

<b>Meeting title</b>	<b>Narromine to Narrabri (N2N) Community Consultative Committee – Gilgandra Sub-committee meeting 1</b>		
<b>Attendees</b>			
Michael Silver OAM (Independent Chair)	Randall Medd (Gilgandra Shire Council)		
Peter Bonnington (Community Member)	Lindsay Mathieson (Gilgandra Shire Council)		
John Single (Community Member)	Elisha Bailey (Department of Infrastructure, Regional Development and Cities)		
Karen McBurnie (Community Member)	Alexander Scott (NSW Planning & Environment)		
Barbara Deans (Community Member)	Justin Woodhouse (NSW Planning & Environment)		
Stuart Mudford (Community Member)	Tim Collins (NSW Planning & Environment)		
Alexander Deans (Community Member)	Helena Orel NSW Stakeholder Manager (ARTC)		
Kookie Aitkens (Coonamble Shire Council)	Scott Divers Senior Project Manager (ARTC)		
Cr Bill Fisher (Coonamble Shire Council)	Matthew Errington Environmental Adviser (ARTC)		
	Kyle-James Giggacher Project Delivery Engineer (ARTC)		
<b>Apologies</b>			
Nil			
<b>Location</b>	Gilgandra Services Club, Gilgandra	<b>Date &amp; start time</b>	22 January 2019, 5.40pm

<b>Topic</b>	<b>Discussion</b>
<b>1. Welcome</b>	<ul style="list-style-type: none"> <li>The Chair welcomed all to the inaugural meeting.</li> <li>The Chair introduced Alexander Scott, Justin Woodhouse and Tim Collins from NSW Department of Planning &amp; Environment (DPE).</li> </ul>
<b>2. Declarations of Interest</b>	<ul style="list-style-type: none"> <li>Michael Silver – pecuniary interest - expenses of Independent Chair borne by ARTC.</li> <li>Barbara Deans - non-pecuniary interest. Property located within study corridor.</li> <li>John Single - non-pecuniary interest. Property located within study corridor and potential supply of resource material.</li> <li>Alexander Deans – non-pecuniary interest. Property located within study corridor and potential supply of resource material.</li> <li>Stuart Mudford – non -pecuniary interest. Two properties located within the study area.</li> <li>Peter Bonnington – non-pecuniary interest. Family has property at Curban located within the study area.</li> <li>Randall Medd - non-pecuniary interest. Employee of Gilgandra Shire Council with property located within the study area.</li> <li>Lindsay Mathieson - non-pecuniary interest. Employee of Gilgandra Shire Council with property located within the study area.</li> </ul>
<b>3. Introductions</b>	<ul style="list-style-type: none"> <li>All members introduced themselves and provided a brief biography and their interest in the Inland Rail project.</li> </ul>
<b>4. Presentation (Department of Planning &amp; Environment)</b>	<p><i>Justin Woodhouse provided a presentation (see the Inland Rail website, N2N page) in respect of State Significant Infrastructure (SSI) process and the role of Community Consultative Committees (CCCs)</i></p> <ul style="list-style-type: none"> <li>Mr Woodhouse highlighted the addition of Commonwealth requirements in respect of the Environmental Protection &amp; Biodiversity Conservation Act 1999 (EPBC Act) into the</li> </ul>

	<p>Secretary’s Environmental Assessment Requirements (SEARs) in November 2018. He indicated that the Department will assess the proposal in respect of this legislation’s requirements in conjunction with the Commonwealth Department of Environment and Energy (DoEE).</p> <ul style="list-style-type: none"> <li>Mr Woodhouse also focussed on the important role the CCC plays in detailed and ongoing interaction between ARTC and the community. He suggested that the Community members examine the SEARs for the proposal and other important information at: <a href="http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&amp;job_id=9487">http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&amp;job_id=9487</a></li> <li>Barbara Deans questioned the public exhibition period of the Environmental Impact Statement (EIS), indicating that a 28 days period was insufficient. Mr Woodhouse advised this was a minimum period.</li> <li>Stuart Mudford questioned whether the upcoming NSW and Federal elections would have an impact on the assessment of the EIS for the project. Mr Woodhouse advised the elections will have no effect on the Department’s assessment processes for the project.</li> </ul>
<p><b>5. Community Consultative Committee (CCC) Functions</b></p>	<ul style="list-style-type: none"> <li>The Chair outlined the role of the CCC and highlighted the Community Consultative Committee Guidelines. He reinforced Mr Woodhouse’s earlier comments regarding the important role that Sub-committee members have in community interaction with the proponent.</li> <li>The Chair outlined the contents of the guidelines regarding the attendance of observers, having particular regard to members of the general community. Mr Silver indicated that the Sub-committee had several options as to how it may wish to manage the attendance of observers.</li> <li>Mr Silver noted that prior to the meeting Mrs McBurnie had requested that members of the community attend as observers. He indicated to her that this was a matter that should be discussed by the Sub-committee.</li> <li>Mr Silver suggested that the Sub-committee may wish to consider observer access for specific presentations or only components of a meeting or for the whole meeting.</li> <li>There was general agreement that members of the community may attend Sub-committee meetings as observers, subject to prior knowledge and agreement of the Sub-committee members. A request to attend a Sub-committee meeting as an observer may be made directly to the Chair or through a Committee member, who shall advise the Chair prior to the meeting. The Chair shall then seek the concurrence of the Sub-committee to confirm the attendance of the observer.</li> </ul>
<p><b>6. Proponent’s Report</b></p>	<p><i>Scott Divers, Kyle-James Giggacher, Matthew Errington and Helena Orel from ARTC presented the Proponent’s Report (see the Inland Rail website, N2N page)</i></p> <p><b>General Overview</b></p> <ul style="list-style-type: none"> <li>Scott Divers opened the presentation and provided an overview of the project with its primary focus being to reduce rail freight travel time between Melbourne and Brisbane from 33 hours to 24 hours.</li> <li>Mr Divers advised that the project is at the Feasibility Design stage with engineering and environmental site investigations, preparation of a reference design feasibility and EIS being undertaken by Jacobs-GHD Joint Venture.</li> <li>He highlighted that the 307 kilometres long greenfield study area will be narrowed to a 100 to 150 metres wide corridor (or focus area of investigation) over the next five months based on a number of factors – Service Offering/Cost/ Multi Criteria Analysis (MCA). This</li> </ul>

will involve one to one discussion with directly impacted landholders.

- Barbara Deans questioned the consistency of the MCA reports, noting some sections have more detail than others. Mr Divers indicated that cost and service offering will now be more heavily considered in the refinement of the corridor.
- Karen McBurnie asked what happens to other parts of the study area that do not remain within the refined corridor. Mr Divers indicated that these areas will still be subject of consideration in the EIS with regard to noise and visual amenity mitigation.
- It is anticipated that the EIS will be 70% completed by around September 2019 with the design finalised by mid-2019. Lodgement of the EIS for DPE Adequacy Assessment is expected late in 2019, with Public Exhibition in 2020.
- Mr Divers advised that expressions of interest had been invited from landholders for potential sites for material borrow pits (MBPs) from which to source suitable material during construction. Materials will need to meet specific requirements. Expressions of Interest close on 25 January 2019. He indicated required quantities are currently being calculated, with general and structural fill the predominant material required to construct embankments.
- Approval for the development and use of the MBPs would be sought within the Inland Rail N2N EIS and would only be valid for the term of construction of the N2N project. Continued operation of the MBPs beyond the project would require a separate development consent from the local Council.
- Flood modelling has commenced with considerable data obtained.
- Karen McBurnie questioned why the study area passes through flood country. Mr Divers advised that it relates to the requirement to meet the service offering – the line must as straight and flat as possible.
- Mr Divers indicated that flooding issues will be addressed in the hydrology and flooding Study. Detail on the flood modelling will be available in March 2019 with a presentation to be made by the hydrologist to the Sub-committee.

### **Engineering**

- Kyle-James Giggacher provided a presentation on engineering and field investigations commenced and planned to commence shortly.
- Mr Giggacher advised that geotechnical investigations, hydrological surveys, topographical surveys and flood risk analysis were underway. Thirty piezometers will monitor groundwater and surface water and groundwater data will be collected.
- He also noted that the utilities review has commenced, and assessment of the road/rail interface would occur with approximately 120 rail crossings to be built along the proposed alignment. Location and standard of rail crossings will be assessed using the Australian Level Crossing Assessment Model (ALCAM). It is an assessment tool used to identify key potential risks at level crossings and support the decision-making process for both road and pedestrian level crossings and to help determine the most cost-effective treatments.
- Kookie Aitkens sought clarification as to from where water for the construction of rail line would be sourced. Mr Giggacher indicated ARTC will have discussions with council's regarding potential sources such as groundwater bores.
- Stuart Mudford questioned who would own the bore, whilst Barbara Deans asked what happens if groundwater levels are affected and there is an impact on farm bores. Mr Giggacher advised that ARTC would assess alternative water supply options and contingencies, highlighting that the SEARs does require ARTC to provide a conceptual water balance in the EIS.
- It was agreed that ARTC would provide a technical presentation to the Sub-committee

from its hydrologist on the water balance and implications on groundwater to the August meeting of the Sub-committee.

**Environmental Assessment**

- Matthew Errington provided an outline on progress of the EIS. He advised that the majority of studies had commenced.
- Mr Errington advised that the SEARs had been reissued in November 2018 with the inclusion of requirements to assess the project as a controlled action under the EPBC Act in order to address matters of national environmental significance. The Commonwealth considers that the project will impact on listed threatened species and ecological communities.
- Mr Errington highlighted the need for the community to be informed of the content and requirements of the SEARs for the project. The Chair indicated he would send a link to committee members.
- Barbara Deans asked how a biodiversity study can be undertaken given the severe drought conditions.
- Mr Errington advised that biodiversity assessment methodology was under review. Mr Errington acknowledged the implications of the drought and that the proponent did not have access to some private property in the study area and consequently can't ground truth all areas of ecological interest. He advised that ARTC is working with the NSW Office of Environment and Heritage (OEH) in the development of a suitable biodiversity assessment methodology (including dry condition benchmarks) to satisfy regulatory requirements. It was agreed that ARTC shall forward a summary of the revised biodiversity assessment methodology to the CCC when finalised.
- In terms of the Aboriginal Heritage assessment, around 22/30 Register Aboriginal Participants (RAPs) have been recorded for the project (including Aboriginal Land Councils and Native Title Claimants). A detailed field survey methodology will be prepared for review by the RAPs followed by their involvement in the field investigations.

**Dinner Break – 7.25 pm**

**Meeting Resumed – 7.50 pm**

**Communications**

- Helena Orel provided an overview of the project's consultation history.
- New Inland Rail offices will be opened in Narromine and Narrabri.
- Ms Orel indicated that Inland Rail is still recruiting staff, with CCC members encouraged to advise community of the employment opportunities. The N2N team will increase in numbers - up to ten staff.
- Ms Orel also indicated there will be a strong focus on social performance and management of impacts moving forward. This will focus on Workforce Management, indigenous Participation, Housing & Accommodation, Health & Community and Community Stakeholder Engagement.
- Ms Orel advised that from late February/early March 2019 and over the following four to six months ARTC will meet directly with approximately 180 landholders along the proposed alignment regarding narrowing of the study area to a 100 to 150 metres wide corridor (or focus area of investigation) and to discuss potential impacts, mitigation measures and acquisition matters.
- A property consultant will be part of ARTC's team, along with the offer of an agronomist to provide initial advice to landholders at ARTC's cost. There is no obligation to meet with

	<p>ARTC – schedule for meetings has not been confirmed.</p> <ul style="list-style-type: none"> <li>• Scott Divers mentioned a questionnaire that ARTC will request landholders to complete to detail how they operate their property and assist in refining the design and where possible mitigate impacts of the corridor and rail alignment on their operations. He added that landholders will be provided with a design option over their property with a technical advisory officer available to provide detailed responses to questions.</li> <li>• The Chair sought information on how property owners outside the focus area but previously within the study area will be informed. Mr Divers indicated this will occur shortly after the one on one consultation with directly affected landholders is completed.</li> <li>• Those landholders outside the 100 to 150 metres wide focus area will not be subject to compensation, however they will be consulted with, in the future, regarding noise and visual impact mitigation, if required.</li> <li>• Peter Bonnington sought confirmation that landholders in the Curban area will be provided with a detailed design upon the 100 to 150 metres wide area being confirm. Mr Divers advised that a level of design detail will be provided to the community sufficient to inform the one to one consultation process.</li> <li>• A complete update on the processes associated with narrowing of the study area will be provided to the community in February 2019</li> </ul>
<p><b>7. Actions required</b></p>	<ol style="list-style-type: none"> <li>1. That ARTC deliver a report and presentation from its hydrologist on the flood modelling for the project to the March 2019 meetings of the CCC.</li> <li>2. That the Chair forward the link to the SEARs to Sub-committee members with distribution of the meeting minutes.</li> <li>3. That ARTC forward a summary of the biodiversity assessment methodology to the CCC members when finalised.</li> </ol>
<p><b>8. Other Agenda Items</b></p>	<p>Members’ questions on matters specific to project:</p> <ol style="list-style-type: none"> <li><b>1. Freight Operation and Benefits</b> <ul style="list-style-type: none"> <li>• What are the primary factors that drive rail freight rates, eg loading time, axle weights, speed, train length and bulk vs container freight?</li> <li>• On completion of the inland rail, what will be the various distances from grain receival centres to various ports, e.g. Coonamble to Port Kembla and Baradine to the Port of Newcastle?</li> <li>• What will be the potential grain freight rates from local siloes to various ports when the inland rail is completed?</li> <li>• Will the Port of Newcastle receive containers in the future?</li> <li>• Is the grain terminal at the Port of Newcastle going to be upgraded to receive longer trains?</li> <li>• Does or will the Port of Brisbane have train access for bulk or container grain?</li> </ul> </li> <li>○ John Single spoke to the questions – the intention of the questions was to better understand the constraints and factors that impact on the movement of freight.</li> <li>○ Ms Orel provided a verbal overview of ARTC’s response to the questions and written response will be distributed with the minutes (<i>see the Inland Rail website, N2N page</i>).</li> <li>○ As a consequence of the response, Mr Single highlighted a potential freight advantage that may accrue for movement of grain from his property.</li> </ol>

- It was agreed that Michael Clancy (ARTC Business Development Manager) be invited to address a future meeting of the CCC.

**2. Flooding issues**

- Adequacy of flood mitigation along alignment
- Danger of diversion of floodwater from normal flow paths. (implications for landholders and local economy, towns and communities)
- Erosion risks
- Noted that the flooding issues and risks were considered earlier in the meeting.
- ARTC will make a presentation on Flood Modelling at the March 2019 meetings of the CCC.

**3. Access and amenity of landholders**

- Access to land for stock, machinery and heavy high transport to properties
- TSR access and maintenance
- Disruption during construction phase
- Mr Divers advised that property access will be resolved collaboratively with landholders by assessing land uses and practices to ascertain where rail crossings should be located. Mr Divers indicated that it will be a negotiated process in order to satisfy landholder needs, however there will be instances where design requirements specify areas of land not suitable for a level crossing (i.e. inadequate approach sighting distance).
- TSR access issues will be discussed with the Crown and NSW Local Land Services. Access for stock movements will be maintained where needed.
- A range of specific Management Plans will be prepared for the construction phase to manage and mitigate potential impacts and disruption.

**4. Cultural Impacts**

- Impact on burial sites and other culturally significant places
- It was noted that ARTC had established a group of RAPs as part of the statutory Aboriginal cultural heritage consultation process. The RAPs will be in the Aboriginal heritage field investigations and assessment.

**5. Communications**

- What is the protocol to engage with landholders?
- Helena Orel advised that an access protocol has been established by ARTC given some issues with sub-contractors accessing properties. The problem has been raised at senior management level with a green light/red light process in place to track when access occurs and is completed.
- Ms Orel also advised that communication and interaction with landholders had improved.
- Peter Bonnington sought clarification on how landholders can obtain quality profession advice regarding the land acquisition process. He indicated that people need to have an understanding of the process before entering into initial discussion with ARTC. Mr Divers highlighted that ARTC would provide a property consultant and



agronomist to support landholders at the initial meeting. Ms Orel advised that the mechanisms of the NSW Land Acquisition (Just Terms) Compensation Act 1991 would be explained by ARTC's consultation team.

- Randell Medd advised that Gilgandra Shire Council is proposing to conduct landholder workshops on the legislation utilising the services of a senior barrister in property law (tentatively scheduled February/March 2019)

#### **6. Local Government and Community Impacts**

- Impacts on local road networks – how are landholders and Councils being engaged on this issue.
  - Establishment of resource quarries and provision of resource material – how is this being addressed? What assessment and consent processes will be required? Does inclusion of resource quarries require a modification to the project application?
  - Implications on local planning provisions – subdivision standards, residual lots, dwelling entitlements – what is the approach to these issues?
  - Construction Camps/Accommodation – where will these be located? What is the consultation process for location of these camps?
  - Voluntary Planning Agreements – agreements with Council to mitigate development impacts. Is this proposed?
- Randall Medd advised that Gilgandra Shire Council had forwarded commentary on the above questions to the Chair.
  - Scott Divers advised discussions are progressing with local government authorities regarding impacts on local roads, particularly during the construction phase. The implications for local roads during the grain harvest period is also a consideration with ongoing discussions with local councils. ARTC will identify potential haulage/access roads and discuss potential impacts with local councils.
  - Mr Divers advised that approval for borrow pits for construction material will be sought as part of the EIS for the project. The approval will only relate to the Inland Rail Project. Subsequent operation of a quarry post the Inland Rail project will require a separate approval.
  - ARTC took on notice the implications for local planning provisions as a consequence of the development. Lindsay Mathieson highlighted the implications on rural lots with particular regard to the minimum lot size. It was noted that the Dubbo DPE Regional Office had assigned an officer to specifically support Councils in this matter. The DPE will discuss with ARTC the need for a residual land management framework for inclusion in the EIS to manage residual lots created by the rail corridor alignment subdivisions.
  - Mr Divers advised that evaluation of possible locations for construction camps was occurring in the Narromine, Gilgandra, Warrumbungle and Narrabri LGAs in consultation with local councils.
  - State Significant Infrastructure does not provide for Voluntary Planning Agreements with councils.

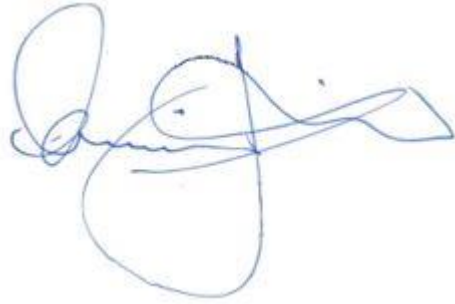
#### **7. Pilliga Forest**

- What State and Federal Environmental Impact Statements are required for the leg through the Pilliga State Forests? Do these differ from those on private land? What has already been prepared for this section?
- Given the existence of endangered species in the Pilliga, what are the requirements

	<p>of the project under the EPBC Act? Are there plans to address these issues?</p> <ul style="list-style-type: none"> <li>○ Mr Errington advised that the approach to the biodiversity assessments would be the same along the alignment. The requirements of the controlled action under the EPBC Act to address matters of national environmental significance will be applied as advised earlier in the meeting.</li> <li>○ Cr Bill Fisher sought advice on how the trees to be removed in the Pilliga will be disposed of. He highlighted a previous clearing that saw the trees pulped. Cr Fisher enquired whether a better environmental outcome could be achieved in this instance. Matthew Errington noted the concerns and indicated this would be considered as part of the waste management strategies in the EIS.</li> </ul> <p><b>8. Warrumbungle Shire Council</b></p> <ul style="list-style-type: none"> <li>● Buy up of land by ARTC in the Baradine district</li> <li>● Proposed Workers Camp at Baradine</li> <li>● Passing lane off Kenebri Road</li> </ul> <ul style="list-style-type: none"> <li>○ Questions specific to Warrumbungle Shire – no consideration given at meeting.</li> </ul>
<p><b>9. Action Required</b></p>	<p>1. That Michael Clancy of ARTC be invited to present to the CCC on future freight operation matters associated with the Inland Rail project.</p>
<p><b>10. General business</b></p>	<ul style="list-style-type: none"> <li>● <b>Financial Impact Analysis</b> – Barbara Deans asked whether a financial comparison regarding cost implications (benefit/disbenefit) of transporting product (grain) from the farm gate to the likely load out point had been undertaken? Also, will there be a cost analysis of the implication on the efficiency/operation of a property from having the rail corridor through the property? Matthew Errington advised that KPMG were undertaking the Economic Assessment and that this matter would be discussed for consideration in the assessment scope.</li> <li>● <b>Communication</b> – Karen McBurnie commented on the turnover of ARTC staff on the project. She also expressed serious concern with the lack of consultation by ARTC with landholders in the Coboco-Kickabil area, advising that some are seeking legal advice – Ms Orel indicated she would follow up on this matter.</li> <li>● <b>24 hours train movement</b> – Cr Fisher requested advice on how a 24 hours schedule between Melbourne and Brisbane will be maintained particularly if there are breakdowns on the track? Ms Orel suggested that Michael Clancy could answer these questions.</li> </ul>
<p><b>11. Action Required</b></p>	<p>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 (to be confirmed).</p> <p>2. That ARTC provide a report to a future CCC meeting (to be confirmed) on the scope of the Economic Assessment addressing the impacts of the rail corridor bisecting properties.</p>
	<p>Next meeting: Tuesday, 19 March 2019 at Curban.</p> <p>Meeting closed: 9.10 pm. The Chair thanked all for their attendance.</p>



12. Meeting  
minutes  
approved



Michael J. Silver OAM  
Independent Chair  
18 February 2019