

MEETING MINUTES

Narromine to Narrabri Inland Rail Community Consultative Committee

GILGANDRA SUB-COMMITTEE

DATE / TIME

29 March 2022
4.05 pm

LOCATION

Gilgandra Memorial Services Club, Gilgandra

FACILITATOR

Michael Silver OAM

MINUTE TAKER

Michael Silver OAM

DISTRIBUTION

Gilgandra Sub-committee

ATTENDEES

- ▶ Michael Silver (Independent Chair)
- ▶ Barbara Deans (Community Member)
- ▶ Stuart Mudford (Community Member)
- ▶ Karen McBurnie (Community Member)
- ▶ Cr Bill Fisher (Coonamble Shire Council)
- ▶ Daniel Noble (Coonamble Shire Council)
- ▶ Randall Medd (Gilgandra Shire Council)
- ▶ Duncan Mitchell (ARTC)
- ▶ Louise Johnson (ARTC)
- ▶ Matt Errington (ARTC)
- ▶ Akhter Hossain (JacobsGHS)
- ▶ Dr Mark Jempson (Venant Solutions)
- ▶ David Garrod (ARTC)
- ▶ Richard Hamilton (ARTC)

APOLOGIES

- ▶ John Single (Community Member)
- ▶ Alexander Deans (Community Member)
- ▶ Peter Bonnington (Community Member)
- ▶ Lindsay Mathieson (Gilgandra Shire Council)

GUESTS

- ▶ Peter Moss (Community Observer)
- ▶ Clare Mudford (Community Observer)
- ▶ Jim Cleringbold (Community Observer)
- ▶ Michael Young (NSW Department of Planning Industry and Environment)
- ▶ Elisha Bailey (Department of Infrastructure, Transport, Regional Development and Communications)
- ▶ Alistair Lunn (Transport for NSW)
- ▶ Anna Howard (ARTC)
- ▶ Paul Giess (ARTC)
- ▶ Susan Kay (ARTC)
- ▶ Ben Madgwick (ARTC)

Discussions

NO.	DISCUSSIONS
1. Welcome	The Chair welcomed all to the meeting. Mr Silver also acknowledged the community observers in attendance, the representatives of Commonwealth and State Government agencies and ARTC staff.

NO.	DISCUSSIONS
<p>2. Acknowledgement of Country</p>	<p>The Chair acknowledged the Traditional Owners of the land on which the meeting is being held and recognised their continuing connection to land, waters, and culture, paying respects to their Elders past, present and emerging.</p>
<p>3. Declarations of Interest</p>	<ul style="list-style-type: none"> • Michael Silver – Pecuniary interest – expenses of Independent Chair borne by ARTC. • Barbara Deans - non-pecuniary interest. Property located within Study Area and Focus Area of Investigation. • Stuart Mudford – non-pecuniary interest. Two properties located within the Study Area and Focus Area of Investigation. • Randall Medd - non-pecuniary interest. Employee of Gilgandra Shire Council with property located within the Study Area. • Karen McBurnie - non-pecuniary interest. Property located within Study Area and Focus Area of Investigation
<p>4. Chair’s Minute</p>	<ul style="list-style-type: none"> • Annual Reports The Chair advised that the Annual Reports of the CCC for 2019 and 2020 had not been submitted to the Department of Planning or to the Proponent. <p>Mr Silver acknowledged that this was an oversight of his and took full responsibility for the error. He apologised for this error and indicated that he would be having discussions with the Department of Planning and Environment (DPE) and the matter would be addressed in the coming week.</p>
<p>5. Minutes of Previous Meeting</p>	<p>It was noted that the minutes of the meeting of the N2N CCC Gilgandra Sub-committee held on 8 December 2020 had been approved on 19 January 2021 and placed on the proponent’s website.</p>
<p>6. Business Arising</p>	<ul style="list-style-type: none"> • Barbara Deans requested clarification on several matters from the previous minutes: <ul style="list-style-type: none"> ○ Fencing Responsibility and Liability – Mrs Deans requested clarification on liability for repair and maintenance of perimeter fencing of the alignment. Duncan Mitchell confirmed that the fencing is ARTC’s asset, and it is responsible for the maintenance of that asset. However, where a short maintenance event occurs with, say a livestock breach, it supports this repair being undertaken by the landholder. He advised ARTC is seeking to work in partnership with property owners to undertake repairs depending on the circumstances. <p>Mrs Deans suggested that the advice on fencing to the December 2022 meeting had mislead communities into believing that ARTC would be responsible for all fencing maintenance and repair.</p> <p>Mrs Deans questioned the liability and risk to property owners should livestock go through the perimeter fence and an accident occurs with a train. Do farmers have to have a \$20 to \$30 million public liability insurance policy to ensure they can defend themselves? Mr Mitchell advised that the corridor will be owned by the NSW Government (TfNSW) with ARTC responsible for the rail corridor. He took the matter on notice. ACTION</p> ○ Connection to Inland Rail – Mrs Deans questioned the basis on which connection to the Inland Rail can be achieved. She commented that if you are not on the alignment, it is difficult to establish a hub and connection to Inland Rail. It was noted that Coonamble Shire Council did seek Inland Rail Interface Improvement Program funding but was not successful. Mr Mitchell responded it is not about location

NO.	DISCUSSIONS
	<p>but gaining benefits from a reduction in freight costs and transit time. Mrs Dean commented that she was not convinced as to the cost benefits. She said that it was difficult to see how there can be a cost reduction. She asked how the Coonamble freight rate will compare to the Narrabri and Narromine freight rates. Mrs Deans' doubted that farmers in the Coonamble district are going to have a competitive freight rate. She suggested ARTC should be able to tell the community what the freight rate will be.</p> <p>Mrs Deans requested a comparison of freight cost benefits from other locations to those that are likely in the Coonamble-Gilgandra area. Mr Mitchell took the request on notice. ACTION</p> <p>Cr Bill Fisher acknowledged Mrs Dean's concerns, saying it is critical that access to available to the line and therefore opportunity will flow.</p> <p>Mr Mitchell noted that there is to be a connection at Curban to Coonamble.</p>
<p>7. Correspondence</p>	<ul style="list-style-type: none"> • Nil
<p>8. NSW Department of Planning and Environment Presentation</p>	<p><i>Michael Young, Principal Planner, Transport Assessments, NSW Department of Planning and Environment (DPE) provided a Process Update Presentation on the Narromine to Narrabri Inland Rail Proposal by video link. (Copy of the presentation attached to the minutes).</i></p> <p>Mr Young provided an overview of the State Significant Infrastructure process noting the current status of the proposal.</p> <p>He noted the Proponent is required to submit a Response to Submissions report and responses to additional information requested by the Department (Preferred Infrastructure Report) as well as advise any amendments (Amendment Report) it wishes to make to the proposal.</p> <p>Mr Young indicated these reports will be reviewed by the Department and it will then decide whether to publish the documents on the Major Projects website or whether to seek further information. The Department may also decide to exhibit and seek public submissions on the Amendment Report and Preferred Infrastructure Report.</p> <p>Once these reports are accepted by the Department will undertake the assessment. The assessment includes:</p> <ul style="list-style-type: none"> ○ reviewing the design of the project ○ further community engagement ○ seeking advice from government agencies and independent experts ○ requesting additional information from the proponent ○ assessing the economic, environmental, and social impacts of the project against relevant standards and criteria ○ evaluating the merits of the project as a whole ○ preparing recommended conditions of approval <p>The Minister for Planning is the determining authority.</p> <p>The Chair thanked Mr Young for his presentation.</p>
<p>9. Previous Actions</p>	<p>9.1 That ARTC provide a report on the financial implications (positive/negative) of product transfer from the farm gate to the anticipated Inland Rail load out points, relative to existing freight movements from the farm gate to current freight hubs, to a future CCC meeting.</p> <p><i>Chair's note: Some aspects of the financial implications of product transfer from the farm gate were covered in Michael Clancy's presentation. However, it is suggested that a</i></p>

NO.	DISCUSSIONS
	<p><i>specific comparative example of current freight movement costs relative to opportunities provided by Inland Rail should be presented at a future meeting.</i> <i>Further Chair's note: Inland Rail to follow up with ARTC on provision of this report to CCC.</i></p> <p>Response: <i>CSIRO's Inland Rail Supply Chain Mapping Project recently released modelling for the potential transport cost reductions for 94 commodities, which included over 1 million annual road and rail transport movements that could switch to Inland Rail. Using CSIRO's Transport Network Strategic Investment Tool (TRANSIT), the Project found the largest potential for cost reductions related to existing road-based supply chains that switch to Inland Rail. Businesses relying on road-based supply chains will benefit most from the switch, profiting from the average transport saving of \$80.77 per tonne (\$179 million on transport costs each year).</i></p> <p><i>The Inland Rail Supply Chain Mapping Project draws attention to the potential opportunities Inland Rail may offer Australian industrial enterprises, particularly those using road transport to deliver their goods to market. The Project also examined the likely reductions in transport costs for current rail users who switch from existing lines to Inland Rail.</i></p> <p><i>Please see the below links to the complete reports and document or contact the Department of Infrastructure, Transport, Regional Development and Communications for further information.</i></p> <ul style="list-style-type: none"> <i>o CSIRO Inland Rail Supply Chain Mapping landing page – www.inlandrail.gov.au/supplychainmapping</i> <i>o CSIRO Inland Rail Supply Chain Mapping Key Findings – www.inlandrail.gov.au/key-findings</i> <i>o CSIRO Inland Rail Supply Chain Mapping Reference Modelling (formerly known as 'Tech Report') – www.inlandrail.gov.au/reference</i> <p style="text-align: right;">COMPLETED</p> <p>9.2 That ARTC clarify the interpretation of the wet and dry areas shown in the maps relating to the N2N9 Model on Slide 38 of the proponent's presentation.</p> <p>Response: <i>The mapping used on slide 38 was sourced from the Flooding and Hydrology Assessment Report (FHAR), which formed Technical Report 3 for the EIS. The mapping included change in peak flood levels (which show decreases and increases in depth bands) and an additional two layers as follows:</i></p> <ul style="list-style-type: none"> <i>o Was dry now wet – indicates areas of land that were previously not flooded in the existing 1% AEP event, but were now subject to flooding in the 1% AEP event with the proposal</i> <i>o Was wet now dry – indicates areas of land that were previously flooded in the existing 1% AEP event, but are now not subject to flooding in the 1% AEP event with the proposal</i> <p><i>In the updated FHAR, the additional layers (was dry now wet and was wet now dry) are no longer shown as the mapped change in peak flood levels (which show decreases and increases in depth bands) are considered to be more appropriate as there are no Quantitative Design Limits (which replace the former Flood Management Objectives) relating to "was dry now wet" and "was wet now dry".</i></p> <p style="text-align: right;">COMPLETED</p> <p>9.3 That ARTC clarify what will be the impact of flooding will be on local roads in the Gilgandra/Baradine area and what will be the likely duration of this impact</p> <p>Response: <i>Addressed in Proponent's Presentation</i></p> <p style="text-align: right;">COMPLETED</p>

NO.	DISCUSSIONS
<p>10. Proponent's Presentation</p>	<p><i>Duncan Mitchell, Matthew Errington, Akhter Hossain, and Louise Johnson presented the proponent's report. (Copy of the presentation attached to the minutes).</i></p> <p>10.1 N2N Project Update</p> <ul style="list-style-type: none"> • Duncan Mitchell stepped the Sub-committee through the Project Update highlighting the that the project has reached the 'approvals' stage. • Mr Mitchell outlined the key project features and the projected timeline for construction: 1. Narrabri; 2. Narromine; 3. Gilgandra; 4. Pilliga. • He noted that shop fronts were now operational in Narromine and Narrabri. • Mr Mitchell also advised that the acquisition process is underway with ARTC issuing the formal letters from Transport for NSW. • Mr Mitchell also detailed the delivery team for the construction process and the development of the tender cost. • Barbra Deans questioned the process associated with the acquisition of land. Mr Mitchell advised that under the <i>Land Acquisition (Just Terms Compensation) Act 1990</i> the acquiring authority will be Transport for NSW with the NSW Government owning the land. ARTC will lease the land from the State Government for the purposes of operating the Inland Rail. • Mrs Deans asked what the target cost is? Mr Mitchell responded the current cost estimate is based on the Reference Design. The final construction tender is a work in progress with the Contractor and will analyse how the cost outcome can be improved. Karen McBurnie commented, "How can you run a business like that? – you work out the cost before contracting." Mr Mitchell responded that it is the process undertaken to work out the cost before awarding the construction contract. It is a development-based contract to be negotiated for each of the four works packages individually. Mrs McBurnie commented that the cost estimates have significantly escalated over the years from \$4 billion to \$15 billion. Mr Mitchell suggested that the longer the project takes to start, the higher the cost will be. He indicated that greater detail of the design standards now available, there is a greater certainty on construction costs. <p>10.2 Environmental Impact Statement (EIS) Update</p> <ul style="list-style-type: none"> • Matt Errington provided an overview of the EIS document, exhibition process and the request by DPE for additional information. • Mr Errington advised that 116 submissions had been made during the exhibition of the EIS. Of these 86 were community submissions, with 15 of these coming from the Gilgandra district,.15 submissions were from government agencies and 15 from other entities. • Mr Errington stated that subsequently, the DPE directed ARTC to provide a Preferred Infrastructure Report (PIR) which: <ul style="list-style-type: none"> ○ Addresses the hydrology and flooding impacts of the Project ○ Provides appropriate justification and information on the design of the Project and alternative rail alignments considered ○ Provides design alternatives to demonstrate how residual flooding impacts can be reduced ○ In response a Route Selection Summary Report has been prepared which distils the information on route selection and pulls together the information that was used in the process. The Report also incorporates the considerations associated with flood impacts and other environmental matters. • Mr Errington advised that an Amendment Report has been prepared outlining the following amendments: <ul style="list-style-type: none"> ○ Crossing Loops ○ Public Level Crossings ○ Public Road Closures

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> ○ Public Road Realignments ○ Temporary Workforce Accommodation ○ Construction and Operation Footprints • Mr Errington advised the number of level crossings had been reduced from 51 to 49, whilst the number of road closures has been reduced from 4 to 2. Two Curban area road closures will be occurring. He also advised that some of the seven crossing loops have been slightly relocated to provide a better local and environmental outcome. The Baradine accommodation camp is to be located at the old racecourse rather than the Baradine Showground. He also advised that mobile accommodation facilities will be established in some remote compounds servicing up to 30 people. • Mr Errington added that there will be some alterations to the construction and operational footprint, with the mapping updated. Also, some culverts have been updated and provision made for drainage control areas – this will require some additional land, but the extent of these areas will be refined in the final design as the most efficient and effective methods to manage flows and mitigate erosion at culverts is examined individually. • Mrs McBurnie question what the status and standard of the level crossing on the Collie Road will be. Mr Errington advised that Collie Road is an active crossing with boom gates and flashing lights. • Mrs Deans question the relevance and status of the Reference Design in the EIS. Mr Errington advised the Detail Design is the next phase and will refine the Reference Design. • Randall Medd commented generally on the State Significant Infrastructure process. He suggested that once the proposal is approved and construction proceeds there will still be confusion in the community regarding the approval and conditioning. He noted that SSI is new to this region, and this is the first occasion most people have had to deal with it. He suggested that the process requires more community education and awareness now prior to a determination. Mr Errington acknowledged the awareness issue is a problem and indicated the Proponent would work with DPE on this matter. • Michael Young noted that the EIS is based on a Reference Design. He said the DPE needs to understand the impacts based on the Reference Design. The Minister in making his determination needs to be satisfied that the impacts can be mitigated, addressed, or offset. The Detail Design must comply with the conditions of approval based on the Reference Design. • Mrs Deans commented that you can initiate land acquisition without a detailed design – “How can you make decisions on the land acquisition if you do not have the detailed design finalised?” She added that the land owners do not have the necessary information regarding land acquisition. Mr Mitchell understands the concern, but the information comes in increasing levels of detail as the project progresses. Mrs Deans gave an example of uncertainty regarding culvert size – if ARTC does not have the information how can the land owner understand the impact. Mr Mitchell responded that ARTC is working with its design team and the Contractor to achieve the best outcome, that is an outcome which both complies with the revised design limits developed in consultation with DPE which has the objective of minimising impacts on landowners. He suggested the progression of the land acquisition and finalisation as quickly as possible would provide certainty for land owners. • Stuart Mudford questioned how compensation will be assessed when there is uncertainty over access for stock movement, overland water

NO.	DISCUSSIONS
	<p>flow issues and whether access will be over or under the rail line. Mr Mitchell responded that access is a key part of the acquisition process. The intent is to work through specific access issues with land owners on an individual basis.</p> <ul style="list-style-type: none"> • Mrs McBurnie sought clarification when acquisition notification letters become effective. She noted her letter had been received mid-January 2022. Louise Johnson responded that the minimum six months notice period commences when it is received or alternatively if no receive date is known, ten days after the letter is posted. • Mick Fallon made comment on concerns over the pathway of acquisition given the nature of the project and the community concerns regarding the extent of information in the Reference Design relative to the Detail Design. Mr Fallon advised that the DPE undertakes the assessment of the proposal based on impact, by looking at issues on a risk basis. By way of example, the DPE does not need to know where each culvert is located but is interested in the location of bridges, access, hydrology, biodiversity, and other environmental impacts to ensure resultant impacts are addressed or mitigated. • Mr Errington advised that additional environmental assessments had been undertaken to address issues raised in the submissions. He advised that a Hydrology Working Group had been established to examine issues raised by the independent hydrologist. The group meets monthly, and the information reviewed should be made publicly available. • Mr Errington provided an update on biodiversity assessments with a focus on firming up assumptions on threatened species and improving certainty on biodiversity impacts. He highlighted recent surveys undertaken in the Pilliga Forest and particularly a thermal drone survey of koala. • Mr Errington then outlined the next steps in the process together with documentation and information services that will be made available to the community. • Mrs Deans suggested that there are issues with threatened species along the proposed alignment not just in the Pilliga Forest. She questioned what assessment of koala had occurred in the Warrumbungle's and threatened species in other locations. She suggested that there could have been more extensive and detailed examination of threatened species. Mr Errington responded that the threatened species assessment has been extensive. Mr Mitchell advised that a risk-based approach is taken having regard to the likely level of impact of the development. <p>The meeting adjourned at 5.45 pm for dinner.</p> <p>The meeting reconvened at 6.15 pm.</p> <p>10.3 Hydrology Update</p> <ul style="list-style-type: none"> • Akhter Hossain provided an update on the flooding and hydrology assessment, noting that an updated report has been prepared to support the Preferred Infrastructure Report and the Amendment Report. He advised that with the Quantitative Design Limits (QDL) established by the DPE, flooding impacts on the amended design has been considered. Adjustments to the flood modelling have taken account of community concerns, submissions to the EIS, the DPE and independent reviewer's comments. • Mr Hossain noted the establishment of the Hydrology Working Group advising that it has been meeting monthly over the last 12 months. The Group involves

NO.	DISCUSSIONS
	<p>the DPE Independent Flood Reviewer, DPE technical officers, ARTC representatives and its consultant hydrologist.</p> <ul style="list-style-type: none"> • Mr Hossain outlined the assessment changes addressing culvert blockages, additional flood relief structures and drainage control areas. He advised the drainage control areas will extend 15 metres upstream of a culvert and 50 metres downstream so velocity can be managed. There has been 200 drainage control areas identified. This will potentially requiring some additional land, although the areas required and scouring mitigation treatments will be refined in the detailed design. • Mr Mitchell added that the drainage control measures are designed to slow the flow – whilst it will take a little more land, it is a mitigation back up plan. Various mitigation options will be examined in developing the Detail Design, of which the Drainage Control Areas are only one option, however in any event the project must meet the flow standards. • Daniel Noble questioned what the mitigation measures will look like? Mr Hossain advised different measures will be employed from vegetation to a distilling basin in the worst case. • The Sub-committee was provided with an animation of the 1% AEP Flood in the Castlereagh River Flood at Curban. Mr Hossain provided an explanation of the hydrographs and compared the existing flood impact with the likely impact because of the Inland Rail project. He indicated that there is not a lot of change. • Mr Hossain noted that the Quantitative Design Limits (QDLs) are for events up to and including 1% AEP requiring the assessment of: <ul style="list-style-type: none"> ○ Flood level (afflux) ○ Velocity ○ Hazard ○ Duration • Mr Hossain advised that the impact assessment of the 1% AEP model had been updated along with the other larger flood assessment models. The increased impacts are mostly minimal. He then explained the areas that will see reductions and those that will see increases in afflux • Mr Hossain advised there is no adverse increase in flood level along the alignment for the N2N11-12 and N2N10 models. He noted that the design is compliant with QDLs except for buildings in Curban that are already flooded but afflux limit is exceeded in 1% AEP event with two habitable and four non-habitable impacted. • Mr Hossain explained the impact assessment on roads, noting that there are only minor QDL exceedances in 1% AEP for public roads between Gilgandra and Baradine. Exceedance of the QDL will occur on 7.4 kilometres of the road with the majority of this distance experiencing a duration change of less than 10% per hour. • In summary Mr Hossain advised: <ul style="list-style-type: none"> ○ Assessment has been updated to address regulator and stakeholder feedback ○ Overall, no widespread flooding impacts ○ Continued refinement during detailed design to minimise impacts ○ Management of QDL departures in accordance with conditions of approval • Mrs Deans sought clarification of the extent of the flood modelling. Mr Hossain responded that the modelling boundary has not changed. A catchment model is used, and a hydraulic model used to assess flows and velocity. All the data has then been incorporated into the hydrological model. • Mrs Deans questioned the base data used to establish the models, asking whether they have been developed on a dry base. Mr Hossain indicated that the saturation of the catchment, in accordance with the Australian Rainfall and Runoff Guidelines, is a primary consideration in the flood modelling. He highlighted his experience dealing with floods in the Castlereagh River. Mrs

NO.	DISCUSSIONS
	<p>Deans noted that when there is a build-up of moisture in the ground there is the likelihood of a big flood due to the wet base. Mr Hossain acknowledged that major flood events can occur quickly from a saturated soil base. He cited the 2007 flood event at Coonamble as an example. Mrs Deans noting that 11 inches (275 mm) fell in one night. Mr Hossain added that extreme events are considered in the modelling.</p> <ul style="list-style-type: none"> • Dr Mark Jempson provided clarification on the saturation of the catchment, He noted that the condition of the catchment dictates the runoff. Various saturation parameters are considered and calibrated against known flow data. The model is then compared with flood gauge data to confirm the flood model. • Mrs Deans referred to Action 9.2 regarding clarification of the wet and dry areas shown on the mapping. How are changes in wet and dry areas considered in the modelling. Mr Hossain indicated that the difference is assessed by changes in area, but the QDL does not recognise wet and dry. The wet and dry is based on minor changes in flood level (5 mm) considering what water is diverted. Mr Hossain discussed how the land formation elevation is the only thing that will dictate changes in the flow as the model calculates the flow path. • Dr Jempson advised that the designs associated with the project are based on minimising impact on flow paths with structures incorporated to maintain the flow paths. He noted that the pink or blue dots on the mapping represent the extension of flood impact but depending on the afflux this may be for a short duration. Those changes are not considered significant. • Mr Errington advised that Flood Management Plans will be prepared to address ecosystem and cultural site impacts by flooding. • Mr Mitchell advised that agreements will be established with Councils regarding road maintenance and other infrastructure impacts. <p>10.4 Engagement Update</p> <ul style="list-style-type: none"> • Louise Johnson provided an update on engagement and consultation. • Ms Johnson advised that Patricio Munoz had left Inland Rail in September 2021. Erica Tudor had recently been appointed as his replacement. She also detailed the Engagement Team responsible for communication and engagement along the corridor. • Ms Johnson outlined the various consultation and engagement processes over the past 12 months. In particular the work associated with exhibition of the EIS and ensuring landowners had access to the document by mailing USBs to landowners. • Ms Johnson advised that property acquisition was currently a primary action. A voluntary acquisition process was initiated by ARTC in April 2021 for landowners interested in discussing property acquisition. In December 2021, the process under the Land Acquisition (Just Terms Compensation) Act 1990 was initiated with correspondence from Transport for NSW distributed by ARTC. • Ms Johnson provided an overview of the property acquisition process noting that the six-month negotiation period is a minimum and where negotiations are progressing satisfactorily some additional time will be considered to reach an agreement. She indicated that where ever possible landholders are being matched with Stakeholder Engagement Team members they know. • Ms Johnson outlined the consultation undertaken with various government agencies and Aboriginal Land Councils. • Ms Johnson noted that considerable consultation had occurred with local government, community groups and business organisations to ensure they are aware with a view to making them Inland Rail ready. • Ms Johnson noted that offices in Narromine and Narrabri were now operational.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> Ms Johnson advised that the focus over the coming months will be progressing the property acquisition process with land owners and ensuring continuing awareness and support to business, the community, and key stakeholders.
<p>11. Other Agenda Items</p>	<p>Andrew Knop (Narromine)</p> <p>1. Access across the alignment For private crossings, ARTC Inland Rail will consult with landowners to consider specific requirements such as farm operations and the movement of farm machinery or livestock. All crossings will be designed to comply with the relevant standards. In addition, ARTC Inland Rail will allow the use of drainage culverts and bridges as a stock underpass, where the dimensions of such structures are adequate. A “call train control process” will allow landowners to call ARTC’s train control in advance and book a time window to cross the track with stock or oversized machinery. Trains will have priority, and a signed agreement will be required between the parties. More information on level crossings can be found on ARTC Inland Rail’s website at: https://inlandrail.artc.com.au/level-crossings-fact-sheet/.</p> <p>2. Management of the alignment ARTC will be responsible for rail corridor maintenance activities once Inland Rail is operational.</p> <p>3. Consistent application of noise/vibration mitigation eligibility The Environmental Impact Statement (EIS) assesses operational noise and vibration impacts in accordance with NSW Environment Protection Authority (EPA) guidelines:</p> <ul style="list-style-type: none"> 11. Rail Infrastructure Noise Guideline (RING) 12. Assessing Vibration: A Technical Guideline <p>The EIS identifies sensitive receivers that trigger consideration of reasonable and feasible noise mitigation. A range of mitigation measures that can reduce the noise and vibration levels to the relevant triggers are included in the EIS to demonstrate that the impact can be mitigated; however, mitigation measures are not assigned to specific receivers.</p> <p>Post-approval, an Operational Noise and Vibration Review (ONVR) is prepared. This is a detailed operational noise and vibration assessment based on the final project design. Receivers identified as exceeding the relevant trigger levels are assigned reasonable and feasible mitigation measures to reduce noise/vibration to below the trigger levels in consultation with the applicable property owner. These are the mitigation measures that ARTC Inland Rail commits to implementing prior to operations commence.</p> <p>This is the standard process for the application of noise mitigation for rail projects, and it is not unique to Inland Rail.</p> <p>4. Public and farm liability risk exposure During the term of any occupation, ARTC will keep current a public risk insurance policy, and this will be documented in any license or lease agreements for transparency.</p> <p>5. ARTC’s management of the compulsory acquisition process, with ARTC frequently providing landholders significantly out of date notification of the commencement of their acquisition process. ARTC Inland Rail is acting as a representative of Transport for NSW (TfNSW) for the formal acquisition process in accordance with the Land Acquisition [Just Terms Compensation] Act 1991 (Just Terms Act). The commencement of the formal acquisition process is subject to approval of the NSW Minister for Regional Transport and Roads. Once Ministerial approval is received, the formal acquisition process and the required</p>

NO.	DISCUSSIONS
	<p>minimum 6-month negotiation period do not commence until an Opening Letter has been issued to the landowner.</p> <p>Acknowledging that the formal acquisition process commencement did not align with earlier forecasts, ARTC Inland Rail commenced a voluntary acquisition process for those owners willing to begin discussions. The voluntary process was undertaken in accordance with the principles of the Just Terms Act, ensuring owners would not be disadvantaged through entering these early voluntary acquisition discussions. Voluntary owner negotiations commenced by ARTC Inland Rail will convert to the formal acquisition process upon issuing an Opening Letter. The time spent in voluntary negotiations is not counted as part of the minimum 6-month negotiation period as defined in the Just Terms Act.</p> <p>6. Consistent application of whole of property purchase criteria</p> <p>The acquisition of properties is undertaken in line with the principles of the Just Terms Act, regardless of whether the acquisition involves a partial or whole property. This process ensures consistency in the treatment of all owners, along with the ability for an owner to obtain independent professional advice.</p> <p>Jane Judd (Narrabri)</p> <p>1. Did recent surveys detect any more Koalas on the proposed route of the Inland Rail?</p> <p>The Biodiversity Development Assessment Report (BDAR), which formed Technical Report 1 for the Environmental Impact Statement (EIS), has been updated in consultation with the Department of Planning and Environment (DPE) Biodiversity, Conservation and Science Directorate (BCS). It addresses comments provided in BCS's submission during EIS public exhibition as well as ongoing discussions with BCS regarding the agreed approach to various matters raised.</p> <p>In August 2021, thermal drone surveys were flown at night over the Pilliga forests to search for the presence of Koalas. Follow up day-time surveys were conducted to confirm initial findings from the drone surveys for Koalas. An independent certified expert, Dr Steve Phillips, was engaged to provide advice on the presence/ absence of Koalas.</p> <p>Koalas were recorded at one new location via old scats (west of Gilgandra) and one new location via thermal drone imagery in the Pilliga forests (Baradine Creek). Areas of generational persistence were mapped in the Pilliga Forest and Bohena Creek area. For the remainder of the proposal site, there is a lack of generational persistence within areas of potential habitat. An expert report has been prepared to map areas of important habitat for the Koala and is included in the updated BDAR.</p> <p>2. Is ARTC aware that two creek crossings within the Pilliga are at locations of historic importance to the Koala?</p> <p>The biodiversity assessment has considered all existing known records, as detailed in the BDAR. The BDAR included details of the targeted surveys conducted throughout the Pilliga forests, including locations of historical importance to the Koala, such as Etoo Creek near the Aloes picnic area, Baradine Creek, Rocky Creek, Bohena Creek and various other creeks in the area (see page 50 of Technical Report 1 of the EIS). The expert report has also considered historical records and more recent survey findings.</p> <p>3. What population trend for the local Koala population is ARTC aware of?</p> <p>The findings of the independent certified expert, Dr Steve Phillips, confirmed that recent decades have seen a significant decline in Koala occupancy rates across the Pilliga region, citing field survey results from independent researchers from a variety of sources. He concludes that over the preceding three Koala generations (i.e., 18-20</p>

NO.	DISCUSSIONS
	<p>years), there has been a reduction of as much as 79% in habitat use by Koalas. In 2019, survey results from 104 sites distributed across the southern half of the Pilliga and into the northern portions of the Gilgandra Shire failed to find any substantive evidence of recent habitat use by Koalas.</p> <p>While the reasons for these declines remain to be determined beyond speculation, they collectively include the effects of a prolonged period of drought and high summer temperatures, compounded by the cumulative impacts of high frequency and severe wildfire events.</p> <p>4. Is there going to be any fencing along the side of the track. If so, what provisions will be made for wildlife?</p> <p>Stock fencing would be provided in agricultural areas to prevent stock from accessing the rail line. More information on fencing can be found on ARTC Inland Rail’s website at: https://inlandrail.artc.com.au/managing-fencing/. Targeted fauna fencing would be provided in the Pilliga forests and elsewhere to direct fauna to crossing structures.</p> <p>A Preliminary Fauna Connectivity Strategy has been prepared in consultation with BCS and is included in the updated BDAR. The Strategy identifies fauna connectivity structures and measures to improve connectivity for fauna species following construction. Key features of the proposed design with relevance to fauna connectivity are:</p> <ul style="list-style-type: none"> ○ Inclusion of dedicated culverts to encourage the movement of terrestrial (and some arboreal) fauna species and reinstate connectivity. Culverts would include a variety of fauna furniture targeted to key species, and dry passage would be provided all the time. Indicative culvert locations have been identified in the Pilliga forests and Bohena Creek area. The size, number and locations would be confirmed during detailed design and documented in the Final Fauna Connectivity Strategy. ○ Inclusion of canopy bridges, predominantly located in the Pilliga forests, and other riparian and woodland corridors intersected by the proposal. These are rope bridges strung between poles and tied into nearby trees to allow arboreal animals to cross above the rail corridor. ○ Installation of barrier poles at selected bridges in the Pilliga forests to prevent aerial species flying along creek corridors from flying into the side of trains. ○ Fencing specifically constructed to funnel fauna towards crossing structures but prevent access to the rail line. Lengths of fencing would be further investigated in the Final Fauna Connectivity Strategy to allow a balance between fenced and unfenced sections and the associated barrier effect of fencing and consider the risk of flooding and damage. <p>In closing, a Final Fauna Connectivity Strategy will be prepared post-approval during the detailed design phase.</p> <p>5. If not, what provisions will be made to prevent wildlife collisions?</p> <p>Please refer to the above response.</p> <p>6. Has the flooding modelling been revised to the satisfaction of DPE?</p> <p>The updated Flooding and Hydrology Assessment Report (FHAR), which formed Technical Report 3 for the EIS, has been updated in consultation with DPE, considering comments provided in submissions and the independent review undertaken on behalf of DPE.</p> <p>To ensure we meet guidelines, criteria, and community expectations, ARTC Inland Rail undertakes a four-tiered peer review process of the flood modelling and assessment. The model and associated assessment report is prepared by JacobsGHD, an ISO9001-certified global engineering consultancy, and is reviewed by a range of industry</p>

NO.	DISCUSSIONS
	<p>professionals (from within and external to ARTC Inland Rail). It is then provided to the DPE for review by their independent flood expert.</p> <p>In addition to these formal reviews, ARTC Inland Rail meets monthly with DPE as part of the N2N Hydrology Working Group to address community and regulator concerns and update our flood modelling and assessment work, where required. The updated FHAR addresses the Working Group outputs where key topics have been raised, discussed, and documented with the DPE. DPE is currently reviewing the updated FHAR to confirm it meets their expectations.</p> <p>7. How will ARTC prevent major disruption to local flood patterns and water dependent ecosystems? The updated FHAR provides detailed assessment and mapping of flooding conditions, both existing and with the proposal. Flood events modelled range from the 20% annual exceedance probability (AEP) up to the Probable Maximum Flood. The design of the proposal includes about 75 new bridges and about 630 banks of culverts to provide for the management of flows within watercourses and within floodplains during flooding events. Overall, the key findings of the updated FHAR are that there are no broadscale changes to flood regimes within the study area. As such, flood flows to water-dependent ecosystems would be maintained, and no significant impacts are predicted.</p> <p>8. Have there been any actual changes to the route given the concern expressed within the Narrabri community? ARTC Inland Rail is confident with the final route alignment between Narramine and Narrabri, and we are not considering an alternative route in Narrabri. The alignment has been refined over many years using an iterative, transparent multi-criteria analysis process to achieve the Inland Rail Service Offering with due consideration of environmental and social impacts. Landholders, community, and stakeholders have been informed and engaged since 2015. The Preferred Infrastructure Report (PIR) and supporting Route Selection Summary Report respond to DPE's PIR request on route selection, which confirms there are no significant residual flooding impacts associated with the N2N proposal.</p> <p>9. What will be the relationship just south of Narrabri between the Newell Highway upgrade works and the embankments required to raise the height of the rail line over the existing roads and floodplains? Will there be any conflict, and will it create more flood problems? The updated FHAR has been prepared in accordance with the requirements of DPE and relevant guidelines. The modelling has considered the presence of existing infrastructure such as the Newell Highway. Proposed upgrade works to the Newell Highway are still in the preliminary stages of planning; therefore, there is insufficient information available to include these works in any flood modelling for the proposal. ARTC Inland Rail will continue to consult with Transport for NSW during detailed design to minimise potential impacts.</p>
<p>12. General Business</p>	<ul style="list-style-type: none"> • Access Across Alignment: Cr Fisher, on behalf of John Single, requested advice on where property access crossings will be located and how this will be considered in the property acquisition compensation process. In response Mr Mitchell advised that access is a key component of the acquisition process. The EIS sets out various locations for crossings, but individual locations will be determined in negotiations with land owners. <p>Randall Medd questioned whether Councils could play a role in speeding up the acquisition process. Ms Johnson advised it was a matter for land owners to negotiate on a voluntary basis. Mr Mitchell advised that it is important that public and private crossings are locked-in so that they may be incorporated into the Detailed Design.</p>

NO.	DISCUSSIONS
	<p>Mrs Deans expressed concern that 'locking-in' private crossings can be achieved. Mr Mitchell advised this has been achieved in other projects where landholders have agreed to the negotiated arrangements.</p> <ul style="list-style-type: none"> Drainage Control: Mrs McBurnie suggested that Inland Rail may seek more land to satisfy drainage control requirements. Mr Mitchell noted the process of finalising acquisition of the corridor is underway. Mrs McBurnie questioned whether more land is required if the drainage controls cannot be placed in the acquired corridor. Ms Johnson advised there may be a need for more land for drainage mitigation, but this may take various forms – easement, lease, or acquisition. Mr Mitchell suggested it will be a matter of reaching an agreement with the land owner in order for the conditions of approval to be satisfied. <p>Mrs Deans questioned who will manage the drainage areas? Mr Mitchell responded that it related to working out the best option in negotiation with the land owner while in accordance with the TfNSW guidelines.</p> <p>Mrs Deans again expressed her concern at the quality of the hydrology information in the initial phases of the project, suggesting this could have been done better. Mr Mitchell commented that the level of detail required for such a major infrastructure project was not available in the concept phase in 2016. Instead, further detail is added as the project lifecycle progresses, the next phase of which is detailed design. Mrs Deans suggested landowners were not listened to. Dr Jempson advised that the IR design needs to comply with a range of stringent hydrology limits in particular on flow velocities, which have been developed in consultation with DPE. This has led to IR proposing the addition of drainage control areas as one of several mitigation options to meet the flow velocity limits. Other options include the addition of more culverts however this also needs to be balanced against increased project cost. The final outcome will be defined in detailed design.</p> <p>The Chair suggested that despite Mrs Deans' observations and concerns, the DPE has taken account of her and the community concerns with the implementation of stricter criteria for flow velocity management to reduce erosion and scour.</p> <p>Meeting closed 7.50 pm.</p>

Actions

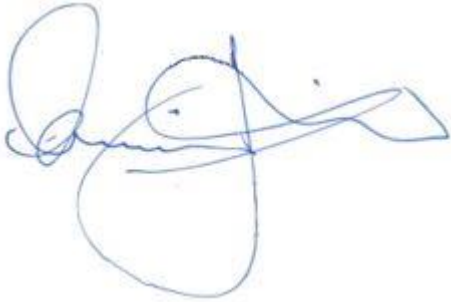
NO.	ACTIONS	ACTION BY	DUE DATE
1.	That ARTC provide an update on the timeline for completion of the 70% stage of the EIS at the May 2019 meetings of the CCC. – deferred at May meeting.	PM COMPLETED	25/02/2020
2.	That ARTC provide a report on the financial implications (positive/negative) of product transfer 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: <i>Some aspects of the financial implications of product transfer from the farm gate were covered in Michael Clancy's presentation. However, it is suggested that a specific comparative example of current freight movement</i>	ARTC COMPLETED	29/03/2022

NO.	ACTIONS	ACTION BY	DUE DATE
	<i>costs relative to opportunities provided by Inland Rail should be presented at a future meeting.</i> Further Chair's note: <i>Inland Rail to follow up with ARTC on provision of this report to CCC.</i>		
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: <i>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?</i>	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. <i>Focus Area confirmed – 25/02/2020</i>	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 COMPLETED	08/12/2020
13.	That ARTC provide details of the property acquisition budget for the N2N project.	DM COMPLETED	08/12/2020
14.	That ARTC provide website links to the CCC regarding information on recent industry briefings.	RP/PM COMPLETED	18/01/2021
15.	That ARTC clarify the interpretation of the wet and dry areas shown the maps relating to the N2N9 Model on Slide 38 of the proponent's presentation.	RH COMPLETED	29 /03/2022
16.	That ARTC clarify what will be the impact of flooding will be on local roads in the Gilgandra/Baradine area and what will be the likely duration of this impact.	RH COMPLETED	29/03/2022
17.	That ARTC advise what the potential risk exposure is to landholders should an event occur, that is associated with their property or its operation, that results in an incident within the Inland Rail alignment.	DM	31/05/2022
18.	That ARTC provide a comparison of freight cost benefits from other locations to those that are likely in the Coonamble-Gilgandra area.	DM	31/05/2022

Next Meeting

The Chair advised that the next meeting would be dependent on whether the DPE decided to exhibit the additional information provided by the Proponent. Mr Silver advised he would keep the Sub-committee informed of any developments.

Meeting minutes approved.



Michael J. Silver OAM
Independent Chair

1 May 2022