

Meeting title	North Star to Queensland Border (NS2B) Community Consultative Committee meeting 1
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Attendees

Michael Silver OAM (Independent Chair)	Richard Jane (Gwydir Shire Council)
Geoff Cruickshank (Community Member)	Patsy Cox (Gwydir Shire Council)
Robert Mackay (Community Member)	Cr Rick Kearney (Goondiwindi Shire Council)
Andrew Mackay (Community Member)	Dion Jones (Goondiwindi Shire Council)
Richard Doyle (Community Member)	Helena Orel (ARTC)
Ian Uebergang (Community Member)	John Carr (ARTC)
Richard Sudholz (Community Member)	Ben Lippert (ARTC)
Cr Sue Price (Moree Plains Shire Council)	Alexander Scott (NSW Planning & Environment)
John Carleton (Moree Plains Shire Council)	Fadi Shkir (NSW Planning & Environment)

Apologies

Alan Pearlman	
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Location	Boggabilla Town & Country Club, Boggabilla	Date & time	5 December 2018, 12:30–3:00 pm
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Topic	Discussion
1. Welcome	<ul style="list-style-type: none"> The Chair welcomed all to the inaugural meeting. The Chair introduced Alexander Scott and Fadi Shakir from NSW Department of Planning & Environment (DPE).
2. Conflicts of interest	<ul style="list-style-type: none"> Chair declared his pecuniary Interest: Michael Silver – expenses of Independent Chair/ Meeting Chair borne by ARTC. Geoff Cruickshank - declaring a non-pecuniary interest as a Director of North West Land Services.
3. Introductions	<ul style="list-style-type: none"> All members introduced themselves and provided a brief biography and their interest in the Inland Rail project.
4. Presentation (Department of Planning & Environment)	<p><i>Alexander Scott provided a presentation (see the Inland Rail website, NS2B page) in respect of State Significant Development process and the role of Community Consultative Committees.</i></p> <ul style="list-style-type: none"> Mr Uebergang and Mr Doyle questioned the assessment process for the EIS, particularly regarding flooding issues. Mr Doyle asked whether independent reviews or specialist expertise was sought, for example to review the proponent's flood modelling. Mr Scott confirmed that the EIS will be reviewed by other government agencies and technical specialist technical engaged where required.
5. Proponent's report	<p><i>John Carr, Ben Lippert and Helena Orel from ARTC presented the Proponent's Report (see the Inland Rail website, NS2B page)</i></p> <ul style="list-style-type: none"> John Carr opened the presentation and advised that the design process is at Phase 2 with Feasibility Design and the Technical Design that supports this process being undertaken. Assessment work in design preparation is at 70%. Mr Carr provided an overview of the route selection process post 2016. He noted there were major concerns regarding the crossing of the McIntyre River. Option D1 was the alignment selected by ARTC although the community had preferred Option A.

- The Option D1 proposal would involve a 1.7 kilometres long bridge over the McIntyre River.
- It was acknowledged that flooding impacts was a major consideration for landholders and local government authorities.
- Mr Carr indicated that meetings were scheduled in the coming week with effected landholders and Councils.
- Ben Lippert advised that the Environmental Study would be completed after the design is finalized. Mr Lippert indicated that there are still some studies to be completed that will feed into the Environmental Impact Statement (EIS).
- Mr Lippert advised that high risk issues such as flooding will be presented to DPE for preliminary analysis with the flood assessment methodology to be reviewed by the Office of Environment & Heritage.
- The following timelines where indicated:
 - EIS finalization – December 2018
 - Mature Design – January 2019
 - Submit EIS to DPE – April/May 2019
 - Exhibition of EIS – August 2019
- Helena Orel advised the Comms team had expanded to 13 members. ARTC trying to maintain continuity of staff.
- Comms team working with all stakeholders (landholders, general community, indigenous community, Councils, government agencies).
- Communication taking a more personalized approach following community feedback.
- ARTC involved in various community, social and service club events in support of the community.
- Business round table meetings are being held to provide information to the business community on the economic benefits of project both during construction and subsequent operation.
- Ms Orel indicated CEO Richard Wankmuller is committed to meet all greenfield effected landholders.
- Advised that the Land Access Agreement with landholders has been amended due to issues and concerns raised by NSW Farmers.
- Members response to presentation:
- Richard Doyle questioned the process and consultation in reducing the alignment and adoption of Option D1 on 8 August 2017 by ARTC.
- Mr Doyle highlighted a meeting at his property on 11 August 2017 where effected landholders questioned the appropriateness of the D1 river crossing location. He advised that landholders continue to raise issues regarding Option D1 and believe Option A is the best.
- Mr Doyle was particularly disappointed that ARTC have made no response as to why Option A has been discounted.
- Mr Doyle expressed deep concern that it has taken ARTC 12 months to deliver the Multi Criteria Analysis process with no consideration of the landholders' preference for Option A. He also enquired as the status of ARTC's offer to have an independent review of the process with the latest advice being that the report had been delayed 'due to resource constraints'.
- Mr Doyle noted a scheduled meeting on 10 December 2018 with the CEO of Inland Rail and indicated discussion would focus on landholder and community concerns with the construction design, the flood risks to landholders and community from Option D1 and outlining reasons why effected landholders and the community generally preferred

Option A.

- Ian Uebergang supported Mr Doyle's comments, noting that despite the proposed Option D1 being the preferred alignment of ARTC engineering analysis of this option had yet to be completed. Mr Uebergang also requested justification from ARTC as to why Option D1 had been preferred over Option A. He noted that in the MCA report that there were incorrect statements regarding this option.
- In response, John Carr acknowledged the concerns of the community in regard to flooding matters. He advised that the community will have complete access to the flood study reports associated with the Option D1 alignment. Mr Carr explained how the flood assessment will be undertaken and indicated that in the coming week ARTC will publicly display calibration of its flood modelling. He also advised that there will be an independent review of the flood modelling and study outcomes prior to the documentation being forwarded to the DPE.
- John Carleton commented on the changes and refinement of the proposed alignment over the last few years. He noted that in 2013 the proposed route had been North Star to Yellarbon and was now North Star to Border - it being an evolutionary process to achieve the best outcome. Moree Plains Shire Council had always sought openness in the process.
- Discussion proceeded on the MCA process and how Option D1 became the preferred alignment option.
- Mr Doyle noted the upcoming meeting with the CEO of Inland Rail and indicated landholders would be seeking to put their point of view, for the first time, regarding the problems and risks associated with Option D1 and the benefits offered by Option A. He reiterated that ARTC must undertake a detailed comparative review of Option A relative to the D1 option before the alignment is finalised.
- Robert Mackay expressed deep concern in respect of impacts of the D1 Option and referred to his discussions with the Deputy Prime Minister, Hon Michael McCormack MP and the Member for Parkes, Hon Mark Coulton MP regarding the proposed alignment of the Inland Rail crossing of the McIntyre River. Mr Mackay indicated that the Option D1 alignment is the deepest and quickest flowing area of the river and suggested you just 'don't go there'.
- Mr Mackay was amazed at the lack of response from ARTC to flood related concerns expressed by the community. He also sought justification as to why Option D1 is preferred by ARTC over Option A, not only given the reduction in environmental impacts but also the positive business benefits that could accrue from implementing Option A.
- Dion Jones sought clarification as to the length of bridge to cross the McIntyre River. John Carr advised that Option D1 provided for 6 kilometres of bridge structures. Mr Jones noted that Option A reduces the length of bridge required to 1.7 kilometres with a commensurate reduction in capital cost.
- Ian Uebergang noted that the 6 kilometres of bridging would be significant and enquired whether there will be detailed maps and 3D modelling of the structures for presentation to landholders. John Carr indicated mapping of the entire alignment and 3D modelling would be available for public review. In terms of mapping of the southern sections of the alignment, Mr Carr advised he would check availability as to public release.
- Mr Uebergang expressed concern at the overall quality of mapping, particularly in relation to crossing of other waterways and identification of local features. He also requested clarification of the probable height of the bridge across the McIntyre River. John Carr advised he would take the question on notice.

<p>6. Actions required</p>	<p>1. That ARTC present a report to the next meeting of the CCC outlining:</p> <ul style="list-style-type: none"> • The benefits and disbenefits of Option A and Option D1 • Why Option A has not been further considered <p>Having regard to the following:</p> <ul style="list-style-type: none"> • Capital Costs – comparative costings • Flood modelling • Economic Opportunities • Safety • Rural Amenity • Environmental implications <p>2. That Richard Doyle provided a copy of the questions from landholders to the ARTC CEO at the meeting on 10 December 2018 to the Independent Chair by 16 December 2018.</p> <p>3. That ARTC to provide a report regarding cultural issues and indigenous engagement to the next CCC meeting.</p> <p>4. That ARTC to provide advice to CCC members on the availability of mapping/bridges to the southern section of the alignment by 11 January 2019.</p> <p>5. That ARTC to provide details to CCC members on the height of proposed bridge across the McIntyre River by 11 January 2019.</p>
<p>7. Other agenda items</p>	<p>Members' questions on matters specific to project</p> <p>1. Flooding issues</p> <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> ○ Noted that the flooding issues were considered earlier in the meeting and the issues will be further explored at the meeting between landholders and the ARTC CEO on 10 December 2018. <p><i>Chair's note: Several community members were dissatisfied with the responses from the proponent to their concerns regarding the impact of the proposal on flooding, particularly in respect of the proposed Option D1 alignment.</i></p> <p>2. Service Offering</p> <ul style="list-style-type: none"> • Why 24 hours? Is it of substance? Where is the evidence? • What are the commercial opportunities for our community <ul style="list-style-type: none"> ○ Noted that the economic benefits of the overall project and commercial opportunities for the local community would be outlined in the report to the CCC requested earlier in the meeting. <p>3. Access and amenity of landholders</p> <ul style="list-style-type: none"> • Access to land for stock, machinery and heavy high transport to properties including "Wilby", "Mobinbry", "Terenu", "Shakeys", "Wearne", "Merawah", "Melon Ridge",

“Budleigh” and “Turkey Lagoon”

- Public Road/Rail crossings at “Ohmi” house and “Wearne”, “Malgarai /Melon Ridge Yards
- Heavy Machinery and stock crossing Mobindry Ck west side of road bridge.
- Poly pipe under rail line at Ohmi, Wearne, Terenue, Merawah and Budleigh
- TSR access and maintenance, New Fence erection and maintenance
- Noise at Ohmi and other houses
- Disruption during construction phase
 - John Carr advised that access management issues are being resolved collaboratively with landholders by assessing land uses and practices to ascertain where rail crossings should be located. Mr Carr indicated that it will be a negotiated process in order to satisfy landholder needs.
 - The SEARS requires access issues (road access and rail crossings) to be resolved in consultation with landholders. Outcomes of access matters will be advised to landholders before release of outcomes in the EIS.
 - Initial negotiations regarding TSR accesses commenced. Concern expressed over the impact of the alignment on TSRs resulting in narrowing of the corridor for stock movement. John Carr indicated that there would be on ground assessment of the workability of TSR corridors.
 - It was noted that in terms of TSR access and new fence erection, ARTC has not contacted Richard Doyle. John Carr advised he will investigate this matter.

4. Cultural Impacts

- Local Indigenous representation on CCC
- Impact on burial sites and other culturally significant places
 - The Chair advised that a nomination had been received from the indigenous community during the CCC establishment, however the person concerned had subsequently withdrawn the nomination.
 - It was noted that ARTC had established a list of Registered Indigenous Persons as part of the procedure for Aboriginal cultural heritage consultation and investigation as required by the SEARS.

5. Communications

- Urgent priority to develop a map for the use of ARTC and its Contractors.
- Agreed standard protocol to engage with landholders.
 - Ian Uebergang highlighted the need for improved localized mapping to ensure contractors and agents can accurately find localities. Mr Carr acknowledged this issue.
 - The Chair questioned the quality of local rural addressing.
 - Ian Uebergang advised that contractors were visiting properties without notice and often without the knowledge of landholders. Andrew Mackay confirmed that contractors had accessed his property without advising him. Helena Orel agreed that this was an issue and was unacceptable. She would follow up on the CCC concerns and ensure the notice required in access agreements was given to

	<p>landholders.</p> <ul style="list-style-type: none"> ○ The issue of legal liability for a contractor or agent entering property without authority was raised – Ms Orel will seek advice from ARTC legal advisors. <p>6. Local Government and Community Impacts</p> <ul style="list-style-type: none"> ● Impacts on local road networks ● Resource Quarries ● Implications on local planning provisions – subdivision standards, residual lots, dwelling entitlements ● Construction Camps/Accommodation <ul style="list-style-type: none"> ○ Discussions are progression with local government authorities regarding impacts on local roads, particularly during the construction phase. ○ Up to 25 potential quarry sites for resource material have been identified. The number will be reduced and approval sought for selected quarry sites as part of the EIS for the project. ○ ARTC took on notice the implications for local planning provisions as a consequence of the development. ○ Discussions with North Star Sporting Club as a potential site for a construction camp. Expect up 400 people (maximum) to be accommodated. The camp could also be used for the Narrabri to North Star component of the Inland Rail project. Mr Uebergang sort clarification on timeframes of the Narrabri to North Star reconstruction. Mr Lippert took question on notice.
<p>9. Actions required</p>	<ol style="list-style-type: none"> 1. That ARTC provide a report on its level of compliance with access agreements with landholders and pre-entry communication at the next CCC meeting. 2. That ARTC advise the legal status of unauthorized entry onto properties of its agents or contractors and who is liable should an incident occur at the next CCC meeting. 3. That ARTC provide a report on the implications of the Inland Rail project on local planning schemes (subdivision standards, residual lots, dwelling entitlements) and how these issues will be addressed to the next CCC meeting. 4. That ARTC provide timeframes regarding progress of the Narrabri to North Star component of the Inland Rail project at the next CCC meeting.
<p>10. General business</p>	<ul style="list-style-type: none"> ● Traffic – North Star Road <p>Andrew Mackay highlighted the traffic levels on the North Star Road are currently low due to the drought conditions and should not be relied upon as a base data in a traffic assessment. ARTC advised it is aware that during a regular grain harvest traffic on the road will be significant. Mr Lippert indicated this will be considered in the traffic assessment report.</p> <ul style="list-style-type: none"> ● Level Crossings – Livestock movements <p>Andrew Mackay questioned how livestock movements across the rail line will be managed safely. John Carr advised that all TSRs will pass under the rail line. Mr Mackay suggested that not all livestock movements will be via TSRs. Richard Jane indicated that technology through the phone network may be a solution to advise where a train is on the line. Ms Orel confirmed that mobile phone towers will be located all the way along the line - benefiting local communities. She advised more work was being done by ARTC to address the stock movement issue.</p> <ul style="list-style-type: none"> ● Automatic Train Management System

Mr Carleton sought more information on an Automatic Train Management System and how it will operate together with advice on the telecommunication system that will support the Inland Rail operation.

- Media Release

Mr Carleton suggested that the Chair provide a media release regarding the deliberations at the CCC meeting. Mr Silver advised he would consult DPE regarding this suggestion.

Next meeting: Wednesday 20 February 2019 at Goondiwindi, Queensland

Meeting closed: 3.10 pm. The Chair thanked all for their attendance.

**11. Meeting
minutes
approved**

Michael J. Silver OAM

Independent Chair

2 January 2019

