Meeting minutes

Narromine to Narrabri Community Consultative Committee Meeting

Combined Meeting

Date / Time
3 August 2020
2:05pm

Location
Video Conference

Facilitator
Michael Silver OAM

Minute taker
Michael Silver OAM

Distribution
N2NCCC

Attendees (Show organisation if not ARTC)

- Michael Silver (Independent Chair)
- Russell Stewart (Community Member)
- Jane Judd (Community Member)
- Cindy Neil (Community Member)
- David Scilley (Community Member)
- Christina Deans (Community Member)
- Barbara Deans (Community Member)
- Karen McBurnie (Community Member)
- John Single (Community Member)
- Alan Channell (Community Member)
- Andrew Knop (Community Member)
- Murray Feddersen (Community Member)
- Lindsay Mathieson (Gilgandra Shire Council)
- Randall Medd (Gilgandra Shire Council)
- Cr Bill Fisher (Coonamble Shire Council)
- Kookie Aitkens (Coonamble Shire Council)
- Andre Pretorius (Narromine Shire Council)
- Cr Ron Campbell (Narrabri Shire Council)
- Stewart Todd (Narrabri Shire Council)
- Cr Denis Todd (Warrumbungle Shire Council)
- Leanne Ryan (Warrumbungle Shire Council)
- Patricio Munoz (ARTC)
- Rob Walker (ARTC)
- Matt Errington (ARTC)

Apologies (Show organisation if not ARTC)

- Bruce Brierly (Community Member)
- Ted Hayman (Community Member)
- Alexander Deans (Community Member)
- Lewis Lydon (Community Member)
- Paul Brydon (Community Member)
- Stuart Mudford (Community Member)
- Peter Bonnington (Community Member)

Guests (Show organisation if not ARTC)

- Rebecca Pickering (ARTC)
- Duncan Mitchell (ARTC)
- Angela Stewart (ARTC)
- Nelson Wallis (ARTC)
- Kyle-James Giggacher ARTC)
- Louise Johnson (ARTC)
- Aryel Pyliotis (Technical Director – Environmental Scientist, Jacobs-GHD)
- Akhter Hossain (Flooding Specialist, Jacobs-GHD)
- Mick Fallon (NSW DPIE)
- James White (Transport for NSW)
- John Zannes (Transport for NSW)
- Angela Doering (Department of Infrastructure, Transport, Regional Development and Communications)

Discussions

NO.	DISCUSSIONS AND ACTIONS
Welcome	The Chair welcomed the CCC members to the video conference meeting. Mr Silver also noted in attendance ARTC staff, Jacobs-GDH consultants and the representatives of Commonwealth and State Government agencies.
Acknowledgement of Country	The Chair acknowledged the Traditional Owners of the land from which those joining the video conference come, and recognised the Traditional Owners continuing connection to land, water, and culture, paying respects to their Elders past, present and emerging.
Declarations of Interest	• Michael Silver – Pecuniary interest – expenses of Independent Chair borne by ARTC. • Cindy Neil – Non-Pecuniary interest – property located in Study Area. • Barbara Deans - non-pecuniary interest. Property located within Study Area and Focus Area of Investigation. • John Single - non-pecuniary interest. Property located within Study Area and Focus Area of Investigation. Potential supply of resource material. • Alexander Deans – non-pecuniary interest. Property located within Study Area and Focus Area of Investigation. Potential supply of resource material. • Randall Medd - non-pecuniary interest. Employee of Gilgandra Shire Council with property located within the Study Area. • Lindsay Mathieson - non-pecuniary interest. Employee of Gilgandra Shire Council with property located within the Study Area • 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.
Chair's Minute	The Chair outlined the meeting protocols that had been previously forwarded to the CCC members.
Minutes of Previous Meeting	It was noted that the minutes of the fifth meeting of the respective Sub-committees held in February 2020 had been approved and placed on the proponent's website. The Chair advised that some of the outstanding actions of the respective Sub-committees as listed in Appendix 1 of the agenda may well be addressed as part of the proponent's presentation. An updated Actions Schedule of each Sub-committee is incorporated into these minutes.
Business Arising	6.1 Narromine Sub-committee minutes – Andrew Knop advised that, although he had not responded during the draft minutes review period, he had issues with the minuting of his comments in respect of the concept alignment in the Narromine area and requested the opportunity to clarify his comments. The Chair agreed to accept clarification comments from Mr Knop and review the minutes.
Correspondence	**7.1 NSW Farmers –** Media release advising, in association with the CWA, it proposes to initiate legal action in respect of the Australian Rail Track Corporation's handling of the inland rail route, particularly between Narromine and Narrabri. **7.2 Inland Rail** – Responding to the N2NCCC suggesting discussions be initiated with Narrabri Shire Council regarding flooding issues at Narrabri. Stuart Todd advised that discussions had occurred with the Narrabri Floodplain Management Committee and were ongoing.
Proponent's Report	*Patricio Munoz and Matt Errington presented the proponent's report, with Aryel Pyliotis and Akhter Hossain from JacobsGHD delivering the Environmental Impact Statement (EIS) component of the presentation. Refer to the attached presentation.*

NO.	DISCUSSIONS AND ACTIONS
	8.1 Program Overview and Community Engagement • Patricio Munoz provided an overview of the N2N program to date. • Mr Munoz outlined recent consultation processes and indicated that initial one-on-one discussions have been completed and those landowners not in the focus area of investigation have been notified. Engagement with 108 of 117 directly impacted landholders has occurred. • Mr Munoz advised that work is presently underway to meet with affected landowners with properties within the proposed rail corridor and Construction Impact Zone. This work is anticipated to be completed by October/November 2020 pending ongoing COVID restrictions and landowner availability. • David Scilley asked how landholders remote from the area, such as in Western Australia have been engaged. Mr Munoz advised that phone discussions, online meetings, and email contacts have been used. **8.2 N2N Project Overview and Environmental Impact Statement** • Matt Errington advised that the draft EIS has been completed. • Mr Errington outlined the key features of the 306 kilometres linear project. • Mr Errington proceeded to explain the assessment process and emphasised that the EIS must satisfy the Secretary's Environmental Assessment Requirements (SEARs) – slide 32. • Mr Errington highlighted that the establishment of borrow pits had been added to the project and the SEARs will be amended to include additional requirements relating to air quality, noise from blasting and rehabilitation. • Mr Errington stepped the CCC through the assessment and methodology utilised in preparing the EIS – slide 33. • He then provided an overview of the structure of the EIS and went on to outline specific aspects of the document. He advised that a plain English summary of the findings will be prepared for agencies and the community to review. The summary document consists of five parts designed to make the information accessible and easier to navigate and understand. It considers the three main aspects of the proposal – rail infrastructure, road infrastructure and key construction infrastructure. Other volumes provide supporting technical reports, which provide results of detailed issue-specific impact assessments. • Mr Errington also advised that methods of presenting the EIS in digital form were being examined given Covid-19 limitations on hard copies. • Mr Errington outlined the Adequacy Assessment process and the public exhibition requirements – noting that exhibition of the EIS must be for a minimum of 28 days – slide 35. • Cr Campbell enquired as to the considerations by which land would be identified for acquisition and whether the EIS Map Book would identify the land required. In response Mr Munoz advised that issues such as noise and vibration are issues to be considered and appropriate assessment of the impact needs to be undertaken - mitigation or acquisition are options to be considered. Mr Errington added that there are a variety of factors to be considered before a determination is made. • Andrew Knop passed comment on the need for high quality documentation and mapping in the EIS, citing limitations, failings, and inadequacies in the Inland Rail P2N project EIS that made it difficult to review. He highlighted inconsistencies in referencing, acronym management, resolution of images and maps, together with legible labelling ("so people can find their patch") as critical issues. • Mr Knop asked whether a member of the public can make a submission on the Adequacy Review to the DPIE. The Chair invited Mick Fallon of DPIE to respond – Mr Fallon suggested questions should generally be handled through the CCC process, but the Department will receive specific questions or

NO.	DISCUSSIONS AND ACTIONS
	comments on matters of concern. He advised that Adequacy Assessment is not a merits-based analysis but rather a cross referencing process to ensure matters in the SEARs have been addressed – viz. a Yes or No process. • Mr Knop asked whether additional questions/submissions can be made after the statutory EIS exhibition period. Mr Fallon advised that these can be submitted but will not be forwarded to the proponent for response as are those received during the exhibition period. He indicated additional submissions beyond the exhibition period are reviewed and where considered necessary further assessment of specific issues will be undertaken by the Department. • Barbara Deans sought clarification as to the 28 days minimum exhibition period – asking where there could be a request to extend the period to 90 days. Mr Fallon advised the minimum 28 days is a statutory period. He indicated that the period of exhibition and any extension is a matter for the Government. He advised that if an exhibition period occurred over the Christmas/New Year period it would be extended to allow for the holiday season. The Chair suggested the CCC may wish to consider making a submission to DPIE on the extent of the exhibition period prior to lodgement of the EIS. **8.3 JacobsGHD Presentation** *Ms Aryel Pyliotis and Mr Akhter Hossain from JacobsGHD presented a summary of the key findings and recommendations of the EIS.* • Aryel Pyliotis prefaced the presentation by noting that due to the scale and complexity of the project, it is of a 'high-level' and does not provide specific local matters. ***8.3.1 Flooding and Hydrology*** • Ms Pyliotis provided background information to the flooding and hydrology assessment relative to the SEARs and other relevant legislation. • Ms Pyliotis outlined the assessment process and the need to limit flood level increase (afflux) to 10 mm at residences and key infrastructure where possible. • She went on to detail the methodology to assess the flood issues noting that 14 hydraulic models had been developed to understand potential impacts. Ms Pyliotis advised that the models had been calibrated against historical flood events and validated through consultation with landholders and other stakeholders. • Ms Pyliotis advised the flood modelling has been independently reviewed to ensure compliance with the SEARs – the review will be published with the EIS. She also confirmed that modelling has taken account of climate change considerations to 2090. • Ms Pyliotis spoke to the extent of flooding and the changes in flood levels, hazards and velocities noting that inundation times are highly localised and often limited to the immediate vicinity of creeks and floodways (Slide 43). She noted the impacts on roads and rail lines highlighting the only noticeable increase predicted for the Newell Highway is at Bohena Creek with an additional 1.8 km (11%) in the Probable Maximum Flood (PMF) under operational conditions (Slide 44) • In terms of buildings, Ms Pyliotis noted that 2,140 buildings (2,126 being sensitive buildings) have had floor levels surveyed. Where no surveyed floor level floor level has been established, a level of existing ground level + 300 mm has been assumed at the reference design and EIS phase. However, she confirmed that all floor levels will be surveyed during the detailed design phase (Slides 45, 46 & 47) • In terms of floodplain management, Ms Pyliotis indicated that there is limited impact to buildings and roads. She said that further consultation will occur during detailed design to identify opportunities to further reduce the potential residual impacts.

NO.	DISCUSSIONS AND ACTIONS
	• Barbara Deans questioned the consultation with impacted landholders, noting that of 99 initially contacted no flood mapping was supplied to them. She questioned how these landholders could validate flood matters. In response Patricio Munoz advised that of the 117 impacted landholders, Inland Rail has engaged with 108. All landholders have been provided with updated maps of the focus area and existing flooding maps. Feedback from discussions with landholders has been incorporated into the flooding analysis and flood mapping duly updated. • Andrew Knop commented that he had been advised that, in conversations with several focus area landholders, ARTC did not explain that the flood maps represented 1% AEP events. He suggested most landholders did not spend much time on this issue. Landholders had indicated to him that they were not shown flood mapping beyond their property, so could not input their knowledge at a landscape level. He did not believe that flood levels could be meaningfully or accurately validated using this mapping as the basis. He indicated that a recent flood event in the Narromine area had flooding extending beyond ARTC's 1% AEP mapping, with this event being a 50% AEP event. He noted that the only plan that ARTC referenced in the area is the Narromine Floodplain Risk Management Study – it has limitations on its coverage. Other flood management plans, such as the Narromine to Oxley Floodplain Management Plan which provide references to Macquarie River flood outflow locations, flow volumes and events, and the draft Macquarie Valley Flood Plain Management Plan (2018) should be considered. Webb Siding flood flows also need to be considered and how that interacts with the Backwater Cowal. He also questioned whether the Narrabri flood mapping slide, indicating who is wet and who is dry due to the project, would adequately inform the CCC, stating that afflux mapping should also be provided as extensive 'now dry' areas suggests floodwaters are being pushed elsewhere. Akhter Hossain advised that this level of mapping detail would be available in the technical report appended to the EIS. • David Scilley noted that he had suggested that he provide input into flooding of the Newell Highway – this had not occurred. He questioned whether the consultant had spoken to anyone at Narrabri? • Akhter Hossain advised that local and regional flooding (1% AEP) around Narrabri had been incorporated into the modelling – viz. regional flooding is embedded into the model. He advised that flood behaviour in the model is consistent between the local and regional studies. It has been validated against the Australian Rainfall and Runoff (ARR) Comparison model and in terms of flood behaviour, 80 landholders said it was consistent, although some did not consider it totally consistent and some did not comment. • Cindy Neil asked what historical flood events have been used to calibrate the flood modelling. Mr Hossain advised that major events in 1955, 1971, 1974, 2004 and 2012 amongst others have been considered in the Narrabri area. He advised that these events have also been considered in the development of the most recent Narrabri Flood Study. • Cindy Neil noted that an animated presentation of the Narrabri flood model was requested to be presented to the Narrabri Sub-committee. This had not occurred. The Chair indicated he would follow up on this action with the proponent. **ACTION** • Barbara Deans noted that previous advice from hydrologist Dr Adam Wyatt was that there were limited stream flow monitoring points off the Warrumbungles and that information regarding runoff was difficult to source. She asked whether the base information from each catchment will be available in the EIS. Ms Pyliotis confirmed that there was limited runoff data available but advised the technical runoff calculations will be appended to the EIS. • Andrew Knop noted that the P2N EIS had listed several climate data locations including Dubbo and a location 20 kilometres north of Narromine but did not list

NO.	DISCUSSIONS AND ACTIONS
	rainfall data at Wyanga which dates back approximately 100 years. He suggested the community is interested in ensuring that all available hard historical data is considered. He noted that rainfall events in the Narromine/Coonamble area have on occasions realised 10 to 15 inches of rain overnight – how are events of this intensity or duration considered? Mr Hossain referred to the Australian Rainfall and Runoff (ARR) guidelines – all available data is analysed to determine the extent of runoff. This process takes account of abnormal intensity and duration of events. He indicated that the ARR analysis resulted in a 90% agreement between the rainfall reports and the ARR analysis – consequently, the ARR outcomes have been utilised for the flood modelling. ***8.3.2 Noise and Vibration*** • Ms Pyliotis stepped the committee through the slides on noise and vibration. She noted that 21 noise monitoring locations had been established which were considered representative of the general background noise situation across the proposed alignment (Slides 50 to 53) • In terms of construction work hours will be Monday to Friday: 6am to 6pm; Saturday: 6am to 6pm; Sundays: 6am to 6pm; Public holidays: no work, although Mr Errington confirmed in response to a question from the Chair that Inland Rail will be considering negotiating agreements with isolated land owners for 24/7 construction arrangements. • Ms Pyliotis noted that the background for residential premises will be 35 decibels - the sound of conversation. She indicated that receivers will only be impacted by noise during construction for short periods. • In terms of operational noise, Ms Pyliotis advised that track will be designed to minimise noise. She further advised that once the design is finalised an operational noise and vibration review will be undertaken to confirm noise and vibration predictions. This would include feasible and reasonable mitigation measures which will be implemented by negotiation with effected landowners. • Ms Pyliotis further advised that at this stage noise walls are not considered feasible. She said that to validate the predicted noise levels, monitoring would be undertaken after the commencement of operation of the Inland Rail as a whole. • Cr Ron Campbell asked if a residence is 150 metres from the line will your property have its windows double glazed - is there a distance or is it based on the noise level at the property? Ms Pyliotis indicated it is based on various things to confirm impact. Mr Munoz noted that as part of the current round of meetings, affected landowners were being shown indicative noise modelling maps. Mr Munoz added that compensation and/or mitigation measures related to noise impacts would be discussed at future meetings and be considered on a case-by-case basis. Cr Campbell suggested frank conversations regarding noise/vibration need to be held as some people are still concerned and “in the dark”. Mr Munoz noted that property related discussions were to commence in Q1 2021 but acknowledged that in some instances the impact may be significant. • Barbara Deans questioned the placement of noise loggers, noting that one logger covers over 60 kilometres of line. She questioned how this provides an indication of background noise particularly with the number and location of noise loggers. Ms Pyliotis advised that there would be no more noise loggers installed and that the noise logger locations are representative of the various localities along the proposed alignment. • Mr Knop advised that during 2019 he expressed concern at the location of noise loggers and Mr Errington was to review this issue to ensure the loggers provided data representative on an area, particularly south of Narromine where residents had expressed concern regarding potential noise issues. He noted this did not happen leaving the community’s issues unresolved. He also noted

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	the ARTC 2015 Business Plan budget for noise mitigation is $41 million, suggesting this is not a lot of money. He asked is this an up to date figure and what is the N2N scope of works. Duncan Mitchell advised a revised estimation process will be undertaken in respect of the reference design. He took the question on notice having regard to what information can be share relative to construction tender process. **ACTION** • Mr Knop also requested advice on the status of the $480 million allocated for property acquisition indicating the community has a right to know the updated acquisition costs. He noted the compensation process is to ensure landowners are not worse off. Mr Mitchell advised that now the project was moving to the next phase he will review the information on acquisition budget that can be provided. **ACTION** ***8.3.3 Socio-Economic Impacts*** • Ms Pyliotis provided an overview of the social assessment and reported on the economic assessment undertaken by KPMG (Slides 68 to 73). She highlighted the local benefits and noted the data relating to the Parkes to Narromine Inland Rail project (Slides 69 & 70). • Mr Knop noted the comment regarding potential 'safety issues' during both construction and operation. He requested clarification as to how these would be addressed. Ms Pyliotis advised that a variety of measures would be employed such as fencing, warning signage and gates. • Mrs Deans questioned the accuracy of the numbers detailed in slide 70 particularly in respect of employment. She also enquired as to who the 'stakeholders' are in slide 70 relative to mitigation and management of the project. Mr Munoz advised this is a general term and relates to the general community, landholders and others that may have a relationship or be impacted by the project. • Stewart Todd requested advice as to the timeframe for the Temporary Work Force Plan. Ms Pyliotis advised that it would be completed within 6 months of planning approval, subject to any conditions of approval. • Mr Todd noted there has been no confirmation as to the housing and accommodation arrangements for workers associated with the Narrabri to North Star Inland Rail (N2NS) project. He indicated Narrabri Shire Council had not been consulted on accommodation locations for the N2N project. He said Council needs to understand the impact noting an accommodation facility south west of Narrabri is likely to be in place for four years. He said Council needs an understanding of what is proposed and what residual infrastructure legacy there will be. In response, Mr Errington drew attention to slides 26 and 27 noting that as part of the reference design it is proposed that accommodation facilities will be incorporated within the Narrabri West multi-function compound. He indicated, however, that it is a matter for the contractor as to whether this accommodation arrangement is taken up. Mr Todd clarified that Council wishes to know what residual infrastructure will remain following construction. Mr Mitchell advised he will arrange for the Inland Rail engagement team to discuss with Narrabri Shire Council what will occur with camp sites after completion of construction. **ACTION** • Mr Todd understood the variables of the camp situation, however highlighted the need for early asset management planning or development opportunities if there will be residual infrastructure available. He also highlighted the potential impact on the Narrabri Dirt Bike Club as mentioned in slide 68, noting that Narrabri Shire Council is the Trustee for that reservation and yet there has been little interaction with Council over the impact on the facility. Mr Mitchell noted this advice. • Mr Todd commented that the section of the proposed Inland Rail line where it passes over the Walgett Branch line at Narrabri will prevent double stack wagons passing beneath and accessing the proposed Narrabri Port facility,

NO.	DISCUSSIONS AND ACTIONS
	based on the reference design. He indicated this critical issue has been brought to the attention of the Inland Rail design engineers. Mr Todd also sought clarification on the likely local benefits of the N2N project, noting $100 million was the input to the local economy of the P2N project. Mr Mitchell advised that P2N was a $350 million project – N2N is much bigger. ***8.3.4 Land Use and Property*** • Ms Pyliotis outlined the land use and property assessment processes undertaken to examine the potential impacts on land uses, particularly agriculture (Slides 75 to 87). • In speaking to Slide 82: Key Impacts – Land Requirements, Ms Pyliotis noted the preliminary estimates of land required for the project. She advised that the actual land requirements will be refined through detailed design. • Ms Pyliotis also focussed on the estimated land use required during operation (Slide 85), noting an estimated 1,721 ha would be permanently acquired, with agricultural land representing 73% of total requirements. • Jane Judd noted that 467 ha of publicly owned land will be temporarily occupied during the construction phase. She sought confirmation that this land will be rehabilitated. Ms Pyliotis confirmed that all land temporarily occupied during construction will be rehabilitated to its original state. • Ms Pyliotis highlighted that property severance as a key issue, noting that changes in property access, permanent loss of land for productive agricultural uses and impacts on farming operations are major considerations (Slide 86). • Acknowledging the serious issue of physical separation of property land parcels, Cr Denis Todd asked why stock crossings cannot occur at passing loops (double rail lines)? Mr Mitchell indicated that minimising the number of crossing points was important and crossing over passing loops is not a preferred option. He advised access and exact crossing locations will be negotiated with landholders – this issue also falls into the area of compensation not just in respect of acquisition but also on the future operation of the property. • In respect of managing and mitigating impacts on land use, both during construction and associated with the acquisition process, Ms Pyliotis advised that property specific responses will be implemented (Slide 87). • Barbara Deans sought clarification on the retention and/or realignment of access roads and tracks. Ms Pyliotis advised that there will be some significant changes to road alignments in the Pilliga – other road alignment changes will be minor and will not negatively impact on travel times. The EIS Map Book will detail the changes to road alignments. • Andrew Knop asked what the agricultural study area is based. Ms Pyliotis advised that the study area is based on the five local government areas. ***8.3.5 Water Resources*** • Ms Pyliotis provided a detailed overview of water management for the project (Slides 89 to 98). • Ms Pyliotis advised that in respect of water requirements a range of sources will be utilised. She confirmed that given potential negative impacts, water will not be taken from surface and shallow groundwater sources. It is intended to source water from deep bores below the Great Artesian Basin as well as use treated water from nearby facilities and lease Water Access Licenses where available. She indicated a total of 12 bore fields are proposed to provide construction water. Groundwater would be extracted via these deep bores and pumped to the surface continuously where it would be stored in large temporary water tanks with an adjacent overflow pond. Water trucks would then collect the water from a fill point for use along the proposal site (Slide 90).

NO.	DISCUSSIONS AND ACTIONS
	• Mr Mitchell advised that Inland Rail is looking to work with local government to achieve a residual outcome from the bores. Mr Scilley highlighted that if bores are to be in the Pilliga, they may have a long-term fire-fighting benefit. • Barbara Deans requested confirmation that the proposed bores will be deep aquifer bores below the Great Artesian Basin and the number of bores in each bore cluster. Ms Pyliotis confirmed that the proposed deep groundwater bores would target groundwater from below the Great Artesian Basin. She explained that the bores are likely to have low yields, as such a network of bore fields would need to be established along the proposal alignment with about four to ten bores in each of the 12 bore site locations (Slide 95). • Ms Pyliotis went on to advise that 4.6 gigalitres of water will be required during the construction of the project. • Ms Pyliotis reviewed the key construction impacts on water resources, advising that it is anticipated that the proposed extraction would change groundwater levels within the Great Artesian Basin, and the underlying rock aquifer, by less than one metre. She advised this change was within the bounds of natural variations. She also advised that 10 existing bores located along the proposed alignment will need to be decommissioned, whilst impacts on other existing bores are considered minimal with only one bore seriously impacted. • Jane Judd questioned whether the cumulative impact on ground water by the Inland Rail project and the Narrabri Gas Project had been considered. Ms Pyliotis confirmed the cumulative impact has been considered and is detailed in the EIS. • Ms Pyliotis outlined the various mechanism being implemented and examined to mitigate the impacts on water resources and manage water use during construction. She confirmed that groundwater monitoring has been undertaken to inform the EIS and will continue through detailed design. • Barbara Deans requested confirmation that the hydrogeology reports will be attached to the EIS. Mr Errington confirmed this will be the case and that they will form part of the documentation submitted to DPIE for Adequacy Review. • Andrew Knop questioned the budgeted costings for the N2N project suggesting that a 3.1 kilometres bridge at Narrabri effectively uses the entire 2010 N2N Inland Rail Alignment Study bridging allocation in one structure. Additional bridging for the Macquarie and Castlereagh Rivers plus over 70 other streams is still required. He suggested this will put the bridging costs for N2N into the billion-dollar price range. These expenditure levels were not accounted for in the 2010 or the 2015 budget updates and when combined with other over budget costs on the project will have a substantial negative impact on Inland Rail's Benefit to cost ratio. Mr Mitchell referred to the recent Inland Rail Regional Opportunities Report by Ernst and Young which analysed the economic benefit of the project and goes beyond the 2015 business case study. Mr Knop suggested this latest report hinged on the original costings and assumptions in 2010 and 2015 being accurate – he had deep concerns over the cost estimates for the N2N project and would like them disclosed. • Mr Knop questioned why culverts in the P2N project are installed below flood level and accumulate substantial volumes of water and sediment? Mr Mitchell indicated that water may lay in culverts during construction. Mr Knop suggested that the culverts and earth levees on P2N are causing afflux in paddocks and, in his opinion, the culverts appear poorly installed and the earth levees should not be there. They are resulting in upstream flooding of cropping paddocks and reducing much need downstream flows into dames. This situation is causing considerable concern for affected local land managers. ***8.3.6 Traffic and Transport*** • Ms Pyliotis noted that constructing and operating new rail and road infrastructure has the potential to affect existing traffic and transport conditions and changed access arrangements (Slides 100 to 107)

NO.	DISCUSSIONS AND ACTIONS
	• Mr Pyliotis outlined the key issues associated with construction activities, noting they will impact on five major highways, a network of local roads both sealed and unsealed as well as numerous forest tracks. She noted that the installation of bridge girders over roads may cause some temporary traffic delays. Similarly, some minor disruption may occur on local roads and forest tracks (Slide 105) ***At this point, the time being 6.20 pm, the Chair suspended the presentation given the need to address other items on the agenda and certain specific matters associated with the EIS.*** ***8.3.7 Borrow Pits (Slide 21)*** • The Chair invited Duncan Mitchell to provide an update on the selection of borrow pit sites. He indicated three sites have been identified in the Narromine area and one site near Narrabri. It is anticipated that material will be won as part of the cut and fill process during the construction of the rail line. The nominated pit sites will be utilised to bring in material as required. ***8.3.8 Biodiversity Offset Obligations (Slide 128)*** • Randall Medd requested advice as to the response from landholders to provide land for biodiversity offsets. He indicated that local government authorities needed to understand the scale of the offsets likely to be taken up in their areas. Mr Errington advised that the expression of interest for landholders to provide areas for biodiversity offsets had been successful with several sites being assessed in accordance with the Inland Rail NSW offset strategy. He indicated the EIS will outline several options that will be examined.
9 Other Agenda Items	**9.1 Members' questions on matters specific to the project.** • The Chair advised that the member's Other Agenda Item questions will be answered by the proponent within 7 days of the meeting. The responses to the questions are contained in Appendix 1 of these minutes. **9.2 Proposed Action – Andrew Knop** The following proposal was submitted by Mr Andrew Knop of the Narromine Sub-committee for the Community Consultative Committee's consideration. • ***Proposal:*** *I put to the CCC membership that in light of the above issue we request a review of ARTC's conduct by the oversight departments as listed in their Corporate Statement of Expectations, namely the Department of Finance (Finance) and the Department of Infrastructure and Regional Development (Infrastructure) as Shareholder Departments. The issues to be also brought to the attention of NSW Department of Planning, Industry and Environment.* ***Supporting Commentary****: The quality of ARTC documentation combined with the recent consultation and construction experience in our area raises serious questions regarding the published "Inland Rail Australian Rail Track Corporation Limited Statement of Expectations". I have concerns directly relating to the stated objectives that "the Government has regard to whether ARTC is achieving Inland Rail Objectives and whether ARTC is acting in a manner which achieves transparency and accountability in relation to the delivery of Inland Rail." (Pg.3) and ARTC Ltd conduct "Promotes the confidence of stakeholders in the probity and integrity of ARTC's procurement and other processes", provides "efficient, effective, economical and ethical use of public resources" and "Achieves value for money" (Pg.2). N2N Community*

NO.	DISCUSSIONS AND ACTIONS
	CCC members have engaged with the Inland Rail Project in good faith, contributing considerable time and energy to the project at personal expense. Mr Knop added that there were instances where landholders are told one thing and then the CCC is told another on the same issue. He expressed concern at the poor level of consultation and whether ARTC is satisfying its corporate responsibilities. The Chair stated that the CCC must operate in accordance with the Community Consultative Committee Guidelines. He did not believe the proposition submitted by Mr Knop was within the remit of the Committee. The CCC is not a decision-making group with its role being to provide representative community interaction, with the proponent as a predevelopment Committee, in the preparation of the EIS. Mr Silver added that the establishment of the CCC was a voluntary action of the proponent (not a requirement of DPIE) with the only condition in the SEARs being that the Committee's conduct be in accordance with the Community Consultative Committee Guidelines. Mr Silver noted that the concerns expressed by Mr Knop are issues which are presently being reviewed by a Senate Enquiry. He said it is not the role or function of the CCC to make representations to the government agencies on the performance of ARTC. Barbara Deans commented that the CCC forum provided members of the community with an opportunity to express their concerns about the project. She made the point that the concerns expressed by Mr Knop stem the method of route selection – this is the basis of the problem with ARTC. Stuart Todd advised that the CCC was not the forum for Mr Knop's concerns given its specific role as a consultation group. He said Mr Knop's issues should be taken up with the local Council and the local Federal Member, not through the CCC. Patricio Munoz whilst acknowledging Mr Knop's concerns, noted that there are also broader issues that are putting stress on the community. The delivery of any major infrastructure project is difficult and will unfortunately cause a level of distress to people, including impacting their way of life. He reassured the CCC that the proponent is working to meet the requirements of the SEARs. Cr Todd said the frustration was because "people can't get out" – ARTC need to buy the properties. Mr Munoz accepted that people are looking for certainty. The Chair advised that the submission by Mr Knop would be noted.
General Business	• **Track Foundation –** Andrew Knop requested detail on the foundation design particularly on black soils. Duncan Mitchell advised that the foundation design is subject to geotechnical analysis and industry standards. Generally following removal of 200mm of topsoil a foundation base of 500mm would be laid. • **Fast Tracking of Infrastructure Projects** – Murray Feddersen enquired as to the implications for the N2N of the announcement by the Federal Government to 'fast track' major infrastructure projects. Rebecca Pickering responded that some approvals between Commonwealth and States may be sequential and reduce determination times. She stressed that EIS preparation and assessment process are robust and would not be compromised adding that all legislative and compliance standards must be satisfied. From a project delivery perspective, there are possible opportunities to refine procurement processes to improve delivery timelines. • **Future Community Engagement –** Murray Feddersen sought clarification on how future community engagement processes will be undertaken in the future given the COVID 19 situation. In response Mr Munoz advised it was a very

NO.	DISCUSSIONS AND ACTIONS
	fluid situation with contact being made in a variety of ways, particularly by phone and email. Mr Feddersen highlighted that internet and data capability is a major issue in regional areas – Mr Munoz acknowledged this and said there was ongoing discussion as to how best to provide community engagement and particularly how to effectively engage in the rural areas when the EIS is on exhibition. • Mr Munoz advised that community briefing session regarding the EIS would be held through a webinar between 5.30 pm and 9.30 pm on both 4 and 6 August 2020. The Chair thanked the ARTC staff for organising the video conference and the respective local government authorities and their staff for establishing video hubs. Mr Silver thanked all for their attendance. Meeting Closed at 6.50 pm.

Actions

NARROMINE

NO.	ACTIONS	ACTION BY	DUE DATE
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**

NO.	ACTIONS	ACTION BY	DUE DATE
7.	That ARTC provide a response to how much water and what source will used by ARTC for construction work? ***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.* ***Chair's note****: Advised during the EIS presentation that 4.6 gigalitres of water will be required during the project, of which 4.2 gigalitres will be used in construction. Water will primarily be sourced from deep aquifers below the Great Artesian Basin as well as treated water and leased water where available.*	TR **COMPLETED**	03/08/2020
8.	That ARTC advise what requirements it will have for dust suppression on its new quarry contractors?	KJG **COMPLETED**	**24/02/2020**
9.	That ARTC, subject to tender protocols, provide noise mitigation budget costings.	DM	TBC
10.	That ARTC provide details of the property acquisition budget for the N2N project.	DM	TBC

GILGANDRA

NO.	ACTIONS	ACTION BY	DUE DATE
1.	That ARTC provide an update on the timeline for completion of the 70% stage of the EIS at the May 2019 meetings of the CCC. – deferred at May meeting.	PM **COMPLETED**	25/02/2020
2.	That ARTC provide a report on the financial implications (positive/negative) of product transfer from the farm gate to the anticipated Inland Rail load out points, relative to existing freight movements from the farm gate to current freight hubs, to a future CCC meeting. ***Chair's note:*** *Some aspects of the financial implications of product transfer from the farm gate where covered in Michael Clancy's presentation. However, it is suggested that a specific comparative example of current freight movement costs relative to opportunities provided by Inland Rail should be presented at a future meeting.* ***Further Chair's note:*** *Inland Rail to follow up with ARTC on provision of this report to CCC.*	ARTC	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 **COMPLETED**	**03/08/20**
4.	The Chair to refer Other Agenda Items questions regarding historical matters associated with the Inland Rail project to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.	MJS **COMPLETED**	**24/09/2019**
5.	That ARTC update its community engagement data base to include the email addresses of all N2NCCC members.	PM **COMPLETED**	**13/03/2020**
6.	That ARTC provide a report on how remote properties that experience silence at night will be considered in the noise assessment at the next meeting of the Sub-committee.	ME **COMPLETED**	**03/08/20**

7.	That ARTC provide an updated noise logger location map at the next meeting of the CCC.	ME **COMPLETED**	**13/03/2020**
8.	The Chair shall prepare a draft protocol for consideration by the Committee in respect of community observers be invited to ask questions of the proponent during CCC meetings.	MJS **COMPLETED**	**21/10/2019**
9.	The Chair to ascertain if documents are available from the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development regarding historical matters dealt with in Action 4. *Chair's note: The CCC had no authority to seek release of documents from the Commonwealth agency. Should information be required from historical documents this should be requested through the Senate Inquiry?*	MJS **COMPLETED**	**25/02/2020**
10.	That ARTC advise when it will meet with local government regarding social impact assessment issues and to advise when the Focus Area has been confirmed. *Focus Area confirmed – 25/02/2020*	ME **COMPLETED**	**25/02/2020**
11.	That ARTC advise what the total tonnage of material will be drawn from the borrow pits at the next meeting.	ME **COMPLETED**	**03/08/20**
12.	That ARTC, subject to tender protocols, provide noise mitigation budget costings	DM	TBC
13.	That ARTC provide details of the property acquisition budget for the N2N project.	DM	TBC

NARRABRI

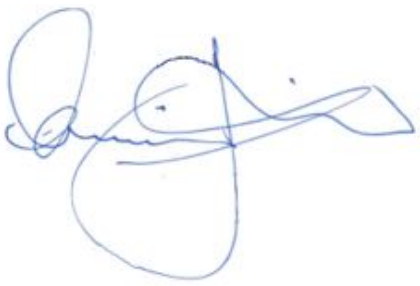
NO.	ACTIONS	ACTION BY	DUE DATE
1	That ARTC present a report on the likely engineering design for the railway across the flood plain north of Narrabri at a future meeting of the Sub-committee. **Chair's note:** *Preliminary visualisations of a typical viaduct arrangement presented, however the detailed design to be presented at a future meeting. Further, the February 2020 meeting was advised that a 4 kilometres long viaduct will be constructed with critical infrastructure installed at either end to allow for passage of floodwater.* ***Further Chair's note:*** *An animated presentation of the Narrabri flood model was requested to be presented to the Narrabri Sub-committee. This has not occurred.*	TBA **ONGOING ACTION REQUIRED**	TBC
2	That ARTC provide CCC members with a copy of the latest map of the overall Inland Rail alignment.	PM **COMPLETED**	07/03/2020
3	The Chair to refer Other Agenda Items questions regarding historical matters associated with the Inland Rail project to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.	MJS **COMPLETED**	25/09/2019
4	That ARTC provide a response to recent public suggestions that a property acquisition associated with the Inland Rail project has been completed prior to determination of the final corridor.	PM **COMPLETED**	25/09/2019

5	That ARTC provide an updated noise logger location map at the next meeting of the CCC.	ME **COMPLETED**	13/03/2020
6	That ARTC provide a report on the potential to establish borrow pits in the Pilliga Forest and their capability to be subsequently used for water storage for fire-fighting purposes.	TR **COMPLETED**	25/02/2020
7	That ARTC investigate potential blockages and maintenance required on a culvert was south of the Kamilaroi Highway overpass in the vicinity of Mulgate Creek. ***Chair's note:*** *Copy of correspondence on this matter from ARTC to be forwarded to CCC.*	RP **COMPLETED**	**31/05/2020**
8	That ARTC provide a report regarding how local content will be assessed and monitored in the construction contract at a future meeting of the CCC.	RP	TBC
9	That the Chair write to ARTC requesting extension of the Inland Rail Flood Model to incorporate the area south east of the Newell Highway Rail Overpass.	MJS **COMPLETED**	**13/05/2020**
10	That ARTC confirm the likely speed of the train at the proposed passive rail crossing adjacent to the Narrabri Water Treatment Plant.	TR	31/03/2020
11	That ARTC, subject to tender protocols, provide noise mitigation budget costings	DM	TBC
12	That ARTC provide details of the property acquisition budget for the N2N project.	DM	TBC
13	That ARTC arrange for its N2N engagement team to meet with Narrabri Shire Council to discuss the future of accommodation camp sites after completion of construction.	DM	TBC

Next meeting

No date was set for the next meeting although it is anticipated it will be prior to formal lodgement of the EIS for the project.

Meeting minutes approved.



Michael J. Silver OAM
Independent Chair

31 August 2020

APPENDIX 1

9.1 Members questions on matters specific to the project

9.1.1 N2NCCC QUESTIONS

Karen McBurnie

1. How big will construction sites on properties be, and will these sites be bitumen sealed?

Inland Rail provided information on temporary construction compounds in the recent CCC presentation (August 2020). The slide titled 'Multi-Function Compound' included indicative details regarding layout and size, as well as an example photograph from the Parkes to Narromine project.

Inland Rail is presently engaging with landowners regarding both the final rail corridor and the proposed 'construction impact zone' (construction footprint). This information will be detailed in the project Environmental Impact Statement.

2. Is construction done in stages, thereby removing fences in stages? What happens to stock in those paddocks while construction takes place? What type of fencing will landholders get?

The Narromine to Narrabri project is presently in the reference design phase. However, in a general sense, it is expected that any future Conditions of Approval would stipulate requirements regarding site fencing and hoarding during construction works.

All new Inland Rail corridors will be fenced so that it is safe for people, property, domestic animals, wild fauna and agricultural needs.

ARTC's fencing standards aim to align with general fencing standards in each district, unless there are specific circumstances that require alternate solutions. Where required, the replacement of fencing and gates will be on a like-for-like basis. Where new fencing is required, we will consult with adjacent landowners during the detailed design phase to confirm fencing requirements.

ARTC is responsible for the ongoing maintenance of rail corridor fencing once each section of Inland Rail is operational.

Stuart Mudford

3. Can ARTC give a detailed plan of what a stock crossing will look like, with a yard system, where farmers own both sides of the railway line?

The Narromine to Narrabri project is presently in the reference design phase. This level of information will be determined in the subsequent 'detailed design' phase.

4. An ABC report of May 2016 (https://www.abc.net.au/news/rural/2016-05-03/budget-inland-rail/7374880) advised that the Federal Government will spend $594 million on researching and acquiring land for an inland rail network connecting Brisbane to Melbourne, and linking south-east Queensland with Perth and Adelaide. The ARTC will use the money to buy land for the 1700 kilometers freight line, and to continue pre-construction works like environmental assessments. Can ARTC give a listing of how the money, the government has allocated, will be spent on researching and acquiring land?

The delivery of Inland Rail will necessitate the permanent acquisition of land required for the rail corridor.

Regarding the formal acquisition (and subsequent compensation) process, ARTC Inland Rail has a formal process to follow where ARTC acts as Transport for NSW's representatives after the land requirements are identified.

During the land acquisition process, compensation will be assessed by an independent valuer in accordance with the Land Acquisition (Just Terms Compensation) Act 1991. Compensation seeks to address the value of the land acquired and the financial impacts upon any remaining land, including the disturbance caused where applicable as a direct and natural consequence of the acquisition.

We anticipate that we will commence formal property discussions with directly impacted landowners on N2N in Q1 2021.

Cr Denis Todd

5. What are the arrangements for stock crossings, particularly where a property is bisected by a passing loop that is 2 kilometers long (two rail lines)? Can stock cross over a passing loop? If not, what are the alternatives?

The Narromine to Narrabri project is presently in the reference design phase. Specific information regarding stock crossings will be determined in the subsequent 'detailed design' phase.

Due to safety regulations, no level crossings can be installed over a passing loop. In this instance, landowners would need to use the nearest level crossing away from the passing loop.

Andrew Knop

6. The SEARs for the N2N Inland Rail Project clearly directs ARTC to detail how alternatives to the selected route are managed (see ref from the SEARs excerpt below). Discussion opportunity on these points have been shut down by ARTC to date. I would like the CCC to be given the opportunity to hear and discuss how ARTC will be reporting on these EIS issues and for questions relating to all route selection reports to be allowed in future meetings.

   EXCERPT: SEAR - SSI 18_9487 Inland Rail – Narromine to Narrabri
   "Sect 2. Environmental Impact Statement
   Requirement:
   (e) An analysis of any feasible alternatives to the project;
   (f) A description of feasible options within the project;
   (g) A description of how alternatives to and options within the project were analyzed to inform the selection of the preferred alternative / option, including options of maintaining the alignment within the existing corridor where possible, and maximising separation distances between the rail line and main roads, agricultural enterprises and dwellings;
   (h) The description must contain sufficient detail to enable an understanding of why the preferred alternative to and options(s) within the project were selected;"

   How will ARTC be reporting on these EIS issues relating to all route selection reports?

Inland Rail advises that Chapter 'A6 – Alternatives and Options' of the Environmental Impact Statement will provide a summary of the publicly available route selection documentation to meet the requirements of the SEARs.

This chapter will include cross-references to more detailed information where relevant (e.g. N2N MCA reports and the Inland Rail Melbourne to Brisbane Route History 2006- 2019 – ARTC, 2020). No new information on route selection will be presented in the EIS.

7. Route selection process - without references, the capacity of the community to review and interpret the accuracy of the assumption statements and conclusions regarding the route selection process is limited. In my view these documents do not meet the SEARs requirement Sect. 2 (h) "The description must contain sufficient detail to enable an understanding of why the preferred alternative to and options(s) within the project were selected;"

I also bring to the committee's attention the "Limitation" statements within the documents which go to great length to indemnify the authors and ARTC from conclusions and assumption potentially based on "unverified information", including possible "errors", "omissions" and "assumptions being incorrect". Additionally, all document maps contain the statement "ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map." It appears ARTC does not stand behind the veracity of their research or data yet they provide no opportunity for any party to review the 'completeness, accuracy or suitability' of this data and decision process. The absence of verifiable data and methods in the documentation combined with their denial of 'duty of care or responsibility to any party' provides little basis for stakeholder and community confidence and falls way short of their corporations published statement of expectation requiring 'transparency, accountability and integrity' in all dealings and processes.
To facilitate the community's capacity to review the accuracy and integrity of the data, assumptions and conclusions these documents need to be revised to include full bibliography reference lists, appendix sections detailing each scoping topic including: descriptions of field methodologies employed; data and analysis results. References to unpublished studies must provide access to the source material and a detailed description of how that material has been reviewed.

Where are the descriptions of the methodology, data sources and technical reports used by the selection process outlined in the four Narromine to Narrabri (N2N) Phase 2 Feasibility Assessment Stage 3 Focus Area Definition documents?

Inland Rail is committed to open and ongoing engagement, including the sharing of route alignment and design documents with interested community members. The Inland Rail website currently includes the 'Inland Rail Route History 2006-2019', N2N Phase route selection reports, and other documentation related to alignment history.

Inland Rail advises that Chapter 'A6 – Alternatives and Options' of the EIS will provide a summary of the publicly available route selection documentation to meet the requirements of the SEARs.

8. During the Narromine CCC February meeting earlier this year ARTC presented information regarding the structures planned for construction across our floodplain focus area. A notable feature was the disclosure of a plan to use a > 7metres high earth embankments across floodplain located between the existing Dubbo – Cobar rail line and the Mitchell Highway, this generated considerable discussion.

   Only a few weeks earlier I had spoken to the owner of the impacted property who indicated ARTC consultation staff discussed at length the use of a viaduct bridging structure to cross: Webbs Siding Rd, the existing rail line, his property, the Mitchell Hwy, the Macquarie Floodplain and River. He went away from that meeting confident that the issue of how his property would be traversed by bridging was secure. I was concerned hearing the CCC presentation as this contradicted the landholder's statement. It is also well documented this area is subject to the Webbs Siding Macquarie flood outflow (with over 90,000 megaliters per day flowing out of the Macquarie through the area in 1955 – rated a 140yr flood event).

   An earth embankment of this scale will have a basal footprint of between 55 to 60 meters width and potential to displace substantial flood flow onto the Mitchell Hwy. After the meeting I contacted the landholder and asked him if the design has been changed, he said, 'not to my knowledge, the only outstanding issue was how far apart the pylons would be'. He was surprised to hear about the embankment but considered this "standard ops for ARTC, say one thing but do another and leave you in the dark". The landholder readily vocalized a complete mistrust of the ARTC corporation and their consultation processes. I spoke to the same landholder last week to see if ARTC had clarified any issues. He stated he had not heard from them.

   - What consultation procedures are in place for staff to record negotiated outcomes with impacted individuals or parties?

- How is this information relayed and managed by project management and design staff?

- Does ARTC have a Standard Operating Procedure covering consultation activities? If so, we request a copy for CCC review.

Inland Rail can confirm that there is a proposed embankment between the existing Dubbo-Cobar line and the Mitchell Highway, and that the proposed design at this location has not changed since the start of reference design. However, the 'reference design' work may be subject to changes throughout the 'detailed design' phase.

All information gathered during our engagement work (including face to face meetings, phone calls, and correspondence) is recorded in our engagement database called Consultation Manager (for general information see https://www.consultationmanager.com/). This database allows the engagement project team to effectively document interactions, respond to outstanding actions or requests, and efficiently deliver electronic news (eNews), such as project updates and newsletters.

As many landowners would be aware, most engagement activities – be they face-to-face meetings or community information sessions – are conducted by both engagement and technical staff. For instance, all 108 of 117 face-to-face meetings conducted as part of the 'Focused Area of Investigation' work were attended by both an engagement officer and a project engineer. On certain occasions, the meetings were also attended by an agronomist. This practice ensured that landowners were provided with up-to-date and responsive information, with all feedback being captured and actioned promptly.

While the requirements noted by the Department of Planning, Industry and the Environment (via the SEARs) do not stipulate the need for a public-facing engagement or communication strategy, Inland Rail does approach engagement in a strategic and coordinated manner. To this end, our engagement approach seeks to embody the values stipulated by the International Association for Public Participation (IAP2) – see https://iap2.org.au/about-us/about-iap2-australasia/core-values/.

It is anticipated that if approved, the Department would stipulate the need for a public-facing communication strategy in the Conditions of Approval. For instance, this was the case for the Parkes to Narromine project.

9. Narromine to Narrabri (N2N) Phase 2 Feasibility Assessment Stage 3 Focus Area Definition 2-0001-250-CAL-00-RP-0008. The "Limitations" section of this document contains the following statement "The services undertaken by Jacobs GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report." The document does not contain any description of the services "scope limitations". Where is this to be found?

Inland Rail advises that limitations are included within consultant's reports to reflect the nature of the agreement between the consultant and the client for the consultancy services provided. The limitations within the Narromine to Narrabri (N2N) Phase 2 Feasibility Assessment Stage 3 Focus Area Definition (2-0001-250-CAL-00-RP-0008) report reflect the agreement between JacobsGHD and ARTC.

While there is no specific section within the report that explicitly lists the scope limitations, the scope of the Focus Area Definition study is defined throughout the report by reference to the data and assessment criteria.

10. The above document also contains a description of project costs at section 2.3. The entire contents of which is as follows: "Cost: This is the construction estimate, maintenance and operating costs for customers."
    I bring to the committees' attention the only descriptive assessment of costs I have been able to find. They date back to the 2010 Inland Rail Alignment Study Report (see Ch 7, 8 & 9 plus Appendices J & K). For the committee's information I include the N2N scoping costs table from IRAS 2010. The scoping evaluation has never been revised since this data.

Table 6-3 Narromine to Narrabri North construction cost estimates

Type of works – Greenfield Contract type – Design and construct	Length – 306.8 km Duration – 112 weeks
Earthworks Excavation: 915,000 m^3 Fill: 3,039,000 m^3	**Bridges and culverts** 15 – 50 m – 33 off, 855 m total length 51 – 150 m – 22 off, 870 m total length 151 – 300 m – 9 off, 1,975 m total length Culverts – 180 off, 560 m total length
Track and formation Class1C track –306.8 km Turnouts – 9 off Loops – 7 off	**Tunnels** None
Level crossings and road crossings Minor road crossing – 2 off Active level crossings –3 off Passive level crossings – 106 off	**Miscellaneous structure** Road re-alignments – 1.8 km Road closures – 15 off
Cost per km- $2,468,000	**Total cost - $757.3m**

Where are the up to date construction, maintenance, and operating costs to be found? They are not any of the documents.

11. The N2N Focus area documents quote route transit times calculated at an average speed of 115km per hr. The IRAS 2010 report devoted several chapters and extensive analysis to route transit time calculations. The fastest average time referenced by IRAS was 88km per hr being real world data collected on super freighter operations on straight and level class 1 track with rolling stock and track rated to 115km per hr. On what basis do ARTC justify using 115km per hour average speed to report route transit times for the N2N alignment? Where is this evidence recorded?

A key technical component of the Inland Rail Service Offering is the ability for double-stacked container trains to travel at speeds of up 115km/h. In turn, this requirement forms an integral part of the Multi Criteria Analysis work, as noted in our 'Process to Refine the Route' documentation.

It should be noted that the N2N project is in the 'reference design' stage, with the main task being defining the final rail corridor within the approved study area.

12. The following questions are raised due to serious concerns relating to the adequacy of the 1% AEP event modelling covering S & SE Narromine as referenced in the ARTC EIS presentation and Focus Area documentation maps and descriptions.
Numerous recent flooding event commencing February 2020 have exceeded ARTC's 1% AEP extent modelling in many areas. Flood waters depths approaching 1m have been experienced at several points on Wallaby Rd with 5km inundated with waters > 5cm, frequently measuring 20 to 30 cm. Bootles and Pinedean Roads experienced extensive flooding 5 to 30cm in depth. Flow velocity are in the highest category referenced by Macquarie Flood Plain Management Plans ie they are > 0.5sqm per sec in all areas measured. As such, the combined depth and velocity, represent potential risk to life and infrastructure. The maximum IFD event experience within this period was 70mm in 24hrs which is approximately a 0.5EY for Narromine (BOM DRDS).

    Inland Rail advises that the modelling in the report has been carried out in accordance with the accepted methodologies and practices in Australian Rainfall and Runoff 2019. This includes rainfall patterns published by the Bureau of Meteorology. Model calibration has been carried out against historic events. Further details are provided in the responses below.

    - Please provide the background data for the flood modelling undertaken for the area S & SE of Narromine including:

        a. Detailed description of the Yellow Creek catchment and relevant event modelling, covering:

The project does not cross the channel of Yellow Creek, but the catchment analysis has been included in this investigation as it crosses the floodplain of Yellow Creek and is included in the NFM model. Detailed catchment descriptions are provided in Section 5 of the 'N2N - Flooding and Hydrology Assessment Report'.

i. Flow Routing descriptions & mapping;

Peak discharges for critical storm duration have been estimated by the flood models. Details are provided in Appendix C of the 'N2N - Flooding and Hydrology Assessment Report'. Mapping information is provided in Appendices D, F and G of the 'Flooding and Hydrology Assessment Report'.

ii. flow depth and velocity descriptions and mapping;

As above.

iii. details of all design rainfall events modelled including examples using local knowledge rainfall data inputs;

Rainfall data used in this investigation has been provided by the Bureau of Meteorology, which provides quality assured, peer reviewed data for Australia.

iv. details of losses v's baseflow modelling;
An explanation on the calibration of the models is provided in Section 3.4.1.2 of the 'N2N - Flooding and Hydrology Assessment Report'. This report will be provided by ARTC when the Environmental Impact Statement is placed on exhibition.

v. catchment details: Strahler classification, catchment size & map, topography, impervious area considerations; and

Catchment details are provided in Section 3.4 of the 'N2N - Flooding and Hydrology Assessment Report'. Strahler classification is not required for a flood study as there is nothing in this method (or any other method of stream ordering) that impacts on the hydrology or hydraulic modelling.

vi. any other significant contribution factors ARTC considered important.

The methodology used for this investigation is in accordance with ARR 2019.

b. Detailed description of the Backwater Cowal catchment and relevant event modelling covering:

Detailed catchment descriptions of Backwater Cowal catchment, including historical data used are provided in Section 5 of the 'N2N - Flooding and Hydrology Assessment Report'.

i. Flow Routing descriptions & mapping;

Peak discharges and critical storm duration estimated by hydrology models are included in Appendix C of the 'N2N - Flooding and Hydrology Assessment Report'.

ii. flow depth and velocity descriptions and mapping;
Peak discharges and critical storm duration estimated by hydrology models Appendix C of the 'N2N - Flooding and Hydrology Assessment Report'.

iii. details of all design rainfall events modelled including examples using local knowledge rainfall data inputs;

Historical flooding, including events in 1955 and 2019, has been used in the modelling of the Backwater Cowal.

Rainfall data used in this investigation has been provided by the Bureau of Meteorology, which provides quality assured, peer reviewed data for Australia.

Affected landowners were shown flood mapping for the 1% annual exceedance probability (AEP) event for the existing development conditions during recent face-to-face meetings. At this time, landowners were asked to provide their views on the level of accuracy of the flood mapping.

iv. details of losses v's baseflow modelling;
An explanation on the calibration of the models is provided in Section 3.4.1.2 of the 'N2N - Flooding and Hydrology Assessment'.

v. catchment Details: Strahler Classification, catchment size & map, topography, impervious area considerations; and
Catchment details are provided in Section 3.4 of the 'N2N - Flooding and Hydrology Assessment Report'. Strahler classification is not required for a flood study as there is nothing in this method (or any other method of stream ordering) that impacts on the hydrology or hydraulic modelling.

vi. any other significant contribution factors ARTC considered important.
The methodology used for this investigation is in accordance with ARR 2019.

c. Please describe how the 1% AEP event modelled the interaction of simultaneous 1% AEP events in the above listed catchments and the Macquarie River particularly referencing Webbs Siding flood outflow routing, depth, velocity and extent?
This is covered in detail in Section 3.4.4 of the 'N2N - Flooding and Hydrology Assessment Report', which covers the validation of the models, with reference to Webbs Siding.

d. How has your model incorporated levy expansion works planned for Narromine particularly referencing the afflux predicted for the Webb Siding area?

Discussion of the incorporation of the levee in the flood modelling is included in Section 3.3.5.5 of the 'N2N - Flooding and Hydrology Assessment Report'.

e. How has your model incorporated Main Western Rail line culvert flow and ultimate failure of the rail embankment into the combined interactions of the Backwater Cowal design flood and Webb Siding flood outflows?

The model incorporates the culverts under the Main Western Rail line. The potential failure of the existing rail embankment has not been modelled. Flood interactions between sub-catchments have been incorporated into the modelling.

f. How have the above models incorporated regionally applicable climate change modelling?

Climate chance modelling has been carried out in accordance with DECC, 2007, Floodplain Risk Management Guidelines – Practical Consideration of Climate Change.

g. How does the climate change modelling impact the IFD events?

This matter is discussed in detail in Section 7.1.12, of the 'N2N - Flooding and Hydrology Assessment Report'.

Barbara Deans

13. Could ARTC advise if there have been any changes to staff.

Inland Rail can advise that there have been no recent major changes to staffing. The project continues to be led by Duncan Mitchell – N2N Project Director.

As noted, Kyle-James Giggacher has accepted a role with ARTC in southern NSW but is yet to leave the project. Reannan Ellaby has recently rejoined the team after returning from maternity leave.

14. Has ARTC bought any crown roads or Shire roads for closure in N2N project area to date?

To date, ARTC had not bought any crown roads or Shire roads for closure in the N2N project area.

15. Why all the ARTC and Jacobs GHD names are redacted on the Phase 2 Feasibility Assessment Focus Area Definition Stage 3 reports?

Inland Rail is committed to ensuring the privacy of all people involved with the project, including staff, landowners, and industry stakeholders. We respect the rights of all people and will not divulge any details or information shared without prior consent.

Inland Rail believes that in this instance the redaction of the personnel names does not detract from the quality of the information, nor affect the independent requirements set by the Department of Planning, Industry and Environment.

16. Why in the Phase 2 Feasibility Assessment Focus Area Definition Report - chapters 7 and 11 - Limitations is it noted, in some detail, that Jacobs GHD do not accept liability? What does this mean?

JacobsGHD advises the following: “The report has been prepared based on information provided to JacobsGHD and assumptions stated in the report. JacobsGHD is not liable for assumptions being incorrect or errors or omissions in the source data used for the report”.

17. When reports are done like the Phase 2 Feasibility Assessment Focus Area Definition Reports I would expect references on most pages. The only reference I can find is to ARTC MCA reports that were done 2016. I request that ARTC add technical references to all data and assumption claims, a bibliography of the references and appendices detailing the methodology and data results of each of the assessment criteria so they can be independently interpreted. To be frank, there is a need for accountability, transparency, professionalism, and accuracy. Could ARTC list references in these reports?

Inland Rail advises that all available information regarding route selection has been published on the project website at https://inlandrail.artc.com.au/N2N.

18. In the proponent’s presentation quote: ‘’Validated – through targeted consultation with directly impacted landowners, community and other stakeholders to confirm they matched observations and expectations ‘’ the flood levels at 1%. I understood from the N2NCCC February meeting that ARTC said it did not have the flood maps to present to farmers and Ms. Pickering stated that they had done one-on-ones with 99 people but didn’t supply them with flood maps. How can people sign off on this if they don’t have all the information. Where are the reports to validate the statement in the presentation?

Inland Rail can confirm that affected landowners were shown flood mapping for the 1% annual exceedance probability (AEP) event for the existing development conditions during recent face-to-face meetings.

At the time, landowners were asked to provide their views on the level of accuracy of the flood mapping.

19. The following questions relate to flooding. How have the following been calculated or determined:

    a. Catchment size

    Catchment sizes were defined using the available shuttle radar topography mission (SRTM) data and light detection and ranging (LiDAR) data combined with a GIS layer of watercourses and satellite imagery.

b. Flow rates

Flood frequency analyses were undertaken to estimate peak flows for the Macquarie River, Castlereagh River and Namoi River/Narrabri Creek. For the remaining catchment areas crossed by the proposal, hydrological modelling was undertaken to estimate peak flow rates for a range of flood events using the recommended guidelines presented in Australian Rainfall and Runoff (ARR) 2019.

c. How flood water is routed

Flood waters were routed in a hydraulics computer model called TUFLOW. Fourteen TUFLOW hydraulics models were developed using the available topographic and land use data to define flood behaviour along the proposal. The adopted grid size for all TUFLOW models is 10 metres.

d. Absorption rates

Rainfall losses for annual exceedance probability events were adopted based on hydrology model calibration results. In the case of ungauged catchments, rainfall losses were selected based on calibration results from adjacent catchments (where available) and ARR 2019 Data hub losses.

e. Rainfall volume and duration

Rainfall intensity, frequency and duration data were extracted from http://data.arr-software.org/.

f. Flood model calibration

RORB hydrology models were calibrated against recorded stream flow data. Five TUFLOW hydraulics models were calibrated against observed stream data as follows:

- Narromine (NFM) was calibrated against flood events of August 1990, August 1998, November 2000 and November 2010.
- Baronne Creek (N2N9) was checked against the flood events of January 1995 and July 1998.
- Baradine Creek (N2N7) was calibrated against flood events of July 1998 and December 2007.
- Bohena Creek (N2N1) was calibrated against flood events of July and September 1998.
- Narrabri (Narrabri) was calibrated against regional flood events of February 1995, February 1971 and July 1998, and the local catchment flood events of December 2004 and February 2012.

g. Number of catchments considered in the flood model

Rainfall runoff simulated by hundreds of sub-catchments crossed by the proposal was routed through 14 TUFLOW hydraulic models to simulate flood levels, flood depths, velocities, flood hazard and duration of inundation for the study area.

20. What data and other information is used to determine the 1% AEP event?

Other information used to determine the 1% AEP event included rainfall depths, spatial and temporal distribution of rainfall, antecedent conditions, rainfall losses, existing terrain, land use, and obstruction to flood flow.

21. What local knowledge has been considered in the development of the flood model and have you used the scenarios of 275 mm in 12 hours, 225 mm in 12 hours, 175 mm in five hours and 1100mm in 7 months be considered? *(These are actual totals over a 30 years' period)*

Rainfall data recorded at rain gauges were used in the calibration of hydrology computer models and stream data recorded at stream gauges were utilised to calibrate flood models. Localised obstructions (e.g. levees, bridges, culverts etc.) to flood flows are represented in TUFLOW hydraulics models to simulate localised obstructions to flood flow. Flood maps for the 1% annual exceedance probability event were presented to over 100 landowners to validate local flood behaviour.

The Bureau of Meteorology (BoM) prepared a database comprising rainfall data from the Bureau's rain gauge network and data from rainfall recording networks operated by other organisations across Australia. This combined database was statistically analyzed by BoM to derive rainfall intensity, frequency, and duration data for Australia.

22. *The rain events in March 2019, March 2020 and April 2020 filled the Warrena weir (60 kms away). It took approximately five hours for that water to reach the weir.* Have ARTC modelled this event into the 1% flooding modelling and which catchment area was considered?

Flood modelling for the 1% annual exceedance probability (AEP) event was undertaken on the basis of guidelines presented in ARR 2019. Rainfall runoff generated from all catchment areas located upstream of the proposal in the 1% AEP event was routed through 14 TUFLOW hydraulic models to define flood levels, flood depths, flow velocities, flood hazards and duration of inundation for the 1% AEP event.

23. Do ARTC have a contingency plan if there is a bore collapses or no water is available on farming land? What is the timeframe of the action of this plan? (e.g 40C heat stock at trough). Will a contingency plan be detailed in the EIS?

Inland Rail advises that the collapse of existing bores due to the proposal is unlikely. Further, the project EIS contains an assessment of the proposal against the NSW Aquifer Interference Policy and states that 'Where groundwater monitoring identifies the potential for groundwater drawdown in existing bores to exceed the NSW Aquifer Interference Policy minimal impact considerations, make good provisions would be triggered for those bores in consultation with the relevant landholders'. Inland Rail notes that timing would be dependent on the circumstances and the 'make good provisions' implemented as required.

24. In the amendment lodged with Department of planning relating to the four borrow pits.
    - Are these the only borrow pits for the whole N2N line?
    - How many cubic meters of fill is required for the whole 307 km of the line?

Inland Rail advises that N2N EIS will include four (4) borrow pit sites.

Inland Rail completed a detailed review of all suitable sites and chose four (4) locations where general and structural fill material could be feasibly transported between cuts and fills along the alignment.

It is anticipated that further borrow pit sites may be needed. However, this decision will rest with the appointed construction contractor and would require modifications to the approval.

While the N2N project is currently in 'reference design', it is presently anticipated that there will be a need for approximately 4.5M cubic metres of fill.

25. Where will the new access roads be constructed? What works will be undertaken to mitigate water impacts?

Inland Rail advises that new access roads by temporary connection on public roads (where required) would be constructed within the construction footprint in consultation with the relevant Road Manager (TfNSW, Council).

In the EIS, Part E 'Map Book' will identify locations for temporary access roads at 1:10,000 scale.

Erosion and sediment controls would be installed in accordance with the Managing Urban Stormwater: Soils and construction 'Blue Book' and Construction Environmental Management Plan (CEMP).

Culverts would be designed and installed to have minimal impact on existing surface flow paths. Flow discharge points for culverts and longitudinal drainage would be designed to include erosion controls.

26. The Great Artesian Basin recharge in the DPIE Final Assessment Report 2020 states ''primary recharge to this region occurs via the Warrumbungles to the south of the NGP were a higher rainfall greater outcrop area exists". Figure 10 in the report shows the recharge is 40 mm a year. What is ARTC's plan to protect this vital recharge area and will this be addressed in the EIS? Has ARTC undertaken a study on protecting this recharge area.

    Chair's clarification: *The comment and question relates to the Southern Recharge Groundwater Source of the Great Artesian Basin which is bounded by outcrops of Gunnedah - Oxley Basins to the east, the Surat Groundwater Source to the west and Lower Macquarie groundwater sources to the south. The Southern Recharge Groundwater Source overlies the Lachlan Fold Belt in the west and the Gunnedah Basin in the east. It in turn underlies the Warrumbungle Basalt Groundwater Source and parts of Lower Namoi, Upper Namoi, Upper Macquarie and Castlereagh alluvial groundwater sources.*

The EIS contains an assessment of groundwater against the NSW Aquifer Interference Policy minimal impact considerations. Except for one existing bore, where drawdown beyond the two metre threshold was predicted, groundwater level, flow and quality impacts were assessed to be less than the minimal impact considerations.

Mitigation measures are proposed in the EIS to protect the GAB including:

- Test bores at detailed design, including specific investigations
- Groundwater level and quality monitoring
- Appropriate bore construction

Additionally, the construction environmental management plan would incorporate spill control measures, to reduce the likelihood of contamination to groundwater occurring.

27. At the N2NCCC February 2020 meeting ARTC advised that "it can be expected, given the Reference Design is completed, that the property acquisition process will start in Quarter 4, 2020. The acquisition process will occur by several tranches – so property acquisitions along the alignment will not commence at the same time." Have ARTC started approaching people regarding land acquisition?

Regarding the formal acquisition (and subsequent compensation) process, ARTC Inland Rail has a formal process to follow where ARTC acts as Transport for NSW's representatives after the land requirements are identified.

The reference design for N2N is presently being finalised. We anticipate that we will commence formal property discussions with directly impacted landowners in Q1 2021.

Lewis Lydon

28. Where is the data behind the focus MCA document such as supporting evidence for the e.g. flooding, geotech conditions, biodiversity and statements?

Inland Rail advises that all available information regarding route selection has been published on the project website at https://inlandrail.artc.com.au/N2N.

29. It has been highlighted that the ARTC statement "assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map"

is repeated several times. “No duty of care or responsibility to any party” certainly seems to sum up the ARTC attitude and approach to the whole project. Can ARTC please provide strong enough data and presentations that they are prepared to stand behind?

Inland Rail advises that GIS Maps are generated from supplier generated data which Inland Rail controls through the engineering and assurance processes and from reference data sourced externally. The combination of these factors necessarily provides a limitation to the level of accuracy and currency in the map production process.

The noted disclaimer is consistent with GIS documentation across ARTC and in line with disclaimers used in other GIS related documentation across industries.

9.1.2 P2N QUESTIONS

Opening Note:

The Parkes to Narromine project includes an upgrade to 98.4 km of track and construction of 5.3km of new – or ‘greenfield’ – track. ARTC Inland Rail engaged INLink JV to construct the project.

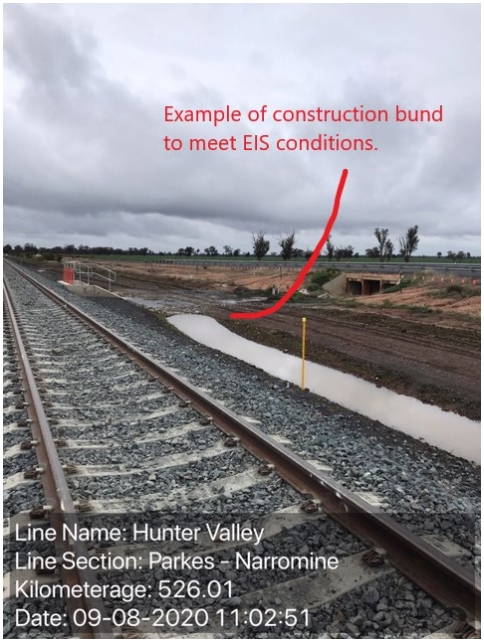
The Parkes to Narromine project is still in construction and therefore subject to prevailing Conditions of Approval.

Information on the project, including all documentation associated with the Approval, can be accessed from the project website at: https://inlandrail.artc.com.au/P2N.

As an overview to the questions below: at several locations across the alignment there are still construction bunds in place. The bunds are a construction requirement that form part of the project’s approvals.

These bunds are designed to reduce the flow of water during the construction period. The bunds reduce the risk of water with a higher turbidity level than allowed to flow into waterways or to leave the site prior to stilling.

An example of a temporary bund is provided below:



ARTC have also actioned the designers to revisit the site to review the 'as constructed' detail against the design. This is part of the normal construction process.

The objective of this review is a design verification against the 'as built' and to ensure that there is nothing that has been constructed adverse to the design. Should the designer find anything that may be considered an impact, ARTC will instruct the contractor to rectify.

Alan Channell

1. ARTC has been quite open and forthcoming with the good job they have done upgrading the existing Parkes to Narromine track. A number of these projects were completed last financial year so naturally ARTC have now correlated the final cost of each of these projects. Can ARTC disclose these final costs for the P2N project to the community, in particular, the final cost of the 5.6 Km upgrade south of Peak Hill?

The value of the Parkes to Narromine (P2N) construction contract was over $300 million.

ARTC notes that the P2N project is still in construction and that all final project costs are commercial in confidence and therefore cannot be released.

Andrew Knop

2. Parkes to Narromine construction issues - I have spoken with several impacted landholders with property adjacent to the Parkes to Narromine project (existing line upgrade). Their project experience is pertinent for landholders along and near the N2N alignment and the N2N CCC membership.

   - At multiple locations along the P2N alignment landholders commented on new line subsidence resulting in kilometers of new alignment and foundations being removed.

   - P2N landholders mentioned issues with culvert construction wherein newly installed culverts are below flow level resulting in the culverts filling with stagnant water to varying levels – some 100% submerged. They expressed concern that these culverts will have significant sedimentation with vegetation growth further impeding and compromising culvert capacity. Fully functioning culverts are essential for the successful management of flood flows in and around the project. I submit that culverts placed below flow level are not functioning to the design capacities specified in the EIS.

   - P2N landholders also commented on flood plain levy banks placed along the alignment construction. These banks artificially impeded water flow, flooding cropping paddocks upstream and reducing much needed dam water inflows downstream. Committee member Alan Channel and I had a look at the works and saw the issues firsthand - culverts with stagnant water, flow obstructing levies impeding paddock drainage, missing sections of track. A large capacity semi-trailer was also seen pumping ponded culvert water out and spraying it on tarred road already damp from rainfall. P2N landholders also commented water pumping and dumping from culverts and expressed concern regarding the spreading of noxious weeds present in the ponding areas.

   - The P2N EIS clearly indicates that waterway structures must be fully functional during all phases of construction. I express concern that ARTC is not undertaking suitably rigorous quality control procedures of project works and therefore not meeting the projects EIS implementation requirements. Additionally, public funds are being wasted on infrastructure which is potentially not fit for purpose. For the committee's information the IRAS 2010 Report costs single box culverts at $230,000 including installation, this figure is over 10 years old.

Following the P2N Environmental Impact Statement, ARTC completed 'detailed design' work. This included completing a 'Flood Study Report', which provides extensive information on the above points.

This report can be accessed from:

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/1962d0664d71c36a05db3336b7910a8a4fc77388/original/1585723159/3-0001-240-IHY-00-RP-0003_Flood_Study_Report_-_Web.pdf_c8d7e99d7481757ccc68be4af9132397?1585723159.

- What issues caused large sections of newly laid track and foundation to have to be removed?

Unfortunately, the premise of this question is incorrect.

As part of the construction process, ARTC conducts inspections of our contractor's work at different 'hold points'. In some areas, sections of the rail formation have needed additional work. Importantly, this was on the foundation only.

In no area of the project has a complete section of track subsided.

'Hold Points' and rectification of defects are a normal part of construction work. Where ARTC identifies a location, which doesn't meet our high standards, the contractor bears the cost of the rectification.

- Why are culverts being installed below flow level?

Unfortunately, the premise of this question is incorrect.

Detailed information on ARTC's methodology around culvert design is outlined in our Flood Study Report. This report can be accessed from:

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/1962d0664d71c36a05db3336b7910a8a4fc77388/original/1585723159/3-0001-240-IHY-00-RP-0003_Flood_Study_Report_-_Web.pdf_c8d7e99d7481757ccc68be4af9132397?1585723159.

- What QA processes are used to sign off construction works? Is this covered by SOP documentation?

Inland Rail advises that all works are managed through a Quality Assurance process that is described in the contractor Quality Management Plan that is submitted to ARTC for review and approval.

The works are signed of in line with the individual Inspection and Test Plan (ITP) that is prepared for each component of the work which incorporates the requirements of each relevant standard and places witness and hold points against items where required per the standard.

- Why are levies obstructing drainage lines?

ARTC advises that it has not built 'flood levies' to obstruct flows.

As per NSW Environmental Protection Authority requirements, our contractor has installed sediment controls (or 'bunds'). Further information about this is outlined in our 'Primary Erosion and Sediment Control Plan' which can be accessed from:

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/a8906f35242192c534ec3f1bcfb58a381f62642f/original/1588901403/Primary_Erosion_and_Sediment_Control_Plan_Part_1.pdf_110231776a56757d30e046fc8a41b410?1588901403.

Many of these controls have now been removed as the project reaches completion.

- What is the rationale behind the protracted pumping and dispersal of ponded water issues?

Inland Rail notes that there has been heavy rainfall in the region which has meant significant water across the broader area. Inland Rail needs to work in a dry environment and as such are pumping water away from the construction site.

Our contractor has approval from the EPA to disperse water off-site. Water dispersed off site is tested.

Further details about this work is captured in our 'Soil and Water Management Plan', which can be accessed from:

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/d64c56223f53f4797f16b3b4bf37b62cb84c6d63/original/1588901208/Soil_and_Water_Management_Plan.pdf_3ab53fd3cba4e2858462c0c7f2daf087?1588901208.

Inland Rail advises that we do use the water off-site for dust suppression, but we also offer it to landowners to fill dams wherever possible.

- Have ARTC conducted a thorough risk analysis of biosecurity issues along the P2N project corridor? If so, we request ARTC provide a copy for the committee's review.

ARTC's contractor has developed a 'Pest and Weed Management Plan'. This plan was approved by the Department of Planning and Environment.

This Plan can be accessed from:

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/5d9c5c1bb29153a6affd5732b2eab83fed3fa04b/documents/attachments/000/097/926/original/parkes-narromine-weed-management-plan-accessible.pdf?1562291072.

- Have construction staff and contractors been trained to accurately identify biosecurity issues such as noxious weeds?

Inland Rail advises that all staff that work on site are trained in accordance with our 'Pest and Weed Management Plan'.

This Plan can be accessed from:

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/5d9c5c1bb29153a6affd5732b2eab83fed3fa04b/documents/attachments/000/097/926/original/parkes-narromine-weed-management-plan-accessible.pdf?1562291072.

- N2N will have many construction issues, what reporting and rectification procedures will be in place if landholders have issues with the quality of the works occurring in their area?

The Narromine to Narrabri project is in the 'reference design' phase. It is anticipated that if approved, the Department of Planning, Industry and Environment would stipulate the need for a public-facing communication strategy in the Conditions of Approval. For instance, this was the case for the Parkes to Narromine project.

Interested community members can view the P2N Project's Communication Strategy at:

https://inlandrail.artc.com.au/documents/documents/90921/download.