

Chris Chad - Submission to IPC - 5/2/19 - Vickery Project

I have made a written submission to the NSW Planning and addressed the IPC Panel at Boggabri on the 4th February 2019 regarding the Vickery Extension Project. In my address I forgot to make a point which I would like to expand on regarding the Travelling Stock Reserve along the Kamilaroi Highway. I have also included the notes from which I referred to during my address to the panel. I trust, however, that the transcript from the hearing will be a more accurate record of what I said.

A Travelling Stock Reserve (TSR) follows the Kamilaroi Highway parallel to part of the proposed Offset Zone, and under the proposed elevated rail spur. The area is known to be flood prone as is noted in the flood studies undertaken, and confirmed by others throughout the process. My property, known as Dorethea, located adjacent to the Highway and Gulligal Lagoon, has been in the past, and will presumably in the future, be completely inundated in a major flood. Figure B1, Appendix C in the Flood Assessment by WRM shows the property under flood in 1998. Since this flood, a shed has been built on the property on a raised pad with an area further protected by a levy bank. I am not aware of whether or not this levy bank has been effective in floods since. There has been no flood since my family took ownership of the property.

Flooding is therefore a considerable risk to the commercial use of the land, and as such, a risk management plan is in place covering flooding. This plan mainly concerns the protection of livestock in the event of a major flood. The plan is primarily based on anecdotal evidence of long term residents, and information gleaned from Flood Management plans for the basin. A primary component of the plan is to, in the event of a major flood inundating the property, move livestock to high ground on the adjacent TSR, taking advantage of the Travelling Stock Reserve Use During Flooding Policy of the Local Land Service. A copy of this policy is included with this submission for reference.

In the vicinity of where the proposed rail line crosses the highway, there is a fenced section of the TSR forming a small paddock. It is my understanding that the purpose of this is for stock containment in the event of flood. In the event of a flood where I am unable to truck out livestock, and believe inundation will risk the welfare of the livestock, it is my intention to move stock to this area under the provisions of the LLS policy.

As such I respectfully request the following:

1. In the event the rail line is constructed, access to high ground in the event of a flood is preserved at all times.

2. If construction requires the disturbance of the existing fenced area, then this be reinstated or an alternative provided (subject to the the requirements of the land manager - being LLS)



Figure 1 - Approximate location of stock refuge

It would appear, at least to my knowledge, that Flood Assessment by WRM is the most comprehensive flood study covering my property and surrounds to date, and as such can provide a useful reference to determine trigger points in the event of a flood. It can also presumably provide useful information to the LLS in managing this section of the TSR, and perhaps other landowners or groups could find this information useful in different ways.

Obviously, due to the intent of the document, the information is quite broad, so therefore difficult to derive specifics for my property, however I would expect that the detail would inherently be available. As such I would like to be provided with specific details

pertinent to my property with a view to utilise as part of a risk management plan with full acknowledgement of the various limitations, uncertainties and accuracies associated with the modelling, and acceptance that this information will only be part of a wider suite of information used to make decisions.

I request the following:

1. RL (AHD) of the points indicated
2. Modelled flood level at 5, 20, & 100 AEP
3. Associated Gunnedah flood gauge height at these flood levels



Figure 2 - Points requested for survey level and modelled flood height

Addendum: Notes from Panel Address

IPC Hearing 4th Feb 2019 - Vickery Extension

Chris Chad on behalf of Chad Family - Notes

Mr/Madam Chair

My name is Chris Chad. My family owns the Property known as "Dorethea" one the Kamilaroi Highway. The property is within the zone of influence of the Vickery project.

We have owned the property for just over the year, and purchased the land with full knowledge of the historical mining activities, as well as the approved development and proposed extension.

We do not live on the property, instead living in Gunnedah. There is no residential building entitlement on the land and we have no current plans to build now or in the future, and it is unlikely that planning rules would allow it.

I recognise that being absent and our recent purchase means our situation is somewhat different to that of my neighbours, and such respect their situations and opinions may be different.

We run a small lamb grazing enterprise with the intent to do limited associated cropping. The purpose of our owning the land is agricultural with commercial intent, but of course the quiet enjoyment of the land and the opportunity to teach my children the skill I learned as a child is an added and tangible benefit.

I have considered the Vickery Extension Project, and do not consider any anticipated impacts to have any likely impact on the use of the land as intended. Certainly I view the risks associated by the proposed mine and rail development to be less than neighbouring agricultural enterprises which are carrying out their activities lawfully, as our family expects to be allowed to do as well.

I am currently employed by Whitehaven at Maules Creek as a Mining Engineer, and have also worked at the nearby Boggabri Mine. My family derives most of the family income from my salary.

I was born and bred in Coonabarabran. My family have committed to live locally. My mining job makes this possible.

I did well academically at school. Growing up on a farm, my family and the community were very keen, and almost anxious to see me move on to further education and have "better prospects". I was lucky to secure a scholarship in Mining Engineering.

Circumstances meant that I worked away from where I grew up, but with the development of the mines in this region, My wife and I were able to move our young family to Gunnedah with confidence that we will be able to make this our home for the long term.

I believe projects such as the Vickery Project are essential in regional areas to ensure that people like me, with skilled professions can settle in regional areas. This ensures that regional areas can enjoy a more diverse work force, a stronger community, and more opportunities for our kids.

I see the Vickery project as another opportunity for my children. It means, they can choose from a more diverse range of professions, despite whether they choose to enter the mining industry, the agricultural industry or the many support industries that are subsequently supported.

I feel it is very important that regional areas should be entitled to develop without being held to inflated conditions set by those in the city. It should be possible for a child that grows up in the regions to be able to work and live without having to migrate to the major centres.

Fenced area on stock route near rail overpass is intended area to harbour stock in major floods as floods expected to completely inundate property. As part of rail construction it would be appreciated if preserved/improved.

Tree planting in my view excessive.

Thank the chair for the opportunity to speak