

Narromine to Narrabri Inland Rail Community Consultative Committee

NARROMINE SUB-COMMITTEE

DATE / TIME

7 December 2020
11.44am

LOCATION

Narromine United Services Memorial Club, Narromine

FACILITATOR

Michael Silver OAM

MINUTE TAKER

Michael Silver OAM

DISTRIBUTION

Narromine Sub-committee

ATTENDEES

- ▶ Michael Silver (Independent Chair)
- ▶ Andrew Knop (Community Member)
- ▶ Alan Channell (Community Member)
- ▶ Murray Feddersen (Community Member)
- ▶ Andre Pretorius (Narromine Shire Council)
- ▶ Emma Yule (Narromine Shire Council)
- ▶ Patricio Munoz (ARTC)
- ▶ Matt Errington (ARTC)
- ▶ Steve Arnold (ARTC)
- ▶ Guy Naish (ARTC)
- ▶ Richard Hackett (JacobsGHD)
- ▶ Aryel Pyliotis (JacobsGHD)

APOLOGIES

- ▶ Paul Brydon (Community Member)
- ▶ Lewis Lydon (Community Member)
- ▶ Taje Fowler (Community Member)
- ▶ Akhter Hossain (JacobsGHD)

GUESTS

- ▶ Mick Fallon (NSW Department of Planning, Industry and Environment)
- ▶ John Zannes (Transport for NSW)
- ▶ Elisha Bailey (Department of Infrastructure, Transport, Regional Development and Communications)
- ▶ Anthony Corderoy (Community Observer)
- ▶ Duncan Mitchell (ARTC)
- ▶ Louise Johnson (ARTC)
- ▶ Anna Howard (ARTC)

Discussions

NO.	DISCUSSIONS
1. Welcome	The Chair welcomed all to the meeting in particular Emma Yule of Narromine Shire Council attending her first meeting. Mr Silver also acknowledged the community observer, the representatives of Commonwealth and State Government agencies and ARTC staff in attendance.
2. Acknowledgement of Country	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 – Pecuniary interest – expenses of Independent Chair borne by ARTC.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • Andrew Knop – non-pecuniary interest. Property located within Study Area. • Murray Feddersen – non-pecuniary interest. Property located within Study Area and Focus Area of Investigation. • Alan Channell – non-pecuniary interest. Property located within Study Area.
4. Chair's Minute	<p>Senate Enquiry – The Chair advised that he had reviewed the Hansard of the latest hearing of the Senate enquiry on 19 November 2020 to which members of the community from the N2N section of the Inland Rail project had presented. Whilst noting the comments that had been made to the hearing, Mr Silver trusted that the totality of the minutes of the various meetings of the N2N CCC over the last two and a half years would be reviewed and considered by the Senate Committee in its deliberations.</p>
5. Minutes of Previous Meeting	<p>It was noted that the minutes of the sixth meeting of the N2N CCC (a combined video conference meeting) held on 3 August 2020 had been approved on 31 August 2020 and placed on the proponent's website.</p>
6. Business Arising	<ul style="list-style-type: none"> • Nil
7. Correspondence	<p>7.1 Hon. Mark Coulton MP - advising that a Working Group has been established to assess options to enhance regional telecommunication services along the Inland Rail alignment with the initial focus on the Narrabri to North Star section.</p> <p>7.2 Member Emails – EIS Exhibition The Chair advised that the following emails had been received from CCC members following advice of the EIS exhibition period and would be recorded in the minutes as incoming correspondence.</p> <ul style="list-style-type: none"> • Andrew Knop - As ARTC are aware Narromine concerns regarding the flood modelling still stand despite several landholders spending considerable time at the last available IR information day at Narromine trying to have local knowledge incorporated into the model. The EIS Hydrologist said they had only just re-evaluated the model and this would be shown to the CCC in December. This model will be used as the basis of the EIS even though the CCC and the community has had no chance to hear the findings let alone time to evaluate it. This concerns me greatly. <p>It was impossible to get any meaningful information at the information session due to key staff not being present and phone conference communication failing, frustrating many landholders.</p> <p>I would like to pass on a comment by an impacted landholder at the time as it sums up his and probably many others' feelings as to how they have been treated by ARTC consultation process. In essences, he stressed to ARTC staff present that landholders are here today at their own expense and time and that the paid staff of ARTC need to respect this. To date he felt his and others input had been ignored and as such disrespected. He wanted this culture to change. A fair and call and a very telling observation. He followed this up suggesting ARCT get out their note pads and take notes as he did not want to have to go over the issues again. If any additional ARTC staff member turned up at the table, he made a point of repeating this concern, so they fully understood his position.</p> <p>The local landholders just got angry and left frustrated.</p> <p>All CCC members and ARTC management need to be aware of this as the culture of ARTC sweeping problems under the carpet is very real. The senate inquiry heard from many angry impacted landholders yesterday. These people took the time during a very busy harvest to have their say. For many it was their first opportunity to be heard and several broke down while presenting their</p>

NO.	DISCUSSIONS
	<p>statements. The pressures this project has placed on people is very real, personal and heart felt. I would encourage all CCC members to listen to the senate proceedings as the focus was on NSW regional issues. At the very least listen to or read the transcript of the final landholders' session.</p> <p>Special Counsel for NSW Farmers and CWA, Peter Holt raised issue with Inland Rails last EIS on exhibition - NorthStar to QLD Border. In his extensive experience it was close to the worst state significant project EIS documentation he had ever reviewed.</p> <p>Quite frankly I would not like to see the N2N EIS described this way and have very real concerns it will be due the community's frustration at not being able to have any meaningful input into the process. ARTC's refusal to engage on what they deemed Phase 1 issues has been a major frustration. I am fully aware that route selection processes, consultation and the associated documentation are a major part of the projects SEARs requirements. ARTC will need to describe this process in detail yet they shut down any CCC questions or discussion on the topic and to my recollection the reason cited was the issues not being relevant to the N2N EIS development.</p> <p>I brought this issue up in my questions and comments at our last meeting. No response has been forthcoming. Without exception, the last Narromine CCC meeting was the most frustrating meeting event I have ever attended. So, I voice my concern that until these and all other issues have been addressed with probity and transparency, the EIS should not be placed on exhibition. I submit CCC members must have confidence that the issues and all associated data will be reported accurately.</p> <ul style="list-style-type: none"> Karen McBurnie - As an affected landholder and member of Gilgandra CCC, I am writing to you about the upcoming EIS. It is beyond belief that ARTC can bring out the EIS, when there are questions still unanswered, a Senate Inquiry into the Management of Inland Rail, and Consultations still not done. <p>At the Senate Inquiry on Thursday 19 November 2020, Special Counsel for NSW Farmers and CWA, Peter Holt raised issue with Inland Rails last EIS on exhibition – NorthStar to QLD border, he said it was the worst state significant project EIS documentation he had ever reviewed.</p> <p>Instead of forging ahead with this project, I think ARTC should step back, until there is an independent assessment done.</p> <p>The EIS should not be placed on exhibition. We as CCC members must have confidence that the issues and all associated data will be reported accurately.</p> <ul style="list-style-type: none"> Taje Fowler - I am very concerned about the issues raised by the other committee members and agree with their comments. <p>In particular, I am concerned that the alignment is going through the middle of our culturally and environmentally important Webbs Siding reserve when it could have gone further east, on already cleared land.</p> <p>I now notice the project wants to dig up virgin bushland to quarry fill to spread on our floodplain. What is wrong with supporting the existing quarries in the district? Many are nearby.</p> <p>How can ARTC justify dumping huge amounts of soil into our flood plain? Our country has very little bushland left (less than 5%). ARTC's actions are</p>

NO.	DISCUSSIONS
	<p>removing bushland resources accessible to First Nation people of this area. The impact on our environment and wildlife will be forever and is avoidable. Unfortunately, I cannot make the next Narromine Sub-committee meeting due to work and study commitments however I would like these issues thoroughly investigated. I agree wholeheartedly that ARTC is not in any defensible position to release their EIS until these issues are properly consulted. Bottom line, the community needs to be heard and respected.</p> <ul style="list-style-type: none"> • Lewis Lydon - I'd like to add support to Taje's comments in her submission (good on you Taje for your brave and heart felt comments!). <p>As I have commented previously, (including in submission to the Senate enquiry into the Inland Rail), a major driver for my involvement in the N2NCCC in the first place was my indignation and concern that "due process" had not been conducted in the proposed development of the Narromine to Narrabri section of the ARTC Inland Rail route. The direct personal confirmation from ARTC staff during a meeting at High Park Estate in mid-July 2018 that the decision to switch from the original concept alignment (West of Narromine) to the Eastern alignment "was based on community feedback" was a final straw that gave me the incentive to get involved in this Committee.</p> <p>Our community has put a lot of effort into reviewing ARTC route history documents over the last few years. They only became available well after the route change in late 2018. I am increasingly concerned about the significant fundamental flaws in the whole process.</p> <p>It appears that despite an enormous amount of evidence to the contrary the ARTC Inland Rail machine is still well and truly aiming in a direction that represents potential disaster in terms of:</p> <ul style="list-style-type: none"> ○ Very real threat to Narromine township and its populace as well as surrounding properties and their owners through flood risk. As stated recently "Blind Freddie" could see from an aerial photo of the area surrounding Narromine that the higher, less flood prone country is to the West of town (not coincidentally with higher level of farming enterprises) vs. the Eastern aspects, full of various water courses, swamps, cowals etc. (again, reflecting completely different land use concomitant with more flood prone, lower lying country). Add to this the tremendous gravity powered threat of flows from the Sappa Bulga range to the Eastern/Southern aspects and of course the well-known local wisdom (historically proven in living memory on multiple occasions) that the greatest threat of flooding to Narromine town is from this direction. It is no coincidence that from the start a series of ARTC engaged engineers and hydrology experts have struggled to (i) first understand the Geotech factors then (ii) make plans for a safe and practical way to send this massive project through what is patently obviously a terrible route option... ○ Economic impact on local, NSW and Federal taxpayers who will be footing the bill for generations for what seems to be an extraordinary amount of poorly calculated costings for various components of this project. Especially but not restricted to the amount of high-cost additions to the line such as Culverts, Crossings, Bridges/Viaducts etc. Obviously of great concern to local landholders is that there will be significant ongoing costs incurred through the splitting of their farms, an impact magnified the 13km of extra greenfield track required and 8km of extra track

NO.	DISCUSSIONS
	<p>following the erroneous choice of the Eastern alignment. Many additional families and properties were also impacted following “reworking” of the plans after the Ministerial “Green Light” to the route selection. It also appears that the improved eastern geo-tech conditions tabled in the MCA were based entirely on visual inspections of nearby public roads, no soil cores samples were taken. It is hard to express how negligent this is - ARTC advised the Minister that the east Narromine route has substantially improved geo-tech condition and less flooding than the 2010 western concept route but failed to actually get out into the field to do any form of groundwork to validate their new assumptions. To top it all off these new assumptions completely contradict the 2010 research which clearly referenced severe flood conditions east and south east of Narromine. It can now be seen that in 2020 ARTC realised that these untested assumptions are baseless with the EIS burrow pit addendum document referencing massive shortfalls in suitable structural fill not just south and east of Narromine but north east as well - all along Eumungerie Rd. The lack of scientific rigor in the MCA recommendation to change the route is a scathing indictment of all concerned, especially the project managers who failed to QA the data collection and consultation work being undertaken.</p> <ul style="list-style-type: none"> ○ To be frank the EIS is not ready to place on exhibition. The community east of Narromine was not consulted before the change and since then ARTC has refused to engage in any constructive dialogue either with the impacted community or our CCC to have the route selection assumptions thoroughly evaluated. I ask that our CCC is given time to discuss these outstanding issues with ARTC managers so community concerns can be transparently evaluated before the EIS is placed on exhibition. If they can show me the science, my concerns will evaporate. <ul style="list-style-type: none"> ● Barbara Deans - The EIS should not be placed on exhibition until the SEARs have been answered - see page 2 of DPIE SEARs 2018 - (e) <i>An analysis of any feasible alternatives to the project.</i> <p>All the alternate routes have not been investigated.</p> <p>An independent assessment, without Feral Government interference, over route selection needs to be done before any community support will back the N2N Inland Rail project.</p> <p>The EIS cannot have be done correctly because of the lack of local and community input which is the most necessary component because there are no official flood or rain fall records for the N2N section. ARTC cannot decide what our communities need without doing independent local studies and asking the communities.</p> <p>What ARTC has been told by community is stay on the brownfield line and main roads. Give us cheaper freight rates - give business opportunities to Gilgandra Gulargambone Coonamble and Baradine. Give us what Narromine, Narrabri and Moree are getting and do it right.</p> <p>The geo-tech studies and the flood studies will be wrong due to ARTC's lack of ability to do intensive studies because of lack of finance and access to the proposed route and local opposition to N2N section. Using desk-top and visual</p>

NO.	DISCUSSIONS
	<p>appraisals from passing roads that can be 5 to 10 kms away from proposed route on a 307kms alignment is not good enough.</p> <p>As a community we challenge ARTC's findings and say its geo-tech and flooding analysis aren't right. The whole project is doomed if the N2N section fails on geo-tech and flooding and local opposition.</p> <p>If the project budget and detailed design are wrong for this section (N2N) it could leave the project unusable because of safety and inefficiency due to flooding and geo-tech and an over run of cost and liability for everyone in the five shires involved.</p> <p>The Senate Inquiry on the 19 November 2020 showed up the worst of this project.</p> <ul style="list-style-type: none"> • Randall Medd - I feel it is essential that the most senior person involved/ available in the assessment process from the Department of Planning, Industry and Environment is present at the CCC meetings. <p>As I understand it, ARTC have submitted the EIS for an adequacy review, received conditional approval and now have lodged the EIS.</p> <p>I understand peoples' issues and don't wish to make comment or contradict them in anyway. My basic understanding is that once lodged, the EIS process is almost on "autopilot" for want of a better phase and concerns, feedback and questions need to be raised through a prescribed mechanism in the process.</p> <p>I may be wrong, but I would see it as beneficial for the CCC to be informed direct from the Department how the assessment will take place and the most effective ways for the community and individuals to be involved in that process and voice their concerns aside from the written submission path.</p> <p>Responses from the proponent to the concerns raised in this correspondence and other questions from CCC members are attached in Appendix 1.</p>
<p>8. Previous Actions</p>	<p>8.1 That ARTC, subject to tender protocols, provide noise mitigation budget costings.</p> <ul style="list-style-type: none"> • Mr Munoz advised that the extent of noise mitigation measures and consequently the budget would be subject to the conditions of approval for the project. <p>8.2 That ARTC provide details of the property acquisition budget for the N2N project.</p> <ul style="list-style-type: none"> • Mr Munoz advised that the budget for property acquisition would be subject to property specialist analysis and subsequent valuations. It should be noted that a landowner's entitlement to compensation will be determined in accordance with the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>. The matter will be further analysed in the property component of the proponent's presentation.
<p>9. DPIE Presentation</p>	<p><i>Mr Mick Fallon of the NSW Department of Planning, Industry and Environment (DPIE) provided an overview of the exhibition and assessment processes associated with State Significant Infrastructure (SSI) projects.</i></p> <ul style="list-style-type: none"> • Mr Fallon advised that the N2N EIS will be placed on public exhibition on 8 December 2020 and remain on exhibition for a period of 62 days until 7 February 2021. • He indicated that representatives of the DPIE would be in the Narromine and Gilgandra in the coming week and will visit the Narrabri area in February 2021.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> Mr Fallon outlined the changes to the exhibition process due to COVID-19, noting that the EIS will be exhibited electronically on the Department's website. He noted that the proponent will make available to the public USBs containing the EIS and Summary of Findings document. Mr Fallon outlined how submissions should be lodged on-line and highlighted the privacy provisions, advising that anonymous submissions may be made but submitters should ensure that no contact information is contained in any attachments. In terms of the assessment and determination process, all submissions will be published with a report on the submissions prepared by DPIE and responses to be provided by the proponent. Subsequently a final report will be prepared by DPIE, with recommendations for consideration by the Minister for Planning and Public Spaces who is the determining authority. Contact details: Mick Fallon mick.fallon@planning.nsw.gov.au 02 8217 2083 Michael Young michael.young@planning.nsw.gov.au 02 9274 6437 Andrew Knop asked whether a hydrology specialist will be involved in the assessment process. Mr Fallon confirmed that DPIE have engaged its own hydrology specialist to review the NSW Inland Rail projects, including the N2NS, NS2B and N2N projects. Mr Munoz outlined Inland Rail's engagement strategy that will dovetail with the DPIE exhibition process. He indicated that the EIS document will be provided to the general public on a USB at static locations across the alignment. Mr Knop commented that EISs are typically complex documents and specific issues or areas of interest are often difficult to find. Mr Munoz noted that Inland Rail has also prepared a Summary of Findings document which provides a convenient, high-level overview of the EIS. The purpose of this document is to assist community members in finding more detailed information of interest in the EIS. Mr Fallon advised the Summary of Findings document is not a statutory document and not part of the EIS exhibition. He indicated that DPIE is comfortable receiving emails clarifying detail in the EIS where necessary, however the proponent should be the first contact. Mr Munoz noted that the EIS would be on public exhibition from 8 December and advised that copies of the Summary of Findings document would be forwarded to all directly impacted land holders and those within the construction impact zone. Mr Munoz confirmed that the document would be available at Narromine Shire Council – further information on locations can be found at https://inlandrail.artc.com.au/where-we-go/projects/narromine-to-narrabri/consultation/. The Chair thanked Mr Fallon for his presentation.
<p>10. Proponent's Report</p>	<p><i>Patricio Munoz, Matt Errington, Steve Arnold, Richard Hackett and Aryel Pylotis presented the proponent's report. Refer to the attached presentation.</i></p> <p>10.1 Engagement and Project Overview</p> <ul style="list-style-type: none"> Patricio Munoz provided an overview of the N2N project to date. He highlighted the community engagement undertaken including the Final Rail Corridor Community Information Sessions in October 2020 and the upcoming EIS Community Information Sessions. Mr Munoz advised that a new website for the project had been established. Mr Munoz noted that while the new website contained all previous information, some documents were difficult to locate. Work is being undertaken to refine the search function to better facilitate access to searched documents. Mr Munoz explained the web-based Social PinPoint tool and demonstrated how comments can be made by the community at specific locations on the alignment on the interactive map and responses provided. He indicated that the N2N map would continue to be updated with more information on project

NO.	DISCUSSIONS
	<p>features. Mr Knop suggested that the N2N map should provide a beneficial level of detail such as machinery clearances under bridges or heights of rail over road structures. He also asked whether a kilometrage can be included on the alignment mapping and whether culverts can be shown including the number of culverts at a location. Mr Knop also commented that the generic/standardised responses from the proponent that had been posted on the Queensland Inland Rail Social PinPoint sites was unacceptable.</p> <ul style="list-style-type: none"> Mr Munoz explained and presented the new visualisation ‘Fly Through’ which provides a virtual animated 30 minutes video view of the proposed alignment. He indicated that consideration was being given to breaking the video, due to its length, into segments to make it more readily viewed. It should be on-line within 7 to 10 days. Mr Munoz advised that construction of the Narrabri to North Star section of the Inland Rail has been awarded to Trans4m Rail (a joint venture between John Holland and SEE Civil) to upgrade the 171km stretch of existing rail corridor. Andrew Knop noted the contract is worth \$693 million and requested clarification as to whether it includes all construction costs and materials. Mr Munoz advised that the contract is for construction with a separate contract let for materials. <p>10.2 Property Discussion</p> <ul style="list-style-type: none"> Steve Arnold provided a detailed overview of Inland Rail’s property acquisition process, including questions gathered during face-to-face meetings. He highlighted the need to do on-site analysis and not undertake desk-top assessment. He advised that he had over 15 years of experience in rail corridor acquisitions. Mr Arnold detailed the requirement for Temporary Land and the issues that need to be considered, such as compaction and loss of productivity in the incentivised occupation process. He emphasised the need to work with the landholder and understand what the landowner wants – this is most important in respect of impacts on yields to ensure that the landowner considers the compensation to be fair. Guy Naish advised that at the initial meeting with landowners, information regarding the process is fully explained. Landowners are encouraged to have a third parties as support during deliberations and negotiations - this may include valuers/solicitors/agronomists. He indicated that Inland Rail has robust pre- and post-occupation protocols regarding temporary occupation of land. In terms of Permanent Land, Mr Arnold advised that it is expected to include use of land within about 274 properties (approx. 1,222 hectares of privately-owned land and 501 hectares of publicly owned land). He indicated discussions with landholders will commence in March 2021. Murray Fedderson commented that he was comfortable with the starting date but requested advice as how the process would be conducted and how meetings with landowners will be scheduled. Mr Arnold advised that it is critical that Inland Rail work with the landowner and maintain continuity throughout the process. A dedicated land manager will be appointed to support the landowner through the process. Consequently, through negotiation, structured and tailored packages will be developed in consultation with the landowner. Mr Arnold advised that information on property acquisition is available through the NSW Centre for Property Acquisition. https://www.propertyacquisition.nsw.gov.au/ Mr Arnold stepped the Committee through the acquisition process noting that where landowners agree to sell their land to ARTC, a landowner’s entitlement to compensation will be determined in accordance with the Land Acquisition (Just Terms Compensation) Act 1991. He highlighted the heads of compensation under the Act and the timelines for reaching agreement. If following a minimum of six months from the date of the opening letter a compulsory acquisition process will be required.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> ▪ Landowners will first receive a Proposed Acquisition Notice (PAN) in relation to the proposed compulsory acquisition of the property, stating the intention to acquire the property after a certain period, usually 90 days. Discussions with ARTC about compensation can continue after a PAN is issued. ▪ If contracts for purchase have not been exchanged within the notice period, usually 120 days, an Acquisition Notice is published in the NSW Government Gazette. ▪ The Valuer General then independently determines the amount of compensation offered to a landowner. Should an owner be dissatisfied with the Valuer General's compensation offer they entitled to lodge an objection with the NSW Land and Environment Court. ▪ Property Questions: Mr Arnold then responded to various property questions raised during previous community engagement sessions. <p>1. I have been told that I'm entitled to have reasonable costs covered as part of the property acquisition and compensation process. Can you please explain what is meant by 'reasonable costs' and what type of costs will be covered by Inland Rail?</p> <ul style="list-style-type: none"> ▪ <i>The test of the 'reasonableness' when discussing costs is regarding other similar matters and the typical range that may have been encountered. It is acknowledged that each situation may vary so this will be taken into consideration if a determination on costs was required.</i> <p><i>ARTC's preference is to work with landholders upfront to obtain upper fee estimates to enable pre-approval of expenses and ensure instances of disputes over costs can be avoided.</i></p> <p><i>Reasonable costs that are typically covered include legal and valuation expenses. In some circumstances, there may be a case to cover costs that extend to further professional advice such as those from a taxation or finance professional.</i></p> <p><i>It is recommended that owners speak with their appointed legal and valuation experts as to what they believe are 'reasonable costs' based on their experience in dealing with compulsory acquisition matters, with respect to the specific complexities of their individual property.</i></p> <p><i>Once costs are known, it is recommended an early discussion with ARTC takes place, so all parties are aware early in the process the amount of costs and what has been agreed to be covered as part of the process.</i></p> <ul style="list-style-type: none"> ▪ With the approval of the Chair, John Zannes suggested there needed to be clarity as whether landowners need "pre-approval" of costs for third-party representatives to ensure transparency. Mr Arnold responded that under the acquisition process there is no requirement for pre-approval, but it is in both party's interest to have early discussions on professional costs. ▪ Mr Knop stated that Inland Rail advice to landowners differs from time and questioned how matters of difference are escalated and resolved. Mr Naish indicated that where of a complex nature these are subject to hierarchical review, however in terms of areas such as fees or charges it is subject to back and forward negotiation, ensuring that both sides are keep informed of the costs. He suggested it is better to work through the issues during the process. Mr Knop expressed concern that there is insufficient clarity. ▪ Mr Feddersen expressed concern regarding the loss of long-term income from an incoming earning asset. He questioned how this issue is addressed by the legislation and other long-term impacts such as degradation of land quality. Mr Arnold noted the concerns regarding the applicability of the Land Acquisition (Just Terms) Compensation Act 1991 to rural land and that it was more directed at residential situations. He advised that the Inland Rail property team is experienced in and understands the on-ground issues and impacts that

NO.	DISCUSSIONS
	<p>projects of this nature will have on rural landholdings and how the legislation will work in rural areas.</p> <p>2. Can you also please advise what the process will be for having costs covered – will the landowner have to pay the bill and be reimbursed, or will Inland Rail pay the bills?</p> <ul style="list-style-type: none"> ▪ <i>Once the formal acquisition process has commenced, which is presently anticipated for around March 2021, the standard process for payment is to reimburse reasonably incurred expenses at the time of settlement. These expense payments can then be disbursed as required from the settlement funds paid.</i> <p><i>In some instances, such as a voluntary acquisition process direct with ARTC, it may be agreed to make payment for professional expenses outside the standard process.</i></p> <p><i>Where professional representatives have already been appointed by a landowner outside of an agreed voluntary acquisition process and an acquisition proceeds, reasonably incurred expenses would be made upon settlement.</i></p> <p>3. How will compensation be assessed and what factors will be considered?</p> <ul style="list-style-type: none"> ▪ <i>Compensation will be assessed pursuant to the Land Acquisition (Just Terms Compensation) Act 1991. The Act considers relevant matters to be considered when determining compensation, or what are commonly referred to as the heads of compensation.</i> <i>These are outlined in Section 55 of the Act and include:</i> <p><i>(a) the market value of the land on the date of its acquisition,</i> <i>(b) any special value of the land to the person on the date of its acquisition,</i> <i>(c) any loss attributable to severance,</i> <i>(d) any loss attributable to disturbance,</i> <i>(e) the disadvantage resulting from relocation,</i> <i>(f) any increase or decrease in the value of any other land of the person at the date of acquisition which adjoins or is severed from the acquired land by reason of the carrying out of, or the proposal to carry out, the public purpose for which the land was acquired.</i></p> <p><i>ARTC will appoint a valuer to prepare an assessment on account of the proposed acquisition. The valuer will attend the property with the project team representatives in order to enable an inspection of the land and improvements. It is normal to expect that the valuer will undertake measurements around improvements both residential and working infrastructure such as sheds and yards, along with requesting details around the size of silos and water infrastructure such as bores or WAL's.</i></p> <p><i>The valuer will need to know your views on how the proposed acquisition will impact your property and operations.</i></p> <p><i>This detail is obtained by the valuer to help form the basis of the market value, but also understand the layout of the property and how the project could influence the use of the land.</i></p> <p><i>Once this background has been obtained, the valuer can then commence preparation of their report.</i></p> <p>4. For example, reduction in the value of the property and the operation, impacts to business operations, additional travel distance and time, paddock re-</p>

NO.	DISCUSSIONS
	<p>arrangement, replacement of private utilities and assets, construction of access tracks, noise impacts and flooding impacts.</p> <ul style="list-style-type: none"> ▪ <i>Each property will require an individual assessment that considers the final project design. The valuer will be required to make a determination around the influence the project has on the value of the property, considering design elements such as access, hydrology, and noise in the assessment.</i> ▪ Mr Knop suggested that the impacts on business and business operation will in some instances be permanent. He asked if a business owner can receive compensation for potentially 100 years of lost operation. He also questioned how flooding impacts are addressed and potential loss of water availability downstream due to the development are addressed. Mr Arnold responded that compensation is not provided in perpetuity. Further issues relating to impact of flooding are dealt with through the planning approval process and any conditions of approval in terms of mitigation. <p><i>Case precedents surrounding the legislation have shown the Act does not provide for a payment of future loss of profits resulting from the acquisition, it does however consider any potential reduction in value that could occur to the market value of the land, along with potential special value claims for infrastructure impacted by the project.</i></p> <p><i>Where a property is eligible for noise treatments under the project's Conditions of Approval, these treatments are independent of the compensation, but the nature of the treatments would be taken into account by the valuer.</i></p> <p>5. I own multiple properties and run an overall operation across my properties. Will I be entitled to compensation for overall impacts to my business operations or only impacts to the property impacted by the rail corridor?</p> <ul style="list-style-type: none"> ▪ <i>Section 55(f) deals with any increase or decrease in value of any other land which adjoins or is severed from the acquired land. If the property or aggregation is a contiguous holding, then the valuer will be required to take this into consideration when preparing a compensation assessment.</i> <p><i>Where properties in common ownership are not contiguous or adjoining that land from which an acquisition is proposed, these will not be considered as part of the compensation assessment.</i></p> <p><i>As indicated in the earlier question raised, the treatment of business operations in a farming enterprise deals with the potential decrease in the value of the land should the project have adverse impacts on its productivity, it doesn't provide for a future loss of profits to the business.</i></p> <p>6. What amounts of compensation can I expect to receive – are there specific amounts for particular things?</p> <ul style="list-style-type: none"> ▪ <i>Aside from a gazetted figure that deals with "disadvantage resulting from relocation", formerly known as solatium (one off \$75 to \$80k), the Act does not prescribe specific amounts of compensation that are to be applied.</i> <p><i>Each property is required to be assessed on an individual basis, as the potential impacts of the project and specific design elements localised to that property will ultimately influence how the compensation is determined.</i></p> <p><i>Whilst we appreciate many landowners want to understand the quantum of compensation they will receive; the full extent of the design needs to be determined first to ensure that the compensation received is fair and equitable.</i></p> <p><i>An example of this may relate to the final design and location of a level crossing point. If an internal level crossing doesn't have a sufficient design width to enable a combine to cross with the header attached, then the operator will need to detach the header to the comb trailer, cross and then reattach. It is this level</i></p>

NO.	DISCUSSIONS
	<p><i>of detail that the valuer needs to understand and why it's important that detailed designs are completed, and each property is assessed independently.</i></p> <p>7. If I'm compensated for impacts on my business, for example increased travel time, for how many years am I compensated for this impact?</p> <ul style="list-style-type: none"> ▪ <i>As touched on earlier, case precedents do not make allowance for a future loss of profits arising from an acquisition of land. The legislation is market based in this regard, whereby should it be determined that an acquisition has an impact on the productivity of the land within the holding, then the valuer will need to take this into consideration as a potential decrease in the value of the land.</i> <p><i>An example scenario regarding application of the Act in this regard is where a rail corridor intersects a property but creates an irregular triangle portion that is no longer suitable for controlled farming. This area in a mixed farming operation could still retain value as grazing land, however in a straight cropping operation would likely become support land. In each instance the valuer will need to determine how the project will impact the land value post acquisition.</i></p> <p><i>The process doesn't provide for a determination around potential loss of productivity or additional time taken to farm the irregular shaped portion of land, it considers how that reduced productivity would be reflected in the land value of the property.</i></p> <p>8. I understand that this process has been used a lot in an urban environment, however this project is a greenfield project in a rural environment. Can you please explain how the process will be adapted to ensure it is applicable in a rural context?</p> <ul style="list-style-type: none"> ▪ <i>Whilst the process is highly publicised in urban environments, there are also a significant number of rural transactions from statutory authorities in rural NSW every year. ARTC has been acquiring land pursuant to the principles of the Act for around 15 years, and whilst many of these have been redevelopment of existing lines, there have been greenfield alignments in areas such as the Hunter Valley and North Coast.</i> <p><i>Additionally, there are a large number of greenfield acquisition projects for other major linear infrastructure projects that utilise the same legislation. These include arterial roads such as the Newell and Pacific Hwy (Tomingley, Trewilga recent local examples) and high voltage greenfield transmission lines.</i></p> <p><i>Whilst the impacts of each project will differ slightly, there is sufficient case precedent around the application of the Act in a rural environment that ensures the process or legislation doesn't require adaptation.</i></p> <p>9. I have concerns about being able to find a valuer that is not already involved with Inland Rail in some capacity and therefore doesn't have a conflict of interest. Can you please advise if Inland Rail has any plans to help manage this?</p> <ul style="list-style-type: none"> ▪ <i>Inland Rail has been working with professional groups such as the Australian Property Institute to keep them abreast of the Inland Rail program and ensure there are opportunities for valuers to be educated about the process.</i> <p><i>We do acknowledge there are a limited number of valuers in the local area that have demonstrated experience in preparing compensation assessments for major infrastructure projects. To assist in countering some of these concerns, the project has adopted a policy whereby if a valuer is appointed to the ARTC panel, but not engaged for the purposes of an assessment on that property, an owner is free to utilise that firm.</i></p> <p><i>ARTC has worked closely with the industry to obtain valuers that are appropriately skilled and experienced to undertake the work and we anticipate this policy will assist in ensuring transparency and availability of local valuers for independent representation.</i></p>

NO.	DISCUSSIONS
	<p><i>Valuation firms will need to make a determination as to whether they are conflicted under the Australian Property Institute Code of Ethics.</i></p> <p><i>The project team can assist landowners in collating all the necessary plans and background information that valuers will need to review at the time of undertaking their assessment. This information is consistent with that which ARTC provides to a valuer when requesting a compensation assessment, so it removes any ambiguity in what is being assessed.</i></p> <p>10. I have been told that the property acquisition and compensation process will be completed within six (6) months. I do not believe this is enough time for these conversations to take place. Is there any opportunity for this timeframe to be extended or for landowners to begin to receive advice (paid for by Inland Rail) prior to the commencement of the six (6) months process?</p> <ul style="list-style-type: none"> ▪ <i>The Act (S.10A) provides for a minimum negotiation period of 6 months with a landowner. After the 6 months negotiation period ends, ARTC as a representative of Transport for NSW (TfNSW) may provide a Proposed Acquisition Notice (or PAN) which commences the formal acquisition process. The statutory timeframes under the PAN run concurrently with any ongoing negotiation, providing an additional period of 2-3 months in which to achieve a negotiated outcome, before any gazettal of the land and Valuer General assessment is enacted.</i> <p><i>Both ARTC and TfNSW are committed to working with owners to achieve negotiated outcomes and this is reflected in the high percentage of acquisitions that are settled via agreement outside the compulsory acquisition process.</i></p> <p><i>Where circumstances allow, ARTC may enter voluntary acquisition negotiations with owners prior to the commencement of the formal acquisition process. In doing so, the owners are entitled to no lesser compensation than that under the formal process, but it provides the opportunity for an additional period of negotiations prior to the legislated 6 months period. ARTC are presently reviewing opportunities for properties where an early acquisition process is feasible.</i></p> <ul style="list-style-type: none"> • Mr Knop questioned how the valuation process will occur in relation to the timeline regarding finalisation of the detailed design given the project hasn't been determined and alterations may be required to the detailed design? Mr Arnold indicated that any changes in the detail design will be considered in the valuation process. Matt Errington advised that a determination on the project application is anticipated in September/October 2021. <p>11. If I receive compensation for private infrastructure that has been impacted by the rail corridor, for example, a dam or road: Will you do these works, or do I have to do them myself or find someone to do them?</p> <ul style="list-style-type: none"> ▪ <i>If the works are outside the defined construction zone of the project, we will assist landowners to find a local contractor that can undertake the works. Whilst our contractors are specialists in construction rail infrastructure, we appreciate many of the local contractors have greater niche experience in the local area building dams and associated farm infrastructure.</i> <p>12. If I have to find someone to do the works will I be compensated for the time it will take to organise and manage these works?</p> <ul style="list-style-type: none"> ▪ <i>If an owner is required to source a contractor to undertake the works, the project will typically require 2 quotations from local contractors to undertake the works and the average of the two quotations is paid to the owner. Our project team is happy to assist in sourcing the quotations if this assists the process.</i> <p><i>Each matter will be reviewed on an individual basis as reinstatement of internal fences has a different impost on an owner's time than reconstruction of say a major water storage. In this regard, we recommend that an owner seek advice</i></p>

NO.	DISCUSSIONS
	<p><i>from their legal or valuation representative as to whether the inclusion of time for management of these works is an applicable claim based on the individual circumstance encountered.</i></p> <p>13. Do I have to replace the infrastructure that I have been compensated for?</p> <ul style="list-style-type: none"> ▪ <i>If an owner has been compensated for infrastructure that is impacted by the project, they are under no obligation to replace the infrastructure, however an owner will be required to release ARTC from any future claims associated with that infrastructure removal.</i> <p>14. How will I be compensated if I now need to access a public road to move my stock and machinery? For example, you have removed my access directly across the road or from one (1) paddock to another – I will now need to have all my vehicles and machinery registered, I will not be able to carry any chemicals in them while on the public road and there will be increased risks and time for moving my stock.</p> <ul style="list-style-type: none"> ▪ <i>With reference to some of the earlier questions around how an owner will be compensated, the valuer will need to make a determination of which heads of compensation are applicable with respect to the property being assessed.</i> <p><i>For the purposes of this question, more specifically the latter half, we will assume a property intersected by a corridor doesn't have an internal level crossing and is therefore required to access a public road in order to access the respective portions of land either side of the corridor.</i></p> <p><i>The assessment in this regard becomes quite complex as it now needs to consider not just potential registration requirements, but also other considerations under the National Heavy Vehicle Regulator Guidelines (NHVR) regarding the movement of Class 1 agricultural equipment on a public road, along with, in the instance of chemical transport, the applicable Dangerous Goods legislation.</i></p> <p><i>The question then broadens into areas such as;</i></p> <ul style="list-style-type: none"> • <i>the maximum permissible widths of machinery on the roads</i> • <i>whether pilot or escort vehicles are required based on the distance between the land portions</i> • <i>any exemptions or permitting requirements for mixed farming chemicals travelling on public roads</i> • <i>whether the owner has existing farm equipment that is capable of being road transported (i.e., folding seeders, comb trailers)</i> <p><i>Any loss of productivity to the land due to access restrictions may result in a decrease in value of the farming land that could be considered under 55f, however there are other heads of compensation such as those under disturbance in 59(1)(f), that the valuer may consider appropriate when dealing with other ancillary costs that may be encountered.</i></p> <p><i>This particular reference under disturbance, relates to "any other financial costs reasonably incurred (or that might reasonably be incurred), relating to the actual use of the land, as a direct and natural consequence of the acquisition". Through past cases this section of the Act does not provide for the consideration of a future loss of profits but may consider ancillary costs such as permits, or approvals required.</i></p> <p><i>This question will be one dealt with many times on the project and a large amount of detail around the property is required to understand what the true nature of the impact may be.</i></p> <p><i>It is important to note that ARTC continues to undertake discussions with owners of broadacre farming properties across this and neighbouring projects. These conversations help ARTC better understand operational requirements, which are in turn incorporated – where feasible – into the design process.</i></p>

NO.	DISCUSSIONS
	<p><i>An example of this occurring is the increased widths and decreased approach road angles on private level crossings on the N2NS project. This design approach has allowed larger equipment and ag machinery to cross the corridor without restriction. This information has been fed back through the program ensuring the team understands and where feasible can implement solutions that can help mitigate some constraints.</i></p> <p>15. I live close to the rail corridor, but the rail corridor is not on my property. Am I entitled to be compensated for the loss of value of my property as well as noise, visual, vibration, flooding, and other impacts?</p> <ul style="list-style-type: none"> ▪ <i>The Land Acquisition Act only applies to those properties from which an interest in the land is being acquired, so these properties would not be eligible for compensation.</i> <p><i>The project is required to prepare an Environmental Impact Statement which must consider any potential impacts of the project and work with the relevant regulators to ensure they are satisfied the impacts are reasonably mitigated or alternate solutions have been implemented. The project Conditions of Approval would enforce any mitigation measures that may need to be implemented should it be determined a potential impact exists.</i></p> <ul style="list-style-type: none"> • With the consent of the Chair, Mr Zannes sought clarification as to which entity would send the initial letters regarding the acquisition process. Mr Arnold confirm the letters would be from ARTC. Mr Zannes highlighted that ARTC will be acting as an agent for Transport for NSW in the acquisition process with the acquired land ultimately becoming the property of the NSW Government. <p>Meeting adjourned at 2.15 pm and reconvened at 2.30 pm.</p> <p>10.3 Flooding and Hydrology</p> <ul style="list-style-type: none"> • Richard Hackett outlined the overall approach to flood assessment for the project. Mr Hackett apologised for the absence of Akhter Hossain (Flooding Specialist, JacobsGHD) due to ill health. • Mr Hackett provided a brief overview of the catchment considerations and the base data utilised in preparing the flood modelling and went on to explain the hydrological modelling. He advised that flow gauges and flood data for 1:20, 1:50 and 1:100 events are assessed against the model's predictions. The model is validated against regional flood studies and other national standards. • Mr Knop noted the green (flow gauge) and blue (rainfall station) on the Input Data map. He questioned why the Wyanga rainfall station data has not been utilised? He advised that local knowledge was vital given the lack of rainfall data. Mr Hackett responded that there will be further refinement of the flood modelling during the detailed design phase. • Mr Hackett explained the hydrology and hydraulic modelling, noting that it had been independently reviewed by BMT. • He then explained the Quantitative Design Objectives noting this is critically assessed by DPIE to confirm objectives have been satisfied. <ul style="list-style-type: none"> ○ 10 mm for habitable buildings and sensitive infrastructures (emergency services, flood evacuation routes, electricity substations, water treatment plants); ○ 200 mm for other urban and recreational areas, agriculture and ○ 400 mm for forest and unimproved grazing land. • Mr Feddersen sought distinction between agricultural land and unimproved grazing land having regard the 200 mm and 400 mm increase in inundation at the rail corridor in a 1% AEP flood event. Mr Hackett indicated unimproved grazing land is land that has never been cultivated. • Mr Hackett explained the flood events table as well as the factors associated with flood assessment and the approach to mitigation. Mr Knop asked how

NO.	DISCUSSIONS
	<p>climate change has been factored into the flood modelling? He noted that in the P2N project, that as indicated in its SEARs consideration of the 0.5 per cent and 0.2 per cent ARI events was used as a surrogate for the specific evaluation of climate change impacts. Mr Hackett took the question on notice. ACTION</p> <p><i>Response to Action: Ms Aryel Pylotis subsequently advised that the Australian Rainfall and Runoff Guidelines provided for a 22.8% increase in rainfall depth due to climate change.</i></p> <ul style="list-style-type: none"> Mr Hackett provided an overview of the flood assessment for the Narromine area noting the six hydraulic models that have been developed. Mr Knop contended there is missing data, questioning the accuracy of the defined catchments for the Wallaby Creek and Backwater Cowal, and suggesting the modelling is incorrect given the failure to incorporate local knowledge. Mr Hackett responded that if Mr Knop thought the modelling results are an under-estimate there is perhaps a need for further discussion. ACTION Mr Hackett then explained the calibration, verification, and validation of the TUFLOW modelling for Narromine. Mr Knop commented that the flows shown do not take account of the Webbs Siding outflow of 2010. He questioned where the water is going and noted that in the 1955 flood Webbs Siding overtopped the rail line. Mr Knop also commented on the considerable volume of water passing through the Backwater Cowal catchment in major rainfall events and the impermeable nature of the Cowal. He suggested that there needed to be a more diligent examination of inflows and outflows, noting that there appears to be no consideration of the magnitude of the 1955 flood event on Webbs Siding, whilst the Backwater Cowal flood depths have been under-estimated by 300-500 mm. He also indicated that the 2016 flood event in the Wallaby Road area requires consideration in verifying the flood model. In conclusion Mr Knop stated that there does not appear to be enough water in the system upon which the flood modelling is based, adding that flood routing needs to be right, particularly regarding impermeable landscapes. Mr Munoz indicated that Mr Knop had met with Aktar Hussein at the N2N Community Information Session in October 2020. Mr Knop responded that he could not hear Mr Hussein's responses at that meeting. Mr Hackett then outlined the way forward indicating that detailed design and construction would be undertaken in accordance with the DPIE conditions of approval.
<p>11. Other Items</p> <p>Agenda</p>	<p>11.1 Position and timing of recent traffic logs</p> <ul style="list-style-type: none"> Member's comment: Recent traffic log research missed critical harvest traffic on Pinedean and Tomingley Roads. Landholders have movement figures available which they would like to see included in the data analysis. They also raise concern that their comments regarding the inappropriate positioning of noise loggers were previously ignored. Members Question: Will the traffic movement figures available from landholders be included in the data analysis in respect of Pinedean and Tomingley Roads? If so, how can this occur? <p>Mr Knop added that the 2018 and 2019 harvest periods were short, and the most recent counting period was undertaken before harvest fully commenced, effectively missing some 3000 movements. He indicated additional traffic counts were available from landholders. Mr Errington advised that additional data would be welcome. Also see proponent's written response in Appendix 1.</p>
<p>12. General Business</p>	<p>1. Exponential Cost Increase – Mr Knop expressed concern at the probable exponential increases in the business case capital cost for the Inland Rail project.</p>

NO.	DISCUSSIONS
	<p>He advised that the business case uses the IRAS for the base cost analysis. 'The base cost is tabled in the IRAS final report: <i>Section B. Route development and costing</i> <i>Appendix C - Design standards and</i> <i>Appendix J - Capital cost and delivery program.</i></p> <p>Each construction section has a cost estimate summary which makes up the base cost for the entire Melbourne to Brisbane project.</p> <p>ARTC have lodged EIS and developed project maps for all sections as they enter advanced planning phases. I have evaluated these documents and found alarming disparities between the 2015 base construction estimates and today's 2020 requirements.</p> <p>Our N2N section is in its formative stage, however in one structure alone the entire N2N bridging allocation has been used with 3.9 km of bridging needed at Narrabri when only 3.7km was allocated to the entire N2N alignment by the business case. Based on flood plain modelling requirements the Castlereagh river bridging will likely be 3 to 4km long and our Macquarie/Backwater Cowal should be a similar length. The requirements of only 3 of the 73 N2N bridging structures have used almost 300% of the allocation. 70 structures are still required.</p> <p>These figures are replicated along the entire Melbourne to Brisbane (M2B) alignment with many sections being 400% to 1000% over. In total, the 2015 M2B cost estimates allowed for 9,601m of bridging. ARTC's 2020 documents list current bridging requirements at 35,442m. An additional 100 unspecified structures are still to be included. This total will likely reach 45 km.</p> <p>Tunnelling is another easily referenced cost overrun with 6.6km originally budgeted and 8.6km required in 2020.</p> <p>In the N2N project, all listed base costs have escalated - culverting, excavation and fill, track length, land acquisition and impact mitigation costs - adding significantly to the projects financial risk.</p> <p>The Australian Government Inland Rail statement of expectation requires the project to be delivered with transparency, probity, accountability, and integrity. I am concerned these key delivery objectives are not being met. To my knowledge ARTC has made no attempt to inform the Australian Government or the community that major increases to the project's infrastructure requirements are occurring even when questioned on these issues by Senate estimates or the Rural Regional and Transport Inquiry into the management of Inland Rail.</p> <p>The Australian Government statement of expectations are crystal clear in their requirements:</p> <p><i>"The Government expects that ARTC will provide all necessary information, as part of its reporting requirements, to enable Shareholder Departments to meet their assurance obligations under the PGPA Act."</i></p> <p><i>"ARTC will advise risks to Shareholder Ministers and Departments on an 'early warning' basis (including significant lead time on sensitive delivery issues), and engage closely with them, including by providing monthly progress reports and immediate reporting on significant events."</i></p>

NO.	DISCUSSIONS
	<p>ARTC will “promptly disclose to Shareholder Ministers and Departments any material variance from its Corporate Plan assumptions or forecasts, along with other material events. Should ARTC become aware that there is a substantial risk that it will be unable to complete Inland Rail, or a major component of Inland Rail, within the parameters set out in either the Corporate Plan or this Statement, it must advise Shareholder Ministers and Departments immediately.”</p> <p>Why do I bring this up? The statement of expectations also states, “Shareholder Ministers expect ARTC will publish progress reports, release updated construction plans and deliver briefings to the public to ensure a high level of community confidence.”</p> <p>I have been to every N2N Narromine Sub-committee meeting. ARTC has never mentioned the ballooning base cost to our community. This massively increased base cost fundamentally impacts ARTC’s ability to complete the N2N, 310km greenfield section. Until these issues are transparently disclosed and evaluated how can the community have confidence that ARTC has the financial resources to complete this or any other financially compromised section.</p> <p>I now bring this issue to the direct attention of ARTC, the Shareholder Ministers and Departments. If ARTC has disclosed these issues to the Shareholders Ministers and Departments then please brief our community as to the details and outcome of the findings. I have no confidence the project can finish what it has started and as such it places all our communities at significant risk.’</p> <p>Mr Knop requested that ARTC update the community on the status of the budget for the Inland Rail project.</p> <p>It was agreed by the Sub-committee that the Chair write to the Department of Infrastructure, Transport, Regional Development and Communications regarding the probable increases in costs for the Inland Rail project. ACTION</p> <p>2. Ongoing Consultation Mr Feddersen suggested it is critically important that the proponent continues to provide a mechanism for community consultation through the land acquisition and construction period.</p>
<p>13. Question & Answer</p>	<p>Mr Knop advised that the following comments were submitted by Anthony Corderoy and invited Mr Corderoy to present the question.</p> <p>13.1 Property fragmentation and future access.</p> <ul style="list-style-type: none"> • Member’s comment: Landholders are concerned that small and often irregularly shaped parcels of land are being created by the project corridor. They express concern that ARTC are not acknowledging the significant financial and management issues property severance is creating. Principally: <ul style="list-style-type: none"> ○ These parcels are now a management responsibility and liability to the property; ○ Access to these parcels is extremely limited; ○ Even if purchased outright by ARTC, the combined loss of the project corridor and any severed parcels, impacts the future viability of the farming business due to the loss of irreplaceable production capacity; ○ Landholders are also concerned that the severance of access to existing roads and critical logistic points both within and outside the property and between previously connected properties is adding on-going cost not adequately acknowledged or compensated for by the project. Additional costs running to tens of thousands of dollars per

NO.	DISCUSSIONS
	<p>annum are regularly cited. All future management cost is permanent and subject to inflation.</p> <p>Clear procedural documentation is required to ensure all impacted landholders are provided the same opportunities to table and have these issues consistently evaluated. These and all other impacts which shift IR project costs onto individual landholders and regional communities need to be transparently disclosed in any evaluation of the 'Inland Rail economic impact'. This includes revision of any existing studies.</p> <ul style="list-style-type: none"> • Member's Question: How and when will discussions occur with landholders to ensure a thorough and clear direction is established as to how these property fragmentation and access issues are to be adequately, transparently, and equitably addressed? <p>Mr Corderoy requested that reconsideration be given to the proposed alignment coming east, suggesting that the method of selecting the preferred alignment was a fatal flaw in the process.</p> <p>Mr Munoz advised that the Australian Government had determined the N2N Study Area in late 2017. Inland Rail had subsequently sought to determine a proposed rail corridor within this Study Area. This work is what is presented in the EIS and is not presently subject to change.</p> <p>Mr Corderoy sought clarification of the Multi Criteria Analysis (MCA) process. Mr Hackett advised that options were assessed having regard to various impacts/benefits and scored, with the option having the best score taking preference. Mr Munoz added that the alternative route opportunities are fully outlined and discussed in the EIS.</p> <p><i>Chair's note: The issues raised in Mr Corderoy's initial comments and question were in many respects answered as part of the Proponent's Report, particularly in the Property Discussion section. Also see proponent's written response in Appendix 1.</i></p> <p><i>In terms of the preferred alignment, the EIS cites the following justification for its selection under the MCA process:</i></p> <ul style="list-style-type: none"> ○ <i>Reduces property impacts</i> ○ <i>Minimises impacts at Narromine</i> ○ <i>Fewer geotechnical issues</i> ○ <i>Fewer hydrology and flooding issues</i> <p>Meeting Closed at 4.00 pm. The Chair thanked all for their attendance and wished everyone a happy Christmas and safe and healthy New Year.</p>

Actions

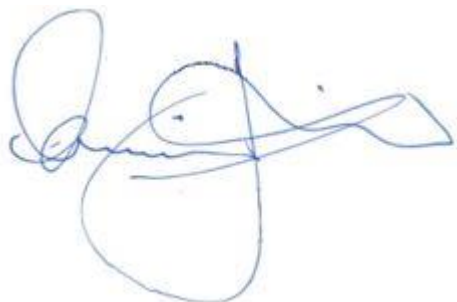
NO.	ACTIONS	ACTION BY	DUE DATE
1.	That ARTC clarify the status/response to the request by the NSW Farmers Association for an independent review of the Multi Criteria Analysis process used to make a recommendation to the Minister for Infrastructure and Transport on the preferred study area for the Narromine to Narrabri section of the Inland Rail project.	PM COMPLETED	Senate Enquiry
2.	That ARTC provide a report on relevant road maintenance guidelines and standards to be implemented on local roads to be used for haulage during the project to the next meeting of the CCC.	KJG COMPLETED	24/09/2019
3.	That the ARTC Inland Rail Social Performance team provide a presentation to the next meeting of the CCC.	JM COMPLETED	24/09/2019

NO.	ACTIONS	ACTION BY	DUE DATE
4.	That ARTC provide an updated noise logger location map at the next meeting of the CCC.	KJG COMPLETED	13/03/2020
5.	That ARTC provide advice on future project timelines to the Chair when they are determined.	PM COMPLETED	24/02/2020
6.	That ARTC provide a response to the Chair regarding the number of landholdings in the Narromine-Burroway component of the study area. <i>Chair's note: There are 23 directly impacted landholders in Focussed Area of Investigation from Narromine to Burroway. There are approximately 120-130 landowners within the Narromine to Burroway N2N Study Area footprint.</i>	KJG COMPLETED	16/03/2020
7.	That ARTC provide a response to how much water and what source will be used by ARTC for construction work? <i>A: Currently the project is assessing the potential of the following water sources: 1. Any available water access licences identified near Narrabri and Narromine; 2. Treated water supply options; 3. Deep aquifer bores. A maximum travel distance of 25 kilometres from a water source to the construction site is desirable.</i>	TR COMPLETED	03/08/2020
8.	That ARTC advise what requirements it will have for dust suppression on its new quarry contractors?	KJG COMPLETED	24/02/2020
9.	That ARTC, subject to tender protocols, provide noise mitigation budget costings.	DM COMPLETED	07/12/2020
10.	That ARTC provide details of the property acquisition budget for the N2N project.	DM COMPLETED	07/12/2020
11.	That ARTC advise how climate change has been factored into the N2N flood modelling?	RH COMPLETED	07/12/2020
12.	That the JacobsGHD Hydrologist meets with Mr Knop to further discuss the flood modelling results.	RH	26/02/2021
13.	That the Chair write to the Department of Infrastructure, Transport, Regional Development and Communications in regarding the probable increases in costs for the Inland Rail project.	MJS COMPLETED	18 /12/2020

Next Meeting

The next meeting may potentially be in early 2021 (Zoom flood meeting) with the next possibly being in April/May 2021.

Meeting minutes approved.



Michael J. Silver OAM
Independent Chair

19 January 2021

APPENDIX 1

NARROMINE TO NARRABRI (N2N) COMMUNITY CONSULTATIVE COMMITTEE – DECEMBER 2020

QUESTIONS RECEIVED FROM ANDREW KNOP (NARROMINE, N2N CCC)

Dear Michael

Please find enclosed the following questions and concerns of landholders for the next CCC meeting.

Issue: Property fragmentation and future access.

Landholders are concerned that small and often irregularly shaped parcels of land are being created by the project corridor. They express concern that ARTC are not acknowledging the significant financial and management issues property severance is creating. Principally:

- 1. These parcels are now a management responsibility and liability to the property.*
- 2. Access to these parcels is extremely limited.*
- 3. Even if purchased outright by ARTC, the combined loss of the project corridor and any severed parcels, impacts the future viability of the farming business due to the loss of irreplaceable production capacity.*
- 4. Landholders are also concerned that the severance of access to existing roads and critical logistic points both within and outside the property and between previously connected properties is adding on-going cost not adequately acknowledged or compensated for by the project. Additional costs running to tens of thousands of dollars per annum are regularly cited. All future management cost is permanent and subject to inflation.*

We request a thorough discussion of the above issues and require clear direction as to how these issues are to be adequately, transparently, and equitably addressed. Clear procedural documentation is required to ensure all impacted landholders are provided the same opportunities to table and have these issues consistently evaluated. These and all other impacts which shift IR project costs onto individual landholders and regional communities need to be transparently disclosed in any evaluation of the 'Inland Rail economic impact'. This includes revision of any existing studies.

ARTC INLAND RAIL RESPONSE

Inland Rail recognises the concerns raised by community members and affected landowners regarding the proposed property acquisition process. As Andrew Knop notes, these concerns have been centred around articulation of purpose and procedure; anticipated timelines; compensation associated with proposed design work; and associated operational impacts related to access and land management.

At the recent CCC meeting (December 2020), Inland Rail provided a comprehensive discussion on the proposed property acquisition process. This included providing direct responses to common questions raised by affected landowners across the alignment.

Key to this presentation was the recognition that property discussions can be complex, timely and difficult matters to discuss. Our specialists spoke on the rights afforded to all landowners, as well as the commitment to clarity, transparency, and ongoing case-by-case engagement.

A full copy of the presentation has been made available to all members. It is understood that the formal minutes will capture the responses to community questions, including how severed land parcels will be approached.

Issue: Position and timing of recent traffic logs.

Recent traffic log research missed critical harvest traffic on Pinedean and Tomingley roads. Landholders have movement figures available which they would like to see included in the data analysis. They also raise concern that their comments regarding the inappropriate positioning of noise loggers were previously ignored.

My questions as table to the last CCC meeting and other webinars still stand. Please register that I have issue with being told to look up my own answers in documents I have no access to. I do not consider this response meets the transparency, integrity and probity requirements as listed in ARTC's statement of expectations documentation.

ARTC INLAND RAIL RESPONSE

The table below provides a summary of the traffic counts carried out on Pinedean and Tomingley Roads across various survey dates for the project:

	Tomingley Road	Pinedean Road
Nov-18	Yes	No
Feb-19	No	No
Sep-19	No	Yes
Nov-20	Yes	Yes

Further information is available in Chapter B11 (Traffic and transport) in the N2N Environmental Impact Statement. For instance, Table B11.3 captures traffic volumes on key roads; while section B11.5 details mitigation and management measures proposed.

Inland Rail would also like to obtain traffic movement data collected by landholders during the recent harvest should this information be readily available (please contact our engagement staff directly at inlandrailnsw@artc.com.au).

Regarding noise loggers, Inland Rail previously confirmed at CCC meetings that noise loggers were installed at appropriate locations along the alignment to collect representative background noise levels to inform the Environmental Impact Statement.

As ARTC are aware Narromine concerns regarding the flood modelling still stand despite several landholders spending considerable time at the last available IR information day at Narromine trying to have local knowledge incorporated into the model. The EIS Hydrologist said they had only just re-evaluated the model and this would be shown to the CCC in December. This model will be used as the basis of the EIS even though the CCC and the community has had no chance to hear the findings let alone time to evaluate it. This concerns me greatly.

It was impossible to get any meaningful information at the information session due to key staff not being present and phone conference communication failing, frustrating many landholders.

I would like to pass on a comment by an impacted landholder at the time as it sums up his and probably many others' feelings as to how they have been treated by ARTC consultation process. In essences, he stressed to ARTC staff present that landholders are here today at their own expense and time and that the paid staff of ARTC need to respect this. To date he felt his and others input had been ignored and as such disrespected. He wanted this culture to change. A fair and call and a very telling observation. He followed this up suggesting ARCT get out their note pads and take notes as he did not want to have to go over the issues again. If any additional ARTC staff member turned up at the table, he made a point of repeating this concern, so they fully understood his position.

Other local landholders just got angry and left frustrated.

All CCC members and ARTC management need to be aware of this as the culture of ARTC sweeping problems under the carpet is very real. The senate inquiry heard from many angry impacted landholders yesterday. These people took the time during a very busy harvest to have their say. For many it was their first opportunity to be heard and several broke down while presenting their statements. The pressures this project has placed on people is very real, personal and heart felt. I would encourage all CCC members to listen to the senate proceedings as the focus was on NSW regional issues. At the very least listen to or read the transcript of the final landholder's session.

Special Counsel for NSW Farmers and CWA, Peter Holt raised issue with Inland Rails last EIS on exhibition - NorthStar to QLD Border. In his extensive experience it was close to the worst state significant project EIS documentation he had ever reviewed.

Quite frankly I would not like to see the N2N EIS described this way and have very real concerns it will be due the community's frustration at not being able to have any meaningful input into the process. ARTC's refusal to engage on what they deemed Phase 1 issues has been a major frustration. I am fully aware that route selection processes, consultation and the associated documentation are a major part of the projects SEARs requirements. ARTC will

need to describe this process in detail yet they shut down any CCC questions or discussion on the topic and to my recollection the reason cited was the issues not being relevant to the N2N EIS development.

I brought this issue up in my questions and comments at our last meeting. No response has been forthcoming. Without exception, the last Narromine CCC meeting was the most frustrating meeting event I have ever attended. So, I voice my concern that until these and all other issues have been addressed with probity and transparency, the EIS should not be placed on exhibition. I submit CCC members must have confidence that the issues and all associated data will be reported accurately.

ARTC INLAND RAIL RESPONSE

ARTC Inland Rail appreciates and notes the comments raised by Andrew Knop. Over the years, we have worked hard to engage in an open and ongoing manner with interested community members, industry groups and affected landowners.

Andrew Knop can be assured that all interactions with the community are captured in our database – Consultation Manager. This software allows us to record all emails, phone calls, face-to-face visits, collateral sent and other informal touchpoints. Consultation Manager is commonly used in the industry and is a safe and secure engagement tool.

As Andrew Knop notes, our engagement and project practices have been guided by the requirements stipulated in the project SEARs. This includes specific stipulations regarding consultation and broader issues, including flooding and hydrology.

For more information on the outcomes of this work, I would encourage all interested community members to refer to Chapter B3 of the Environment Impact Statement, which deals with Flooding. More details information is also provided in Technical Report 3, which relates to Flooding and Hydrology Assessment.

QUESTIONS RECEIVED FROM BARBARA DEANS (GILGANDRA, N2N CCC)

Dear Mr Silver and Committee Members

I would like to request that as many observers can attend as want to. Could you please get a bigger room maybe? People might not know till the last minute if they can go.

I thought ARTC wanted more transparency.

Also, the last time that observers were at Gilgandra and Coonamble they could not hear well enough, if at all.

We have asked for microphones before and not had them or they didn't work. The air-conditioning from memory was very noisy, hearing will be a problem. So, could we have microphones that work please (or sit in very tight circle).

At other CCC meeting we have had to ended without all the questions answered. I think it only fair to the people that are volunteering be involved to have the meeting go for as long as needed please.

I realize we do get to interrupt the presentations at times, and I would appreciate if ARTC would let us ask more questions in the presentations as needed because of the volume of information in the ARTC presentations.

It is too hard to remember all that needs to be asked at the end of presentation. I know this makes the meeting longer, but it's a big project we have to expect this.

*I would ask if ARTC could bring printed copies of **full EIS** and extras so we can pass them out to community.*

I would like 20 copies please.

The above comments raised by Barbara Deans were supported and actioned.

Inland Rail provided full copies of the N2N Environmental Impact Statement on USBs, as well as copies of the Summary of Findings document. This information was also sent to all affected landowners (via registered mail) and subsequently made available to the broader community via static locations and information sessions.

Questions to ARTC

- *What is the budget and costs for N2N section?*

On 16 December 2020, the Hon. Michael McCormack MP and the Hon. Simon Birmingham announced an additional injection of up to \$5.5 billion of equity into ARTC.

The announcement noted that this funding “will deliver a safer and more efficient Inland Rail whilst also backing thousands of extra jobs and billions in additional economic activity through major enhancements to the planning, design and delivery of Australia’s largest freight infrastructure project”.

The N2N project is currently in reference design. The specific budget and costing of the project is considered commercially sensitive.

For more information on the Australian Government’s recent announcement, please visit <https://minister.infrastructure.gov.au/mccormack/media-release/enhanced-inland-rail-provide-boon-jobs-and-economic-activity>.

- *Why were the transport monitors only there for a fraction of harvest time put in late and pulled up early?*

- *Was this a budget constraint? We consider this will be a flawed assessment of harvest traffic of this area.*

Please see the response provided to Mr Knop (see above).

Further information is available in Chapter B11 (Traffic and transport) in the N2N Environmental Impact Statement. For instance, Table B11.3 captures traffic volumes on key roads; while section B11.5 details mitigation and management measures proposed.

- *ARTC give us a detail paper report on water extraction (bores) for the project?*
The N2N Environmental Impact Statement includes detailed information on water resources. Please see Chapter B2 (Water resources), which includes approaches, potential impacts, and mitigation measures; Figure B 2.1 also details proposed bore locations.

Additional information is also provided in Technical Report 4, which focuses on groundwater assessment.

- *Who repairs and is responsible our road during and after the build?*

Inland Rail advises that road authorities will retain full control over their roads during construction.

Inland Rail will monitor any impacts caused by construction traffic and, when required, will either pay Council to repair the roads or use our Principal Contractor to do so. Importantly, if the impact has been caused by the project, the cost of repairs will be borne by Inland Rail.

We will continue to discuss with all relevant parties – including local councils – the best way to monitor this matter.

- *Can we read the report on how the tourist/locals that come from the Warrumbungle's mountains to Coonamble are going to access roads while the build is on?*
- *Can we read the report on what will be the economic effect on tourism from Warrumbungle's mountains while the build in on and after (will the park be less attractive)?*
- *Can we read the report on the noise level in the national park when trains are running?*
- *Can we read the report on the effect of line on the telescope?*

Inland Rail advises that the N2N Environmental Impact Statement includes detailed information on socio-economic considerations, noise impacts (both during construction and operation), and visual amenity matters.

For instance, regarding the Warrumbungle LGA (and the project as a whole), Chapter B13 (Visual amenity) notes:

“Light generated during construction would be designed to comply with AS 4282-1997 Control of the Obtrusive Effects of Outdoor Lighting (Standards Australia, 1997) and consider the good lighting design principles documented in the Dark Sky Planning Guideline: Protecting the observing conditions at Siding Spring (Department of Planning and Environment, 2016). Generally, lighting would be designed to minimise offsite light spill”.

Chapter B14 (Socio-economic assessment) provides detailed information on social and economic assessments, risk identification and mitigation, as well as an understanding of the current environment. The latter includes an assessment of the local economy, which includes in part the agriculture and tourism industry.

- *What is distance from line to Warrumbungle mountains national park?*

Inland Rail advises that the shortest distance in a straight line is approximately 15kms.

- *Can we have a detailed explanation and map key of the interactive map that is online?*

In the recent N2N CCC meeting (December 2020), Inland Rail provided an overview of several engagement and visualisation tools which will be shortly made available on the project website.

Though varying in nature and purpose, the visualisation (‘before-and-after’ images and Social PinPoint) and ‘fly-through’ tools will provide interested community members with further information on the project at the reference design phase. These tools are currently being used on other Inland Rail projects and are being implemented progressively across the Program.

Presently, the ‘comments’ facility on the N2N Social PinPoint map is ‘deactivated’ (noted as “closed for comments”). This will be reactivated following the closure of the formal Environmental Impact Statement (EIS) exhibition period on 7 February 2021.

During the N2N EIS exhibition period, all feedback is best addressed directly to the Department of Planning, Industry and Environment (DPIE) major projects website.

To see a working example of an Inland Rail Social PinPoint page, please visit the Border to Gowrie project page at [https://maps.inlandrail.com.au/b2g#/.](https://maps.inlandrail.com.au/b2g#/)

- *Could ARTC have the interactive map on big screen to look at? So, we can ask for detail explanation.*

At our recent information sessions, Inland Rail did offer interested community members the opportunity to see a 'fly-through' of the proposed alignment at the reference design stage.

This 'fly-through' was projected onto a large screen and community members could navigate to any section of the line they found of interest. As noted above, this visualisation tool will be shortly made available on the project website.

- *I did see houses on ARTC maps that the public could access have they been removed now?*

Apologies, but Inland Rail may require further context to accurately respond to this question.

- *I would like an apology from Ms Pickering for being called a "Subset" in our local paper.*

Inland Rail works hard to treat all affected landowners and interested community members with respect, compassion, and privacy. We recognise the sensitive nature of our discussions and the legitimate impacts the project will have on select landowners.

Accordingly, we apologise for any comments or actions that may have inadvertently caused offence.

- *My opinion on the upcoming EIS:*
- *The EIS should not be placed on exhibition until the SEARs has been answered*

Inland Rail notes Barbara Deans' comment regarding exhibition of the EIS.

The N2N Environmental Impact Statement is presently on public exhibition until 7 February 2021. The Department of Planning, Industry and Environment (DPIE) have ensured that there will be ample opportunity for public feedback, extending the public exhibition period to approximately two months.

More information on the EIS is available on the N2N project page at <https://inlandrail.artc.com.au/where-we-go/projects/narromine-to-narrabri/consultation/>.

- *see page 2 of dept. of planning Sears 2018 (e) An analysis of any feasible alternatives to the project.*
- *All the alternate routes have not been investigated.*
- *An independent assessment without Feral Government interference over route selection needs to be done on route selection before any community support will back the N2N inland rail project.*

ARTC Inland Rail appreciates the comments raised by Barbara Deans, which are centred on route alignment history and a request for an independent assessment on route selection.

Chapter A6 of the N2N Environmental Impact Statement details the alternatives and options considered as part of the development of Inland Rail. This includes both route alignment consideration and transport mode alternatives.

Inland Rail has also made publicly available a comprehensive document on the matter titled, *Route History of Inland Rail 2006 – 2020*, which can be accessed at <https://inlandrail.artc.com.au/where-we-go/route-history/>.

- *The EIS cannot have been done correctly because of the lack of local and community input which is the most necessary component because there are no official flood or rain fall records for N2N section. ARTC cannot decide what our communities need without doing independent local studies and asking communities.*
- *What ARTC has been told by community is stay on brownfield and main roads give us cheaper freight rates give business opportunities to Gilgandra Gulargambone Coonamble and Baradine give us what Narromine and Narrabri Moree are getting and do it right.*

Inland Rail notes Barbara Deans' comments on the design, flooding, and broader economic impacts of the N2N project.

Over the years, Inland Rail has worked hard to deliver on the specific requirements stipulated in the project SEARs. This has included conducting a diverse range of field and site investigations, design work, consultation and flooding and hydrology studies.

Where feasible, the methodology and outcomes of our work has been ground-truthed by specialists, affected landowners and broader community members.

Inland Rail strongly encourages all interested community members to review the N2N Environmental Impact Statement, visit a local information session, or contact our engagement team if they have any questions or concerns.

- *The Geotec studies and the flood studies will be wrong due to ARTC lack of ability to do intensive studies because of lack of finance and access to proposed route and local opposition to N2N section.*
- *Using desktop and visual appraisals from passing roads that can be 5 to 10 kms away from proposed route on a 307kms is not good enough.*
- *As a community we challenge your findings and say your Geotec and flooding aren't right and the whole project is doomed if the N2N section fails on Geotec and flooding and local opposition.*
- *If the budget and detailed design are wrong for this section N2N it could leave the project unusable because of safety and inefficiency due to flooding and Geotec and over run of cost and liability to everyone in the 5 shires.*
- *The Senate Inquiry on the 19th November showed up the worst of this project.*

Inland Rail continues to support the ongoing enquiry into the management of the Inland Rail project by ARTC and the Commonwealth Government. To this end, Inland Rail has engaged with all relevant enquiry representatives in an open and transparent manner, including the last public hearing on 19 November 2020.

We continue to welcome the feedback received by interested community members, industry groups and impacted landowners.

Thanks Barbara Deans

QUESTIONS RECEIVED FROM COMMUNITY MEMBER TAJE FOWLER (NARROMINE, N2N CCC)

I am very concerned about the issues raised by the other committee members and agree with their comments.

In particular, I am concerned the alignment is going through the middle of our culturally and environmentally important Webbs Siding Reserve when it could have gone further east, on already cleared land.

I now notice the project wants to dig up virgin bushland to quarry fill to spread on our floodplain.

What is wrong with supporting the existing quarries in the district? Many are nearby. How can ARTC justify dumping huge amounts of soil into our flood plain?

Our country has very little bushland left (less than 5%). ARTC's actions are removing bushland resources accessible to First Nation people of this area. The impact on our environment and wildlife will be forever and is avoidable.

Unfortunately, I cannot make the next meeting due to work and study commitments however I would like these issues thoroughly investigated. I agree wholeheartedly that ARTC is not in any defensible position to release their EIS until these issues are properly consulted. Bottom line, the community needs to be heard and respected.

ARTC INLAND RAIL RESPONSE:

ARTC Inland Rail appreciates the comments raised by Taje Fowler, which are centred on cultural heritage, environmental matters, and proposed design work.

Chapter B6 of the N2N Environmental Impact Statement provides a summary of the potential impacts of the N2N project on Aboriginal heritage. It also details our approach and

methodology; understanding of the existing environment: and mitigation and management measures.

A full copy of the assessment results is provided in Technical Report 6 – ‘Aboriginal cultural heritage assessment’ – for instance, see pages 99 and 114, which detail investigations undertaken on the south bank of the Macquarie River, near Webbs Siding Road.

As Taje Fowler notes, Inland Rail is seeking approval to establish construction infrastructure, including borrow pits, construction compounds and temporary workforce accommodation. Borrow pits will be used to supply necessary material for the project.

Chapter C3 (Assessment of borrow pits) and Appendix K (Borrow pit rehabilitation strategy) provide detailed information on the proposal, including nominated sites. Chapter D2 also provides further information on waste management practices, including those associated with borrow pits.

More information on the EIS is available on the N2N project page at <https://inlandrail.artc.com.au/where-we-go/projects/narromine-to-narrabri/consultation/>.

QUESTIONS RECEIVED FROM COMMUNITY MEMBER LEWIS LYDON (NARROMINE N2N CCC)

I would like to add support to Taje’s comments in her submission (good on you Taje for your brave and heart felt comments!).

As I have commented previously, (including in submission to the Senate enquiry into the Inland Rail), a major driver for my involvement in the N2NCCC in the first place was my indignation and concern that “due process” had not been conducted in the proposed development of the Narromine to Narrabri section of the ARTC Inland Rail route. The direct personal confirmation from ARTC staff during a meeting at High Park Estate in mid-July 2018 that the decision to switch from the original concept alignment (West of Narromine) to the Eastern alignment “was based on community feedback” was a final straw that gave me the incentive to get involved in this Committee.

Our community has put a lot of effort into reviewing ARTC route history documents over the last few years. They only became available well after the route change in late 2018. I am increasingly concerned about the significant fundamental flaws in the whole process.

It appears that despite an enormous amount of evidence to the contrary the ARTC Inland Rail machine is still well and truly aiming in a direction that represents potential disaster in terms of:

- *Very real threat to Narromine township and its populace as well as surrounding properties and their owners through flood risk. As stated recently “Blind Freddie” could see from an aerial photo of the area surrounding Narromine that the higher, less flood prone country is to the West of town (not coincidentally with higher level of farming*

enterprises) vs. the Eastern aspects, full of various water courses, swamps, cowals etc. (again, reflecting completely different land use concomitant with more flood prone, lower lying country). Add to this the tremendous gravity powered threat of flows from the Sappa Bulga range to the Eastern/Southern aspects and of course the well-known local wisdom (historically proven in living memory on multiple occasions) that the greatest threat of flooding to Narromine town is from this direction. It is no coincidence that from the start a series of ARTC engaged engineers and hydrology experts have struggled to (i) first understand the Geotech factors then (ii) make plans for a safe and practical way to send this massive project through what is patently obviously a terrible route option.

- *Economic impact on local, NSW and Federal taxpayers who will be footing the bill for generations for what seems to be an extraordinary amount of poorly calculated costings for various components of this project. Especially but not restricted to the amount of high-cost additions to the line such as Culverts, Crossings, Bridges/Viaducts etc. Obviously of great concern to local landholders is that there will be significant ongoing costs incurred through the splitting of their farms, an impact magnified the 13km of extra greenfield track required and 8km of extra track following the erroneous choice of the Eastern alignment. Many additional families and properties were also impacted following “reworking” of the plans after the Ministerial “Green Light” to the route selection. It also appears that the improved eastern geo-tech conditions tabled in the MCA were based entirely on visual inspections of nearby public roads, no soil cores samples were taken. It is hard to express how negligent this is - ARTC advised the Minister that the east Narromine route has substantially improved geo-tech condition and less flooding than the 2010 western concept route but failed to actually get out into the field to do any form of groundwork to validate their new assumptions. To top it all off these new assumptions completely contradict the 2010 research which clearly referenced severe flood conditions east and south east of Narromine. It can now be seen that in 2020 ARTC realised that these untested assumptions are baseless with the EIS burrow pit addendum document referencing massive shortfalls in suitable structural fill not just south and east of Narromine but north east as well - all along Eumungerie Rd. The lack of scientific rigor in the MCA recommendation to change the route is a scathing indictment of all concerned, especially the project managers who failed to QA the data collection and consultation work being undertaken.*
- *To be frank the EIS is not ready to place on exhibition. The community east of Narromine was not consulted before the change and since then ARTC has refused to engage in any constructive dialogue either with the impacted community or our CCC to have the route selection assumptions thoroughly evaluated. I ask that our CCC is given time to discuss these outstanding issues with ARTC managers so community concerns can be transparently evaluated before the EIS is placed on exhibition. If they can show me the science, my concerns will evaporate.*

ARTC INLAND RAIL RESPONSE:

ARTC Inland Rail appreciates the comments and feedback provided by Mr Lewis Lydon regarding the Narromine to Narrabri project.

The Australian Government announced the Narromine to Narrabri Study Area in late 2017. Since this date, Inland Rail has been undertaking engagement work, as well as necessary field and site investigations to inform the project SEARs and the evolving design process.

Matters related to the determination of the present Narromine to Narrabri alignment are detailed in the Melbourne to Brisbane Inland Rail Route History 2006-2019 document – for reference, see the chapter titled ‘N2N Route Option Analysis: East or West around Narromine’ (p.61). Mr Lydon may also like to refer to the Environmental Impact Statement, particularly Chapter A6 ‘Alternatives and options’ for further information.

Should Mr Lydon have remaining concerns regarding these or other current matters, we would encourage him to provide feedback to the Environmental Impact Statement which is currently on public exhibition. It should be noted that the Environmental Impact Statement contains additional information/chapters on borrow pits, flooding and hydrology, construction methodology and soil investigations.

QUESTIONS RECEIVED FROM COMMUNITY MEMBER BRUCE BRIERLEY (NARRABRI N2N CCC)

Some members of our community have expressed concern regarding the “rumour” that the construction/ planning contractors in the Baradine area will be using the Baradine Show Ground as their Depot/accommodation. Could we have yes or no to this please?

As Bruce Brierley notes, Inland Rail is seeking approval to establish construction infrastructure, including borrow pits, construction compounds and temporary workforce accommodation.

As part of these plans, temporary accommodation facilities are proposed in Narromine, Gilgandra, Baradine, and Narrabri. The proposed locations have been identified in consultation with Council.

Further information can be found in Chapter A8 of the N2N Environmental Impact Statement (Construction of the proposal), specifically Section A8.9.4. Chapter C2 also provided additional detail into the assessment of temporary workforce accommodation.

The final decision as to the development of any/all temporary accommodation facilities will ultimately rest with the principal construction contractor. As such, the final location of any proposed facility has yet to be determined.

QUESTIONS RECEIVED FROM KAREN MCBURNIE (GILGANDRA, N2N CCC)

As an affected landholder and member of Gilgandra CCC, I’m writing to you about the upcoming EIS.

It is beyond belief that ARTC can bring out the EIS, when there are questions still unanswered, a Senate Inquiry into the Management of Inland Rail, and Consultations still not done.

At the Senate Inquiry on Thursday 19th 2020, Special Counsel for NSW Farmers and CWA, Peter Holt raised issue with Inland Rails last EIS on exhibition – NorthStar to QLD border, he said it was the worst state significant project EIS documentation he had ever reviewed.

Instead of forging ahead with this project, I think ARTC should step back, until there is an independent assessment done.

The EIS should not be placed on exhibition. We as CCC members must have confidence that the issues and all associated data will be reported accurately.

ARTC INLAND RAIL RESPONSE:

ARTC Inland Rail appreciates the comments raised by Karen McBurnie, which are centred on accountability; rigour of investigations and design work; and community consultation.

We continue to support the ongoing enquiry into the management of the Inland Rail project by ARTC and the Commonwealth Government. To this end, Inland Rail has engaged with all relevant enquiry representatives in an open and transparent manner, including the last public hearing on 19 November 2020.

We continue to welcome the feedback received by interested community members, industry groups and impacted landowners. To date, we have completed more than 1,000 meetings with landowners and where feasible, incorporated feedback into the design process.

The N2N Environmental Impact Statement is presently on public exhibition until 7 February 2021. The Department of Planning, Industry and Environment (DPIE) have ensured that there will be ample opportunity for public feedback, extending the public exhibition period to approximately two months.

More information on the EIS is available on the N2N project page at <https://inlandrail.artc.com.au/where-we-go/projects/narromine-to-narrabri/consultation/>.
