

Meeting title	North Star to Queensland Border (NS2B) Community Consultative Committee meeting 4		
Attendees			
Michael Silver OAM (Independent Chair)	Cr Sue Price OAM (Moree Plains Shire Council)		
Robert Mackay (Community Member)	John Carleton (Moree Plains Shire Council)		
Andrew Mackay (Community Member)	Dion Jones (Goondiwindi Regional Council)		
Richard Doyle (Community Member)	John Carr (ARTC)		
Ian Uebergang (Community Member)	Ben Lippett (ARTC)		
Richard Sudholz (Community Member)	Mercedes Staff (ARTC)		
Alan Pearlman (Community Member)			
Observers			
James White (Transport for NSW)	Naomi Tonscheck (ARTC)		
Ron Della Pena, Future Freight Joint Venture (FFJV)	Claire Sotiriadis (FFJV)		
Apologies			
Patsy Cox (Gwydir Shire Council)	Geoff Cruickshank (Community Member)		
Richard Jane (Gwydir Shire Council)	Cr Rick Kearney (Goondiwindi Regional Council)		
Location	Boggabilla Town and Country Club, Boggabilla	Date & start time	4 September 2019, 12.40 pm AEST

Topic	Discussion
1. Welcome	<ul style="list-style-type: none"> The Chair welcomed all to the meeting, noting James White from Transport for New South Wales as an observer. The Chair also welcomed Naomi Tonscheck, Ron Della Pena and Claire Sotiriadis who will make presentations during the meeting.
2. Acknowledgement of Country	<ul style="list-style-type: none"> The Chair acknowledged the Traditional Owners of the land on which the meeting is held and recognised their continuing connection to land, waters and culture, paying respects to their Elders past, present and emerging.
3. Declarations of interest	<ul style="list-style-type: none"> Michael Silver – expenses of Independent Chair/ Meeting Chair borne by ARTC. Alan Pearlman – declaring a non-pecuniary interest as the study area passes through his property and he has registered an interest in supplying construction material.
4. Minutes of Previous Meeting	<ul style="list-style-type: none"> It was noted that the minutes of the previous meeting held on 3 April 2019 were approved on 29 April 2019.
5. Business Arising	<ul style="list-style-type: none"> Nil
6. Response to Actions	<p>Actions from previous meeting.</p> <ul style="list-style-type: none"> It was noted that the following actions would be addressed as part of the proponent's presentation. <ul style="list-style-type: none"> 6.1.1 That ARTC advise a when a joint workshop of the hydrologist, structure and drainage technicians along with the key stakeholders can be held. COMPLETED 5.1.5 That ARTC provide advice at the next CCC meeting on entry protocols to be implemented to mitigate potential conflict with crop spraying operations on

	<p>properties. ONGOING</p> <p>5.1.7 That ARTC present the detailed cost comparison between Option A and Option D1, having regard to the independent review of the MCA, at the next CCC meeting. DEFERRED – DATE TO BE ADVISED</p> <p>5.1.8 That the questions under ‘Other Agenda Items’ be considered at the next CCC meeting as follows:</p> <ul style="list-style-type: none"> ▪ Isn’t the MCA process flawed due to: <ul style="list-style-type: none"> ○ Can Inland provide a detailed plan as to where the bridging is to be located? DEFERRED - PENDING REVIEW OF FLOOD MODELING ○ How can a review of the costings of Option A relative to Option D1, with the benefit of updated hydrology, be done without detailed engineering designs for Option A? DEFERRED – DATE TO BE ADVISED ○ Will the MCA review and the review of costings for Option A vs Option D1 be seriously considered and could it change the determination of Inland Rail to proceed with Option D1? DEFERRED – DATE TO BE ADVISED ○ ARTC to confirm how ‘The long paddock, A directory of Travelling Stock Routes and Reserves in New South Wales’ has been reflected in the currently mapped TSR network at the next CCC meeting. COMPLETED ○ That ARTC provide copies of mapping of the flooding as part of the analysis of Option A to Option D1 comparison to a future meeting of the CCC. DEFERRED ○ That ARTC advise at the next CCC meeting following interaction with impacted landowners, how clearing will be managed having regard to legislative requirements, particularly in timbered country, for the installation and maintenance of fencing including internal property access along fence lines. COMPLETED <ul style="list-style-type: none"> • Consideration of the outstanding actions was deferred at this point in the meeting. Subsequently, after the presentation of the Proponent’s Report, notations as to the status or completion of each action was noted as detailed in bold capitals.
<p>7. Correspondence</p>	<ul style="list-style-type: none"> • The following correspondence was noted with a copy previously forwarded to members: <ol style="list-style-type: none"> 1. Richard Doyle & others: Advising details of recent community workshops, one-on-one meetings and correspondence sent to Inland Rail expressing concern with flood modelling and the interim alignment design. <p>The following specific concerns were outlined in the correspondence:</p> <ul style="list-style-type: none"> - Model does not provide for total peak flow volumes per a 1976 scale event. - NSW OEH data is insufficient as it does not account for the number or size of banks in the study area. - The 2015 LIDAR used by IR does not include the current size and number of banks in the valley - The model does not assess impacts further downstream from Boggabilla to Goondiwindi.

	<ul style="list-style-type: none"> - From what has been shown of design in the area, the alignment from the rail over road bridge across Bruxner Way north to the southern abutment of the bridge over the Whalan Creek, Tucka Tucka Road, and the Macintyre River has insufficient drainage to allow for drainage south in the floodplain in significant flooding events. - Effected Landholders have tabled concerns with IR that misleading representations have been made regarding their acceptance of the modelling, the design and IR's preferred alignment. They clarified their position that they do not accept these assertions and they retain their concerns including but not limited to the above. - From what we have seen of the design, that there may be insufficient bridging and drainage from Wearne north to the Bruxner crossing rail bridge. This would be further compounded if a passing loop was located in the floodplain. - Finally, we must now wait longer for a current LIDAR run and updated hydrological modelling, including Boggabilla to Goondiwindi, before Option D1 vs Option A costings and design comparisons will be available, over 2 years since it was requested and 12 months since it was promised.
<p>8. Proponent's Presentation</p>	<p><i>Ron Della Pena and Claire Sotiriadis (FFJV) and Naomi Tonscheck (ARTC) provided specific presentations on the development of the chapters within the Environmental Impact Statement (EIS) whilst, John Carr and Ben Lippett from ARTC provided overall commentary on project progress.</i></p> <p>Environment Impact Statement Presentation</p> <p><i>(see the Inland Rail website, NS2B page for a copy of presentation)</i></p> <ul style="list-style-type: none"> • John Carr and Ben Lippett outlined the format of the Proponent's Presentation noting that a similar presentation had been made in June 2019 to the three Councils. Mr Lippett advised that hydrology and alignment are not part of the presentation. • Ron Della Pena provided an update on the EIS process. He noted that it relates to 25 kilometres of track with approximately 5 kilometres in a greenfield corridor, 11 bridges, various level crossings, crossing loop and related rail infrastructure. • Mr Lippett explained how the crossing loops operates and will be located. He advised that through modelling the location may be varied, in particular moving it further south and out of the floodplain yet still satisfying the operational requirements. The EIS will nominate a location but allow for a flexibility in final location to reduce assessed impacts. Mr Carr advised that discussion with impacted stakeholders should the crossing loop be moved to the south, had occurred. • Richard Doyle sought clarification on the flexible location, particularly that the southern end is off the floodplain and more generally the precise location. Mr Lippett advised that the crossing loop will fit within the existing corridor with no more land take. He advised that within the EIS maximum parameters (extent of impact) will be provided due to the uncertainty of where the crossing loop is to be located. • Mr Doyle asked how the decision on the final location of the crossing loop will be made. Mr Lippett responded that a number of issues from train speed, distance travelled to the business case will be considered, that is cost and operational issues in determining the location of the crossing loop. • Mr Lippett also advised that in terms of the overall operation the location of this crossing loop will be determined by the Queensland section of the Inland Rail project. Given the status of the Queensland reference design is not possible to be definitive

about the final location of the crossing loop.

- Mr Carr advised that crossing loops will be established and specific intervals along the alignment generally determined by operational time. He further advised that with the proposed crossing loop likely to be in the floodplain it was apparent that this would be expensive. Consequently, alternative locations needed to be considered with concepts were prepared to move the loop further south.
- Mr Carr indicated that discussions have proceeded with DPIE regarding a flexible location being incorporated into the EIS. DPIE understood the issue of not wanting to build in the floodplain but also that there are operational constraints that make it challenging to determine a definitive location for the crossing loop at EIS stage.
- Mr Carr indicated that although still at reference design confidence in the revised location to the south was increasing and the intention is to move forward with operational modelling of this concept.
- In response to Mr Doyle, Mr Carr confirmed that a more southerly location of the crossing loop is looking more favourable, but this is not confirmed.
- Mr Lippert highlighted the need to consider other parameters such as sensitive noise receptors.
- Mr Uebergang questioned if the crossing loop will be located on a bridge or whether the loop will be established on the floodplain and bridges constructed around it. He highlighted that establishment on a mound on the floodplain was a major concern of landholders. Mr Carr noted the concerns and provided an example of the processes, considerations and constraints in relocating major structures and the 'knock-on' implications for other sections of the project.
- Mr Carr said he is confident that pulling the loop south is possible given the support of the operational modellers however it is not possible to confirm this until the business program signs off it is not possible to confirm the loop location.
- Andrew Mackay asked what will be the crossing loop length? Mr Carr advised 2.2 kilometres. Mr Mackay sought clarification on 'long' trains – Mr Carr responded that these 'long trains' are 3.6 kilometres in length being 2 x 1.8 kilometres trains (back to back). These trains take priority on the line and as such the shorter trains will pull off onto the loops. Consequently, it isn't necessary to build longer loops.
- In response to Dick Sudholz, Mr Carr advised the drainage design for crossing loops.
- Mr Carr advised the maximum corridor width at crossing loops will be 200 metres wide. ARTC may require up to 200 metres to construct the crossing loop however the final footprint of the crossing loop will be approximately 40 to 60 metres wide. He indicated a map of the crossing loop with dimensions will be provided to CCC members. Ian Uebergang suggested this would be beneficial to understand impact on TSRs and adjoining property.
- Mr Carr advised that generally the final corridor will be up to 60metres and this may vary depending on what it is interacting with, but this may vary depending on what the corridor is interacting with eg topography. The study corridor for the EIS will be 200 metres wide as what is being submitted is a reference design which will detail the impacts and the mitigating measures. The 200 metres wide corridor allows issues that arise to be addressed and when undertaken detailed design to move within the corridor. It also allows for the construction component of the development.
- Andrew Mackay questioned what width will be required for construction. Mr Lippett advised that the EIS will detail the minimum impact of the development, but where construction works (laydown areas and access roads) and topography demand the corridor width required will be greater. Mr Lippett advised that mapping of impact

areas had been provided to affected landholders in June 2019.

- At this point the Chair intervened and requested the proponent return to the presentation.

Project Description

- Mr Della Pena continued the presentation noting that 1800 meters long trains will be travelling at between 80 and 115 kilometres per hour. The design has been future proofed as it can accommodate 3600 metres trains – expect 12 trains per day in 2025 with up to 21 per day by 2040.
- Andrew Mackay asked what spacing the trains would pass a given point. Mr Carr indicated that the Inland Rail is a spine, so super-freights will pass at just over an hour interval, but it is expected that regional trains will also move along the spine between various intermodals on the alignment. Mr Carr clarified that the 21 trains per day refers to the combined north-south movement of trains. The number of trains will be driven by the market; therefore 21 trains is total for the 24-hour period and they may come more regularly. They will be driven by slots available along the system to which may be different to 1 train an hour.
- Mr Della Pena outlined the construction requirements and elements. He advised that the works would typically be from Monday to Sunday between 6.30 am to 6.00 pm. There will be significant engagement with impacted landholders and the community regarding the construction process.
- Mr Della Pena noted 11 borrow pits have been identified for supply of construction material. He confirmed that the borrow pits will be only for the Inland Rail project. A detailed traffic assessment will be undertaken in respect of all borrow pits.
- Mr Carr advised that given the varying types and quality of construction material required, a broad regional assess is being undertaken to understand the types and standards of material available to obtain the most efficient and effective construction material outcome that complies with the required standards.
- Mr Della Pena advised that a construction camp is proposed to be established. It will accommodate up to 350 workers and may be utilised by NS2B workers and the Narrabri to North Star construction work force. The camp is expected to operate from 2020 for four years.
- Cr Sue Price noted that ARTC has established a skills academy to train workers in regional areas with a view to improving job opportunities for locals. Mr Lippett noted that whilst there will be local job opportunities, the scale of the development will require a camp to accommodate imported workers. He indicated that an accommodation strategy had been established noting that Goondiwindi would not be able to meet accommodation demand due to the impacts on that township and as such the provision of a camp is the option.
- Mr Lippett confirmed that the North Star Sports Club is the preferred location, noting that there is an identified area rather than a precise location. If it was to be located outside this area it would need to be identified now or after an approval by way of a modification.
- Mr Uebergang and Alan Pearlman suggested that there needed to be further consideration and discussion regarding the location at the North Star Sports Club.
- Mr Lippett responded that he would follow up with the North Star Sports Club regarding its concurrence to proposed location of the accommodation camp on the Sports Club grounds.
- Mr Pearlman highlighted the extremely poor mobile telephone/internet capability in the North Star area. He suggested that the introduction of an accommodation camp

will further exacerbate the problem. Mr Carr advised that whilst a repeater station will service the camp the major issue is that Telstra need to service the whole of the Inland Rail line. He indicated discussions were ongoing regarding location of a repeater station to service from North Star to Goondiwindi. Mr Uebergang corroborated Mr Pearlman's comments regarding the inadequacy of the mobile telephone service at North Star.

- The Chair suggested that this was a matter of significant community concern and that the CCC should highlight this issue to the service provider and government to seek an effective outcome for the community. Cr Price concurred with these comments and suggested that ensuring that availability of communication beyond the immediate railway line to small communities would be a significant legacy of this project. The Chair advised he would make representations on behalf of the CCC to government regarding the potential to improve mobile telephone services to the North Star area.
- Mr Lippett indicated the impacts on mobile phone services as a consequence of the establishment of the accommodation camp would be addressed in the EIS.

Community Consultation

- Naomi Tonscheck presented on the consultation chapter to be incorporated into the EIS. She detailed recent interaction with landholders, government agencies, community and stakeholder groups as part of the ongoing consultation process. She also highlighted that regular meeting are held with the Toomelah and Boggabilla LAC.
- Ms Tonscheck noted that considerable attention is given to the alignment consultation and the Macintyre floodplain modelling review. She detailed commitments made at a stakeholder meeting on Friday, 30 August regarding updating LiDAR imaging and extending flood modelling to Goondiwindi.
- Ms Tonscheck advised that a comprehensive engagement of the North Star community had been undertaken with considerable positive feedback received regarding the possible location of an accommodation camp at North Star and with the possibility of legacy infrastructure seen as a beneficial outcome.
- Ms Tonscheck also highlight the skills academy and the need to support local employment through engagement with the Chamber of Commerce and other local stakeholders.
- Mr Lippett outlined the content of the consultation chapter of the EIS but also advised that there will be a focus on key themes/issues to ensure there is a robust assessment of these matters. He encouraged the community to make comment on these matters during the EIS exhibition period.

Key Findings of EIS

- Mr Della Pena outlined the Key Findings of the EIS
- Cultural Heritage European and Aboriginal Heritage. Surveys were undertaken in December 2018 and June 2019. He noted that Registered Aboriginal Parties (RAP) were established to assist with preparing the assessment methodology and undertaking the field surveys. The draft assessment report will be sent to the RAP for review.
- Mr Della Pena explained the methods utilised in archaeological investigations.
- In terms of historical heritage Mr Della Pena noted that a fettlers camp located in the disturbance area would be managed by archival recording, avoidance and relocation.
- Mr Della Pena advised that some borrow pits had not been assessed however this

would be done post an approval via mitigations within the EIS. He indicated that finalisation of the various components of the Cultural Heritage report were in the process of finalisation.

Ecology

- Mr Della Pena provided an overview of the ecology in the study area, noting that it has been heavily modified due to agricultural land use. Only four fragments of native vegetation remain within the study area
- Terrestrial ecology and aquatic ecology surveys have been undertaken however it was dry when these surveys were carried out. Detailed survey work has been undertaken in accordance with all legislative requirements (both Commonwealth and State).
- Richard Doyle requested an update on the availability of ecological survey information for landholders. Mr Lippett advised the mapping are developed however it is proposed to provide an explanatory summary to permit interpretation of the maps.
- Mr Doyle sought clarification of the extent of impact on ecology and other environmental parameters. Mr Della Pena noted that impacts on ecology will only relate to the disturbed areas, but particular construction disciplines will have other considerations to deal with under specific legislation, such as air quality.
- Mr Lippett confirmed that from an ecology perspective the only impact will be within the construction footprint. This then informs the extent and species of offsets required.
- The Chair asked if offset locations have been identified. Mr Lippett indicated that processes regarding biodiversity offsets has commenced. He advised that should landholders be interested in providing offsets they should contact Inland Rail and its Biodiversity Offset Adviser will follow up on the offer.
- Mr Uebergang asked what impact would high velocity flood flows have on ecology down-stream of a major structure? Mr Carr advised that this was a hydrology issue and that further discuss was required on this issue having regard to a particular location.
- Mr Lippert responded to a question at a previous meeting regarding clearing for fence lines along the alignment. He indicated that there is to be minimal impact on vegetation along the alignment for construction of the project, as such only vegetation necessary for the project will be cleared. Fencing will then be erected on the cleared alignment. The responsibility for who pays for the fencing will be determined through the property negotiations.
- Mr Uebergang highlighted that placement of fencing through trees may restrict property access and movement. Mr Lippett indicated that any issue of access inconvenience should be resolved through property negotiation however in respect of vegetation clearing this will only relate to the alignment for construction of the project and not beyond.
- Mr Carr thanked all landholders for their co-operation and assistance during the ecological surveys.

Traffic

- Mr Della Pena outline the traffic impacts – construction traffic and operational traffic. Local and State roads will be utilised for transport of construction materials. Expecting an increase in traffic during construction periods of 10%.
- A Traffic Management Plan will be prepared providing for measures to mitigate impacts. Management of pavement conditions will be monitored throughout

construction.

- Mr Della Pena advised that from an operational perspective, this will result in the introduction of level crossings and managing delay times at these crossings. Operational issues will be reviewed when detail design is undertaken with particular attention safety issues.
- Mr Lippett responded to the question relating to the “Long Paddock” and the accuracy of TSR and Crown land mapping. The Crown land mapping has been incorporated into the design. Whilst it does not reflect the boundaries of the “Long Paddock”, the proposed design does not restrict future agreements regarding access.
- Mr Uebergang commented that the use of the “Long Paddock” will be seriously compromised and would be impractical. The Chair suggested that if there is a practical problem with the boundaries of the “Long Paddock” then this should be rectified and that approaches should be made to the appropriate NSW Government agency to rectify the problem.

Air Quality

- Mr Della Pena indicated that base data has been sourced from air quality monitoring stations from across the northern inland. Assessment work has been conducted at North Star on potential receptor residences for both construction and whole of life of the infrastructure.
- Mr Pearlman highlighted the lack of available water to mitigate dust issues during construction, noting that it is predicted there will be no available water next year.
- Mr Della Pena indicated that Construction Environment Management Plan will address construction site dust and mitigation measures.
- In respect of operational air quality, Mr Della Pena advised that diesel emissions and other particulates have been addressed in the dispersion modelling with mitigation measures involving limiting idling times of trains and establishing a complaints process to address issues.
- In response to Andrew Mackay, Mr Lippett explained the mitigation measures to satisfy emission standards when in the Inland Rail is in operation.

Noise and Vibration

- Mr Della Pena advised an assessment of noise and vibration will be undertaken having regard to standard and non-standard working hours and necessary mitigating measures. Consideration has also been given in the construction phase to the impacts of the accommodation camp and the operation of the Bruxner Way realignment,
- Mr Uebergang asked how you deal with road vehicle noise on rail crossings eg. trucks blowing horns. Matter taken on notice.
- Mr Lippett advised that the critical issues to address in respect of a 7 days working roster relate to noise and vibration and reaching an agreement with the community. A complaints line will be maintained for people to respond if they are adversely affected.
- Andrew Mackay asked how you consider noise impacts on stock in the paddock. He advised stock will be on the other side of the paddock – so the impact area is much greater than the construction zone. Mr Lippett advised that the assessment related to the construction area but the mitigation of the issue raised will be through stakeholder engagement and the property negotiation process. ARTC will advise when it is doing works and then working through how impacts on property operations can be best managed. ARTC need to be fully transparent as to impacts that may arise. A Noise and Vibration Management Plan shall be prepared for approval by the

Minister which will detail how mitigation of issues arising shall be addressed.

- Mr Doyle supported Mr Mackay's comments regarding likely impacts on livestock.

Operational Noise

- Mr Lippett advised that assessment undertaken as a new rail line under the guidelines. Exceedance of accepted levels at three locations. As a result, consultation with the sensitive receptors has commenced, it has been recommended that architectural treatments occur to the dwellings and boundary fencing be installed. Other mitigating measures are also being evaluated prior to a final decision on mitigation being made.
- In response to a question from Mr Pearlman it was advised that a noise impact assessment on the village of North Star was being undertaken as part of the Narrabri to North Star Inland Rail project. The NS2B project will be addressing some construction noise issues in the village of North Star.
- Mr Pearlman asked if reducing train speed would be a mitigating measure. Mr Lippett indicated that generally reducing train speed is not favoured – property negotiation and physical mitigation measures are the more likely mitigating measures to meet the necessary standards.

Landscape Amenity

- Mr Della Pena presented graphics demonstrating how landscape amenity is addressed. He showed various visualisations of specific locations that showed what it will look like with a train passing through the area.

Land and Property

- Mr Della Pena advised that the Local Environment Plans of both Gwydir and Moree Plains and the respective minimum lot sizes considered in the land acquisition process.
- Property that is required for the corridor will be obtained under the Property Acquisition (Just Terms) Compensation Act and where land is needed for temporary purposes that will be leased. Individual property management plans will be in place for every property impacted by the project. Looking to combine level crossing with TSRs or where this is not possible stock underpasses will be installed.
- Mr Della Pena advised Native Title issues will be addressed and indigenous land use agreements will be established.

Land Resources

- Mr Della Pena confirmed that an Erosion and Sediment Control Plan will be established. Contaminated and hazardous materials investigations will be ongoing through the project. Reinstatement and rehabilitation plans will also be put in place.
- Mr Doyle sought clarification on management of salinity. Mr Lippett advised that the primary control was to minimise runoff.

Surface Water

- Mr Della Pena indicated that surface water testing was undertaken June last year. Given the dry conditions historical data from the Office of State Water is also being used in the assessment work.

Groundwater

- Site investigations on ground water where undertaken from July to October 2018.
- Mr Della Pena noted that ground water is greater than 4 metres below the surface. Mr Lippett indicated that the greatest risk to ground water interception was at the borrow pits however the location of the pits has a very low probability of interception of ground water. The alignment only has one cut of approximately 0.5 metre. In terms of piling it is anticipated there will be limited dewatering with little impact on ground

water.

- Mr Lippett further explained the proposed construction dust management regime advising water would be sourced from Boggabilla Weir and potentially through local licenced bores. He acknowledged the extreme sensitivity of water management issues. Mr Carr explained that ARTC also wished to explore the opportunity of ‘partnering’ on bores – ARTC would drill the bores and Councils take them over later for community use. He indicated all options in terms of water are on the table but must be within the bounds of the EIS approval.

Social Impact

- Mr Della Pena advised in terms of a social analysis base, its about talking to individuals and communities generally about identifying all potential social impacts throughout the proposal.
- Mr Della Pena advised that a detailed assessment of likely impacts as well as benefits would be undertaken. The four main areas being:
 - Severance and amenity impacts
 - Local business opportunities
 - Employment opportunities
 - Community well being
- Mr Della Pena also highlighted the benefits and opportunities of the project ranging from local employment and business opportunities to the benefits a 350place accommodation camp will have for the local economy to the longer-term opportunities for the agricultural sector to utilize Inland Rail.
- Cr Price requested that ARTC provide guidance to local business as to what services are required and the scope and scale of these works, in order to be able to upscale and employ staff as required. She noted that unless local business can be guaranteed a certain level of work it is unlikely to upscale the business given the risk of over capitalising. Mr Carr advised that ARTC’s Business Development Manager Jo Tait would be willing to talk to business about preparing for involvement in the project. Mr Carr noted that the tendering process made it difficult to guarantee work opportunities, but major contractors often utilise local sub-contractors. This makes the ARTC Regional Skills Academy very important in ensuring the regions have the skills to support the project.
- Cr Price highlighted flow on benefits to the local economy of major projects siting the expansion of businesses such as coffee shops in Parkes as a consequence of the Inland Rail project. Mr Carr noted that business needs to assess opportunities during the construction mode and then, the operational mode when intermodals develop, and tertiary business establish (professional services). Mr Carr noted that the Federal government has allocated up to \$44 million to regional communities through the Inland Rail Interface Program to develop strategic business cases that identify and prioritise opportunities to enhance the connection of existing freight transport and regional communities to Inland Rail.
- Mr Doyle expressed concern that when construction commences that unauthorised entry to properties may occur given previous experience with major linear projects. He asked what processes would be in place to manage this issue. Mr Lippett advised that the contractor would be required to have a Workplace Health and Safety Management Plan to manage its workforce. The access to the site will be managed through work, health and safety systems however landholders may wish to negotiate other security protocols through the land access agreement.
- Mr Pearlman questioned who would be responsible for security of the

accommodation camp. Mr Lippett suggested it would be a three-way responsibility – ARTC, contractor and landowner. If a landowner is concerned about the behaviour of the construction crew, they will have access to 24/7 complaints hotline to report this behaviour.

- Mr Uebergang questioned what occurs if the contractor becomes insolvent? Mr Carr advised that ensuring sound commercial terms are established from the outset are vital to mitigating the impact of a contractor failing. Generally, Inland Rail will have ultimate liability of works associated with the project. Land access agreements for construction will be with the contractor, however, should the contractor collapse the liability issues will rest with Inland Rail.

Waste

- Mr Della Pena noted that the waste hierarchy will be followed – Avoid, Reduce and Recover. Local landfills are being assessed relative to accepting project waste.
- Sustainability
- Inland Rail has its own sustainability policy – an Environmental Sustainability Management Plan will be prepared with an ‘excellent’ rating being sought. Mr Della Pena advised that the long-term sustainability of the project will be assessed.

Climate Change

- Mr Della Pena advised that climate change relates to risk identification in the following areas:
 - Rain/Flood
 - Heat
 - Bushfire
 - Storm/Wind
- Mr Lippett advised that the worst-case climate change basis (RCP 8.5) has been utilised in the climate change assessments.
- Mr Pearlman asked if electrification of the rail line was a consideration. Mr Lippett responded that the project design is based on diesel locomotives.
- Mr Carr and Lippett commented that design solutions will be proposed to overcome issues that arise from climate change.

Community Meeting – 30 August 2019

- John Carr reported on the community meeting involving landholders, Goondiwindi Regional Council representatives and ARTC representatives including Inland Rail CEO Richard Wankmuller on 30 August 2019.
- Mr Carr advised that presentations were received from Goondiwindi Regional Council and Richard Sudholz, followed by a site tour of the Macintyre floodplain and specific areas of significance on the floodplain.
- In terms of the major area of concern, Mr Carr advised that in 2011 Goondiwindi was very nearly flooded by an event that had less volume than the 1976 big flood. Consequentially. There is genuine concern amongst the community that if a 1976 flood event reoccurred Goondiwindi would be under extreme risk.
- The community meeting was advised by the presenters that there has been a huge amount of development in the Macintyre floodplain resulting in a lot of flow paths to be diverted and charge-up the system particularly around the junction of the Macintyre River. So, in 2011 because of the changes in flow patterns the water went straight to Goondiwindi. Consequently, if a 1976 event occurred and it can't follow the old flow paths, then it would come into the Macintyre system and charge towards Goondiwindi placing the town under risk.

- Mr Carr advised that despite several technical workshop regarding the flood modelling, the representatives present indicated that the confidence has not been built with all members of the community regarding the modelling and being able to demonstrate that placing Inland Rail infrastructure in the floodplain would not cause an adverse impact on Goondiwindi which everyone considered was already at risk.
- Mr Carr said that Mr Sudholz and Eddie Billing ad suggested that there was a need to understand the flow volumes of 1976. They advised that by adding up all inflows and assuming they all arrived at the same time, that that would give a higher flow volume than that used in the 1976 calibration model.
- Mr Sudholz agree with these comments.
- Mr Carr went on to discuss issues with Whalan Creek, described as a “pinch-point” between the NSW development and Queensland development at the junction of where the rivers meet, just before Whalan Creek starts. It was advised that as the water comes around Whalan Creek a natural break-out occurs and maintaining this break-out is extremely important, so that water can escape and not contribute to the flow of the Macintyre River as is flows toward Goondiwindi.
- Mr Carr advised that Mr Sudholz had expressed deep concern over the proposed infrastructure and embankment parallel to Whalan Creek as it would impact the flow relief heading south-west along Whalan Creek and instead could be redirected into the Macintyre River and thus putting potential flood pressure on Goondiwindi.
- Mr Sudholz agreed with the statement but added that the additional water is a result of the agricultural developments in the Ottleys Creek area. This water used to flow via the Whalan Creek floodplain (not the Creek). It now finds its way to the junction previously mentioned. No additional water should enter Whalan Creek as any increase flood flows will impact on Goondiwindi. Account also needs to be taken of the catchment of the three rivers as the 2011 flood event had only two of the three rivers running and contributing to the event. So, there is a real potential for more water in the Whalan Creek entry into the Macintyre River – “we don’t want more water in the Macintyre”. He highlighted the flood impact in Whalan Creek and noted the old railway line across it (15 kilometres long) had been overtopped with flood waters on numerous occasions and all the drainage structures have been damaged or washed out. He suggested additional analysis of the Whalan Creek floodplain and feeder catchments needs to be undertaken to understand the flood capacity and the consequential impacts on the Macintyre River given agricultural development.
- Mr Sudholz expressed the critical need for an accurate measure of water volume at the confluence of the rivers given the agricultural development in the catchment and the real likelihood that the volume of water now will be significantly greater than the 1976 flood event. The floodplain should be measured to understand its flood capacity. He expressed deep concern that the Goondiwindi levy could be overtopped and the town flooded if the volumes experienced in 1976 occurred given development and works on the floodplain since. There needs to be detailed flood assessment and control measures implement on the Whalan Creek floodplain.
- Mr Sudholz also commented that flood modelling, whilst important, should only be part of the overall flood impact analysis – perhaps more attention should be given to historical considerations.
- Mr Doyle spoke to his correspondence circulated to the CCC. He expressed concern that the flood modelling doesn’t provide for total peak volumes as occurred in the 1976 event and as such underestimates the total volume of water across the floodplain. He also expressed concern that the floodplain data from NSW Water

doesn't record a lot of development on the floodplain. He commented on the accuracy of the LiDAR survey and the fact the modelling doesn't extend to incorporate the impacts on Goondiwindi as well as the capacity of drainage structures on the proposed alignment and consequential impacts on flow paths and erosion. Mr Doyle confirmed that the correspondence was a summary of the issues and concerns of landholders that were raised at the 30 August meeting and need to be addressed.

- Mr Carr acknowledged the issues and as they continue to be raised it was clear that some people still lacked confidence in the food modelling. He asked what will provide landholders with confidence? Will another workshop be of benefit?
- Dion Jones commented that there has been no definitive information or 'take-away' from the workshops.
- Mr Carr agreed, and asked workshop participants what information they like to see and would require to take-away and examine post a workshop.
- Mr Uebergang stated that there isn't any point to the question, because until the LiDAR is updated the modelling is flawed – the 2015 run is too long ago. Mr Carr asked what is the quantum difference between 2015 and now, in terms of height and width of development? Mr Uebergang suggested that the Inland Rail development impacts almost three quarters of the valley and this has not been considered in the flood study.
- Mr Carr confirmed that Inland Rail is committed to rerunning LiDAR however cross referencing OEH model with the LiDAR model shows the floodplain changes as suggested by Mr Sudholz particularly in relation to changes in flow patterns as a result of a large development in the Ottleys Creek floodplain. He questioned whether there are any further major developments/structure, since the 2015 LiDAR that will have a significant impact on flood flows.
- Mr Doyle said that a comprehensive conceptual construction design for the whole floodplain has not been released to landholders. Information on drainage and design has only been provided to impacted landholders during one-on-one meetings in June and only in respect of their "little part of the world". He noted that no overall conceptual design plan has been presented in order for the community and impacted landholders to understand the broader floodplain considerations. Dion Jones supported these comments, noting that only bulk detail (overall bridge lengths and number of drainage structures) has been provided.
- Mr Carr suggested an overall plan with cross sectional detail as well as a three-dimensional visualisation of floodplain design that can be manipulated to provide an understanding of the proposed design.
- Mr Doyle said any detail would be beneficial. He then reiterated concerns regarding the lack of detail regarding the type and capacity of drainage structures. He noted that at the meeting on 30 August that landholders had indicated that drainage design previously advised was completely inadequate.
- Mr Doyle also sought clarification on what is being modelled volumetrically (that is total volume at peak flow) to inform the design. Mr Carr indicated that the model has the capability to cut sections to analyse any part of the floodplain or creek for any of the flows against the topography. He asked what sections required for consideration.
- Mr Doyle suggested that this be taken on notice by landholders. Mr Carr said he wanted to provide appropriate information that was not over whelming in technical detail, that was beneficial to discussions and could be taken away for further consideration

- Mr Carr indicated that public safety is Inland Rail's first priority. It recognises that the flood flow conditions in the valley have changed and analytically this change can be demonstrated. The development can't make that situation any worse.
- Andrew Mackay noted that the information at the community meeting focussed on the D1 option without regard for Option A. Mr Mackay assumed the cost comparison between the options will be further delayed given the additional work, such as a fresh LiDAR run. He asked whether the additional assessment work would change Option A significantly?
- Mr Carr advised that Inland Rail is committed to doing the engineering and the cost comparison and it was intended to present on this at today's meeting. However, at the 30 August meeting the stakeholders informed ARTC that if there are aspects of the design of D1 that may change then there was no point considering the cost comparison at this point. Mr Doyle agreed with this statement.
- Mr Carr commented on Mr Sudholz concerns about the Ottley and Whalan Creek floodplains and the impacts on Goondiwindi, but suggested Mr Andrew Mackay only wanted Option A as the alignment. Mr Mackay stated that the support for Option A is because local opinion and expertise suggest it overcomes most of the risks identified by Mr Sudholz. Mr Mackay also highlighted that in the local community there are few supporters for Option D1.
- Mr Doyle reiterated the concerns of the community regarding Option D1 and that the modelling is trying to satisfy the community that the risks can be mitigated. He suggested that the community experience with flood suggests that Option A is a better and safer alignment option. Whilst acknowledging there are other reasons that Option D1 is preferred by Inland Rail and despite considerable hydrological and engineering work, fundamentally the risk is still present with Option D1. He advised that a modelled outcome does not provide him with comfort regarding mitigating risk. Mr Doyle concluded that Option A provides a reduced level of risk and mitigating risk is the critical issue.
- Mr Sudholz requested a complete comparative analysis of maximum flood flows between the current floodplain conditions and that which will occur under the D1 Option.
- Mr Pearlman commented that all the necessary additional assessment work should be completed before any firm decision on the final design is made. He suggested it was a massive risk to proceed without the work being completed and in the court of public opinion would not pass the test.
- Cr Price noted that it appears that it doesn't matter what ARTC bring to the table that the people that are affected won't accept it.
- Mr Uebergang indicated that it had taken two years to get an understanding of the floodplain issues. The Chair suggested that concerns with historical issues were not important at this point - what is important from a CCC perspective is ensuring the proponent gets the EIS right and that it can pass the test of the DPIE, Planning Assessment Commission and the community.
- Mr Carr advised that it is proposed to re-fly the LiDAR (including around Goondiwindi), extend the flood model past Goondiwindi to Dingo Creek (one kilometre beyond the township). He noted there are suggestions of additional developments on the floodplain since 2015. He indicated he is comfortable to release the LiDAR information to the CCC. In terms of demonstrating the flows, Mr Carr proposes to provide an overall flood model map and seek direction from landholders where they would like sections cut for review, including analysis of specific events.

	<p>Then there can be discussion regarding the model sections relative to historical events and local recollections. If there are issues identified consideration can then be given to how the model can be adjusted. <i>[Mr Sudholz questioned the extent of the modelling around Goondiwindi – Mr Carr to confirm with Mr Sudholz]</i></p> <ul style="list-style-type: none"> • Mr Carr commented on the concerns raised by Mr Sudholz in respect of the rise and fall of flood of the Whalan Creek. He advised that animations of the entire hydrograph can be prepared and overlaid on a three-dimensional model to examine the various factors that influence the flood behaviour. He considered that this would show analytically what occurs and allow landholders to assess the outcomes from local experience. He reinforced that it was critical that public safety and flood immunity is considered in the reassessment of the flood modelling. Whilst this relates to Option D1, this process also relates to Option A having regard to cost differentials. He confirmed the commitment to the process but requested that ‘we go together’ to obtain an outcome. Whilst the EIS may satisfy the SEARs and DPIE if it doesn’t satisfy the community then this makes it difficult moving forward. • Mr Doyle advised that there seemed little recognition of the flood impact issue apart from that coming from Goondiwindi Regional Council and impacted landholders. He indicated that it was critical that the issues raised are addressed no matter how long it takes. • The Chair requested Mr Carr to outline the timing of the program he had previously outlined. • Mr Carr indicated that review of the flood modelling of the 1976 event and the rise and fall of flood water in Whalan Creek can occur in two weeks. The undertaking of the LiDAR depends on how quickly a plane can be commissioned for the work – unclear at this point. In terms of extension and rerunning of the flood modelling this timeline is also unclear. • Mr Doyle asked can the EIS be still lodged? • Mr Lippett advised that it could be lodged. There is the opportunity to revisit the design and the scoping report, however it is a matter of timing. • Mr Doyle noted it is a matter for ARTC when the EIS is lodged but sought some clarification on the timeline. <p>Mr Carr responded that timelines for the LiDAR run and the review of the flood modelling are unknown. He advised that it may be possible to undertake these works in parallel with lodgement.</p>
<p>9. Actions</p>	<ol style="list-style-type: none"> 1. That ARTC provide a map of the proposed crossing loop, with dimensions and relationship to adjoining property to CCC members. 2. That ARTC advise the CCC at the next meeting of the outcome of further discussions with the North Star Sports Club regarding possible location of the proposed accommodation camp 3. That ARTC advise how it will address external road traffic noise at rail crossings (eg. truck horns) at the next meeting. 4. That the Chair make representations through the local Federal Member regarding opportunities for potential improvements to telecommunication services to communities along the NS2B Inland Rail alignment.
<p>10. Other Agenda Items</p>	<ul style="list-style-type: none"> • Nil
<p>11. General business</p>	<ul style="list-style-type: none"> • Inland Rail Conference – Toowoomba

Cr Price provided an overview of the recent Inland Rail Conference at Toowoomba. She noted there was a high level of excitement about the project particularly in the Parkes district. It was apparent that the project has created enormous interest in regional economic development opportunities. Her take away from the conference was that regional areas need to keep the big picture in mind – the business, economic and community benefits that the Inland Project will provide for regional communities.

- **Inland Rail Interface Program - \$44 million**

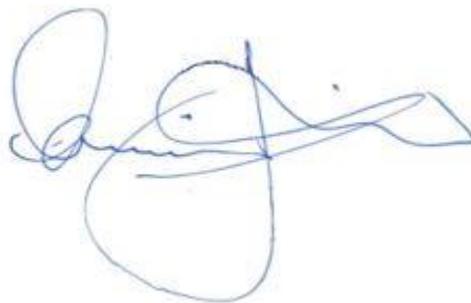
Mr Carr again highlighted the opportunities for local communities to obtain funds through the Federal Government’s Inland Rail Interface Program to develop strategic business cases that identify and prioritise opportunities to enhance the connection of existing freight transport and regional communities to Inland Rail.

He noted the program will look at the potential to improve the interface between the existing road and rail network and Inland Rail, and identify the opportunities to deliver a more integrated, cost effective and connected regional freight rail network.

Next meeting: It was agreed that the date of the next meeting be determined following completion of the review of the flood modelling by ARTC.

Meeting closed: 4.05 pm AEST. The Chair thanked all for their attendance.

12. Meeting minutes approved



Michael J. Silver OAM
Independent Chair
7 October 2019