Mr Knop referred to the 2010 Inland Rail Alignment Study (IRAS) Report that suggested that flooding east of Narromine was more severe and as such there would be |

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| | <p>a greater impact from flooding on an eastern rail alignment. He questioned why in 2016 the decision to follow a western alignment was reversed.</p> <ul style="list-style-type: none"> • Mr Munoz said that the Senate enquiry hearings would provide frank discussion on all issues of concern. • Mr Knop added that he was concerned at the standard of hydrological information being provided. He advised that he had made a supplementary submission to the enquiry – raising several serious issues. • Kyle-James Giggacher noted the concerns over the MCA processes associated with selection of the Study Area, however the MCA reports developed for the purpose of narrowing the Study Area to a Focussed Area of Investigation have been very rigorous. He also suggested that the flood modelling across the Study Area has been most in-depth. Mr Giggacher added that the obtaining of local information, in order to provide the extensive background detail for input into the flood model, had been undertaken. Further local information is being sought to provide additional detail in respect of the flood impacts on the Focused Area of Investigation <p><i>Chairs note: MCA reports associated with defining the Focussed Area of Investigation are yet to be published.</i></p> <ul style="list-style-type: none"> • Mr Knop disputed that the 2016 MCA process was rigorous, noting that there was no discussion or documentation in the MCA regarding flood management at Narromine. • Mr Munoz highlighted that it is essential that the community has confidence in the preparation of the Environmental Impact Statement (EIS). He noted that extensive local consultation has occurred with the community to ensure relevant information can be incorporated into models and the EIS document. • Mr Knop expressed concern at the likely size of the EIS document and whether members of the community will be able to understand the document and consequently make a meaningful submission. Matt Errington responded that a variety of exhibition options were being examined to make access to the document available to the community. • Mr Munoz highlighted the recent 'Tracks – NSW North' publication which details opportunities for regional business to become involved in four projects across northern NSW. He highlighted two local businesses that have been involved in the Parks to Narromine Inland Rail (P2N) project. • Mr Munoz stepped the Sub-committee through several slides showing the nature and extent of construction works on the P2N project. Similar infrastructure can be expected on the N2N project. • Murray Feddersen requested clarification on the location of construction compounds. Tony Rymer advised that locations had been broadly identified, noting that Curban is a logical site for a compound. Mr Feddersen sought further advice on the consultation process regarding establishment of compounds. Mr Rymer indicated discussions and negotiations with landholders will be undertaken. Generally smaller construction compounds will be set about 5 kilometres apart and discussions will occur with landholders regarding location. • Mr Giggacher advised that the questionnaire distributed during the one-on-one discussions asked if landholders are interested in leasing land for compound purposes. Mr Rymer explained the level of activity associated with construction compounds. • Lewis Lydon questioned how compound sites will be determined and whether all impact issues such as traffic movements, dust, runoff and effluent management will be considered. Mr Giggacher indicated that all environmental issues will be addressed in the EIS. • Mr Lydon asked how many construction compounds will be in the Narromine to Burroway area. Mr Rymer indicated that Burroway was a potential location. Mr Munoz added that the EIS will detail all these locations to ensure there are no surprises for the community. Mr Lydon made the point that Inland Rail must actively communicate with not just the directly affected landholders in the |

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| | <p>Focused Area of Investigation but also the wider community, from “next door neighbours” to anyone else in the community who might be affected by the various activities. He said Inland Rail must spread the information wider than it has been to this point to “avoid potential unpleasant surprises”, noting that people will generally take to change much better if well informed, but particularly don’t like to be “surprised” by change.</p> <ul style="list-style-type: none"> • Mr Munoz provided an overview on various infrastructure elements on the P2N project including: <ul style="list-style-type: none"> ○ Culvert construction ○ Level crossing construction ○ North West Connection – Parkes <p>He also provided an update on progress of the Narrabri to North Star (N2NS) project.</p> <ul style="list-style-type: none"> • Mr Munoz then outlined the sponsorship and Donations program highlighting that Inland Rail is committed to supporting local communities. He noted that eligible organisations can apply for amounts of between \$1,000 and \$4,000. The next round of applications closes on 30 April 2020. Mr Munoz made special mention of funding opportunities for STEM based programs – Inland Rail is particularly interested in supporting education-based projects. • Mr Knop advised that a local member of the community had questioned why Inland Rail was offering such a highly funded grants program – this program has people in the community concerned. Mr Lydon also sought clarification of the rationale behind the program. • Mr Munoz responded that he understands the concerns of severely impacted people. He noted, however, Inland Rail’s interest in providing educational scholarships and grants to permit community organisations fulfil their plans. Mr Munoz provided examples of the grant program, from Learn to Swim classes, to fixing water supply bores, to an excursion to Sydney for children from the Croppa Creek (North Star) area that had significant educational, social and life experience benefits for the children concerned. • Mr Knop questioned whether this is an appropriate use of public funds, suggesting that this is a simplistic method of addressing impacts on communities. Mr Munoz disagreed that the program is simplistic, noting that the \$4,000 grant to the Baradine Show, which has struggled to obtain sponsorship support, was critical to the well-being of that community. He noted that Baradine is significantly impacted by the Inland Rail project. • Alan Channell questioned under what criteria a grant had been provided to the Trangie community, given its remoteness from the Inland Rail project. Mr Munoz advised that the primary consideration was the need of the community and that the proximity to the project was a secondary consideration. He also indicated that events within smaller communities are supported as much as those within larger centres. <p>9.2 Community Engagement</p> <ul style="list-style-type: none"> • Mr Munoz provided an outline of the processes involved since July 2019 in the refinement of the Study Area to a 150 to 400 metres wide Focused Area of Investigation. He advised all directly impacted landowners have received updated property maps and have been offered face-to-face meetings. He advised that in the process of meeting with landowners, that Inland Rail is committed to respecting the privacy of landowners. • Mr Feddersen commented that, from feedback, the project meetings had been well received by landholders. • Mr Munoz advised that a consultant Agronomist had attended the one-on-one meetings with landholders. This had proved beneficial, particularly in analysing and discussing impacts on property operations. The agronomic information obtained will be fed into the EIS process. |

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| | <ul style="list-style-type: none"> • It was noted that having regard to the Focused Area of Investigation, the one-on-one meetings discussed the following matters: <ul style="list-style-type: none"> ○ Property Impacts ○ Preliminary flood modelling ○ Geotechnical Conditions ○ Preliminary Level Crossing discussions • Mr Feddersen noted the recent rain and the implications for increased farming activity. He questioned how Inland Rail will respond to the probable increase in farming activity and the implications of the project on landholders' operations. Mr Giggacher responded that the current and future climatic conditions are constantly under review. He advised that affected landholders are aware of where the final corridor will likely go – interaction with affected landholders to ensure they are aware of future developments will be maintained. Mr Munoz cited the Narrabri to North Star project (N2NS) strategy which had been adjusted with little produce being moved due to localised flooding. Accordingly, the N2N strategy will need to be adjusted having regard to changes in farming activity and climatic conditions. • Mr Munoz detailed upcoming Community Information Sessions following defining of the Focused Area of Investigation: <ul style="list-style-type: none"> ○ Narrabri Monday 9 March 2020 ○ Baradine Tuesday 10 March 2020 ○ Gilgandra Wednesday 11 March 2020 ○ Curban Thursday 12 March 2020 ○ Narromine Friday 13 March 2020 <p>9.3 Environmental Impact Statement</p> <ul style="list-style-type: none"> • Matt Errington provided an update on progress of preparation of the EIS. • Mr Errington advised that four (4) borrow pit sites will be included in the EIS. Construction Environmental Management Plans will be established for the operation of the borrow pits during the construction phase. • Mr Feddersen sought clarification that the actual sites have been confirmed, to which Mr Giggacher responded that the four sites have been identified but no formal legal agreements have been established with the relevant landholders. He further advised that actual volumes of material will be determined by the construction contractor. • Mr Feddersen noted that numerous landholders had registered sites for borrow pits but had not received communication advising if their property will be used as a borrow pit site. Mr Giggacher responded that 16 other pit sites had been identified – the inclusion of 4 identified sites in the EIS does not mean that the other locations will not be used, but additional borrow pit locations would require a modification to the approval. Mr Feddersen requested that landholders whose borrow pit sites will not be included in the EIS are duly notified as a matter of courtesy. • Mr Errington commented on various EIS activities currently being undertaken: <ul style="list-style-type: none"> ○ Biodiversity – ecologists finalising mapping ○ Social Impact Assessment – one-on-one meetings with 20 directly impacted landowners in March/April 2020. • Mr Feddersen sought clarification on the selection criteria for the 20 directly impacted landholders. Mr Errington advised that the 20 would be a representative sample. Mr Munoz advised that 20 landholders would be selected from the 117 directly affected property owners. Mr Feddersen commented that the assessment should be representative of each individual landholder affected. In response Mr Errington advised that it is intended to pick |

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| | <p>up on common themes rather than individual circumstances. Mr Feddersen expressed his disappointment at this approach given the stress being felt by all affected landholders, suggesting a self-selection process may assist to understand individual impact. Mr Munoz said he understood the concern and consideration would be given to options that support and understand individual circumstances. Mr Feddersen said that the project team needs to talk to people “with skin in the game”.</p> <ul style="list-style-type: none"> Mr Munoz advised that where landholders believe there are ‘Intolerable Impacts’, landholders may apply for early acquisition. Landholders however should ensure they understand the compulsory acquisition process in these circumstances. Mr Munoz added that where there is personal difficulty, landholders can write and request early acquisition, however there will need to be an unequivocal demonstrated need. He indicated in these circumstances the acquisition would be at market value prior to the rail line going through a property. Mr Knop brought to the meeting’s attention a purchase of land south of Narromine where the prospective purchaser was unaware of the future corridor for the Inland Rail project. Mr Knop suggested that a corridor reservation for the P2N project had changed in the south Narromine area in the vicinity of Eumungerie Road without due notification. Mr Knop affirmed that there was a designated reserve corridor across the subject property. The Chair suggested that Mr Knop’s ascertains are issues that should be referred to the Senate Enquiry Mr Knop also questioned the adequacy of notification to landholders of the proposed Study Area as required by the SEARs. The Chair indicated he would forward the link to the DPIE website of the SEARs document. https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSI-9487%2120190301T042801.425%20GMT <p>Chair’s note: The SEARs does not specify the requirements for notification processes for State Significant Infrastructure (SSI). Clause 193 of the Environmental Planning & Assessment Regulation 2000 outlines the notification and landowner consent requirements for SSI proposals. Refer to the following link to the DPIE Fact Sheet (FS01 2015) regarding SSI owner consent processes: https://www.planning.nsw.gov.au/-/media/Files/DPE/Factsheets-and-faqs/fact-sheet-land-owners-consent-for-state-significant-proposals-2015-11.pdf?la=en</p> <ul style="list-style-type: none"> Mr Errington advised that the draft Aboriginal Cultural Heritage Assessment Report would be reviewed shortly by the Registered Aboriginal Participants (RAPs) and DPIE. Mr Errington advised that the draft EIS (70% stage) would be presented to the N2N CCC in May/June 2020. He suggested that this could take the form of an all-day briefing session with a focus on specific themes. It was advised that the flood modelling will be presented to all three sub-committees, with each sub-committee to select a further 4 or 5 areas of interest. Mr Feddersen asked whether a SIA report will be available. Mr Errington confirmed it will form part of the EIS, which will be publicly available for review and comment during EIS exhibition. Mr Feddersen also asked when action/responses on the SIA will be implemented. Mr Errington advised that a Social Impact Management Plan will be implemented during the construction and operation phases of the project. <p>9.4 Project Timeline</p> <ul style="list-style-type: none"> Tony Rymer took the Sub-committee through the project timeline. He also detailed the process to be undertaken to select the contractor. Mr Rymer advised that the EIS would be submitted to the DPIE in late Quarter 3 or Quarter 4, 2020 for adequacy review. Determination of the Project Application has been programmed for Quarter 4, 2021. |

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| | <ul style="list-style-type: none"> • Mr Errington confirmed that DPIE will not permit lodgement and exhibition until it is satisfied the EIS meets the requirements of the SEARs. Subject to a confirmation of adequacy, it could be expected the EIS will go on exhibition in Quarter 1 2021. • Mr Rymer indicated that the property acquisition process was likely to commence in Quarter 4, 2020, once there is certainty on design, viz the corridor is confirmed. He advised that acquisition may occur via 4 to 6 tranches with ARTC acting as the agent for Transport for NSW (TfNSW). • Mr Feddersen questioned how farming operations, mortgages, banks and the general uncertainty of when acquisition will be finalised will be managed. Mr Rymer advised that information on these issues may be obtained from the Property Acquisition website: https://www.propertyacquisition.nsw.gov.au https://arp.nsw.gov.au/assets/ars/4632377a62/Revised-Property-Acquisition-Standards.pdf • Mr Munoz added that ARTC's Head of Property can provide advice in this regard. Further, an ARTC fact sheet on property acquisition is available. • Several questions regarding the relationship between the acquisition process and the Land Acquisition (Just Terms Compensation) Act 1991 were raised. The Chair invited Mr James White of Transport for NSW to provide an overview of the acquisition process. Mr White advised that TfNSW determined that a consistent approach to land acquisition should occur along the proposed alignment with all affected landholders entitled to the heads of consideration detailed under the Act. Accordingly agreement has been reached between TfNSW and the proponent that the heads of consideration for compulsory acquisition under the Act (Section 55) will apply, whether the acquisition is by agreed private treaty or the compulsory process following the issue of the proposed notice of acquisition to the landowner. Mr White advised the Sub-committee that 92% of acquisitions in NSW are achieved by agreement. • Mr Feddersen again highlighted concerns regarding the implications of the acquisition process on mortgages and debts linked to the property title. Mr White suggested these questions are matters individuals should take up with their lending institutions and legal advisers. He suggested each acquisition needs to be considered individually and is dependent on the circumstances involved. • Mr Knop again highlighted the challenge for the community in digesting the content of what will be a large EIS document. Mr Errington responded that the statutory exhibition period is four weeks. He indicated that measures to provide ready electronic access to specific sections of the document are being examined to assist the community to more easily find and review information in the document. The Chair advised that the N2N CCC may wish to express an opinion to the DPIE regarding the exhibition period following the draft EIS briefing session. <p>9.5 Route Selection</p> <ul style="list-style-type: none"> • Mr Rymer advised that work will proceed to define the final alignment (40m to 60m wide) within the Focused Area of Investigation. He advised that once the 70% design milestone is approved the final alignment will be released to the community. Further, the actual construction timeframe and methodology will be matters that will be determined by the contractor. • Mr Giggacher added that prior to the release of the refined final alignment it will be provided to all affected landowners. He advised that the landholders were present with flood modelling at the one-on-one meetings, however information on afflux (change in depth) is yet to be provided. This will occur following further calibration of the flood models. Also, information on noise modelling and road/rail interface matters will also be provided to affected landholders at that point. |

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| | <p>9.6 Focused Area of Investigation</p> <ul style="list-style-type: none"> • Mr Giggacher provided a detailed interactive presentation of the Focus Area of Investigation for the Narromine to Narrabri Inland Rail Project. It was agreed that the presentation would focus on the Focus Area refinement within the Narromine Shire Local Government Area (LGA). • Mr Giggacher stepped the Sub-committee through the Focus Area, zooming in on all areas of interest, particularly river and stream crossings, road crossings as well as detailing the location of the proposed passing loop within the Narromine LGA. • Mr Knop noted that the MCA indicated that the time constraints were a primary consideration in the alignment selection process. He noted that the proposed west alignment adds one kilometre (or 24 seconds) to the route, whilst the original east route is 5 kilometres shorter. He also questioned the anticipated average train speed, noting that between Melbourne and Brisbane the 2010 IRAS Report suggests maximum speeds of between just 60 and 90 kilometres per hour not the 110 kilometres per hour more recently promoted. He added that the new eastern alignment adds 4 minutes to the transit time, which contradicts Inland Rail CEO Richard Wankmuller's statement to the Senate that 'a couple of minutes is a massive game changer'. Mr Knop went on to say that subtle little changes are occurring which increase the transit time – there being an irony of the development that the goalposts are changing all the time. Yet senior executives, such as Mr John Fullerton, talk about 30 seconds additional transit time being critical. • Mr Munoz responded that these are comments that Mr Knop should make to the Senate Inquiry. • In respect of the Focused Area map, Mr Knop indicated that in the 1955 flood 92,700 megalitres per day flooded through the Webb Siding outflow. He suggested that this took pressure off the Narromine Levee System. He expressed concern that a significant embankment was being considered within the Webb Siding outflow, suggesting that the footprint width could be up to 50 metres wide. • Mr Giggacher responded that design was being finalised and that pre and post assessment of design work would be undertaken. • Mr Knop provided an outline of the sources of flows into the Webb Siding outflow, suggesting that floodwater will inundate the embankment area. • Mr Giggacher indicated that as part of the engineering design, the placement of key infrastructure, in appropriate locations to mitigate impact from floodwater flows is a critical consideration of the process. • Mr Lydon highlighted that major flooding comes from the southeast corridor. He suggested that it was counter intuitive that the proposed eastern rail corridor location has been selected. • Following on, Mr Knop asked how much water has been modelled off the southeast range? He also asked what are the modelling predictions on the 1% AEP event for the Macquarie River? Mr Knop suggested this could be 20-40,000 megalitres per day, with the potential for up to 80,000 megalitres converging on the Webb Siding area. • In response Mr Errington advised that the Hydrological Modelling is still being finalised. Mr Knop asked if it will be independently evaluated? Mr Errington confirmed that the flood modelling will be peer reviewed – he said it is vital that there is certainty regarding the modelling. • Mr Channell questioned why certain 90° bends had not been removed. Mr Rymer advised that P2N was now in place, consequently the Focus Area corridor had changed since the original scope. • Mr Silver requested clarification on the following matters: <ul style="list-style-type: none"> ○ Location of Passing Loops Mr Giggacher advised there would be seven on the N2N alignment. ○ Accommodation Camps |

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| | <p>Mr Errington advised that locations are being finalised and would be detailed in the EIS. Evaluation of greenfield and existing accommodation facilities is being undertaken.</p> <ul style="list-style-type: none"> Mr Knop requested more advice on the release of the MCA reports. |
| <p>10. Other Agenda Items</p> | <p>Members' questions on matters specific to the project:</p> <p>Narromine Sub-committee</p> <ul style="list-style-type: none"> Nil <p>Gilgandra Sub-committee</p> <p><i>Peter Bonnington</i></p> <p>10.1 Can Inland Rail please provide an updated project timeline to the Committee at the 25 February meeting, covering timeframe from the current point in time through to the commencement of construction? A summarised Gantt Chart (or the like) should suffice so long as it provides stakeholders with a clear understanding of the significant steps and timeframes for the next 24 months period.</p> <p>A: <i>Timetable provided in the proponent's presentation.</i></p> <p>10.2 Can Inland Rail please confirm the current proposed design for the crossing of the Castlereagh Highway at Curban e.g. overpass, at grade with boom gates etc. Why was this option chosen and does Inland Rail believe it will meet community expectations for safety and community impact? What views were sought from significant community stakeholders such as NSW Health, Local Councils, Road Freight businesses etc prior adopting this proposed design?</p> <p>A: <i>ARTC are currently reviewing the treatment for this location with TfNSW and RMS with reference to the road traffic assumptions such as traffic growth rates and heavy vehicle usage. From a safety perspective interfaces will be designed to ensure they comply with the relevant Australian and ARTC standards. When assessing safety at level crossings ARTC also use a national system called ALCAM (Australian Level Crossing Assessment Model), which considers factors such as road traffic numbers, vehicle type, train numbers, speeds and sighting distances. It is forecasted that train volumes in this section would be approximately 15 trains per day by 2040 or fewer than 1 train per hour. The impact of the proposal on the broader transport network will be assessed as part of the Environmental Impact Statement.</i></p> <p>10.3 What is Inland Rail's plan to restrict stock access to the rail corridor at the crossing points at Wyuna Rd and the Castlereagh Highway? i.e. what is the vision for the safe movement of stock on foot across these crossing points given my understanding is that the roads and rail will not be grade separated and that exclusion of the rail corridor is not practical to achieve under the current design?</p> <p>A: <i>ARTC do not require a permit for the movement of stock across public level crossings. However, as is the case today, members of the public moving stock on foot along public roads would be required to attain the necessary approvals from the relevant authorities such as council/local land services. Further, all level crossings are built to relevant Australian and ARTC standards, which are consistent across the VIC, NSW and QLD, and the 1,700km of proposed Inland Rail track.</i></p> <p>10.4 Can Inland Rail provide any clarity on the proposed working relationships between affected landholders and appointed contractors prior to, and during,</p> |

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| | <p>construction? By that I mean if there are a variety of contractors in use to build the line, relocate power, provide road diversion etc will there be a single point of contact for the landholder in order to provide continuity, accountability and certainty for the management of landholder concerns? When can Inland Rail make a commitment to providing a governance structure to this question?</p> <p>A: ARTC Inland Rail remains committed to open and ongoing community engagement throughout all phases of the project lifecycle. This includes during the construction phase, following the appointment of a Principal Contractor. If approved for construction, the Narromine to Narrabri project will be subject to Conditions of Approval (CoA), which cover community engagement, complaints management and dispute resolution. Importantly, the CoA also covers environmental, construction and operational matters that ARTC Inland Rail and the Principal Contractor must meet.</p> <p><i>Independent Chair</i></p> <p>10.5 What qualifications or experience (or sourcing external input) do those responsible for preparing rail crossing designs (specifically to rural areas such as the Curban area) or dealing with farmers have in animal husbandry or stock management/movement?</p> <p>A: ARTC designs both public and private level crossings. All crossings are designed to comply with the relevant Australian and ARTC standards. During the design of crossings, ARTC liaises closely with landowners to discuss requirements (fencing, road surface treatment, etc.). Where possible, we look to incorporate this feedback into our designs. There are more than 23,500 railway level crossings in Australia (approximately 2,900 are on the ARTC network). As one would appreciate, safety remains paramount. ARTC regularly undertakes safety campaigns focused on level crossing safety (e.g. N2NS delivery of steel and sleepers and P2N on new active rail).</p> <p><i>Barbara Deans – outstanding from previous meeting</i></p> <p>10.6 How does ARTC intend to restrict the spread by construction equipment of noxious weeds, such as Hudson Pear which exists on the proposed corridor?</p> <p>A: ARTC Inland Rail takes this question on notice. ARTC Inland Rail will seek further advice on the matter and respond in due time.</p> <ul style="list-style-type: none"> • Mrs Deans commented on her question from the previous meeting regarding Hudson Pear management and asked what if the contractor makes a mistake and doesn't take necessary risk management precautions or actions. <p>A: Mr Errington responded that if an error occurs the contractor will be penalised – there will be processes set out in the contract to address such occurrences, which will meet regulatory requirements. Mr Rymer advised that in the tender assessment process the environmental management capability of the tenderer will be examined, together with the prospective contractor's experience in dealing with projects of this scale. Kookie Aitkens asked will there be an ongoing auditing process. Mr Rymer confirmed that regular monitoring and auditing of the contractor's performance will be undertaken by ARTC. Mr Errington added that consultation will occur with the regional weed authority regarding weed management and effective protocols will be implemented.</p> <p>10.7 How many forced easements will ARTC be applying for in the EIS and can a map of these be provided?</p> |

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| | <p>A: ARTC Inland Rail requests further clarity on this question. Chairs note: In respect of Mrs Dean's questions regarding the property acquisition process, the Chair advised that this question had been responded to earlier in the meeting by Mr White of TfNSW and himself.</p> <p>Narrabri Sub-committee</p> <p><i>Cindy Neil</i></p> <p>10.8 Does acquisition start when the EIS is presented or acquisition only starts after EIS is accepted by the government.</p> <p>A: The acquisition process will commence after the Reference Design is completed and the final alignment confirmed.</p> <p>10.9 The CCC was previously going to organise an authority to speak on acquisition and compensation. If this has not been done could it be organised for next meeting?</p> <p>A: The property acquisition presentation was made to May 2019 meeting. Chair's note: A copy of this presentation was provided to the community member.</p> |
| 11. General Business | <ul style="list-style-type: none"> Mr Knop asked when the hydrological data will be available for review. Mr Errington advised that this would be after the flood modelling is finalised. <p>Meeting Closed at 4.55 pm. The Chair thanked all for their attendance.</p> |

Actions

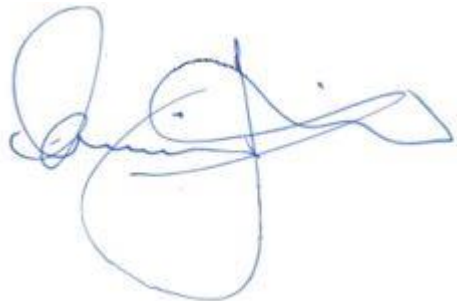
| NO. | ACTIONS | ACTION BY | DUE DATE |
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| 1. | That ARTC clarify the status/response to the request by the NSW Farmers Association for an independent review of the Multi Criteria Analysis process used to make a recommendation to the Minister for Infrastructure and Transport on the preferred study area for the Narromine to Narrabri section of the Inland Rail project. | PM COMPLETED | Senate Enquiry |
| 2. | That ARTC provide a report on relevant road maintenance guidelines and standards to be implemented on local roads to be used for haulage during the project to the next meeting of the CCC. | KJG COMPLETED | 24/09/2019 |
| 3. | That the ARTC Inland Rail Social Performance team provide a presentation to the next meeting of the CCC. | JM COMPLETED | 24/09/2019 |
| 4. | That ARTC provide an updated noise logger location map at the next meeting of the CCC. | KJG COMPLETED | 13/03/2020 |
| 5. | That ARTC provide advice on future project timelines to the Chair when they are determined. | PM COMPLETED | 24/02/2020 |
| 6. | That ARTC provide a response to the Chair regarding the number of landholdings in the Narromine-Burroway component of the study area. Chair's note: There are 23 directly impacted landholders in Focussed Area of Investigation from Narromine to Burroway. There are approximately 120-130 landowners within the Narromine to Burroway N2N Study Area footprint. | KJG COMPLETED | 16/03/2020 |
| 7. | That ARTC provide a response to how much water and what source will be used by ARTC for construction work? | TR ONGOING | TBA |

| NO. | ACTIONS | ACTION BY | DUE DATE |
|-----|---|-------------------------|-------------------|
| | <i>A: Currently the project is assessing the potential of the following water sources: 1. Any available water access licences identified near Narrabri and Narromine; 2. Treated water supply options; 3. Deep aquifer bores. A maximum travel distance of 25 kilometres from a water source to the construction site is desirable.</i> | | |
| 8. | That ARTC advise what requirements it will have for dust suppression on its new quarry contractors? | KJG COMPLETED | 24/02/2020 |

Next Meeting

The next meeting tentatively set for early May 2020.

Meeting minutes approved.



Michael J. Silver OAM
Independent Chair

30 March 2020