

APPENDIX

D

Community consultation

NARRABRI TO NORTH STAR—PHASE 2 ENVIRONMENTAL IMPACT STATEMENT



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D1 Introduction

D1.1 Purpose of the report

The purpose of this consultation summary is to outline the consultation and engagement strategies and objectives utilised prior to and during the preparation of the Environmental Impact Statement (EIS). This includes a summary of stakeholders identified, communications tools utilised, feedback captured, issue management and the EIS consultation process.

Stakeholder and community consultation play an integral role in informing the ongoing design of the proposal and scoping the content of the EIS. This report describes the consultation and engagement carried out to date, the tools and activities used to complete the consultation, and the outcomes of the consultation.

D1.2 Program overview

Inland Rail is an Australian Government funded project that forms part of the Department of Infrastructure, Transport, Regional Development and Communications portfolio. In late 2013, the former Deputy Prime Minister, the Hon Warren Truss MP, established the Inland Rail Implementation Group to provide high-level leadership for the implementation of Inland Rail. ARTC has been appointed to deliver Inland Rail in partnership with the private sector.

Inland Rail is a once-in-a-generation project connecting regional Australia to domestic and international markets, transforming the way we move freight around the country. It will complete the 'spine' of the national freight network between Melbourne and Brisbane via regional Victoria, New South Wales (NSW) and Queensland.

This 1,700-kilometre (km) line is the largest freight rail infrastructure project in Australia. Based on the 10-year delivery schedule developed in 2015, the first train is expected to operate in 2027.

The objectives of the Inland Rail Program, as stated in the Service Offering, are to:

- ▶ provide a backbone rail link between Melbourne and Brisbane to serve future rail freight demand and stimulate growth for interstate and regional/bulk rail freight
- ▶ provide an increase in productivity that will benefit consumers through lower freight transport costs
- ▶ provide a step-change improvement in rail service quality in the Melbourne–Brisbane corridor to deliver a freight rail service that is strongly competitive with road
- ▶ improve road safety, ease congestion and reduce environmental impacts by moving freight from road to rail
- ▶ bypass bottlenecks on the congested metropolitan Sydney rail network, and free up train path capacity for other services on the coastal route, including passenger services through the Sydney region and bulk freight through the NSW Southern Highlands
- ▶ act as an enabler for regional economic development along the Inland Rail corridor.

Figure D1-1 outlines the key characteristics of the Inland Rail service offering.

The key characteristics of the service offering are **transit time**, **reliability**, **price** and **availability**. These service offering characteristics are underpinned by key technical characteristics that are particularly relevant to rail operators as they directly influence operating cost structures and service offerings to market.

A ROAD COMPETITIVE OFFERING



FIGURE D1-1 KEY CHARACTERISTICS OF THE SERVICE OFFERING

D1.3 Proposal background—overview and status

The Inland Rail—Narrabri to North Star (N2NS) section (the proposal) is one of the 13 projects that completes the Inland Rail corridor. The proposal involves upgrading approximately 186 km of existing track with a small greenfield area of new track at Camurra, north of Moree.

In 2017, an EIS was prepared for the entire N2NS section. Since then, N2NS Phase 1 and Phase 2 have been split into two separate projects, and the design within what is now N2NS Phase 2 was developed (IRDJV, 2019). Specifically, modifications are required to upgrade a section of the corridor from Moree to the Camurra North hairpin, including the crossings of the Mehi and Gwydir rivers. The upgrade involves changes to the vertical and horizontal alignment to manage flooding as well as a new greenfield section in the north to allow for a bypass of the current hairpin turn at Camurra (the Camurra Bypass).

The original N2NS EIS did not assess these changes. Consequently, this section of the N2NS alignment was removed from the original project and, therefore, requires separate assessment under the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act) and the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act). The Phase 2 component of N2NS (that is, the proposal) is the subject of this assessment, and the original N2NS project (excluding the section from Moree to Camurra North) is referred to as Phase 1.

Key features of the proposal are:

- ▶ enhancement of about 13.7 km of existing track through minor adjustments to the vertical and horizontal alignment, and the construction of about 1.6 km of new rail corridor, including rail embankments
- ▶ demolition and reconstruction of eight underbridges at the Mehi River, Gwydir River, Skinners Creek, Duffys Creek and at four other un-named water courses
- ▶ installation of approximately 1,100 new flood-relief box culverts along the formation
- ▶ three new signalised level crossings at Gwydirfield Road, the Rocks Road and Back Pally Road, replacing the existing level crossings
- ▶ realignment and changes to six private level crossings (including closure of one private level crossing)
- ▶ new turnout between the Gwydir River and Back Pally Road, immediately north of the new Gwydir underbridge, to provide a connection to the Inland Rail/North Star line to the east and the Weemelah line to the west
- ▶ decommissioning and removal of the Camurra hairpin and associated formation through the construction of the greenfield Camurra Bypass, providing connections to the existing rail lines to the east and the Weemelah line to the west
- ▶ reconstruction of a new rail spur for the Weemelah line.

Associated works would include installation of signalling systems, signage, fencing, drainage, the relocation of services and utilities, where necessary, and the formation of rail maintenance access roads (RMARs) within the rail corridor adjacent to the line. The construction and operation of the proposal would also require the following ancillary facilities:

- ▶ construction access and haul roads linking to the surrounding public road network
- ▶ construction storage and laydown areas
- ▶ associated earthworks for the construction of pads for piling rigs and cranes at underbridge locations.

Additional ancillary facilities could also include mobile batch plant, accommodation for construction workers, and construction water supply and storage.

The proposal would require temporary occupation and permanent acquisition of land along the alignment. A total of 27 lots would be impacted by permanent land acquisition, including approximately 4 hectares (ha) of private land within 12 lots and 9 ha of Crown land within 15 lots.

Figure D1-2 shows the location of the proposal.

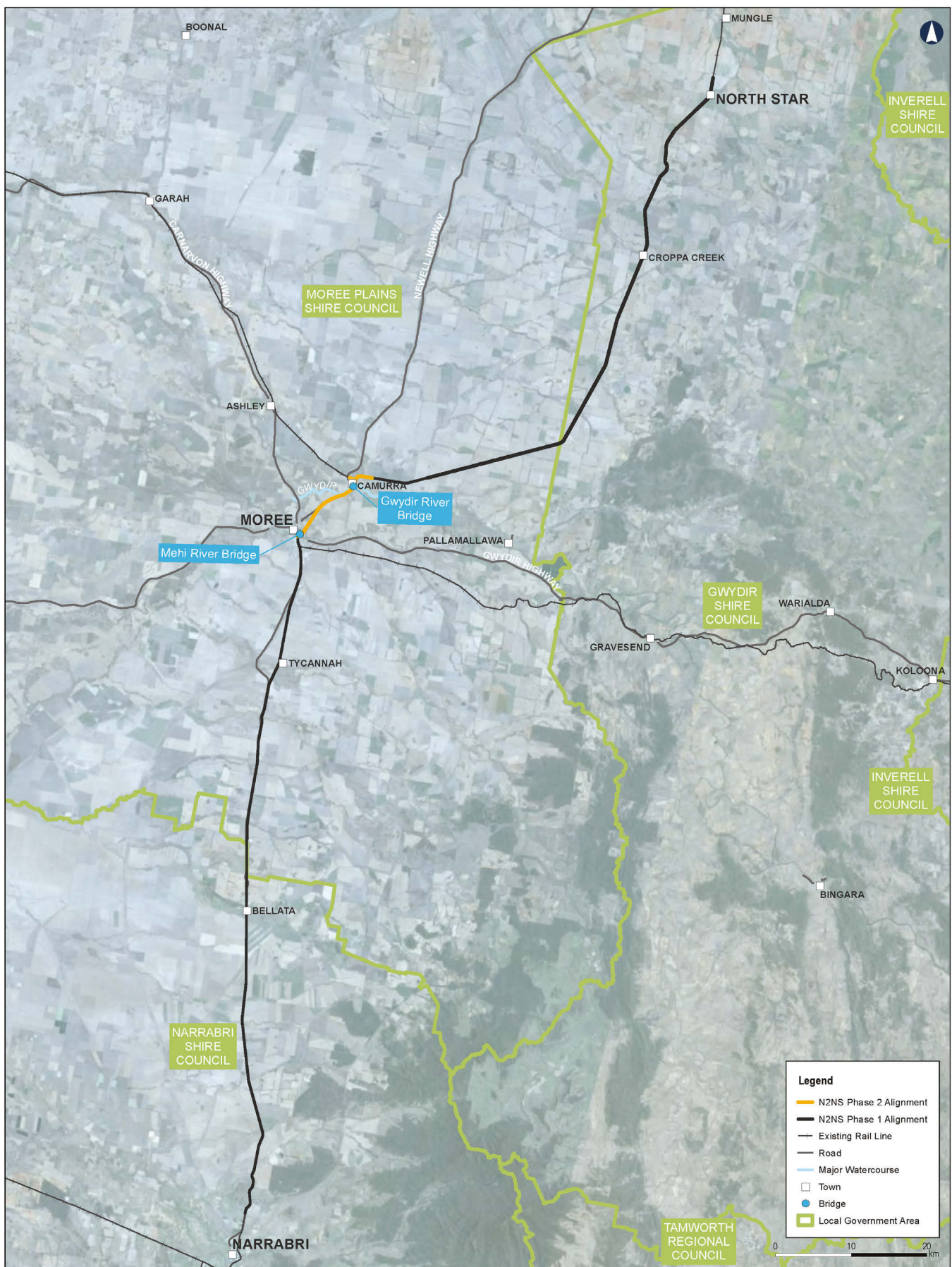


Figure 1-1 Location of the proposal

Data Sources: ARTC, IRDJV, LPI

Coordinate System: GDA 1994 MGA Zone 55
Scale: 1:450,000
Paper size: A3
Date: 9/22/2021
Map 1 of 1

N2NS_SF2_EIS_F01_01_LocationOfProject_034.mxd

D1.4 Secretary's Environmental Assessment Requirements (SEARs)

The Secretary's Environmental Assessment Requirements (SEARs) detail what must be covered in the EIS across a range of subjects. Issued in 2020 by the Secretary of the Department of Planning, Industry and Environment (DPIE) (now the Department of Planning and Environment) upon receiving a State Significant Infrastructure (SSI) lodgement, the SEARs guide preparation of the assessment documentation—including consultation. The engagement activities undertaken by Inland Rail seek to meet the requirements noted in SEARs Desired performance outcome No. 4 (see Table D1-1).

It is important to note that in 2019, the Department of Planning and Environment (DPE) was renamed the Department of Planning, Industry and Environment (DPIE). The majority of the work for this consultation report has been undertaken against guidelines developed by DPIE; however, in 2022, the department reverted to being named DPE. Therefore, in this chapter, historical work will refer to DPIE and future works will refer to DPE.

TABLE D1-1 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENT (NO. 4)

Desired performance outcome	Requirement	Where addressed
4. Consultation The project is developed with meaningful and effective engagement during project design and delivery	1 The project must be informed by consultation, including with relevant State and local government agencies, infrastructure and service providers, special interest and industry groups, affected landowners, businesses and the community. The consultation process must be undertaken in accordance with the current guidelines.	Section D2.7—Consultation objectives, strategy and approach
	2 The Proponent must document the consultation process and demonstrate how the project has responded to the inputs received.	Section D2.7—Consultation objectives, strategy and approach
	3 The Proponent must describe the timing and type of community consultation proposed during the design and delivery of the project, the mechanisms for community feedback, the mechanisms for keeping the community informed, and procedures for complaints handling and resolution.	Section D4—Overview of engagement activities
	4 Where the Proponent establishes a Community Consultative Committee (CCC) for the project, the establishment and operation of the CCC must be in accordance with the Department's Community Consultative Guidelines State Significant Projects (2016). The CCC must not be the only or primary method of engagement with the community on the project.	A CCC was not established for the proposal due to the length of the alignment. Alternative engagement methods described herein were deemed more suitable

Further to the SEARs, DPIE published guidelines on community and stakeholder engagement, and a Social Impact Assessment (SIA), which have also informed and shaped engagement activities on N2NS Phase 2.

D1.5 Department of Planning, Industry and Environment Guidelines

Community and Stakeholder Engagement (Draft EIA Guidance Series, 2017)

This document sets out expectations for community consultation activities. It complements and expands on the SEARs, providing more detail on consultation activities throughout the assessment, including the scoping report, preparation of the EIS and during the post-approval phase.

The guideline directs proponents to assess the level of community interest in a project and to set levels of engagement appropriate to that interest. Specifically, the guideline provides direction by requiring proponents to:

- ▶ assign an engagement level to the project, using knowledge of the level of impact and interest of the community and other stakeholders, to inform engagement in the subsequent EIS phase
- ▶ develop project-specific participation outcomes for the EIS phase using the assigned level and issues identified by the community and other stakeholders
- ▶ document, in the engagement chapter of the EIS, the engagement activities undertaken and evaluate how the participation outcomes have been achieved through these activities.

To achieve earlier and better engagement throughout the EIS, proponents are required to:

- ▶ provide accurate information in a way that can be understood by the community and other stakeholders
- ▶ clearly communicate the elements of the project that may be able to be changed as a result of feedback from the community and other stakeholders, or the alternatives they may choose from
- ▶ seek feedback from the community and other stakeholders and report back to them on what was heard and how this feedback has been, or will be used, in decision-making and project change.

Social Impact Assessment Guideline for State Significant Projects 2021

The Social Impact Assessment report (Chapter 17: Social impact assessment) (SIA) has been prepared to satisfy the SEARs for the EIS for the proposal. The assessment has been guided by the DPIE *Social Impact Assessment Guideline—State Significant Projects 2021* (the guideline) and the Social Impact Assessment Scoping Tool 2021 (the scoping tool). The guideline provides guidance for conducting SIAs as part of NSW state-level EIS assessments. It defines social impacts and, specifically, how their consideration is integrated into different phases of NSW environmental assessment phases—from scoping to assessment and post-approval phases. Importantly, for stakeholder engagement activities relevant to this chapter, the guideline also specifies the parameters for community consultation. This includes to gain an understanding of the social context (or ‘baseline’) prior to initiation of the proposal, and to ensure that potentially affected individuals and groups are provided with enough understanding of the proposal’s impacts—both negative and positive.

D2 ARTC and community engagement

D2.1 Inland Rail Program engagement approach

ARTC developed a 10-year program to deliver Inland Rail, under the guidance of the Australian Government’s Inland Rail Implementation Group. ARTC’s values commit the organisation to active engagement with stakeholders and the community. ARTC’s approach to communication and engagement is to:

- ▶ ensure engagement activities meet the needs of the community and stakeholders
- ▶ ensure project team members, stakeholders and the community understand their roles and responsibilities to deliver the Inland Rail Program
- ▶ support the overall Program objectives through active engagement.

The *ARTC Inland Rail Communications and Engagement Strategy* (0-0000-900-PCS-00-ST-0002) provides the overarching communications and engagement framework for the Inland Rail Program stretching from Queensland to Victoria. Effective communication and stakeholder engagement are fundamental to reducing risk, optimising route alignment, minimising social and environmental impacts, securing statutory approvals, and gaining and maintaining the social licence to operate.

ARTC’s overarching strategy for communication and engagement is designed to:

- ▶ **build trust:** through quality engagement and interactions with our primary stakeholders, including landowners and communities; providing them with meaningful avenues for input and accurate honest information that allows them to get some certainty about what is happening and what they can expect so that they can make appropriate plans and decisions
- ▶ **build credibility:** through strong, timely engagement with key government and organisational stakeholders and communications to the wider community, including an increased focus on the positive events and milestones, and development of an ongoing program of support for Inland Rail by key community and business leaders
- ▶ **build visibility:** through persistence of broader communications and marketing, including active participation in, and/or support for, local and regional community events as well as broader industry conferences.

D2.2 Inland Rail Program engagement principles

The strategic engagement principles that apply include:

- ▶ **timing**—early and regular engagement
- ▶ **inclusivity**—ensuring relevant stakeholders are consulted or involved during a process
- ▶ **transparency**—views and opinions captured from the public are reflected during the engagement process and are available to participants
- ▶ **equitability**—relevant groups are included in the conversation with recognition of those voices that are not often heard as much as some others. This includes groups such as: Traditional Owners, people with disabilities, youth and the elderly
- ▶ **accessibility**—different socio-economic groups can participate
- ▶ **materiality**—focus will be on identifying and addressing the issues that matter to stakeholders
- ▶ **responsiveness**—including communication of how the engagement process has shaped the project, prior to each phase of engagement and delivery.

ARTC is committed to active engagement in accordance with the International Association for Public Participation (IAP2) spectrum for public participation.

D2.3 International Association for Public Participation Spectrum of public participation

The IAP2 Public Participation Spectrum is designed to assist with the selection of the level of participation that defines the public's role in any community engagement program. The spectrum shows that differing levels of participation are legitimate depending on the goals, time frames, resources and levels of concern in the decision to be made; however, and most importantly, the spectrum sets out the promise being made to the public at each participation level. The spectrum is widely used and is quoted in most community engagement manuals.

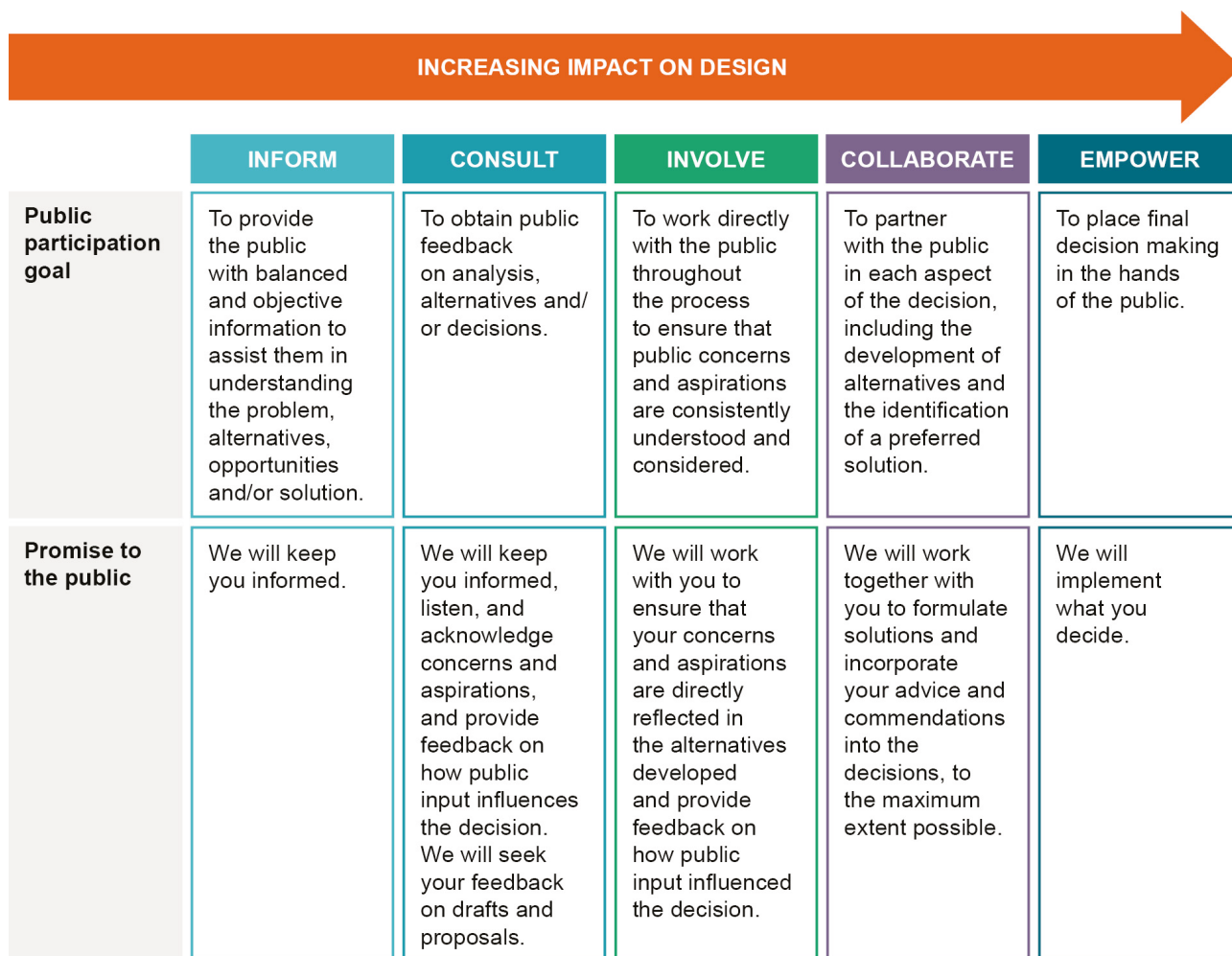
The IAP2 Spectrum and core values help organisations, decision makers and practitioners make better decisions, which reflect the interests and concerns of potentially affected people and entities. The IAP2 notes:

“Public participation’ means to involve those who are affected by a decision in the decision-making process. It promotes sustainable decisions by providing participants with the information they need to be involved in a meaningful way, and it communicates to participants how their input affects the decision.”

ARTC is committed to community engagement practices that are open, transparent, ongoing and equitable. Importantly, ARTC is committed to delivering communications and engagement that is in line with best practice, as stipulated in the IAP2 Spectrum of public participation, and that reflect the IAP2 core values.

D2.4 Public participation

The IAP2 Spectrum for public participation is an informative tool to help clarify the role of the public (or community) in planning and decision making, and how much influence the community has over planning or decision-making processes. As a guide, the IAP2 Spectrum allows for the setting of appropriate goals, expectations and activities. It also assists in better understanding community and project outcomes. The proposal has been guided by the IAP2 as shown in Figure D2-1.



The diagram illustrates the IAP2 Spectrum for Public Participation. At the top, a large orange arrow points to the right, labeled "INCREASING IMPACT ON DESIGN". Below this, a table is organized into two rows and five columns. The columns are labeled: INFORM, CONSULT, INVOLVE, COLLABORATE, and EMPOWER. The first row, labeled "Public participation goal", describes the objective for each level. The second row, labeled "Promise to the public", describes the commitment for each level.

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
Public participation goal	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solution.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision, including the development of alternatives and the identification of a preferred solution.	To place final decision making in the hands of the public.
Promise to the public	We will keep you informed.	We will keep you informed, listen, and acknowledge concerns and aspirations, and provide feedback on how public input influences the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and commendations into the decisions, to the maximum extent possible.	We will implement what you decide.

FIGURE D2-1 IAP2 SPECTRUM FOR PUBLIC PARTICIPATION

D2.5 IAP2 core values

ARTC will also be guided by IAP2 core values. These are outlined in Table D2-1.

TABLE D2-1 IAP2 CORE VALUES

No.	IAP2 core value
1	Public participation is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.
2	Public participation includes the promise that the public's contribution will influence the decision.
3	Public participation promotes sustainable decisions by recognising and communicating the needs and interests of all participants, including decision makers.
4	Public participation seeks out and facilitates the involvement of those potentially affected by, or interested in, a decision.
5	Public participation seeks input from participants in designing how they participate.
6	Public participation provides participants with the information they need to participate in a meaningful way.
7	Public participation communicates to participants how their input affected the decision.

D2.6 Infrastructure Sustainability Council stakeholder engagement credits

The Infrastructure Sustainability Council's (ISC) rating scheme facilitates the ratings of infrastructure projects and assets. ISCA's rating scheme is Australia and New Zealand's only comprehensive system for evaluating sustainability across design, construction and operation of infrastructure.

The ISC ratings include a significant stakeholder engagement component across four key categories, described as:

- ▶ **Sta-1 Stakeholder Engagement Strategy:** this credit aims to reward development and implementation of a comprehensive stakeholder engagement strategy.
- ▶ **Sta-2 Level of Engagement:** this credit aims to reward an appropriately high level of engagement, particularly on negotiable issues. It requires that negotiable issues are identified and the level of participation on these issues is at least 'consult' or higher on the IAP2 spectrum.
- ▶ **Sta-3 Effective Communication:** this credit aims to reward clear, timely and relevant communication with the community, as reflected by the production and dissemination of a range of community info materials including web-based materials, information sheets, newspaper advertisements, and community information sessions.
- ▶ **Sta-4 Addressing Community Concerns:** this credit aims to reward the proper consideration and addressing of community concerns, as reflected by the extent to which affected community believe their concerns have been taken note of. Evidence for this is provided by surveys and meeting minutes.

It is important to note that compliance with the ISC requirements is subject to periodic audit, complementing and lending an additional layer of external accountability to the NSW EIS assessment process. The ISCA requirements relevant to stakeholder engagement are set out in Table D2-2.

TABLE D2-2 ISC REQUIREMENTS

ISCA credit		How ARTC will meet ISC
Sta-1	Stakeholder Engagement Strategy	ARTC will seek to publish an external (or public facing) N2NS Phase 2 Community Engagement Plan, which will complement internal engagement documents and strategies.
Sta-2	Level of Engagement	At a minimum, there are the following negotiable items for the N2NS Phase 2 proposal: ▶ Property access—we will not access your property without seeking your permission and explaining why we wish to access it. ▶ Level crossings—ARTC recognises that access to and from properties and across road–rail interfaces will be an important community issue. ARTC will continue to consult with landowners and the community to ensure a suitable outcome for the region and individual landowners. ▶ Bridges and structures—while bridges and structures will be determined by engineering investigations and operational requirements, there may exist opportunities for community input into visual and design elements associated with these structures (design or ancillary).

ISCA credit		How ARTC will meet ISC
		▶ Rail design and hydrological performance—as above, while rail design will be determined by engineering investigations, there will be opportunities for the community to influence the design.
Sta-3	Effective Communication	ARTC will provide the community with information: ▶ in a timely manner ▶ that supports community participation ▶ is meaningful and relevant ▶ is accessible.
Sta-4	Addressing Community Concerns	ARTC will be responsive to community feedback and concerns. All information gathered will be documented in Consultation Manager and all questions from the public will be responded to in a timely manner.

D2.7 Consultation objectives, strategy and approach

The communication and engagement objectives of the proposal EIS and detailed design phase are to:

- ▶ ensure external stakeholders are clearly identified, and their specific needs are understood and managed
- ▶ ensure all stakeholders understand and are aware of the proposal; and work to increase acceptance of Inland Rail in the region
- ▶ ensure the social licence to operate (reputation and trust) is built and maintained through the engagement of external stakeholders
- ▶ ensure that engagement and communication activities are transparent, equitable and accessible, with adequate opportunities for stakeholders to comment or provide input
- ▶ deliver engagement targeted at mitigating identified stakeholder risks, so that the proposal can be delivered on budget and schedule
- ▶ ensure that relationships are built with stakeholders to ensure effective dialogue with the Inland Rail team
- ▶ ensure that all stakeholders, including relevant Aboriginal parties, are aware of the statutory consultation process, timeframes and opportunities to provide feedback
- ▶ ensure that all stakeholders are aware of the Inland Rail Program and the early field studies, environmental approvals and design development process
- ▶ involve the community in negotiable decision points to build trust and buy-in with Inland Rail about the design
- ▶ ensure that feedback from road authorities is incorporated into the road–rail interface design and approvals process
- ▶ ensure affected landowners are aware of opportunities to contact Inland Rail directly with concerns, and trust Inland Rail to assist them
- ▶ pursue stakeholder and community cooperation, understanding and acceptance of the design through meaningful interactions and appropriate engagement.

ARTC Inland Rail *informed* stakeholders using a range of communication tools, including community update newsletters, e-news, letters, website, fact sheets, flyers and posters.

Stakeholders were *consulted* via numerous meetings, pop-up consultation stands, information sessions and a community survey. This was supported by feedback mechanisms including an interactive map on the proposal website, 1800 telephone line, email address, and feedback forms.

ARTC Inland Rail *involved* stakeholders in the design and EIS development through community engagement sessions, community priority survey and meetings with landowners that enabled a two-way exchange of information.

In several situations, such as alignment development in some sections and when designing the road/rail interfaces, ARTC Inland Rail *collaborated* with stakeholders through workshops and meetings with landowners and key stakeholders.

D2.8 Stakeholder identification

A stakeholder is defined as any individual, group of individuals, organisation or political entity with an interest in the outcomes of a decision. They may be, or perceive that they may be, directly or indirectly affected by the outcome of a decision (IAP2, 2018). Using a desktop search and field visits, Inland Rail identified stakeholders directly impacted by and adjacent to the existing rail corridor as well as stakeholder groups in the wider community likely to have an interest in the construction and operation of the proposal.

Key stakeholders for the proposal include:

- ▶ UGL Regional Linx (the Rail Infrastructure Manager/Operator and Maintainer of the Country Regional Network)
- ▶ elected members of the NSW and Australian parliaments
- ▶ Moree Plains Shire Council (MPSC)
- ▶ government agencies
- ▶ landowners and residents with the potential to be directly or indirectly impacted by the proposal
- ▶ community, industry and environment groups
- ▶ Traditional Owners
- ▶ emergency services
- ▶ utility providers
- ▶ representatives of neighbouring and related projects.

Throughout consultation, the proposal team discussed all key proposal elements with these stakeholders, including:

- ▶ proposal scope, design and features
- ▶ construction and operation of the proposal
- ▶ flooding
- ▶ traffic and transport
- ▶ noise and vibration
- ▶ air quality
- ▶ hazards and risks
- ▶ visual amenity
- ▶ biodiversity
- ▶ heritage
- ▶ waste management and biosecurity
- ▶ social and economic impacts
- ▶ public safety
- ▶ consultation.

D2.8.1 Local council

Local councils provide a tangible and vital link to communities. ARTC has extensively engaged with MPSC on Phase 1 and Phase 2 of the N2NS project and holds regular monthly meetings to discuss matters of mutual interest.

Discussions have included but have not been limited to:

- ▶ level crossing design vehicles
- ▶ road dilapidation
- ▶ passage of watercraft—Mehi and Gwydir Rivers (no regular users)
- ▶ flooding Quantitative Design Limits (QDL) exceedances

- ▶ cadastral matters
- ▶ Gwydir Valley Floodplain Management Plan
- ▶ floodplain risk-management strategies
- ▶ emergency access
- ▶ bridge clearance
- ▶ social impact
- ▶ noise mitigation.

MPSC confirmed that one of their key topics of interest is ensuring that the detailed design process deals adequately with any exceedances of QDLs. ARTC has committed to working closely with MPSC and the community during this phase. MPSC and ARTC will continue to work within the boundaries of the Gwydir Valley Floodplain Management Plan.

MPSC also wishes to ensure that level crossings in the proposal are adequate and future-fit. ARTC has, as a result of this, had conversations with Transport for NSW (TfNSW) and has commissioned a study to identify the potential to increase the capacity of the public level crossings in the proposal to accommodate larger vehicles.

ARTC will continue to build strong relationships with regional councils and, where possible, align proposed engagement activities and/or initiatives with respective council engagement strategies and strategic plans. By tailoring the engagement process, ARTC will develop stronger, lasting bonds; greater trust; and project coordination.

D2.8.2 Government organisations

Consultation with government agencies commenced as part of the concept development stage of the N2NS project. ARTC will continue to engage with agencies, such as TfNSW (including the former Roads and Maritime Services (RMS)), Forestry Corporation and Environment, Energy and Science Group within DPIE (which incorporated the Environment Protection Authority (EPA), Heritage NSW, and the Biodiversity Conservation Division).

Consultation continued with DPE during the EIS preparation. Ongoing consultation with the department was required to ensure the completion of necessary community engagement practices as part of the EIS process. ARTC will also need to continue to work with DPE to manage the formal exhibition of the EIS and manage activities associated with the community feedback process.

ARTC has made initial contact with the water division of DPE and is seeking a meeting to discuss the Gwydir Valley Floodplain Management Plan.

ARTC recognises the importance of the relationship with TfNSW, noting plans to upgrade its infrastructure in the vicinity of the proposal and also the identified exceedances of the QDLs on current TfNSW infrastructure. ARTC has held regular meetings with TfNSW during the development of the proposal and has sought to address TfNSW concerns by providing additional information where possible. This includes additional modelling on a 20% AEP event as well as a study of each identified exceedance of the QDLs on TfNSW infrastructure. ARTC will continue to regularly meet with TfNSW throughout all phases of the proposal and commit to working with TfNSW where it is projected that TfNSW infrastructure may be impacted. At each design phase of the proposal where refined hydrology impacts become known, ARTC will detail each exceedance in a report and discuss with TfNSW in the regular monthly meetings.

ARTC has also met with the Country Rail Network (CRN) branch of TfNSW and has discussed the implications of construction on the Weemelah line, which were deemed to be minimal. The CRN branch will continue to be informed of progress via the TfNSW Inland Rail unit.

D2.8.3 Landowners

The team established and maintained relationships with landowners who own or reside on property within the proposed rail alignment and those further afield who may be impacted by the proposal. This included managing land access requests to undertake field investigations and consulting broadly with landowners on the social impact of the proposal.

Preliminary consultation with the Phase 2 landowners formed part of the wider N2NS landowner consultation. From 2017 to 2019, ARTC met with approximately 180 landowners across the Narrabri to North Star Alignment.

From late 2019, and after the proposal was separated from the N2NS project, ARTC has met with approximately 50 landowners within the proposal area.

Meetings included ARTC technical and engagement personnel, with discussions covering a broad range of topics relevant to the landowner, including flooding, property matters, noise and vibration, and socioeconomic matters.

ARTC has identified each residence where QDLs are exceeded and has attempted to notify residents that there is the potential for a change in hydrology impact. ARTC will continue to liaise with these landowners throughout the detailed design phase.

D2.8.4 Advocacy groups

This stakeholder group includes resident groups, farmer groups and associations who have particular interests in the Moree area.

Formal and informal meetings with community and environment groups were held as required since 2017. In 2021, ARTC has been pleased to be able to present to a number of community groups in Moree about the proposal. ARTC has also met regularly with the Gwydir Valley Irrigators Association and has presented to both the Floodplain Risk Management Committee and the Local Emergency Management Committee.

D2.8.5 Emergency services

As well as presenting to the Local Emergency Management Committee, ARTC also met with the State Emergency Services (SES) Planning Coordinator, Southern and Western Zone to provide an overview of the potential hydrology impacts of the proposal. During the meeting, it was identified that it would be important to maintain a good working relationship during the detailed design phase, as well as later phases, to ensure adequate planning in the event of any emergency. ARTC will seek to engage with the relevant SES representatives throughout the phases of the proposal as well as seek to, present to, and obtain feedback from, the Local Emergency Management Committee.

ARTC also met individually with the Rural Fire Service and the Moree Police Service to provide an overview of the proposal and introduce key personnel.

D2.8.6 Community, workforce and industry groups

ARTC has a Social Performance Team who works closely with the Community Engagement Team to lead the overall proposal in amplifying the social benefits of the proposal and minimise the potential negative social impacts.

Throughout 2020, the Social Performance Team ran a number of capability development workshops in the Moree region with the aim of getting the community ready to receive the benefits of Inland Rail.

The social performance objectives for Inland Rail are based around five key elements and related commitments. These objectives relate to:

- ▶ workforce management
- ▶ local and Indigenous industry participation
- ▶ housing and accommodation
- ▶ health and community wellbeing
- ▶ community and stakeholder engagement.

Opportunities for the Community Engagement team to leverage off potential initiatives delivered by the Social Performance team include:

- ▶ Duty of care—Establishing a whole-of-project policy and procedure outlining ARTC's approach to managing issues of distress, self-harm and mental health concerns raised by landowners and communities impacted by the proposal.
- ▶ Community safety—Using ARTC's rail safety program to develop and deliver a community safety program (roads and crossings) to demonstrate that issues and concerns raised in consultation have been acted on and are being proactively managed.
- ▶ School safety strategy—Leveraging ARTC's existing school safety program to facilitate a positive relationship between the proposal and some of the community's most vulnerable residents—children.

- ▶ Local education—Creating education opportunities for residents to be trained so they can benefit from the development and operation of the proposal. This area of interest and opportunity has been raised by local councils, businesses and locals throughout consultation.

The Community Engagement Team continues to work in conjunction with the Social Performance Team to understand the activities and initiatives to be delivered as part of the Social Performance Plan, where there are synergies.

D2.8.7 Indigenous engagement

ARTC has a good working relationship with the Moree Local Aboriginal Land Council (LALC) and has engaged with them on matters of cultural significance relevant to the community; this included a discussion around the significance of the Steel Bridge over the Mehi River and impacts to their properties.

ARTC's Community Engagement Team participated in cultural heritage surveys in the proposal area and featured a Registered Aboriginal Party (RAP) in a proposal newsletter. The ARTC Community Engagement Team also works closely with the ARTC Indigenous Participation Adviser to plan and deliver engagement activities, and will seek to ensure Indigenous participation as progress is made towards construction. ARTC was also pleased to sponsor Miyay Birray Youth Service in 2019 for the purposes of the NAIDOC Week Moree 2019 Family and Cultural Day.

Recently, the Community Engagement Team arranged a community drop-in session at the Moree Sports, Health, Arts and Education (SHAE) Academy, which was extensively advertised to the Indigenous community through Indigenous support networks and via flyers in various communities in Moree. It was well attended and provided a good opportunity to hear about concerns in the community and assess how we might best engage in the future.

D3 Engagement materials and activities

Since the announcement of the Inland Rail Program, engagement with communities surrounding the N2NS project has been ongoing. N2NS Phase 1 and N2NS Phase 2 specific consultation has occurred since the projects were split in 2019 and focused N2NS Phase 2 EIS consultation has occurred since August 2020.

D3.1 Communication tools and activities

Various consultation tools and activities are being used to support the different phases of engagement. Various communication channels have been, and will continue to be, instrumental to ensure information and updates about the proposal are disseminated regularly, and feedback from the community and stakeholders is received and recorded in ARTC's Consultation Manager database. Feedback received may be escalated internally, as required, to assist with the development of the proposal. The types of communications provided so far for the proposal are provided in Table D3-1 Consultation tools and activities for the proposal.

TABLE D3-1 CONSULTATION TOOLS AND ACTIVITIES FOR THE PROPOSAL

Tool	Purpose	Timing
Toll-free community information line	▶ Inland Rail has a toll-free community information line (1800 732 761) for any enquiries about the proposal ▶ A team of community and engagement advisors take these calls and direct them to the appropriate engagement advisor for response.	Established January 2015 and continues to be managed
Program email	▶ Online communication channel where stakeholders can ask questions, share their views, issues and concerns, provide feedback and request additional information.	Established 2014 and continues to be managed
Inland Rail website	▶ Raises awareness and understanding of the proposal ▶ Provides information and promotion through which stakeholders can ask questions, share their views, issues and concerns, and request additional information ▶ The website includes proposal factsheets and newsletters, presentations from community events, proposed alignment maps and contact details for the Stakeholder Engagement Team. The website is updated as required to reflect the stages of the proposal.	Established 2014 and updated regularly
Social Pinpoint	▶ Promote the proposed alignment ▶ Provide information about key locations along the alignment	Established in November 2020 and is ongoing

Tool	Purpose	Timing
	▶ Online communication channel where stakeholders can provide feedback and ask questions ▶ Inclusion of links to interactive visualisations focusing on design features such as level crossings and culverts.	
Visualisations	▶ An animated fly-through video of the area, allowing community to visualise the alignment from start to finish ▶ Updated in 2022 to include culvert locations and level crossings.	Established in November 2020 and is ongoing
Printed information incl. fact sheets—distributed to people on a mailing list and at communication sessions	▶ Raises awareness and understanding of the proposal ▶ Provides information and details about specific projects as well as features and activities ▶ Provides information on guidelines and procedures.	Commenced in 2016 for N2NS project Commenced in August 2019 for the proposal and is ongoing
Stakeholder electronic newsletter	▶ Electronic newsletters have been sent to stakeholders to provide Program updates, invite them to attend community drop-in sessions and advise them of community information sessions ▶ Individuals can sign up for electronic news program updates online through the ARTC website, at public information displays, or stakeholder engagement advisors can sign them up following a one-on-one meeting ▶ Separate Phase 2 newsletter commenced distribution from March 2022.	Established in 2019 for N2NS project and is ongoing
Community priority survey	▶ Survey to understand community priorities for SIA and future consultation ▶ Made available through e-newsletters and stakeholder communications ▶ See Appendix C.	September–November 2020
EIS Exhibition Survey	▶ Survey to understand how people wished to receive information about the EIS while on public display	June–July 2022
Community information sessions and staffed pop-ups	Provides information on the proposal to the local community: ▶ Sought local input to inform the design process and EIS, five Phase 2 specific sessions were held as follows: ▶ 8 September 2020: community drop-in session—Mehi River Van Park ▶ 10 September 2020: online virtual session ▶ 8 December 2020: community drop-in session—Moree Max Centre ▶ 10 December 2020: online virtual session ▶ 17 February 2021: community drop-in session—targeted at Yarraman community—Moree Town and Country Club ▶ 9 March 2022: community drop-in session at the Sports, Health, Arts and Education Academy (SHAE), Moree ▶ Examples of the slides presented are provided in Appendix D. Two earlier sessions occurred in September 2019, which introduced hydrology issues pertinent to Phase 1 and Phase 2. In January 2020, a ‘Meet the Contractor’ Session was held in Moree aimed at introducing the community to the three preferred contractors for Phase 1. The presentation detailed the Phase 1/Phase 2 split and noted Phase 2 would be subject to a separate procurement process. An earlier presentation designed for industry participants occurred in 2019 in both Sydney and Brisbane, and provided an overview of the procurement strategy for Phase 1 and Phase 2 (see Appendix E).	Commenced in 2016 for N2NS project
Workshops	▶ Discuss the proposal and address specific questions and concerns in person ▶ Provide an opportunity for stakeholder input to inform the design process and EIS ▶ Obtain targeted feedback from stakeholders to develop the EIS.	Commenced in 2016 for N2NS project
Landowner face-to-face meetings	▶ Raise awareness of the proposal and the potential impacts on landowners ▶ Provide an opportunity for landowners to ask questions and have input into the design and EIS.	Commenced in 2016 for N2NS project Commenced in August 2020 for the proposal

Tool	Purpose	Timing
Stakeholder meetings and briefings	▶ Formal and informal meetings providing the opportunity to address specific questions and issues in person. May be initiated by stakeholders or the proposal team ▶ Provide an opportunity for stakeholder input to inform the design process and development of the EIS ▶ Over 150 meetings have occurred in the period between August 2020 and June 2022.	Commenced in 2016 for N2NS project Commenced in November 2019 for the proposal
Inland Rail social media channels ▶ LinkedIn ▶ Facebook ▶ Instagram	▶ Online communication provides information about the Inland Rail Program ▶ Online communication channel where stakeholders can ask questions, share their views, issues and concerns, provide feedback and request additional information.	Established in 2019 and ongoing
Door knocks	▶ Provide proposal update to stakeholders in Morton and Oak Street who don't have registered contact details on Inland Rail database. ▶ Provide advice on hydrology impacts to Yarraman community ▶ Discuss 7-day working week with potentially impacted stakeholders.	January 2021 October 2021
Program database	▶ Records all correspondence relating to the proposal, including feedback, concerns and commitments.	Established in 2014 and ongoing
Letters and emails to identified stakeholders	▶ Inland Rail regularly communicates directly with affected landowners via email and letter to ensure key elements of project progress are communicated ▶ Landowners in the proposal area were written to in November 2019 in relation to the Phase 1 and Phase 2 split and upcoming investigations ▶ Further correspondence was sent in August 2020 to inform landowners that development of the EIS was underway ▶ In November 2020, a letter directly targeted at urban areas in Moree, deemed to be potentially affected by operational and construction noise, was sent to registered owners and placed in mailboxes in the area ▶ Flyers distributed to Indigenous communities to advise of community drop-in session at the SHAE Academy ▶ These letters are in Appendix H.	At key points in the project, including advice of Phase 1 and Phase 2 split and upcoming EIS development
ARTC Community investment/ sponsorship	▶ Opportunity for direct or in-kind community support.	Four times per year
E-blast emails/ emails	▶ Promote engagement channels and opportunities to learn more about the proposal ▶ Promote when community feedback and inputs are required.	As required
Supplier capability development workshops	▶ Capability development workshops commenced in 2020 aimed at getting the workforce in the area construction ready ▶ Participants were offered expert tips and access to practical tools to help ensure they were in the best possible position to work as suppliers of goods and services to Inland Rail ▶ In total, 11 workshops—two face to face in Moree and seven online—were held over this 10-month period. The workshops were followed by one-on-one mentoring sessions, which presented local suppliers an opportunity to gain professional insights into how best to position themselves for Inland Rail success.	2020 and will be ongoing

D4 Overview of consultation activities

Extensive consultation has been held with N2NS communities during each stage of the proposal's development, including prior to the separation of Phase 2 from Phase 1. The following sections are an overview of consultation carried out from 2016 to April 2021. Phase-2 specific consultation commenced in August 2020.

D4.1.1 Overview of consultation activities (August 2020–February 2021)

Consultation for the purposes of informing the EIS took place from August 2020 until March 2022. Prior to undertaking planning for consulting with the community, ARTC analysed the results from previous engagements and assessed that it was likely that hydrology would be the key area of interest but this needed to be confirmed. It was also deemed essential that the community participated in the development of the hydrology model used to predict the effect of the preliminary design. As such, early consultation in this period focused on hydrology as well as understanding other areas of interest to this community.

A tiered, targeted consultation approach ensured consultation sought feedback in a timely manner to inform the EIS. Noting that hydrology had been identified as a key concern in earlier consultation, ARTC decided to gather feedback from a wider group of stakeholders, including any landowners and community members potentially impacted by changes in hydrology.

A key objective of the first round of consultation was to ensure landowners and community were aware of the removal of the proposal from the wider N2NS project and the differences in both project timelines and focus. This first round of consultation also provided general information about a range of factors associated with the proposal, including but not limited to visual impact, level crossings and biodiversity. This initial round of consultation identified that there were three primary issues: hydrology, noise and the potential for land acquisition from a small number of stakeholders; this informed later periods of consultation.

D4.1.2 Hydrology model and project overview: August–September 2020

In August and September of 2020, the Community Engagement Team met with approximately 40 landowners, as well as a range of other stakeholders, including MPSC, TfNSW, the Moree LALC and the Gwydir Valley Irrigators Association, to introduce the Phase 2 EIS process.

The key intention was to seek feedback from the community as to whether the hydrology model that was to be used as the basis of the preliminary design was consistent with their personal experience. Key materials presented as part of consultation included historic flood imagery and flood modelling showing existing water flow and interaction with the rail line.

The team also introduced the range of topics that would be covered in the development of the EIS and sought early views on topics of interest. This was also supplemented by a community survey that was distributed to the Phase 1/Phase 2 newsletter distribution list.

As well as individual meetings, an online and a drop-in information session were hosted.

The objectives of these sessions were to:

- ▶ provide a project update to the wider community who are further from the project area and therefore haven't participated in a one-on-one meeting with the project team
- ▶ provide the wider community an opportunity to interact with the wider project team specialists, including hydrology, noise and environmental
- ▶ provide an opportunity to ask questions and give feedback to the project team.

Summary of issues raised

Landowners consulted were generally supportive of the N2NS Phase 2 proposal and appreciated the opportunity to review the hydrology modelling. During consultation sessions, it was apparent from mapping and flood modelling that most landowners in the proposal area would be protected by measures such as mounds and levees. All landowners did, however, reiterate the importance of ensuring sufficient culverts were part of the preliminary design.

It was clear through this initial round of consultation that hydrology and noise were the key areas of interest and this informed the following two rounds of consultation.

Other points of interest included fencing, potential temporary occupation, air pollution and traffic disruption. Initial views were sought on the replacement of the bridges; however, it was noted that the majority of persons were unconcerned by their removal and replacement. Some did, however, express the desire for there to be some form of memorial of the bridges; this will be further explored in later design phases.

D4.1.3 Understanding impacts, feedback on design: November–December 2020

In November and December 2020, the team met with the same stakeholders as in August and September. The primary objective of these meetings was to present and seek feedback on the proposed design, including rail alignment, level crossing design and trafficking requirements; culvert size and placement; and flood impact. Key materials presented as part of consultation included flood modelling showing the proposed rail design to minimise both the possibility of water overtopping the rail line, and effect of changed flood conditions on properties and infrastructure.

It was also important that the team understood how any potential increase in hydrology impacts would affect properties and residences. The team ensured they gained a good understanding of where recent flood events had impacted and how far the waters were from entering houses.

During this period the team also informed the community about construction impacts relevant to them and sought their feedback on how this might impact their operations.

The team also provided information on the proposal approval process as well as highlighting how to provide a submission.

In December, a further online session as well as a drop-in information session were provided to give the wider community the opportunity to review the preliminary design and raise any other concerns.

Summary of issues raised

Landowners were generally supportive of the preliminary design and provided positive feedback in relation to the large number of culverts. The hydrologist presented flood model mapping showing anticipated impacts and, with limited exceptions, landowners were generally comfortable with the level of change. Landowners were made aware that areas such as the Camurra hairpin will continue to be subject to refinement during detailed design.

Landowners indicated acceptance of construction noise and impacts, noting that most simply wanted the construction period to be complete as soon as possible. There were some requests for measures to alleviate some impacts and these have been recorded and will be explored in detailed design. The majority of residents residing in close proximity to the alignment expressed significant concern regarding operational noise and the number of trains predicted to be in use. This was the focus of the third round of consultation.

D4.1.4 Noise and what it means: February 2021

The Community Engagement Team met with a smaller number of stakeholders in February 2021, which included those closest to the rail alignment. The key objective was to identify landowners who, based on initial noise modelling completed, would be eligible for noise mitigation treatment and those who, although noise effected, would not be eligible for treatment. Key materials presented as part of consultation included construction and operational noise modelling, and visualisations of proposed mitigation measures (noise wall). Discussion included a detailed explanation of rail noise impacts, the amenity protection triggers in the *NSW Rail Infrastructure Noise Guideline* and available mitigation measures that will be explored during detailed design.

The team also sought to explain noise impacts during construction, including potential work hours. It was also deemed important to understand, in particular, the needs of any shift-workers so, if possible, this could be factored in during construction planning.

A community information session was also held for the Yarraman Community after a full assessment of potential hydrology impacts to that area.

Summary of issues raised

In round 3, there was a high level of concern identified around operational noise impacts, particularly because, currently, the rail line, while operational, has very limited use. There was a strong perception that a greater number of residences would have been potentially eligible for noise mitigation measures. ARTC clarified that noise mitigation would likely not be required for those north of the Mehi River but those south of the Mehi River crossing would require noise mitigation, and a noise wall may be considered during detailed design. Views in the community on a noise wall differed depending on location, with those closest to the rail line opposing it and those further away being generally more supportive. ARTC acknowledged these concerns and intends to consult extensively with the community during detailed design.

D4.1.5 Construction hours: October 2021–November 2021

The Community Engagement Team door knocked a number of stakeholders, which includes landowners/tenants predicted to receive in excess of 55 dB construction noise in Morton, Oak, Gosport and McElhone streets, to seek feedback on the proposal of a seven-day working roster when construction begins, which would see work carried out from 6 am–6 pm, Monday to Sunday.

The key objective was to inform residents of the proposed working hours, find out whether residents near the alignment would support the proposal and how they foresee the proposed working hours would impact them. During this activity, the engagement team used a community feedback survey (Appendix M) to better explain the proposal and align how feedback was gathered.

The community survey included information around:

- ▶ proposal details
- ▶ consultation history around construction hours and noise
- ▶ expected construction start dates
- ▶ rationality behind decision to pursue proposed seven-day working week
- ▶ opportunity to provide feedback around seven-day working week
- ▶ contact details for Inland Rail Stakeholder Engagement Project Team.

An email, which included the community feedback survey, was sent to a wider group of stakeholders along the proposal alignment, to advise them of the proposed seven-day working roster. Following the emails, follow-up phone calls were made to stakeholders who hadn't submitted their community feedback survey, to ensure we received a wider snapshot of feedback around the working hours proposal. Through this process, an additional 46 stakeholders had the opportunity to submit feedback.

Views on the proposal differed, with most objections coming from residents close to the alignment who would be impacted most. Other objections also came from local businesses who were also concerned about worker fatigue if they were successful in gaining work on the proposal. From the engagement with stakeholders, six did not support the proposal, while 55 stakeholders did support the working hours.

D4.1.6 Social impact

In late 2021, the Community Engagement Team undertook a series of meetings targeted at better understanding how the Inland Rail Program would and had impacted Moree and surrounds. The team met with a number of agencies who were overwhelmingly positive, with the caveat that there were concerns about the impact on housing. The agencies indicated a positive experience with construction that had already occurred on the Phase 1 project and spoke of the economic boost that the project had provided. They noted that the most disadvantaged had perhaps not been able to partake in the opportunities and the team committed to examining how to address this for the proposal. The team noted that MPSC is examining the issue of housing and has prepared a Moree Plains Local Housing Strategy; however, this is subject to market forces, noting the high demand for housing construction personnel.

D4.1.7 Velocity impacts and mitigation measures on soil: November–December 2021

The project team met with six directly affected landowners along the alignment to present the modelled velocity impacts on soil and to seek feedback on potential mitigation measures identified by ARTC to address these modelled impacts. ARTC anticipates that further refinement of these potential mitigation measures would be undertaken during the detailed design phase of the proposal to align with regulatory requirements set by DPE.

Soil sampling/characterisation was conducted at 10 locations along the alignment to refine ARTC's understanding of the effect of the modelled velocity on the soils present. The soil sampling/characterisation identified largely homogeneous results at each of the sample sites, except in two locations where the landowner had constructed a pad/hard stand area.

Soil sampling/characterisation results were presented to each of the landowners, with the discussion partly focused on potential mitigation measures that may be required/refined during the detailed design phase in response to exceedance of velocity Quantitative Design Limits (QDLs). Landowners were advised that if velocity QDLs were breached, further discussions would occur between ARTC and themselves, and 'at property' mitigation measures would be negotiated.

The majority of landowners were comfortable with the level of change predicted and agreed these impacts could be addressed during the detailed design phase, via further consultation, to seek an acceptable outcome.

To support these conversations, landowners were presented with the following, in addition to soil sampling/characterisation results:

- ▶ hydrology requirements for N2NS Phase 2 and hydrology assessment criteria, including relevant QDLs
- ▶ peak flood change in velocity (during a 1% annual exceedance probability (AEP) event) map.

During this package of consultation, directly affected landowners were informed ARTC was not proposing to redesign the reference design to mitigate the potential exceedances of the QDLs. Landowners were informed ARTC was seeking feedback on the acceptability of these exceedances, inputs and suggestions on potential 'at property' mitigations that would manage these exceedances, and to assure the landowners that an acceptable negotiated outcome would be achieved.

The majority of the impacted landowners raised minimal concerns about the potential exceedances of the velocity QDLs. Landowners generally expressed a desire to work with the proposal to investigate alternate 'at property' solutions to mitigate the flooding impacts, which potentially may improve the current velocity/flooding conditions (e.g. additional erosion control on private property).

One landowner did, however, express concern at both the modelled velocity and afflux impacts presented. The landowner's key concerns related to the extent of modelled impacts (on their property, given their intention at the time of purchase was to resell the block for a future house build). The landowner identified that, in their view, the modelled hydrology changes may negatively affect the saleability of the block. This landowner was, however, agreeable to working through these issues in the detailed design phase when the final impact will be refined/determined.

The next steps for ARTC are to finalise the design, develop 'at property' mitigations and to consult with affected landowners during detailed design.

D4.1.8 Temporary and permanent occupation for construction and operational purposes

During April, May and June of 2022, the stakeholder team met with landowners who were identified as impacted by temporary occupation. Landowners were advised of the proposed occupation area and the steps that would be taken to lease or license the area for construction. Landowners were comfortable with the areas identified and the process.

Conversations also occurred with landowners impacted by permanent acquisition as a follow up to conversations that had occurred in 2020.

Consultation activities

In response to community gathering restrictions due to the Covid-19 pandemic, ARTC undertook a flexible approach to consultation. Regionally based staff personally attended consultation events and landowner meetings, supported by other team members attending and presenting online. This enabled a greater presence of experts than may have ordinarily been possible.

The meetings with landowners involved a hydrologist, regionally based engagement officers, the senior environmental adviser and an engineering specialist, where relevant or requested. Community information sessions during this period involved two virtual sessions and three face-to-face sessions.

The online approach to consultation enabled more flexibility for stakeholders to participate, especially considering the regional project area. By hosting a community information session online, ARTC assisted stakeholders to participate in their homes and have access to all members of the project team to ask questions or raise concerns.

ARTC has undertaken significant consultation during project establishment, planning and detailed design phases of the entire N2NS project.

A summary of key engagement activities that ARTC has carried out on Phase 1 and Phase 2 of the project is provided in Table D4-1. A summary of engagement activities carried out for the EIS follows in Table D4-2.

A full outline of community engagement and stakeholder consultation activities is provided in Appendix L.

TABLE D4-1 SUMMARY OF ACTIVITIES CARRIED OUT FOR THE PROPOSAL

Year	Summary of activities
2015	▶ Moree Farmers Meeting in collaboration with MPSC and NSW Farmers Federation—workshop attended by 26 stakeholders ▶ Moree LALC—meeting with CEO and Deputy CEO ▶ Correspondence to cultural knowledge holders.
2016	▶ Initial face-to-face meetings with over 90 landowners to capture contact details and achieve 110 signed land access agreements ▶ Meeting with Western Zone Aboriginal Land Council Director ▶ Workshop—Moree RAPs ▶ Drop-in session Moree—approximately 10 attendees ▶ Impacted landowners within 1 km of the alignment—mail out providing an overview of the proposal and proposed activities sent to over 390 landowners ▶ Introductory meeting with Moree Local Emergency Management Committee ▶ Face-to-face meetings to support cultural heritage and geo-tech field studies with 45 landowners ▶ Water-flow and flood modelling consultation undertaken—face-to-face meetings with approximately 30 landowners ▶ Emergency Services Moree region—workshop to discuss severance, accessibility and pedestrian safety with representatives from police and ambulance services in attendance ▶ Stakeholder update—E-news update to councils and MPs ▶ Face-to-face meetings with 31 landowners with private level crossings ▶ Inland Rail website launched.
2017	▶ Carried out engagement activities for the EIS public exhibition, including seven drop-in sessions across Narrabri, Moree, Croppa Creek and North Star, with a total of 147 people attending the sessions ▶ Moree LALC and elders workshop with 7 attendees ▶ Face-to-face meetings with two landowners regarding potential quarry sites and geotechnical activities ▶ Engagement with four private landowners to request access for LiDAR surveyors ▶ Advertising in Moree and Narrabri newspapers advising the community of LiDAR survey activities ▶ Written notification provided to 74 landowners advising of LiDAR survey activities ▶ Direct contact with relevant government agencies and key stakeholders to encourage attendance at the EIS community information sessions ▶ Letters and face-to-face meetings with 110 landowners to renew property access agreements ▶ Development of a podcast about the EIS process with short interviews with the project manager and environment manager ▶ Updated residents within 500 m of the proposal area through direct mail-out, and the wider community through face-to-face meetings, letters and fact sheets.
2018	▶ Letter/email sent to various stakeholders providing information on N2NS Activities Supporting Inland Rail: N2NS Detailed Design ▶ Email to 152 stakeholders, including councils and MPs, that consultation is commencing on detailed design ▶ Consulted with approximately 120 stakeholders and landowners to support detailed design for N2NS Phase 1 and 2 ▶ Carried out consultation on 84 public and private level crossing designs ▶ Six meetings with MPSC staff to discuss matters related to the EIS ▶ Meeting with Moree LALC to discuss matters related to the EIS ▶ Meeting with Moree Chamber of Commerce to provide update ▶ Survey available at Moree Show asking community members about communication preference and their experience with Inland Rail thus far—approximately 64 responses ▶ Briefing with regional NSW Farmers representative and later briefings to three local branches ▶ Media event with Moree Mayor, Katrina Humphries and Federal Member for Parkes, Mark Coulton capturing a drill rig in action for investigations ▶ Ecology and geology investigations and associated communication activities undertaken on approximately 12 properties ▶ Meeting with TfNSW regarding Jones Avenue.
2019	▶ Communications to renew Land Access Agreements with N2NS stakeholders ▶ Ecology investigations for borrow pits undertaken with relevant N2NS stakeholders ▶ Meetings with North-West Local Land Services (LLS) ▶ Attendance at Gunnedah Ag-Quip to engage with the broader community ▶ Attendance at Moree Show—interacted with approximately 80 persons

Year	Summary of activities
	▶ Round-table meeting held with MPSC; Federal Government representative (Mark Coulton); Department of Infrastructure, Transport, Regional Development and Communications; and industry and landowners to discuss N2NS Phase 1 and 2 ▶ Briefing provided to the Hon. Adam Marshall MP on an N2NS Phase 1 and Phase 2 update ▶ Launched the Inland Rail Sponsorship and Donations Program ▶ Inland Rail Leadership Team meeting with Narrabri Shire Council and MPSC. Project update and introduction to Inland Rail leadership team ▶ Conducted two information sessions on flooding and noise in Moree—approximately 30 community members attended ▶ Letter to 44 identified stakeholders in N2NS Phase 2 proposal area re Phase 1 and 2 split and upcoming investigations ▶ Meetings with seven directly affected landowners ▶ Supervised investigations on six properties in Phase 2 proposal area to inform SSI Application and Scoping Report ▶ Supplier briefings noting Phase 1 and Phase 2 split ▶ Regular advertisements in NSW Farmers magazine regarding Inland Rail progress ▶ Five meetings with MPSC, which included a discussion of N2NS Phase 2 matters ▶ Meeting with LLS to discuss travelling stock reserves (TSRs) across N2NS Phase 1 and Phase 2 ▶ Update provided to TfNSW on N2NS Phase 1 and 2 ▶ Attempted phone calls to all identified N2NS Phase 2 stakeholders to advise of Phase 1/Phase 2 split. Follow up emails also sent.
2020	▶ Investigations in Phase 2 proposal area to inform SSI Application and Scoping Report ▶ Meet the Proponent sessions for N2NS Phase 1 in Moree—presentation noting Phase 1/Phase 2 split.

TABLE D4-2 SUMMARY OF CONSULTATION ACTIVITIES DURING THE DEVELOPMENT OF THE EIS

Month	Activities
August 2020	▶ Letter sent to 31 project stakeholders explaining the separation of Phase 1 from Phase 2 and advising upcoming consultation activities ▶ Briefing with TfNSW and DPIE ▶ Meeting with Gwydir Valley Irrigators Association ▶ 19 meetings with landowners who are directly or indirectly impacted by the proposal.
September 2020	▶ Meeting with North West LLS to further discuss proposed acquisition in Camurra North TSR ▶ Two meetings with MPSC staff to provide introduction to EIS process and discuss hydrology modelling: ▶ one meeting included consultants contracted by MPSC to examine floodplain risk-management strategies ▶ Presentation to Moree Plains Shire councillors—proposal overview ▶ 23 meetings with landowners who are directly or indirectly impacted by the project ▶ Advertisements in Moree Champion Post promoting community information sessions ▶ Sponsored posts on Facebook promoting community information session ▶ Letterbox drop with flyer for Morton Street and Oak Street area to promote community information session being held to inform that community of particular issues of interest to them, including construction and operational noise and hydrology modelling ▶ Face-to-face community drop-in session for Morton Street and Oak Street area—seeking to provide project update as above and gather contact details ▶ Online community information session for wider Moree community (approx. 40 attendees)—provided project overview with a focus on hydrology modelling ▶ Community priority survey hosted on N2NS website—survey sought feedback on issues of interest—low return rate.
October 2020	▶ E-news sent to registered addresses ▶ Meeting with MPSC ▶ 3 meetings with landowners who are directly or indirectly impacted by the proposal.
November 2020	▶ Letter sent to Morton Street and Oak Street residents outlining potential construction impacts and seeking their views on noise mitigation measures ▶ Two meetings with landowners who are directly or indirectly impacted by the project ▶ One meeting with Yarraman community representative on how best to approach Yarraman community in relation to minor changes in flood behaviour ▶ Meeting with North West LLS

Month	Activities
	▶ Meeting with Moree Police Service ▶ Meeting with Rural Fire Service ▶ Presentation to Moree Plains Shire Council Floodplain Management Group.
December 2020	▶ Meeting with Gwydir Valley Irrigators Association ▶ Meeting with SES—Southern and Western Zone ▶ Presentation to Local Emergency Management Committee ▶ 41 meetings with landowners who are directly or indirectly impacted by the proposal ▶ Face-to-face community drop-in session for Moree community ▶ Online community information session for wider Moree community (14 attendees) ▶ Minutes sent to landowners identifying where further action required.
January 2021	▶ Door-knock Morton Street and Oak Street area to gain contact details and inform of potential construction and operational noise, with principal aim of consulting on noise mitigation measures.
February 2021	▶ E-news sent to registered addresses, included link to SEARs ▶ Meeting with MPSC, discussion included: construction and operational noise, historic bridges and hydrology impacts ▶ Meeting with Moree LALC to discuss proposed acquisition in Camurra North TSR and their claims on it, overpass issues and noise wall implications ▶ 24 meetings with landowners who are directly or indirectly impacted by the proposal ▶ Door-knock and letterbox drop in Yarraman (Yarraman is approximately 10 minutes' drive from Moree) to promote community drop-in—flyer indicated slight changes in hydrology impact due to preliminary design (approximately 80 flyers dropped) ▶ Face-to-face community drop-in session for Yarraman community regarding flooding (six attendees), information well-received by those present.
March 2021	▶ Presentation to the Floodplain Risk Management Committee on updated hydrology models ▶ Meeting with North-West LLS in Tamworth to discuss TSRs ▶ Meetings with stakeholders to provide updates on hydrology impacts.
April 2021	▶ Attendance at Moree Show ▶ Attendance at Council-hosted business information session with the Moree Community to provide information on Phase 1 and Phase 2 ▶ Meeting with Heritage NSW to discuss bridges in the proposal area ▶ Two presentations to Moree community groups.
May 2021	▶ Attendance at Lions meeting to provide information on Phase 1 and Phase 2 ▶ Cultural tour with Moree LALC ▶ Attendance at Probus meeting to provide information on Phase 1 and Phase 2 ▶ Tour of TSRs with North West LLS to understand stock movements ▶ Meeting with Moree LALC to provide an update on hydrology impacts ▶ Four meetings with landowners to renew land access agreements and provide a proposal update.
June 2021	▶ One meeting with landowner to advise of surveying audit ▶ One meeting with landowner to advise of hydrology impacts.
July 2021	▶ Regular meeting with TfNSW ▶ Three landowner meetings to renew land access agreements and provide proposal update.
August 2021	▶ Regular meeting with TfNSW to discuss staffing, EIS display time, short stacking and interaction with designs.
September 2021	▶ Correspondence with one impacted landowner regarding flood mitigations ▶ Correspondence with one impacted landowner regarding hydrology impacts and offered one-on-one meeting with environmental advisor ▶ Land acquisition: Discussion with impacted landowners.
October 2021	▶ Construction hours: Door-knocked construction impacted Phase 2 Moree residents regarding the proposal of a seven-day working roster on P2/SP2; letterbox dropped residents with community feedback survey. Emails were sent to wider stakeholder list within the Moree community, which included the community feedback survey. Over 40 follow-up phone calls were made to seek feedback over the phone from stakeholders who hadn't returned the survey via email ▶ Presentation to Moree Plains Shire councillors, specifically those sitting on Strategic Works Committee ▶ Meeting with Indigenous group to discuss native grasses program ▶ Meeting with Landcare to discuss biodiversity offsets ▶ TfNSW discussion around Newell Highway upgrade and cumulative effects ▶ Meeting with MPSC Strategic Works Council Meeting proposal update.

Month	Activities
November 2021	▶ Follow up meeting with TfNSW to discuss cumulative effects on Newell Highway ▶ Presentation to Moree Plains Shire Council around social impact ▶ Mehi River Bridge area: community consultation ▶ Follow up meeting with TfNSW to discuss Newell Highway upgrade ▶ Meeting with TAFE NSW—Moree to discuss native grasses/grains/Mehi River area ▶ Meeting with four community/Indigenous groups to provide P2 update and discuss social impact ▶ Meeting with one landowner to discuss access during construction ▶ Soil investigations.
December 2021	▶ Meeting with six landowners to discuss hydrology and soil sampling ▶ Social performance briefing for Moree housing organisation.
January 2022	▶ Meeting with 4 landowners to discuss property acquisitions ▶ EIS briefing for DPE.
February 2022	▶ Contact with landowner to discuss level crossing requirements ▶ Post-drought biodiversity surveys ▶ Surveying investigations ▶ Letterbox drop and face-to-face contact to promote community drop-in session at the Moree Sports Health Arts and Education Academy ▶ Letterbox drop and face-to-face to discuss changes in hydrology impact in Yarraman and Moree ▶ Meeting with MPSC to discuss social impact and Indigenous engagement ▶ Meeting with landowner to discuss noise impact ▶ Meeting with stakeholder to discuss Indigenous engagement ▶ Email sent to DPE Water requesting contact details.
March 2022	▶ Meeting with TfNSW to discuss CRN network ▶ Targeted engagement event held at the Moree Sports Health Arts and Education Academy on 9 March to provide project update ▶ Meeting with 2 landowners to discuss noise impacts and construction impacts on agriculture infrastructure ▶ Meeting with TfNSW, MPSC and Crown Lands to discuss road alignment near Camurra Bend ▶ Regular catch up with MPSC – confirmed no regular use of Mehi and Gwydir Rivers ▶ Meeting with Moree Business Chamber to advise of upcoming EIS process and provide update ▶ Meeting with MPSC to discuss alignment design questions, reiterate expected QDLs and confirm consistency with Gwydir Floodplain Management Plan ▶ Development of newsletter specifically for the Phase 2 proposal ▶ Further meeting with TfNSW to discuss CRN network.
April 2022	▶ Presented at Moree TAFE hosted event—industry focus ▶ Meeting with TfNSW to discuss matters of joint interest ▶ Meetings with 11 landowners to discuss temporary occupation process for construction purposes.
May 2022	▶ Meetings with 9 landowners to discuss temporary and permanent occupation process ▶ Meeting with North West Local Land Services to discuss temporary occupation process ▶ Regular meeting with Department of Infrastructure ▶ Phase 2 specific newsletter issued.
June 2022	▶ Face-to-face meeting with TfNSW to discuss hydrology impacts ▶ Onsite meeting with stakeholders to discuss impacts to irrigation pump ▶ Regular catch-up with MPSC ▶ Presentation to Moree Probus Club ▶ Meeting with 1 landowner to discuss temporary occupation and design issues ▶ Meeting with Local Land Services to further discuss construction impacts as well as Level Crossings ▶ Meeting with Moree and District Police Services—proposal update ▶ Phase 2 specific newsletter issued included survey asking readers how they would like to receive information on the EIS.

D4.2 Consultation feedback

A number of interests and issues were raised by stakeholders and community members in meetings, briefings, information sessions, and via email and phone. Hydrology was the key concern raised across consultation events, reflecting the complexity of the proposal area and justifying the separation of this section of the N2NS alignment.

Table D4-3 identifies issues raised during community and stakeholder consultation and where they are addressed in the EIS.

TABLE D4-3 CONSULTATION FEEDBACK

Topic category	Issues raised for consideration	EIS reference
Land use/properties	▶ Process and timing of property acquisition and temporary land leases ▶ Concerns about property devaluation ▶ Impact of proposal on future property plans (subdivisions, selling property) ▶ Fencing of rail corridor needs to reflect land use (crop, livestock) ▶ Impact on irrigation channels and operations during construction.	Chapter 9: Land use and property
Traffic/access	▶ Safety at level crossings ▶ Wait times at level crossings ▶ Ensuring emergency access clearance is maintained ▶ Design allowance for farming machinery and trucks at level crossings ▶ Improved road safety by freight moving on rail once operational ▶ Detour routes and lengths during construction ▶ Impacts on heavy vehicle movements during construction, particularly during harvesting and planting times ▶ Impacts of construction and operation on travelling stock routes ▶ Interaction with the Newell Highway ▶ Safety concerns regarding road width and sight lines at Gwydirfield Road (underbridge) ▶ Maintaining access to irrigation channels within rail corridor ▶ Maintain access to rail corridor for weed management ▶ Maintaining access across the rail line for Aboriginal communities.	Chapter 11: Traffic and transport
Hydrology	▶ Concern around interfaces with highway upgrades and floodplain management programs ▶ Culvert location and heights ▶ Changes to flow duration, depth and velocity ▶ Impacts of flooding related to levee bank heights in the area ▶ Maintaining water flow through rail line.	Chapter 12: Hydrology and flooding impact assessment
Noise and vibration	▶ Impact of noise and vibration during operation ▶ Concern about vibration impacts to property during piling as part of bridge construction ▶ Noise mitigation measures available to nearby landowners ▶ Nature of noise carrying along the Mehi River and across from the rail line ▶ Concern about operational noise modelling results and lack of mitigation measures required according to guideline ▶ Concern about graffiti/crime associated with noise wall mitigation option ▶ Concern about sleep disturbance for shift workers during construction.	Chapter 16: Noise and vibration
Social and economic impacts	▶ Opportunities for local jobs and bringing people to the area ▶ Increased connectivity for farmers and new industries ▶ Better pricing of grains to more competitive and broader markets ▶ Opportunities for community partnerships, grants and sponsorship.	Chapter 17: Social impact assessment Chapter 18: Economics
Visual amenity	▶ Impacts of operation on visual amenity.	Chapter 19: Visual impact assessment
Air quality	▶ Concern about air quality and negative health impacts associated with increased use of rail line.	Chapter 24: Air quality and greenhouse gas

D4.3 Response to consultation feedback

Consultation as part of EIS development proactively seeks feedback from stakeholders, impacted landowners and the wider community to ensure project acceptance throughout the proposal area. As this proposal is currently in the reference design stage, this feedback has been captured to further explore in the detailed design phase, which will take place after this EIS has been approved. Table D4-4 provides examples where consultation feedback has been incorporated directly into the design and approvals process.

TABLE D4-4 RESPONSE TO CONSULTATION FEEDBACK

Feedback	Response	Next steps
Landowner requested construction access route to go north of property, removing the need for construction vehicles to drive past his house to the south of property (creating noise, dust and safety concerns)	Modified the Construction Impact Zone (CIZ) to have construction access road go north of property.	Include modified CIZ as part of this EIS.
Landowner's fruit trees at front of property were originally captured in the EIS CIZ	- Modified CIZ to reduce impact to trees on this property - Reducing impact to fruit trees maintains visual screen between the house and rail line/level crossing and addresses any visual amenity concerns.	Include modified CIZ as part of this EIS.
During consultation, landowners offered locations for borrow pits to use during construction Borrow pits were previously considered as part of the early investigations in the EIS	- As there are a number of existing borrow sites already established in the area, Inland Rail determined that it would not be required to set up more borrow sites and instead would be better to procure material on a commercial basis - Therefore, Inland Rail will not be developing borrow sites and instead buying the material from existing commercial/licensed sources.	Informed landowners of this approach.
The proposal design is close to a 3-m deep well and pumping station into the Gwydir River, feeding an irrigation channel travelling north. Request to explore options to relocate pumping station	Extended CIZ to include this property for further consultation regarding potential relocation of the pumping station.	- Include extended CIZ as part of this EIS - Seek to move pump early to provide landowner with certainty around his ability to plan irrigation operations - Further conversations required with landowner and construction contractor during detailed design.
Landowner noted preference for small culvert to be removed to water flows into paddocks instead of shed	Preference noted and will be explored further in detailed design.	Further consideration during detailed design.
During consultation, landowners explained safety issues at the underbridge on Gwydirfield Road, noting road width and sight lines. Requested bridge piers be placed further apart to allow for future road widening	- Noted any future road widening projects are the responsibility of Council, not the Inland Rail Program - Advised, however, that if further assessments of design provide allowance for bridge piers to be placed further apart, Inland Rail would allow for this to occur.	Further consideration during detailed design.
Consultation provided mixed responses of support for a noise wall along Morton Street as a mitigation measure for operational noise	- Consultation found mixed responses in community sentiment to a noise wall along Morton Street - Consultation will be undertaken in determining final mitigation treatment.	- A noise wall is one proposed mitigation measure that would be considered in determining the best noise mitigation approach for the Morton Street area based on what is most reasonable and feasible (community feedback, cost, safety and maintenance) - Arrange early consultation to provide certainty to this community.

Feedback	Response	Next steps
Landowners noted support for the removal of the Mehi Bridge. There were, however, requests for a memorial	- Preference noted and will be explored further in detailed design and relevant heritage discussions - Heritage assessment has included a requirement to undertake heritage interpretation for any bridge demolition.	- Further consideration during detailed design and heritage discussions - Convene community meeting to record suggestions/ requests into the heritage interpretation.
Landowner raised issue with telecommunications reception along the alignment and requested localised signal upgrades to address increased demand on the network	Working group established to address issue.	- Working group would be advised of particular telecommunications reception issues within proposal area - Conversation about telecommunications is ongoing at a project level.
Landowners provided feedback on the need to balance flood flows and ensure culverts were situated in suitable locations to minimise flooding impacts to residential properties	- Flood model used to identify most suitable locations for culverts to minimise flood impacts to residential properties - Flood modelling finessed throughout the EIS process to test scenarios - Presented options to relevant landowners to seek feedback, noted the work will continue.	Flood model would be continuously referred to during detailed design to ensure culverts remain in most effective locations.
Consultation with LLS highlighted importance of maintaining stock movements through dedicated TSRs	- ARTC requested tour of stock reserve to understand stock movements more fully - ARTC would continue to liaise with LLS throughout construction to monitor the use of TSRs that would be impacted by construction - EIS notes LLS preference for access to under bridges to be maintained.	Consultation would continue in the detailed design phase and would focus on ensuring access is maintained from east to west of the rail line.
Consultation with the community highlighted the need to complete construction in a timely manner	- Consultation with the community to seek feedback on a seven-day working week - Seeking approval through the EIS process for a seven-day working roster during construction.	Consultation would continue during the detailed design phase and throughout construction to ensure engagement with impacted landowners is appropriately managed.
Consultation with Council led to a request for emergency access under the southern side of the Mehi Rail Bridge	Proposal team assessed design compliance with required vehicle clearance.	Proposal team have provided advice to Council that the rail bridge design will be amended to accommodate required vehicle.
Consultation with TfNSW required further information on flood events to inform TfNSW planning	Proposal team sought additional modelling from hydrologist.	Proposal team presented 20% AEP event modelling to TfNSW.
Consultation with TfNSW identified concern of QDL exceedances to infrastructure	Proposal team commissioned detailed study on QDL exceedances to TfNSW infrastructure.	Paper will be presented to TfNSW for discussion at regular meetings.
Consultation with TfNSW led to discussion regarding future use of Newell Highway and possible upgrade to B-triple	Proposal team commissioned study of level crossings in area and capacity to handle B-triple vehicles.	Paper will be presented to TfNSW for discussion at regular meetings.

D5 Ongoing stakeholder engagement

D5.1 Consultation during exhibition of the environmental impact statement

This EIS will be placed on public exhibition by DPE for a minimum of 28 calendar days. During this period, stakeholders and the community will be able to review the EIS and are invited to make submissions. Given the current fluid nature of COVID-19 restrictions, and the emergency measures required, the tools listed will be considered a minimum for public exhibition. ARTC will continue to liaise with DPE to identify further opportunities that align with the restrictions in place given the state of the pandemic at the time.

Consultation tools used during this exhibition period will include:

- ▶ advertisements in the local media and geo-targeted social media campaign providing information about the proposal and where the EIS will be displayed
- ▶ written notice to impacted landowners
- ▶ newsletters issued to the community (via council newsletters, e-newsletters and others) and development of new newsletter dedicated specifically to the proposal
- ▶ briefings to key stakeholders, including MPSC and the Moree LALC community information sessions, including at the SHAE Academy.

The EIS will be made available for viewing on the DPE website. The public will be able to review the EIS and send submissions to DPE for consideration.

Community information sessions and briefings will be held during the public exhibition period to enable community members and representatives to ask questions.

At the completion of the public exhibition period, DPE will provide ARTC with a copy of all public and government submissions. ARTC will develop responses to submissions received and issues raised via a submissions report (in accordance with the Environmental Planning and Assessment Regulation 2021). ARTC will also continue to liaise directly with key stakeholders about the proposal progress. If changes to the proposal need to be made, a Preferred Infrastructure Report would be prepared.

While all submissions received will be made available for viewing on the DPE website, the privacy of submitters will be protected by removing names from submissions.

D5.2 Submissions report

Written submissions received by DPE during the EIS exhibition period will be forwarded to ARTC for consideration and review. After reviewing the submissions, ARTC will prepare a response to submissions (RtS) report documenting all submissions received and ARTC's response. This report will be made publicly available on DPE and Inland Rail websites.

Once the RtS report has been published, ARTC's Inland Rail website will be updated. Stakeholders and landowners will be informed via email that the RtS report for the proposal is available.

A media release will also be published to inform stakeholders and the community that the RtS report is available.

D5.3 Consultation and communication during design and delivery of the proposal

Consultation with the community and key stakeholders will be ongoing in the lead up to, and during, construction. The consultation activities will ensure that:

- ▶ the community and stakeholders have a high level of awareness of all processes and advanced notice of activities associated with the proposal
- ▶ accurate and accessible information is made available
- ▶ a timely response is given to issues and concerns raised by the community
- ▶ feedback from the community is encouraged
- ▶ opportunities for input are provided.

Targeted consultation methods, such as letters, notifications, signage and face-to-face communications will continue. The Inland Rail website and social media platforms will also include updates on the progress of the proposal.

The following communication tools and activities used during the construction phase would include:

- ▶ development of a Communications Management Plan detailing the complaints handling process
- ▶ proposal email address
- ▶ 1800 phone number
- ▶ updates to the Inland Rail website
- ▶ targeted consultation and notifications such as letters, notifications and face-to-face communication
- ▶ construction signage.

D5.4 Complaints management

During construction:

- ▶ Contractors engaged to construct the proposal would be required to implement a complaints and enquiries management system and procedure during construction of the proposal. This procedure would be defined in the Construction Environmental Management Plan, which the contractor would be required to prepare and have approved by ARTC prior to construction commencing.
- ▶ The complaints and enquiries management system and procedures would include the following (at a minimum):
 - ▶ contact details for a 24-hour, 7-days-a-week response line for complaints and enquiries
 - ▶ a postal and email address for ongoing stakeholder contact throughout the proposal
 - ▶ publication of contact details in local newspapers and on the proposal website
 - ▶ provision of accurate public information signs while work is in progress
 - ▶ management of complaints and enquiries in accordance with ARTC's complaints and enquiries management procedure and the conditions of approval for the proposal, including:
 - steps to receive, manage and take appropriate action in relation to community complaints and enquiries
 - measures to ensure verbal and written responses, describing what action will be taken, are provided to the complainant within agreed time limits
 - a complaints and enquiries register to record all complaints, enquiries and other relevant contact with community members and stakeholders
 - a system for managing unresolved complaints
 - reporting requirements in accordance with the conditions of approval.

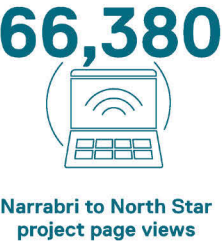
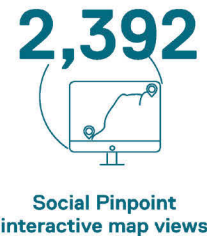
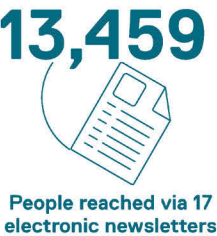
During operation:

- ▶ The NSW EPA requires ARTC to hold a complaints database, email address and phone number to receive and manage environmental complaints in NSW as an obligation of ARTC's Environment Protection Licence (EPL).
- ▶ Operational enquires and complaints will be managed in accordance with the existing ARTC Enquires and Complaints Procedure and in accordance with ARTC's EPL and other approvals. Operational complaints and enquires would consider the conditions of approval where relevant.

Appendix A Community stakeholder engagement overview

Narrabri to North Star

Phase 2 community engagement since August 2020



Appendix B Copies of e-newsletters

Sample: Narrabri to North Star August 2019 e-Newsletter



Narrabri to North Star August E-Newsletter

Welcome to the Narrabri to North Star (N2NS) e-newsletter. Our full August newsletter is available for download under the Publications section of the N2NS project website.
<https://inlandrail.artc.com.au/N2NS>

In this edition of the N2NS August e-news:

- [Project update](#)
- [Upcoming engagement](#)
- [Level crossing safety](#)
- [Recent engagement activities – AgQuip](#)
- [Third round sponsorship and donation applications – now open](#)
- [Keep in the loop about employment and supplier opportunities](#)

In the N2NS project, we are upgrading approximately 188km of existing rail track and building approximately 1.6km of new rail track. The upgrade is to allow the operation of 1,800m long, double-stacked freight trains and improve transit times.

Project update:

Pending approval, the N2NS project has been divided into two portions to enable the more complex hydrology of the 15km floodplain between the Mehi and Gwydir rivers north of Moree to be further investigated, while the remaining 174km progresses on schedule. We will commence a new Environment Impact Statement for the floodplain portion of the project in the coming months. This will involve additional site and field investigations.

Liberty Primary Steel has secured the contract to supply the steel rail for the N2NS project. You may have seen the deliveries of this steel along the alignment, which began in mid-June. This steel is an innovative new rail designed and manufactured in Australia specifically for Inland Rail and will help to reduce rail wear and maintenance costs during the early stages of the rail life.

We will soon call for Expressions of Interest from suitably qualified contractors for delivery of the first portion of the project. Keep an eye out for more information on our website or local and national newspapers.



The first batch of steel rail for the N2NS project was delivered in June, in North Star

Upcoming engagement:

Community engagement is vital to the successful delivery of the N2NS project. We will continue our conversations with you about important issues, including level crossings, flood mitigation measures and property impacts.

We are currently working on flood modelling and managing the impact of the upgraded rail line on surrounding communities. This process is informed by our field investigations, historical data and the conversations we've had with landowners to better understand the movement of water in the area.

During the week of **23 September 2019**, we will be holding community drop-in sessions throughout the N2NS project area. Come along to meet the team and learn more about the project, with a focus on flooding impacts. Locations, dates and times will be provided on our website and advertised locally in the coming weeks – please keep an eye out for these.

The N2NS engagement team are always happy to meet with interested community members and key stakeholders to discuss the project. If you would like to speak with someone from the team, please call 1800 732 761 or email inlandrailnsw@artc.com.au.

Level crossing safety:

Trains and track-based equipment will operate throughout pre-construction on the N2NS project. This means that some level crossings will also remain active. Using existing tracks helps us to transport materials more efficiently as we build the new rail line.

Safety tips:

- Please follow the road rules when driving across level crossings.
- This includes giving way to any oncoming trains or other equipment using the track.
- Train operators will sound their horn as they approach all level crossings, but motorists need to take care; always stop and look for trains.

- For your safety, please do not enter the rail corridor or the construction sites. Please use added caution when driving or walking and observe signage.
- If you're driving at night or in low light, make sure you can see the other side of the rail track before crossing. Thanks to your feedback, ARTC has recently replaced the reflective strips on the side of wagons on all trains that are completing deliveries, for better visibility in the dark.

Recent engagement activities:

A highlight of the engagement calendar, the N2NS team had a great time attending AgQuip last week. Talking to visitors from the local area and further afield, the field days enabled us to provide an update on the Inland Rail project and hear from a range of voices while enjoying delicious steak sandwiches and learning more about what's new in the agricultural space.



The Inland Rail team manned a stall with fellow ARTC team members at AgQuip from 20 - 22 August

Third round sponsorship and donation applications - now open:

ARTC is committed to supporting community groups along the Inland Rail alignment who are working hard to contribute to local and regional prosperity, well-being and sustainability. We have established a sponsorships and donations program, which considers financial requests between \$1000 and \$4000 from eligible community organisations.

The program is administered in four rounds per year.

For projects, events, activities commencing:	Round opens:	Round closes:
June to August	1 February each year	30 April each year
September to November	1 May each year	31 July each year
December to February	1 August each year	31 October each year
March to May	1 November each year	31 January each year

Applications for the third round of sponsorship and donation are open until 31 October 2019 for projects, events and activities starting between December 2019 to February 2020. For more information please visit <https://inlandrail.artc.com.au/sponsorships>. If you have any questions, please email communitysponsorships@artc.com.au.

Upcoming local opportunities:

Inland Rail is committed to using local suppliers, skills and labour wherever possible, and ensuring environmental, community and economic issues are considered throughout our procurement process.

There are three ways you can register your interest as a supplier online:

- Register for Inland Rail tenders via www.tenderlink.com/inlandrail.
- Stay informed on Inland Rail as a potential supplier by registering at www.inlandrail.artc.com.au/register.
- Register to connect with other suppliers through the Industry Capability Network at www.gateway.icn.org.au. Please note that costs apply and will only be suitable depending on your field and company.

As we progress with tenders and shortlisted tenderers, we will be holding supplier briefings. If you are registered with us directly, you'll be the first to know about project updates and event invitations.

You have received this email due to your previously expressed interest in the N2NS Inland Rail project. If you no longer wish to receive these emails, please contact inlandrailnsw@artc.com.au or 1800 732 761.

If you know someone who would like to receive this e-newsletter, please ask them to contact inlandrailnsw@artc.com.au or 1800 732 761.



Sample: Narrabri to North Star March 2020 e-Newsletter



Narrabri to North Star

MARCH NEWSLETTER

NSW

Project status

Inland Rail is continuing to work with the NSW and Commonwealth governments to finalise planning and environmental approvals for the Narrabri to North Star project's Separable Portion 1 (SP1) following preparation of our Submissions and Preferred Infrastructure Report in December.

We are responding to queries from the Department of Planning, Industry & Environment on detailed aspects of the preferred design and the environmental mitigation works proposed for the project.

Meanwhile, on Separable Portion 2 (SP2) we will be preparing a new Environmental Impact Statement. This will involve various technical investigations from mid-2020, the results of which will inform the reference design for this section of the project.

We will keep you informed of the progress of these investigations in coming months.

The situation with the coronavirus (COVID-19) continues to change at a rapid pace.

Government has deemed freight and logistics as an essential service, which means our role in providing safe and reliable services to our customers will continue. Likewise, construction on all our major infrastructure projects across Australia will continue, including Inland Rail.

In fact, it's fair to say that the importance of our role in maintaining and developing the country's supply chain for the good of the nation and our economy has never been greater.

SP1

171km

Upgrading 171km of track between Narrabri and North Star, including works over the Murrumbidgee floodplain.

SP2

15km

Upgrading 15km of track crossing the Murrumbidgee floodplain and building 2.3km of new track at Camurra to bypass the existing hairpin turn.



Construction on Inland Rail will continue

inlandrail.com.au

1800 732 761

Meet the team

Our team comprises lots of talented subject matter experts who are regularly engaging with the community to deliver Inland Rail. We'd like you to get to know us, too.



Q: Tell us a bit about your professional background

I am a trained civil engineer, specialising in flooding and drainage for most of my career. I'm Irish and moved to Australia in 2009. Since then I have worked mainly in the transportation sector delivering flooding analysis and drainage design for several large road and rail projects in NSW.

Q: What is your role on Narrabri to North Star?

As Flooding and Drainage Design Leader, I'm responsible for ensuring the team fully understands historical flooding behaviours and that feedback from landowners informs track and structure designs which will protect public safety. I'm also overseeing the design of the new and upgraded drainage infrastructure that will be constructed for the project.

The project is challenging because of its scale. We have designed 170km of upgraded rail line, including more than 200 new rail culverts and several bridges.

Recent technology advances have allowed us to deliver the design of this very large project in about a year. The next critical stages are consulting with the community as part of the reference design phase and preparing for construction.

Q: What's the most rewarding aspect of working on the project?

Inland Rail is an iconic project and getting the opportunity to be involved in a project that will leave such a positive legacy for the country is very rewarding. Having the community verify and challenge our assumptions about flood behaviour has been a great learning experience and provided invaluable input to our design work.

Q: What can the community expect to see in coming months?

We'll be doing further community consultation to agree and finalise works to manage and mitigate flooding impacts in a small number of areas. Then we will finalise the design and support various pre-construction activities.

Q: Why is hydrology, or flood, modelling important for the project?

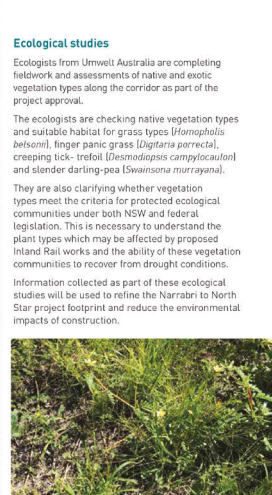
Hydrology modelling is a critical design activity as it helps us to understand how floods have behaved in the land within and around the rail corridor as it exists now. It also helps inform how the project might change this flood behaviour during and post construction. Our goal is to mitigate, as much as possible, the effects of flooding on properties and assets and in the surrounding catchments, especially during large flood events.

Q: What do you like doing in your time off?

Most of my time off is taken up by my two young daughters and their hobbies and interests. We have been bush walking around home in the Blue Mountains watching them explore the bush and enjoy the natural beauty of the mountains.



Weeping myall



Belson

Ecological studies

Ecologists from Unswell Australia are completing fieldwork and assessments of native and exotic vegetation types along the corridor as part of the project approval.

The ecologists are checking native vegetation types and suitable habitat for grass types (*Homopholis belsonii*, finger panic grass (*Digitaria porrecta*), creeping tick-leaf (*Eleonidopsis campylacaulis*) and slender darling-pea (*Swainsonia murrayana*).

They are also clarifying whether vegetation types meet the criteria for protected ecological communities under both NSW and federal legislation. This is necessary to understand the plant types which may be affected by proposed Inland Rail works and the ability of these vegetation communities to recover from drought conditions.

Information collected as part of these ecological studies will be used to refine the Narrabri to North Star project footprint and reduce the environmental impacts of construction.



Ecological studies conducted along the Narrabri to North Star alignment.

Enhancing local business capability

We have already hosted a few events this year in Moree and Narrabri, and we will be holding new sessions throughout April to give local businesses the opportunity to support Inland Rail project delivery.

As the Narrabri to North Star project is finalising project approvals to progress to construction, we are encouraging local and indigenous businesses to attend these workshops.

As we go to press, some workshops planned for April may need to be temporarily postponed as part of Inland Rail's commitment to protect public health during the continually evolving Coronavirus issue.

Local communities should keep an eye on our website for the most up-to-date scheduling.

Health, Safety and Environment requirements and effective tendering

Health, Safety and Environment requirements and effective tendering meetings.

NARRABRI

WHEN Monday 20 April 2020, 9am-4pm

WHERE The Narrabri Bowling Club, 176 Maitland Street, Narrabri

MOREE

WHEN Tuesday 21 April 2020, 9am-4pm

WHERE The Max Centre, Level 1/30 Hever Street, Moree

What you'll learn

- Health, Safety and Environment (HSE) requirements for the Narrabri to North Star project (including detailed compliance checklists and tools)
- Learn how to improve your tendering approach and avoid pitfalls.

Each workshop covers formal presentations in the morning followed by one-on-one sessions in the afternoon. Email inlandrailsnsw@artc.com.au to register.

Relocating utilities

Telstra, Essential Energy and Next Generation will be conducting works along the rail corridor in 2020 to relocate utilities cables in preparation for construction.

As a result, you may see increased work activity along the corridor.

Where access to private properties is required, we will seek landowner permission before any works start.



Work activity may increase along the corridor

More information

If you know someone who would like to receive this e-newsletter, please ask them to contact inlandrailsnsw@artc.com.au or 1800 732 761.

Want to know more?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments about this fact sheet, please let us know.

1800 732 761 (24 hours, 7 days)

inlandrailsnsw@artc.com.au

ARTC Inland Rail, GPO Box 14, Sydney NSW 2001

inlandrail.com.au

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CURRENT AS AT MARCH 2020

Sample: Narrabri to North Star—Phase 2 February 2021 e-Newsletter



Phase 2 Environmental Impact Statement underway

We are currently preparing the Environmental Impact Statement (EIS) for [Narrabri to North Star Phase 2](#), which will be on public exhibition in late 2021.

We recently received the Secretary's Environmental Assessment Requirements (SEARs) from the Department of Planning, Industry and Environment. This is an important milestone, as the SEARs requirements define the structure of our EIS and outline our responsibilities prior to and during project delivery.

SEARs are developed for Critical State Significant Infrastructure and ensure all economic, social and environmental issues are thoroughly examined for the EIS. Once we have an approved EIS, based on the SEARs, we can begin construction on the project.

The [SEARs for Narrabri to North Star Phase 2](#) are available now.

[Find out more](#)



Surveying our Aboriginal cultural heritage

Inland Rail works closely with local experts to protect and preserve Aboriginal Cultural Heritage along the alignment. In late October, archaeologists and local Aboriginal representatives conducted cultural heritage surveys in the Phase 2 area.

As part of our commitment to achieve excellence in Aboriginal cultural heritage in NSW, we are conducting cultural heritage surveys during the EIS investigation

This data will inform modelling of construction work and future train operation noise impacts and identify locations where mitigation measures may be needed.

The project team's investigations will comply with standard NSW noise impact criteria for railway activities. Noise impacts can be managed by alterations to the design of the railway, the installation of noise walls, and modifications to dwellings and buildings to reduce noise transmission through walls and windows.

We will begin noise impact consultation this month and share our noise monitoring data with potentially affected landowners and occupiers. We are particularly keen to discuss the monitoring results with residents in Morton and Oak Streets, so please reach out so we can have a chat.

Thank you to those landowners who have agreed to host noise monitoring equipment throughout the survey period.

[Find out more](#)



Flood modelling data enhances Inland Rail's design

Our team of experts is working with the community to understand flood behaviour along the alignment and improve the design of the project in the Mehi-Gwydir floodplain.

If you live 15km east or west of the Moree to Camurra rail line we want to connect with you.

Following community consultation and local flood plain investigations by flooding and hydrology specialists, we have now modelled the impacts of 10, 20, 50 and 100-year floods in the project area.

Current modelling is showing a very small increase in flood depth in some areas, with minimal changes to flood velocity (speed) and duration.

Based on this modelling, we will establish flood management objectives as we continue to refine our designs and identify opportunities to minimise impacts at sensitive floodplain locations.

The project team is working closely with affected community members. If you, or someone you know, lives in the 15km zone east or west of the Moree to Camurra rail line we encourage you to get in touch and stay up to date. [Visit our website to register for updates](#) or email inlandrailnsw@artc.com.au

[Find out more](#)

phase of the project.

This work addresses obligations mandated by the National Parks and Wildlife Act 1974 (NSW), which covers aboriginal cultural heritage in NSW.

One expert helping us complete this work is Kerrie Saunders.

Kerrie is a local indigenous ambassador and Landcare member, who has participated in Phase 1 and Phase 2 cultural heritage surveys for Narrabri to North Star. In addition to working with us, Kerrie runs a [Facebook page called Yinarr-Ma](#), which showcases a range of local bush tucker.

Cultural heritage survey teams are comprised of local Aboriginal experts and ambassadors like Kerrie, archaeologists, Aboriginal party representatives and Inland Rail representatives.

The survey teams investigate a variety of locations on multiple occasions, to understand the environment in order to manage and preserve cultural heritage in the area.

We are working with Aboriginal parties to engage appropriate technical advisors, where required or requested. This may include archaeologists, anthropologists, historians or environmental specialists skilled in identifying, managing and preserving Aboriginal cultural heritage.

[Find out more](#)



Locals help us monitor noise

In October last year, with the help of local volunteers, we completed noise monitoring tests at various locations throughout the project area.

This data will inform modelling of construction work and future train operation noise impacts and identify locations where mitigation measures may be needed.

From Tuesday 13 October to Friday 23 October 2020, we monitored the existing noise environment in the Phase 2 project area. Monitoring locations selected were representative of the existing background and ambient noise environments in each area.

Bruce Rose, a resident of Oak Street, Moree kindly agreed to our request to temporarily install a noise monitor on his property.

As a rail industry veteran, Bruce understood the purpose of noise monitoring and was keen to help us establish noise benchmarks in the area.

Further noise monitoring was hosted near Gwydir Road (North) and near the Gwydir River.



Explore the alignment in your area

Have you seen our interactive maps and digital 'fly-through' of Phase 1 and Phase 2 of the Narrabri to North Star project?

We have developed an interactive map of Phase 1 and Phase 2 designs of the Narrabri to North Star project.

You can provide comments by simply dropping a pin on the map.

Your feedback will help us better understand key issues from the community's perspective. Search the map for comments and markers and specific addresses to see what is happening in your area.

Click on the link to access our [interactive map](#).

You can also get a birds-eye view of the Narrabri to North Star project in our digital fly-through. This video shows an artist's impression of the alignment design as of November 2020. The fly-through video is for illustration purposes only and will be subject to change as the reference design is refined.

Click on the link to [watch the fly-through video](#).

[Find out more](#)

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

Follow us and join the conversation across our social channels



Visit the [Inland Rail website](#)

Sample: Narrabri to North Star—Phase 2 March 2022 e-Newsletter



This month, we're launching a dedicated newsletter for the Narrabri to North Star Phase 2 project to keep interested stakeholders updated on the latest project developments.

To learn more about the Narrabri to North Star Phase 2 project, visit our new [project page](#) or contact the project's Stakeholder Engagement Lead, Isabella Hall on 0409 413 155 or ihall@artc.com.au.



Narrabri to North Star Phase 2 – Environmental Impact Statement progress update

We are currently finalising the project's EIS which will be submitted to the Department of Planning and Environment in the next few months.

Following the submission the community will be invited to provide feedback on the EIS during the public exhibition period, which is planned for later this year. During this period, Inland Rail will host several community information sessions and drop-in events in Moree to answer questions on the EIS and provide guidance on how to make a submission to DPE.

Inland Rail will notify the community of the public exhibition period through the Inland Rail website, social media and local newspapers.

The Narrabri to North Star Phase 2 project runs from north of Alice Street, Moree across the Mehi-Gwydir floodplain to the eastern side of the Moree Gun Club. The work involves upgrading 13.7km of existing track and building 1.6km of new track. The new section of the track crosses the Mehi-Gwydir floodplain at Camurra, north of Moree.



Phase 2 alignment fly-through video

The new Phase 2 fly-through video will give you a bird's eye view of the whole Phase 2 project, including the new section of track, bridges, culverts and interfaces. Learn more [\[Narrabri to North Star project fly-through | Moree North to North Star\] - February 2022 - YouTube](#)



Gomeri Nations Tour inspires young people in Boggabilla and Moree

Kobie Dee, a First Nations role model dedicated to his community toured across the Tamworth, Narrabri, Walgett, Boggabilla and Moree regions. The tour was intended to inspire young Indigenous people living in rural areas.

Stakeholder Engagement Manager Central, Naomi Tonscheck said Inland Rail was proud to support such an important initiative within the North Star to NSW/Queensland Border project area.

"Our stakeholder engagement and social performance teams work closely with the Indigenous community in and around Boggabilla and Moree, so we were really pleased to be invited to be part of these local events," Mrs Tonscheck said.

"We popped up some Inland Rail gazebos to shade concert-goers at each event and thoroughly enjoyed having a chat with everyone who visited our information stand in Boggabilla – we even managed to get a photo with Kobie Dee!"

Inland Rail also provided funding support towards a two-day Youth Forum, which was held before the Moree concert. Run by Indigenous support organisation, Just Reinvest, the forum gave local Indigenous youth an opportunity to come together, grow connections and make plans for what they want to see for Moree.



Temporary changes to Moree Xplorer timetable

From 1 April 2022 until 1 November 2022, our contractor Transferrail will take possession of the rail line between Narrabri North and Penneys Lane, north of Bellata, to enable major construction works.

As a result, all rail traffic between Moree and Narrabri, including the Moree Xplorer train service to Sydney, will temporarily cease from 1 April to 1 November 2022.

During this possession period, the Xplorer will terminate in Narrabri overnight at the stabling facility. Passengers travelling on to Moree will be transported for the remainder of the journey by coach.

A copy of the temporary Xplorer timetable for that section of the journey is below:

Services CLK 4412 and 4414				Services CLK 4311 and 4313			
Station	Train departs	Proposed Coach 1 departs	Proposed Coach 2 departs	Station	Train departs	Proposed Coach 1 departs	Proposed Coach 2 departs
Moree Station	8:05am	7:15am	7:20am	Narrabri Station	4:50pm	5:00pm	5:05pm
Bellata Bus Stop	8:35am	7:55am	–	Bellata Bus Stop	5:25pm	5:40pm	–
Narrabri Station	9:10am	9am	9am	Moree Station	6pm	6:25pm	6:25pm



Freight Connect opens ICN Gateway site to local businesses and suppliers

Freight Connect, the preferred civil works contractor we appointed in late 2021 to deliver the Central Package which includes the Narrabri to North Star Phase 2 project, has established a presence on the online supplier contracts platform, ICN Gateway.

ICN Gateway connects local businesses and suppliers offering services and materials with major contractors issuing tenders for their construction projects.

Freight Connect is seeking expressions of interest for various works packages including bridge construction, clearing, concreting, capping, earthworks, drainage, accommodation and furnishings, fencing, haulage, signage, materials, transport, plant hire and logistics.

Freight Connect is a consortium led by Laing O'Rourke and includes Toowoomba-based FBK Group. Visit ICN Gateway to access information on Freight Connect's works packages.

Learn more about the [Central Civil Works Package on the ICN Gateway here](#).



See us at your local shows!

Your shows are back and so are we! Catch up with representatives from our Stakeholder Engagement teams at:

- Moree Show (22 & 23 April)
- Narrabri Show (two days only - 29 & 30 April)
- Warialda Show (one day only - 7 May)



Important conversations at the Moree information session

In early March, Inland Rail hosted a community information session to update locals on both the Narrabri to North Star Phase 1 and Phase 2 projects and answer any questions.

The event was held over lunch at the SHAE Academy in Moree with a delicious BBQ served up courtesy of local retailers, Reado's Meats and Annie's Bakery.

Joining the team were representatives from Inland Rail's Social Performance, Cultural Heritage and Indigenous Participation teams. Phase 1 Contractor Transferrail also attended as well as a representative from the Department of Infrastructure, Transport, Cities and Regional Development.

Sixteen attendees dropped into the session, including local Moree residents, members of both the Toomelah and Moree LALC, and members of the Moree Council.

Plans are underway to repeat this engagement in other locations along the alignment.

Appendix C Community priority survey

The Narrabri to North Star (N2NS) section is one of the 13 projects that completes Inland Rail. The project involves upgrading approximately 186 km of existing track, with a small area of new track at Camurra, north of Moree.

The N2NS project has been divided in to two 'phases', to allow construction to commence for the majority of the project (Phase 1) while design, hydrology investigations and approvals are finalised in the Moree to Camurra area (Phase 2). Previously known as 'Separable Portion 2', the Phase 2 section across the Mehi–Gwydir floodplain will be subject to a new environmental assessment process.

Project descriptions for each phase are:

- ▶ Phase 1: Upgrading 171 km of track between Narrabri and North Star, excluding works over the Mehi–Gwydir floodplain. It is progressing through the approval process by all relevant agencies, with construction to commence in late 2020.
- ▶ Phase 2: Upgrading 15 km of track crossing the Mehi–Gwydir floodplain and building 2.3 km of new track at Camurra to bypass the existing hairpin turn.

We are conducting this survey to assist us in developing the EIS for Phase 2. This survey should take about five minutes to complete.

1 What category best describes you (tick all that apply):

I am a:

- ☐ Business owner
- ☐ Landowner near the project
- ☐ Community member from Moree
- ☐ Other interested person
- ☐ Member of a group or organisation

2 What do you value about living in Moree and the surrounding area?

3 Please detail any local heritage items that are important to you or your community?

4 What do you believe is the most important aspect of Inland Rail for your local community? (Please select one)

☐

Workforce management

Inland Rail provides job opportunities for local residents and Indigenous people and contributes to building skills in the community.

Please provide more detail (optional)

☐

Industry participation

ARTC is committed to supporting local and Indigenous businesses to ensure they are prepared for and provided with opportunities and skill to participate in Inland Rail now and in the future.

Please provide more detail (optional)

☐

Housing and accommodation

Inland Rail accommodation solutions minimise negative impacts to local housing markets.

Please provide more detail (optional)

☐

Community health and wellbeing

Inland Rail contributes positively to community health, safety and wellbeing.

Please provide more detail (optional)



Community and stakeholder engagement

Inland Rail actively engages with communities on what matters to them and resolves issues swiftly and respectfully.

Please provide more detail (optional)

5 What are your top three concerns when it comes to Inland Rail N2NS—Phase 2—Moree to Camurra North?

☐ Flooding	☐ Consultation
☐ Level crossings	☐ Project timing
☐ Noise	☐ Property management
☐ Vibration	☐ Traffic and transport
☐ Construction disturbance	☐ Changes to local services
☐ Railway Operations	☐ Local employment and training
☐ Visual impact	☐ Access
☐ Safety	☐ Heritage
☐ Biosecurity	☐ Fencing and stock security

Please provide an explanation as to why the above concerns are important to you.

6 Would you like to be contacted by a member of our engagement team to discuss the project in further detail?

- ☐ YES
- ☐ NO

7 Please provide details of your preferred method of contact:

Thank you for your time. The N2NS team will continue to meet with community members and stakeholders to discuss key project elements. We look forward to hearing from you in the future.

Please contact **1800 732 761** or email inlandrailnsw@artc.com.au if you wish to speak to an Inland Rail representative.

<https://inlandrail.artc.com.au/N2NS>

Our privacy policy (the **Policy**) sets out in accordance with the *Privacy Act 1988* (Cth) the way in which Australian Rail Track Corporation Ltd (ARTC) (ACN 081 455 754) and its associated entities (together **ARTC, we, us, or our**) may collect, store, use, manage and protect your Personal Information.

Our policy can be found at:

<https://inlandrail.artc.com.au/privacy>

Appendix D Example slides from virtual information sessions

N2NS PROJECT OVERVIEW

188km rail upgrade – Narrabri – Moree – North Star
 SSI declaration and EIS preparation from 2016
 EIS Exhibition in late 2017
 EIS assessment in 2018 and 2019, including project “split”
 Dec 2019 – SPIR exhibited
 Phase 1 / SP1 – Narrabri to Moree / Camurra to North Star
 Phase 2 / SP2 – Moree to Camurra
 August 2020 – DPIE approval of Phase 1 / SP1

Phase 2 recommences approval process
 SSI application for Phase 2 in June 2020



Narrabri to North Star Phase 2 - EIS Briefing 1

N2NS PHASE 2 – PROJECT OVERVIEW MOREE TO CAMURRA NORTH

Project intent

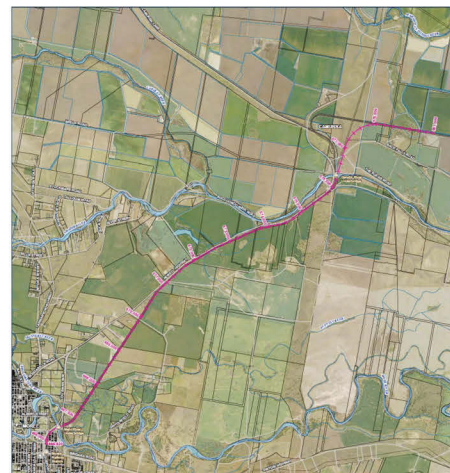
Rail connectivity and efficiency
 Robust infrastructure

Project elements

Replace track, formation, structures, level crossings, signalling, and bridges over the Gwydir and Mehi Rivers
 13.7km brownfield within existing corridor
 1.6km greenfield, bypassing the hairpin turn
 Reposition link to Weemelah line, retaining Newell Highway level crossing
 Likely to remove hairpin infrastructure

Train numbers

In the order of 12-20 trains per day over a 15 year period



Narrabri to North Star Phase 2 - EIS Briefing 2

PROPOSED RAILWAY FEATURES



INLAND
RAIL

3

CONSTRUCTION IMPACTS

INLAND
RAIL

Construction impacts may include noise, dust and traffic

- Strict management plans during construction to reduce impacts as much as possible
- Construction Impact Zone established to give enough space for safe construction. Some temporary land leases may be required
- Traffic changes while level crossings are upgraded and to manage increase in construction vehicles
- Site compounds established to store materials, equipment and site offices
- Noise and vibration monitored throughout construction



Narrabri to North Star Phase 2 – Community Update

4

Appendix E Example slides from industry briefing session

PROJECT AND PACKAGE INFORMATION



PROJECT	PACKAGE	CONTRACT TYPE	ESTIMATED VALUE	ESTIMATED TIMING	
				Commence Procurement	Construction Completion
T2A	Delivered by Interstate				
A2I	Multiple Works Packages	D&C / Construct only	<\$250 million	Q4 2020	Q4 2025
I2S	Single Works Package	D&C	<\$250 million	Q3 2020	Q3 2023
S2P	Multiple Works Packages	D&C / Construct only	<\$250 million	Q4 2019	Q3 2023
N2N	Single Works Package	Collaborative	>\$750 million	Q4 2020	Q3 2025
N2NS	SP1 Works Package	Construct only	>\$400 million	Q4 2019	Q2 2024
	SP2 Structures Package	D&C	>\$100 million	Q1 2020	Q2 2024
NS2B	Single Works Package	D&C	\$250-\$500 million	Q3 2020	Q2 2024
B2G	Single Works Package	D&C / ECI	>\$750 million	Q4 2020	Q4 2025
K2ARB	Single Works Package	D&C	<\$250 million	Q4 2021	Q3 2024

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NARRABRI TO NORTH STAR (N2NS)

PACKAGE	Two Works Packages	
CONTRACT TYPE	SP1 Construct only Works Package	SP2 D&C Structures Package
ESTIMATED VALUE	>\$400 million	>\$100 million
PROCUREMENT STARTS (EST)	Q4 2019	Q1 2020
CONSTRUCTION FINISHES (EST)	Q2 2024	Q2 2024
SCOPE SUMMARY	► Covered later	► Covered later



Inland Rail Industry Briefing – October 2019 20

NARRABRI TO NORTH STAR (N2NS) SP1

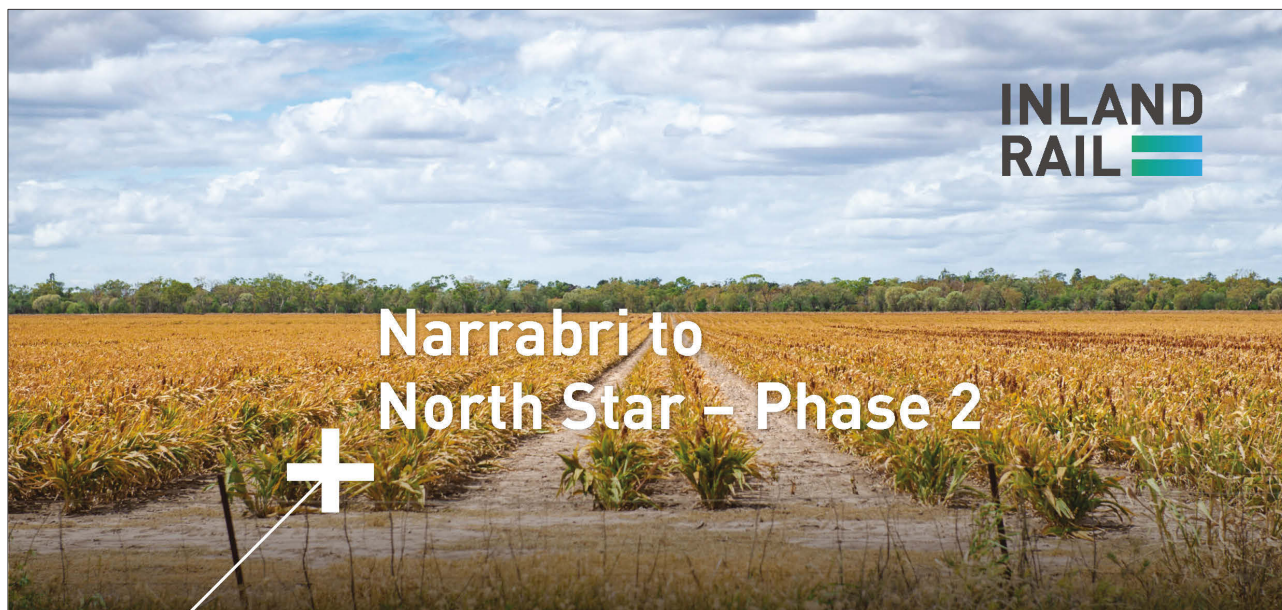
TWO-PHASED PROCUREMENT PROCESS

Phase 1 | Open Market EOI

- ▶ Evaluation of financial capacity, technical capability and capacity, compliance with the Building Code and WHS Accreditation, approach to safety, quality, environment, sustainability, social performance, local participation and industrial relations
- ▶ The outcome of this phase will be a shortlist of a maximum of three proponents to proceed to the Request for Proposal (RFP) phase
- ▶ Shortlisted proponents will be allowed to bid for the N2NS SP2 project

Phase 2 | RFT

- ▶ The purpose of the RFT Phase is to select a preferred proponent to deliver the N2NS SP1 project
- ▶ Shortlisted proponents to prepare a competitive, comprehensive and compliant tender submission based on:
 - ▶ IFC design
 - ▶ Price strategy
 - ▶ Inland Rail's typical construct-only terms and conditions



PROJECT FACT SHEET

NSW

About Inland Rail

Inland Rail is a 1,700km fast freight backbone, providing freight transit times of less than 24 hours between Melbourne and Brisbane, that will transform how we move goods around Australia.

It will better link businesses and manufacturers to national and global markets, generate new opportunities for industries and regions, drive substantial cost savings for producers and consumers, and deliver significant economic benefits.

Comprising 13 individual projects, Inland Rail is the largest freight rail infrastructure project in Australia and one of the most significant infrastructure projects in the world.

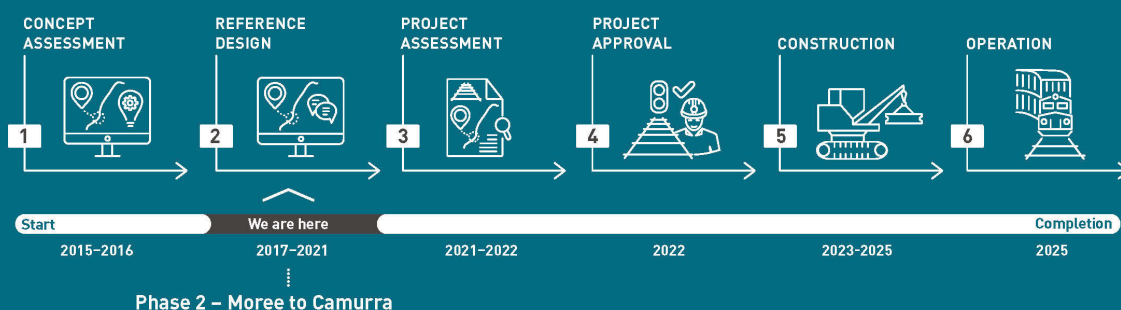
About Narrabri to North Star

Narrabri to North Star is the second section of Inland Rail to enter construction, following the commissioning of the Parkes to Narromine line in September 2020.

Narrabri to North Star includes an upgrade of 186km of existing track and construction of 2.3km of new rail, crossing the local government areas of Narrabri, Gwydir and Moree Plains. The works will enable 1,800m long double-stacked freight trains to operate.

Businesses in north western NSW are getting Inland Rail ready with Narrabri to North Star construction set to start in early 2021. Inland Rail will stimulate the local jobs market in the region with the construction, retail and this all set to benefit.

Dividing Narrabri to North Star into two phases allows Phase 1 construction – an upgrade of 171km of existing track – to continue while planning and environmental approvals are gained for Phase 2.



**Timeframes are indicative and are subject to change*

inlandrail.com.au

1800 732 761

Phase 2 – Moree to Camurra

Phase 2 of Narrabri to North Star involves upgrading 15km of existing track and building 2.3km of new track across the Mehi-Gwydir floodplain at Camurra, north of Moree.

We are currently in the reference design phase and conducting environmental assessments and technical investigations in conjunction with extensive consultation with landholders, local councils, and industry groups.

Engineering design consultants WSP Australia and Mott MacDonald Australia are developing the Environmental Impact Statement (EIS) for this project.

Key elements of Phase 2 include:

- ▶ realigning the railway corridor to maximise operational efficiency. This includes bypassing the current hairpin turn at Camurra.
- ▶ raising railway heights to achieve improved flood immunity and enhance operational capability
- ▶ replacing and realigning existing bridges over the Mehi and Gwydir rivers
- ▶ upgrading cross drainage and associated flood management works
- ▶ modifying, closing or replacing level crossings to improve safety, integrate with the revised railway alignment and maintain property access
- ▶ replacing or upgrading of utilities, infrastructure and fencing affected by the track upgrade.

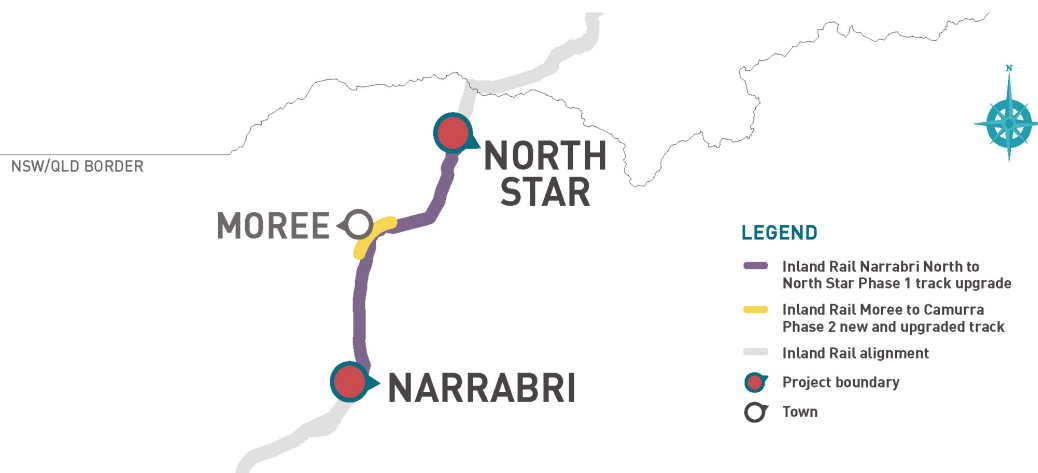
Phase 2 works will link to Phase 1 construction and the Mungindi line that branches off at Camurra.

To date we have:

- ▶ consulted widely with landowners and other key stakeholders, including local government and businesses, to help inform the EIS
- ▶ completed initial land and aquatic ecology field studies
- ▶ started gathering local road traffic data.

Next steps for Phase 2 include:

- ▶ ongoing one-on-one, community and online consultations and information sessions
- ▶ completion of noise and air quality studies
- ▶ inviting public feedback on the EIS following its lodgement with the NSW Department of Planning, Industry and Environment, planned for mid-2021.



Want to know more?

We value your input. ARTC is committed to consulting with state and local governments, communities and landholders as a vital part of our planning process. Please call or email us if you have any questions or comments about Narrabri to North Star section of Inland Rail.

1800 732 761

inlandrailnsw@artc.com.au

ARTC Inland Rail, GPO Box 14, Sydney NSW 2001

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ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

CURRENT AS AT NOVEMBER 2020

IR_2023

Narrabri to North Star – Phase 2

The Phase 2 construction boundary near Alice Street, Moree

PROJECT FACT SHEET

NSW

About the Narrabri to North Star section

Narrabri to North Star is the second section of Inland Rail to enter construction, following the commissioning of the Parkes to Narromine line in September 2020.

Narrabri to North Star includes an upgrade of approximately 184km of existing track and construction of approximately 2km of new rail, crossing the local government areas of Narrabri, Gwydir and Moree Plains. The works will enable 1,800m long double-stacked freight trains to operate.

Construction on Phase 1 of the Narrabri to North Star project is well underway, with the first 30km section of upgraded track completed in time for harvest in 2021.

Local communities and businesses are already seeing the benefits of Inland Rail. At September 2021, more than 230 local residents had worked on Inland Rail (out of a total workforce of more than 740) and more than \$45m had been spent with local businesses and suppliers.

Dividing Narrabri to North Star into two phases allows Phase 1 construction – an upgrade of 171km of existing track – to continue while planning and environmental approvals are gained for Phase 2.

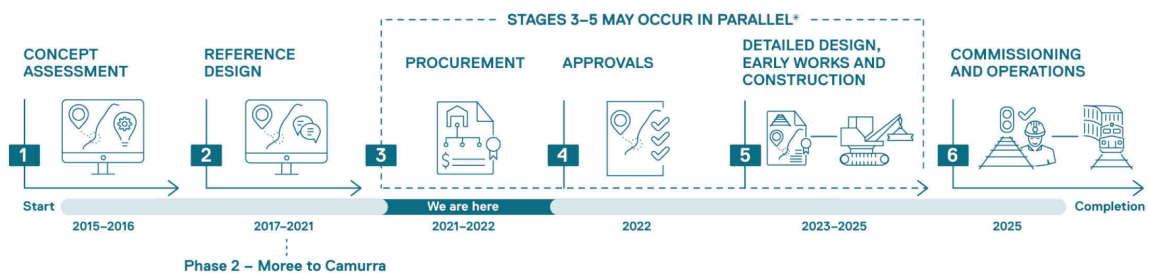
Phase 2 – Moree to Camurra

Phase 2 of Narrabri to North Star involves upgrading approximately 13km of existing track and building approximately 2km of new track across the Mehi-Gwydir floodplain at Camurra, north of Moree.

We are currently in the reference design and procurement phase and have completed a number of environmental and technical investigations in conjunction with extensive community consultation to inform the project's Environmental Impact Statement (EIS).

Investigations, detailed design and consultation will continue as the project approaches construction, which is expected to begin in early 2024. Engineering design consultants WSP Australia and Mott MacDonald Australia are assisting in developing the project's EIS and will work with Freight Connect to develop a proposal to deliver the detailed design for Phase 2.

Freight Connect (a consortium led by Laing O'Rourke and including FKG Group) has been appointed the preferred civil works contractor for the Central Works Program, which covers an approximate 100km section between North Star in New South Wales and Whetstone in Queensland (including Narrabri to North Star Phase 2).



*Timeframes are indicative and are subject to change

Key elements of Phase 2 include:

- + public exhibition of the project's draft EIS expected to be on public display in April 2022
- + raising railway heights to achieve improved flood immunity and enhance operational capability
- + replacing and realigning existing bridges over the Mehi and Gwydir rivers
- + upgrading cross drainage and associated flood management works
- + modifying, closing or replacing level crossings to improve safety, integrate with the revised railway alignment and maintain property access
- + replacing or upgrading of utilities, infrastructure and fencing affected by the track upgrade.

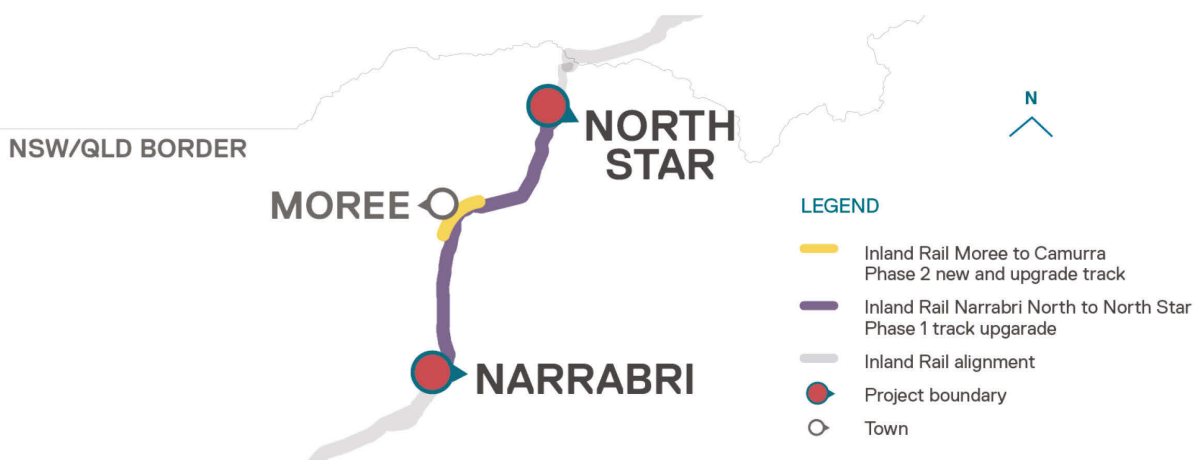
Phase 2 works will link to Phase 1 construction and the Mungindi line that branches off at Camurra.

To date we have:

- + consulted widely with landowners and local government and business stakeholders on a range of project matters to help inform the EIS
- + presented to landowners hydrology modelling and the draft design with projected impacts for discussion
- + completed initial land and aquatic ecology field studies
- + met with local organisations to further understand the social impact of the project
- + undertook noise modelling and biodiversity investigations
- + undertook soil sampling to assess hydrology impacts.

Next steps for Phase 2 include:

- + ongoing one-on-one, community and online consultations and information sessions
- + continued discussions with landowners around predicted operational noise levels and proposed mitigations
- + inviting public feedback on the EIS following its lodgement with the NSW Department of Planning and Environment, planned for March 2022.



Want to know more?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

📞 1800 732 761

✉ inlandrailnsw@artc.com.au

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CURRENT AS AT JANUARY 2022

IR_2369

Appendix G Advertisement N2NS Update—Hydrology



**INLAND
RAIL**

NARRABRI TO NORTH STAR

Meet our team in your community

We would like to update you on progress and planning for the Narrabri to North Star (N2NS) project.

We have been working through flood modelling and managing the impact of the upgraded rail line on surrounding communities. This process is informed by our field investigations, historical data and the conversations we've had with landowners to better understand the movement of water in the area.

Join us to talk through flooding impacts and meet the team at one of our community drop-in sessions. Please drop by at any time that suits you during the advertised hours

Moree

When: Monday 23 September, 11:30am–2:30pm
Tuesday 24 September, 5pm–8pm

Where: Moree Services Club,
Albert St, Moree 2400

Croppa Creek

When: Monday 23 September, 5pm–8pm

Where: Croppa Creek Memorial Hall,
Gunyerwarildi-Croppa Rd,
Croppa Creek 2411

North Star

When: Tuesday 24 September, 11am–2pm

Where: North Star Sports Club,
North Star Rd, North Star 2408

Narrabri

When: Wednesday 25 September, 11am–2pm
Wednesday 25 September, 4pm–7pm

Where: The Crossing Theatre,
117 Tibbereena St, Narrabri 2390

Bellata

When: Thursday 26 September, 11am–2pm

Where: Bellata Golf Club,
80 Berrigal Creek-Bellata Rd, Bellata 2397

Want to know more?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

 1800 732 761 (24 hours, 7 days)  inlandrailnsw@artc.com.au  ARTC Inland Rail,
GPO Box 14, Sydney NSW 2001

inlandrail.com.au     

The Australian Government is delivering
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Appendix H Letters sent to stakeholders re Phase 2



14 November 2019

ARTC REF – 3-0000-260-PCS-00LT-0002

<Add Honorable FirstName LastName>
<Add Job Title or click and delete>
<Add Company Name>
<Add Postal Address>
<Add Suburb State Postcode>

Dear <Add Recipient Name>

RENEWAL OF LAND ACCESS AGREEMENT – NARRABRI TO NORTH STAR SP2

The Narrabri to North Star (N2NS) Inland Rail project is currently in the project assessment phase. We are working to finalise our project approvals in order to progress to construction. As you may be aware, due to design complexities associated with flood management, the project has been divided into two portions, known as Separable Portion 1 (SP1) and Separable Portion 2 (SP2). This will allow construction to continue on schedule for the majority of the project.

SP2 involves upgrading 15km of track crossing the Mehi-Gwydir floodplain and building 2.3km of new track at Camurra to bypass the existing hairpin turn. SP2 has returned to the reference design phase to enable the more complex hydrology of the area to be further investigated. A new EIS process will be worked through for this portion of the project throughout the remainder of 2019 and 2020.

LAND ACCESS AGREEMENT

The Land Access Agreement that you previously signed has now expired.

Included in this envelope is an updated Land Access Agreement, which would extend our agreement until 31 December 2020. The principles of this Agreement have been settled between ARTC and NSW Farmers.

If a renewed agreement is in place, we will contact you in advance to gain your consent before we enter your property. This consent can be withdrawn at any time.

This agreement does not allow us to undertake any construction work on your property. If the instance arises where such work is necessary, we will contact you in advance to discuss the requirements in further detail. Again, we will only enter private property with your consent.

Inland Rail
Australian Rail Track
Corporation Ltd

ACN 081 455 754
ABN 75 081 455 754

Level 9
40 Creek Street
Brisbane Qld 4000

GPO Box 2462
Queen Street
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inlandrail.com.au



The Australian Government is delivering
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Rail Track Corporation (ARTC), in
partnership with the private sector.

RENEWING THE AGREEMENT

To renew the agreement, please sign the enclosed Land Access Agreement and return via the postage paid envelope provided.

To discuss the project or Land Access Agreement further, please contact Melanie Elms, Stakeholder Engagement Lead on 0427 439 517 or Isabella Hall, Stakeholder Engagement Advisor on 0409 413 155.

We will continue to keep you updated as our work on Inland Rail progresses. Thank you for your continued support and assistance as we build this once-in-a-generation project.

Yours sincerely



Colin Forde
Project Director – N2NS

10 August 2020



Dear Landowner,

RE: INLAND RAIL PROJECT – NARRABRI TO NORTH STAR PHASE 2

The Narrabri to North Star section is one of the 13 projects that completes Inland Rail. The project involves upgrading approximately 186 kilometres of existing track, with a small 'greenfield' area of new track at Camurra, north of Moree.

Narrabri to North Star (N2NS) is the next project to commence construction as part of Inland Rail, with work anticipated to start in late 2020. This follows public display of the Environmental Impact Statement (EIS) in late 2017 and subsequent planning and design developments.

NARRABRI TO NORTH STAR PHASE 2 – MOREE TO CAMURRA NORTH

The N2NS project has been divided into two 'phases', allowing for timely delivery of construction work and further analysis of complex design and hydrology investigations between Moree and Camurra. This latter section, previously known as 'Separable Portion 2', is now referred to as 'Phase 2', and will be subject to a new environmental approval process.

As part of this process, the NSW Department of Planning, Industry and Environment (DPIE) is developing the Secretary's Environmental Assessment Requirements (SEARs). The SEARs specify what issues are required to be addressed within the Environmental Impact Statement (EIS) and will inform our consultation with you. Once issued, this information will be made available on the project website at <https://inlandrail.artc.com.au/N2NS>.

ARTC Inland Rail is pleased to advise that we have commissioned WSP Australia Pty Limited and Mott MacDonald Australia Pty Limited trading as (IRDJV) to develop the EIS for 'Phase 2'. Our regionally based engagement team will continue to support you with any questions you may have.

NEXT STEPS

Inland Rail will soon be in touch to discuss and seek your feedback on project developments, proposed design work and environmental requirements. As part of this latter work, we will look to complete site and field investigations, such as heritage and ecology studies. Our engagement team will talk to you about this work and seek to better understand your availability and requirements.

All proposed investigations will be conducted in accordance with Land Access Agreement guidelines and no members of the project team will access your property without prior consent.

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Sydney NSW 2001

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inlandrail.com.au



The Australian Government is delivering
Inland Rail through the Australian
Rail Track Corporation (ARTC), in
partnership with the private sector.

We appreciate your assistance with this important work, which will help ensure we deliver the best outcome for the region.

In the coming months, there will also be opportunities for the wider community to provide feedback on project developments and the EIS process, including 'pop-up' sessions, regular project updates, and a new Inland Rail shopfront in Narrabri (opening October 2020).

Inland Rail is taking all necessary precautions in the prevention and management of COVID throughout consultation. We will continue to follow all public health advice and updates and will discuss any concerns or considerations you may have prior to meeting.

CONTACT US

Should you have any further questions, please do not hesitate to contact our N2NS Stakeholder Engagement Lead - Melanie Elms on 0427 439 517 or melms@artc.com.au or Isabella Hall on 0409 413 155 or IHall@artc.com.au.

Yours sincerely,



Colin Forde

Project Director

N2NS Phase 2 – Moree to Camurra North

Mr X and Mrs Y Smith
X Street Name
MOREE NSW 2400

Dear Mr and Mrs X

RE: Narrabri to North Star (Phase 2) – Project Update and Noise Consultation

Inland Rail is presently carrying out community engagement activities and investigations to inform the Environmental Impact Statement for the Narrabri to North Star (Phase 2) project. As part of this work, we are looking to talk with you to discuss proposed noise mitigation measures and ongoing design plans.

Our project

The Narrabri to North Star section is one of the 13 projects that completes Inland Rail. The project involves upgrading approximately 186 kilometres of existing track, with a small 'greenfield' area of new track at Camurra, north of Moree.

The Narrabri to North Star project has been divided into two 'phases', allowing for the first phase to begin construction, while further analysis of complex design and hydrology investigations are completed between Moree and Camurra. This latter section, previously known as 'Separable Portion 2', is now referred to as 'Phase 2', and is progressing through a new environmental approval process.

For more information, please visit our project website at <https://inlandrail.artc.com.au>.

Next steps

Inland Rail is presently preparing the Environmental Impact Statement for the Phase 2 project, which we anticipate will be publicly exhibited in mid-2021. This follows the issue of the Secretary's Environmental Assessment Requirements (SEARs) by the Department of Planning, Industry and Environment.

Sections 4 and 5 of the SEARs highlight our responsibilities regarding consultation and noise and vibration. To this end, we would like to talk to you about proposed noise mitigation measures and construction plans and activities that may impact you.

Our conversation will cover matters such as the potential construction of a noise wall along the rail corridor; the installation of at-property preventative treatments to reduce noise impacts; as well as ongoing project work, including the design of a replacement rail bridge over the Mehi River.

To find out more about the project SEARs, please visit the NSW Government Planning Portal website at <https://www.planningportal.nsw.gov.au/major-projects/project/37896>.

Your feedback is important

Inland Rail is committed to open and ongoing engagement. We welcome all feedback received from landowners and interested community members. Your engagement ensures we deliver the best outcome for the community.

We will soon hold two Community Information Sessions in your area:

Date	Time	Location
Tuesday, 8 December 2020	4:00pm – 6:30pm	Moree Max Centre
Thursday, 10 December 2020	5:30pm – 6:30pm	Online – please register via the contact details below.

Get in touch with us

If you would like to speak to a member of the project team regarding the Narrabri to North Star (Phase 2) project, you can get in touch 24 hours a day, 7 days a week on 1800 732 761 or by email at inlandrailnsw@artc.com.au.

Yours sincerely

Colin Forde

Project Director, Narrabri to North Star

Appendix I Advertising community information session



Narrabri to North Star Phase 2

DROP IN SESSION

You are invited to register for an information session about Phase 2 of the Narrabri to North Star Inland Rail route, to be held at the Mehl River Van Park on Tuesday 8 September.

Narrabri to North Star is one of 13 sections along the Inland Rail, the 1,700km fast freight backbone from Melbourne to Brisbane that will transform how we move goods around Australia.

Phase 1 of Narrabri to North Star involves upgrading 171km of existing track.

Phase 2 – the focus of the information sessions – involves upgrading 15km of existing track and building 2.3km of new track across the Mehl-Gwydir floodplain at Camurra, north of Moree.

We are currently conducting environmental assessments and technical investigations in conjunction with extensive consultation with landowners, local councils, and industry groups in the area for Phase 2.

Please call **1800 732 761** now to register to come and meet the team:

Times	at 3.30pm, 4.30pm or 5.30pm
When	Tuesday 8 September, 2020
Where	Mehl River Van Park, 28 Oak Street, Moree



Register here

Call **1800 732 761**
or email inlandrailnsw@artc.com.au



Covid-19

For your safety and wellbeing, this event will comply with NSW Government Covid-19 rules. This means ensuring, for example, physical distancing of 1.5m is maintained and hand sanitiser is provided.

Want to know more?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments about this fact sheet, please let us know.

 **1800 732 761** (24 hours, 7 days)

 inlandrailnsw@artc.com.au

 ARTC Inland Rail, GPO Box 14, Sydney NSW 2001

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The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC) in partnership with the private sector.

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Narrabri to North Star Phase 2

Online community information session

You are invited to join an online information session about Phase 2 of Narrabri to North Star.

Narrabri to North Star is one of the 13 sections that completes Inland Rail, the 1700km fast freight backbone between Brisbane and Melbourne that will better link business, farmers and producers to national and global markets.

Phase 1 of Narrabri to North Star includes an upgrade of 171km of existing track.

Phase 2, the focus of this session, involves upgrading 15km of existing track and building 2.3km of new track across the Mehi-Gwydir floodplain at Camurra, north of Moree.

We'll provide an overview of the project, the latest on investigations, modelling and the environmental impact statement, and answer your questions.

When: 5.30pm–6.30pm Thursday 10 September



Register here

inlandrailnsw@artc.com.au

A link will be sent to you.

Want to know more?

ARTC is committed to working with landowners, communities, state and local governments and we value your input.

📞 1800 732 761 (24 hours, 7 days)

✉ inlandrailnsw@artc.com.au

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IR 1966

Email sent to Phase 1 and Phase 2 mail list.

Appendix J Social media campaign results for community online session

N2NS – ONLINE COMMUNITY INFO SESSION, SEPTEMBER 2020



One week campaign delivered to communities living within the N2NS region around upcoming online community info session.



Facebook results

- ▶ 118 link clicks through to the N2NS project page on the Inland Rail website
- ▶ 8,414 reach (the number of people who saw the advertisement at least once)
- ▶ \$200.00 spent with a cost per link click of \$3.17
- ▶ 54% of the click-through rate was generated by Women, with the largest age group between 55+

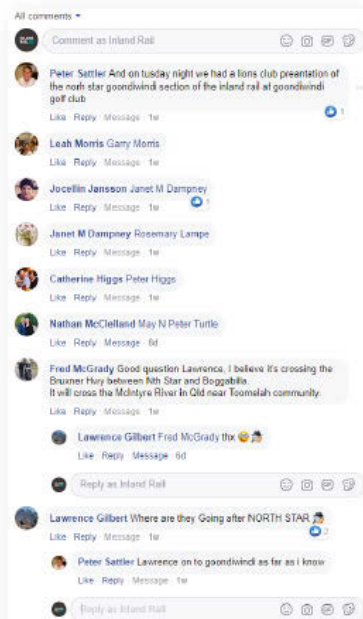
Engagement

- ▶ 10 comments
- ▶ 24 likes
- ▶ 12 shares



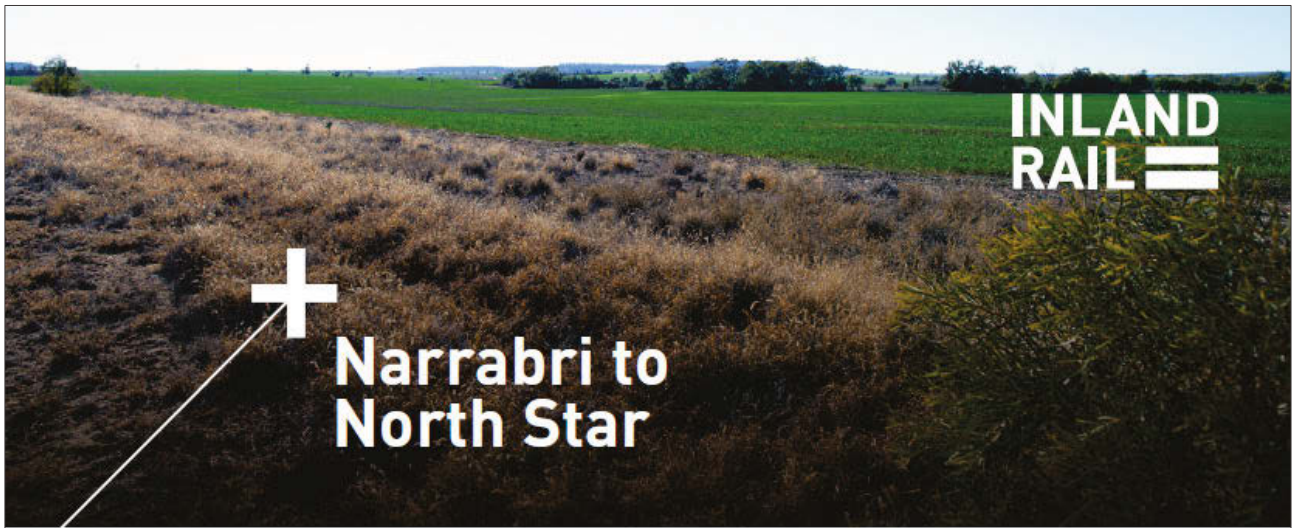
N2NS Campaign Summary 1

COMMENTS:



N2NS Campaign Summary 2

Appendix K Narrabri to North Star flyer—capability development workshop for local and Indigenous businesses in Moree



INLAND RAIL

Narrabri to North Star

Do you want to work with Inland Rail?

The Narrabri to North Star project is finalising project approvals to progress to construction.

We are holding workshops for local and Indigenous businesses on how to be visible on ICN Gateway and prepare a capability statement to promote business expertise.

Session topics include:

- ▶ Learn about ICN Gateway – the portal for Inland Rail expressions of interest (EOI) and a wide range of other project opportunities in NSW.
- ▶ Understand the EOI process and how to list your high-impact company profile information on ICN Gateway.
- ▶ A catch-up session for suppliers who missed the December event on capability statements.

Each workshop will include one-on-one and small group mentoring on ICN company profiles and preparing high-impact capability statements.

About the facilitator

Deb Archibold of Deborah Wilson Consulting Services (DWCS) has extensive experience in the major projects market. She has developed a capability statement template endorsed by various Australian major projects.

Moree

When: Tuesday 4 February, 9am–4pm
Where: The Max Centre, Level 1/30
Heber St, Moree NSW 2400

Narrabri

When: Wednesday 5 February, 9am–4pm
Where: Narrabri Bowling Club,
176 Maitland St, Narrabri, NSW 2390

Follow-up session

Deb Archibold will have individual meetings with participants who have follow-up questions or could not attend previous sessions.

When: Thursday 6 February, 9am–4pm
Where: Narrabri Bowling Club, 176 Maitland St,
Narrabri, NSW 2390

 **To register, email**
inlandrailnsw@artc.com.au

Appendix L N2NS community engagement and stakeholder consultation activities

N2NS Community stakeholder engagement overview –2015/2016

Year	Date	Stakeholder	Activity
2015	17 December 2015	Moree Farmers Meeting in collaboration with Moree Plains Shire Council and NSW Farmers Federation	Workshop attended by 26 stakeholders
	December 2015	Moree Local Aboriginal Land Council	Meeting with CEO and Deputy CEO
2015 /2016	December 2015 /January 2016 February 2016 and ongoing	Cultural Knowledge Holders	Advertisement/Correspondence
	10 February 2016	Western Zone Aboriginal Land Council Director	Face to Face meeting
	1 March 2016 and ongoing	Landowner feedback	Face to face meetings with identified landowners along the alignment for property access to enable field studies and other investigation
	10 May 2016	Moree Registered Aboriginal Parties	Workshop
	25 May 2016	Impacted landowners within 1km of alignment	Mail out providing an overview of the project and proposed activities sent to landowners
	17 June 2016	Emergency Services Moree in collaboration with Moree Plains Shire Council	Introductory Meeting with LEMC
	July – August 2016	Landowner Consultation	Face to face meetings to support cultural heritage and geo-tech field studies with landowners
	18 August 2016	ARTC participants only	Heavy Vehicle Moree Workshop
	October 2016	Water-flow and flood modelling consultation undertaken	Face to face meetings with landowners
	11 October 2016	Emergency Services Moree Region	Workshop to discuss severance and accessibility and pedestrian safety with representatives from Police and Ambulance services in attendance
	21 October 2016	Stakeholder update (Councils and MPs)	e-news project update to Councils and MP
	November – December 2016	Landowner consultation	Face to face meetings with landowners with private level crossings



N2NS Community stakeholder engagement overview –2017

Year	Date	Stakeholder	Activity
2017	15 February 2017	Moree Local Aboriginal Land Council and elders	Workshop with seven attendees
	March 2017	Landowner consultation	Face to face meetings with two landowners regarding potential quarry sites and geotechnical activities
	March 2017	Broad community	Advertising in Moree newspapers advising the community of LiDAR survey activities
	March 2017	Landowner notification	Written notification provided to landowners advising of LiDAR survey activities
	April, May, June 2017	Private landowner consultation along with Crown Lands, Local Land Services, Councils, TfNSW and Essential Energy	Face to face meetings with private and public landowners along the alignment updating access agreements and providing information on the project (post Budget)
	15 November 2017	N2NS Stakeholders	Letter sent providing notification of N2NS EIS Lodgement and Invitation to attend N2NS EIS Community Information Session
	21 November 2017 29 November 2017	Narrabri	EIS Community Information Session
	22 November 2017 28 November 2017	Croppa Creek	EIS Community Information Session
	22 November 2017 28 November 2017	Moree	EIS Community Information Session
	22 November 2017 28 November 2017	North Star	EIS Community Information Session



N2NS Community stakeholder engagement overview –2018/2019

Year	Date	Stakeholder	Activity
2018	4 January 2018	N2NS Stakeholders	Letter/email sent providing information on N2NS Activities Supporting Inland Rail: N2NS Detailed Design
	21 February 2018	Hon Mark Coulton MP, Member for Parkes and Moree Plains Shire Council Mayor Katrina Humphries	Media Event – drill rig in action
	April 2018	N2NS Stakeholders	Face to face meetings with private and public landowners along the alignment to discuss matters relating to detailed design including level crossings
	27 April 2018	Moree Show	Survey available for attendees to assist in obtaining contact details and asking about their views of Inland Rail
	4 July 2018	Moree Local Aboriginal Land Council	Jones Avenue discussions
	4 July 2018	Moree Chamber of Commerce	Meeting to discuss opportunities
	29 August 2018	N2NS Stakeholders	Social impact and community benefit workshop
	5 December 2018	NSW Farmers	Briefing with local representative
	12 December 2018	TfNSW	Meeting re: Jones Ave



N2NS Community stakeholder engagement overview –2018/2019

Year	Date	Stakeholder	Activity
2019	January 2019	N2NS Stakeholders	Communications to renew Land Access Agreements
	January 2019	N2NS Stakeholders	Ecology investigations for borrow pits
	23 May 2019	North-West Local Land Services	North-West Local Land Services
	20–22 April 2019	Broad Community	Attendance at Gunnedah Ag-Quip
	26–27 April 2019	Moree Community	Attendance at Moree Show
	19 July 2019	Moree Plains Shire Council and Federal Government Inland Rail Round table	Industry, the Department of Infrastructure, Transport, Regional Development and Communications and landowners in attendance
	30 July 2019	The Hon. Adam Marshall MP	Narrabri to North Star Briefing
	August 2019	E-news	E-news advising of Phase 1/Phase 2 split
	26 August 2019	E-news	E-news including advice of Phase 1/Phase 2 split
	19 September 2019	E-news	E-news including info on upcoming information session in Moree
	23 September 2019	Moree Community	Daytime drop-in session – hydrology and noise introduction Phase 1/Phase 2
	24 September 2019	Moree Community	Evening drop-in session – hydrology and noise introduction Phase 1/Phase 2
	11 October 2019	Industry Briefing – Brisbane	Overview of N2NS Procurement Strategy – Phase 1/Phase 2
	14 October 2019	Industry Briefing – Melbourne	Overview of N2NS Procurement Strategy – Phase 1/Phase 2
	17 October 2019	Industry Briefing – Sydney	Overview of N2NS Procurement Strategy – Phase 1/Phase 2
	31 October 2019	E-news	Phase 1 and Phase 2 Project Updates
	29 November 2019	E-news	Included information on ecology investigations in Phase 2 project area
	November 2019 – March 2020	Private landowners	Face to face meetings with private and public landowners along the alignment updating access agreements, Phase 1/Phase 2 split and providing information on upcoming investigations
	December 2019 – March 2020	Private landowners and Travelling Stock Reserve	Investigations in Phase 2 project area to inform SSI Application and Scoping Report
	10 December 2019	Transport for New South Wales	Meeting to discuss hydrology in Phase 1 – included reference to Phase 2
	20 December 2019	E-news	Project update

N2NS Community stakeholder engagement overview –2020/2021

Year	Date	Stakeholder	Activity
2020	21 January 2020	Broad Community – Narrabri	Meet the Proponent – Noted Phase 1/Phase 2 split
	22 January 2020	Broad Community – Moree	Meet the Proponent – Noted Phase 1/Phase 2 split
	29 January 2020	E-news	Project Update
	March 2020	E-news (hard copy available for distribution)	Project Update
	26 May 2020	E-news	Project Update
	12 August 2020	Identified stakeholders	Letter/email informing of upcoming EIS and related meetings
	August 2020	Identified stakeholders	Letter/email informing of upcoming EIS and related meetings
	4 September 2020	Morton St/Oak St Community	Flyer re upcoming information session provided in mailboxes at Northern end of Morton St/Oak Moree
	8 September 2020	Morton St/Oak St residents	Drop-in session held at Mehi River Van Park
	10 September 2020	Broad community	On-line information session held to provide introduction to Phase 2
	10 September 2020	Moree Council	Presentation to elected members of Council – Phase 1/Phase 2 update
	September 2020	Identified stakeholders including North West Local Land Services and Moree Local Aboriginal Land Council	Meetings to present hydrology models and confirm assumptions (round 1)
	8 October 2020	E-news	Project update including link to Phase 2 survey
	18 November 2020	Identified stakeholders	Emails sent to identified stakeholders advising of upcoming meetings to present preliminary design and projected hydrology impact
	26 November 2020	Moree Floodplain Risk Management Committee	Presentation to Committee to present preliminary design and projected hydrology impact
	December 2020	Identified stakeholders	Meetings to present preliminary design and projected hydrology impact
	8 December 2020	Broad community	Drop-in session to provide phase 2 update
	10 December 2020	Broad community	Online session to present preliminary design and hydrology impact
	10 December 2020	Local Emergency Management Committee	Presentation to Committee providing Phase 2 update



N2NS Community stakeholder engagement overview –2020/2021

Year	Date	Stakeholder	Activity
2021	November 2020 and January 2021	Morton St/Oak St Community	Letter re: construction and operational noise sent to known addresses and physical addresses of Morton St/ Oak St community
	29 January 2021	Morton St/Oak St Community	Door knock to obtain contact details in order to inform of project impacts
	February 2021	Identified stakeholders	Meetings to present noise modelling results
	8 February 2021	Yarraman Community	Door knock and letter-box drop to inform of upcoming information session – 80 flyers delivered
	11 February 2021	Moree Plains Shire Council – Staff	Meeting to provide Phase 2 update: focus on design, hydrology, noise and bridges
	17 February 2021	Yarraman Community	Information Session with hydrology focus
	19 February 2021	E-news	Including link to Phase 2 SEARs
	22 February 2021	Moree Local Aboriginal Land Council	Meeting to provide Phase 2 update: focus on design, noise and overpass issues
	4 March 2021	Floodplain Risk Management Committee	Presentation to Committee showing updated hydrology models and introducing flood management objectives
	9 March 2021	North West Local Land Services	Meeting with North-West Local Land Services in Tamworth to discuss Travelling Stock Reserves in Phase 1 and Phase 2
	March and April 2021	Identified stakeholders	Meetings to provide updates on hydrology impacts – select stakeholders
	23–24 April 2021	Moree Community	Attendance at Moree Show
	27 April 2021	Moree Community	Inland Rail attend Council hosted business information session – provide information on Phase 1 and Phase 2
	6 May 2021	Moree Community	Inland Rail attend Lions meeting and provide information on Phase 1 and Phase 2
	13 May 2021	Cultural Tour	Moree Local Aboriginal Land Council
	14 May 2021	Moree Community	Inland Rail attend Probus meeting and provide information on Phase 1 and Phase 2
	18 May 2021	Moree North Travelling Stock Reserve – North West Local Land Services	Tour to better understand stock movements
	25 May 2021	Moree Local Aboriginal Land Council	Meeting to provide update on hydrology impacts



N2NS Community stakeholder engagement overview –2020/2021

Year	Date	Stakeholder	Activity
2021	27 May 2021	Chamber of Commerce	Overview of Phase 2 project and EIS process
	14 July 2021	Identified stakeholders	Discussion to renew Land Access Agreements and provide project update
	11 August 2021	Identified stakeholders	Discussion to renew Land Access Agreements
	16 August 2021	TfNSW	Regular meeting to discuss staff changes, EIS display time, short stacking and interaction between designs
	9–30 September 2021	Identified stakeholders	Discussions around land acquisitions
	6 October 2021	Aboriginal Land Council	Meeting to introduce NSW Government Property Manager to CEO
	6 October 2021	NSW Crown Lands – Moree Office	Meeting to introduce NSW Government Property Manager and provide project update
	12 October 2021	TfNSW	Discussions around Newell Highway Upgrade and cumulative effects
	14 October 2021	RAP	Meeting to discuss Steel Bridge Camp area
	14 October 2021	MPSC Strategic Works Council Meeting	Project update
	25 October 2021	Identified stakeholders	Community Feedback survey emailed to seek feedback on seven-day construction work week proposal
	28 October 2021	Identified stakeholders	Door knocked residents in Oak and Morton Street to provide update on the seven-day construction work week proposal
	28 October 2021	Identified stakeholders	Dropped flyer in residences on Gosport and McElhone Streets to notify of seven-day construction work week proposal
	1–30 November 2021	Moree community and Indigenous groups	Phase 2 update presentation and seek feedback on social impacts
	1 November 2021	TAFE NSW Moree	Meeting to discuss joint opportunities
	2 November 2021	Northern Slopes Landcare Association	Meeting with Northern Slopes Landcare to provide project update and discuss biodiversity offsets program
	3 November 2021	TfNSW	Discussions around Newell Highway Upgrade
	18 November 2021	Identified Landowners	Soil investigations
	1–3 December 2021	Six identified Landowners	Discussions around hydrology impacts



N2NS Community stakeholder engagement overview –2022

Year	Date	Stakeholder	Activity
2022	13 January 2022	Department of Environment and Planning	EIS briefing
	19 January 2022	Homes North	Social performance briefing
	21 January 2022	Landowners	Discussions with four landowners around property acquisitions
	4 February 2022	Moree residents	Meeting to discuss Indigenous engagement
	7 February 2022	MPSC	Meeting to discuss Indigenous engagement and social impact
	14 February 2022	Landowners near Camurra Bend	Post drought biodiversity studies
	21 February 2022	Mehi River landowners	Surveying investigations
	22 February 2022	Landowner	Discussions around level crossing requirements
	23 February 2022	Yarraman and Moree landowners	Letterbox drop and face-to-face contact to advise landowners of change in hydrology impact
	1 March 2022	Stanley Village	Letterbox drop and face-to-face door knocks to promote Moree drop-in session
	2 March 2022	TfNSW, MPSC, Crown Lands	Discussions around road alignment near Camurra Bend
	3 March 2022	DPE water	Email sent requesting contact details
	7 March 2022	TfNSW	Meeting to discuss CRN Network
	8 March 2022	MPSC	Regular catch up
	8 March 2022	Moree Business Chamber	Advise of upcoming EIS process and provide general update
	8–9 March 2022	Landowners	Discussions around noise impacts and agricultural infrastructure
	9 March 2022	Moree Community	Engagement event held at the Moree Sports Health Arts and Education Academy
	9 March 2022	MPSC	Meeting to discuss alignment design questions, reiterate expected QDLs and confirm consistency with Gwydir Floodplain Management Plan



N2NS Community stakeholder engagement overview –2022

Year	Date	Stakeholder	Activity
2022	17 March 2022	MPSC	Introduce potential contractor to MPSC
	21 March 2022	MPSC	Discuss EIS and conditions
	23 March 2022	TfNSW	Discuss Weemelah Line – Country Rail Network
	31 March 2022	Registered stakeholders	Issue stand-alone N2NS Phase 2 newsletter
	5 April 2022	Moree industry participants	Present at Moree TAFE hosted event – focus on social performance
	11 April –29 April 2022	Landowners affected by construction leasing/licensing	Identify areas where temporary occupation required and discuss process
	22 April 2022	General public	Provide a booth at Moree Agricultural Show
	3–27 May 2022	Landowners affected by construction leasing/licensing	Identify areas where temporary occupation required and discuss process
	17 May 2022	North-West Local Land Services	Identify construction requirements and effect on Camurra Travelling Stock Reserve
	30 May 2022	Registered stakeholders	Issue N2NS Phase 2 newsletter
	7 June 2022	TfNSW	Face-to-face meeting in Moree to discuss hydrology impacts
	8 June 2022	North West Local Land Services	Further discuss construction impacts and level crossings
	8 June 2022	MPSC	Regular catch-up with MPSC
	10 June 2022	Probus	Provide overview of N2NS Phase 1 and Phase 2
	16 June 2022	Federal Department of Infrastructure	Regular catch-up
	22 June 2022	Moree and District Police Services	Provide project update
	30 June 2022	TfNSW	Regular catch-up
	30 June 2022	Registered stakeholders	Issue N2NS Phase 2 newsletter



Appendix M Community feedback survey—Narrabri to North Star Phase 2: Construction hours



Community feedback survey

Tell us what you think

Narrabri to North Star Phase 2

Narrabri to North Star Phase 2 – Construction Hours survey

This survey is seeking your views on construction hours for the Narrabri to North Star Phase 2 project.

The Phase 2 section includes upgrading approximately 13km of track, from Alice Street, Moree, across the Mehi–Gwydir floodplain to the eastern side of the Moree Gun Club. It also includes 1.6km of new track at Camurra, north of Moree.

Phase 2 is one of two sections comprising the broader N2NS project, which involves upgrading approximately 184km of existing rail corridor.

Construction is well underway on the Phase 1 section between Narrabri North and North Star, which is being delivered by Trans4m Rail (a joint venture between contractors John Holland and SEE Civil). The first 30km section of upgraded track on Phase 1 will be completed and commissioned by early November to coincide with harvest.

Phase 1: – in construction

Phase 1 includes upgrading 171km of track along the existing rail corridor.

Trans4m Rail, a joint venture between contractors John Holland and SEE Civil, **was announced in November 2020** as the principal contractor for Phase 1 works.

Phase 2: Construction commencing in 2023

Phase 2 includes upgrading 13.7km of track crossing the Mehi–Gwydir floodplain and building 1.6km of new track at Camurra, north of Moree.

Working hours during construction – share your views

In developing the Phase 2 project's EIS, we have considered how best to deliver the project in a timely way. We have conducted three rounds of consultation with the community, including a round that focussed on construction noise in late 2020, and this feedback has informed our construction approach.

When construction starts in 2023, we are proposing to carry out works between 6am and 6pm seven days a week.

By carrying out construction activities seven days a week we will be able to align the completion of Phase 2 and Phase 1 works so that commissioning of the full N2NS alignment can be complete at the same time.

We want to understand what impacts these works may have on you, and we invite you to please provide your thoughts.

Below is a survey to share your views. Your feedback will inform how we can reduce impacts and apply mitigation measures throughout the Phase 2 construction period.

Survey starts on the next page

Community feedback survey

Tell us what you think

1. What category best describes you

- ☐ Business owner ☐ Landowner near the project ☐ Tenant near the project
☐ Community member from Moree ☐ Other interested person ☐ Member of a group

2. Do you support the proposal of a seven-day working roster?

- ☐ Yes ☐ No

If yes, can you please explain why?

If no, can you please explain why (or do you believe this impact could be managed with controls)?

3. Would you like to be contacted by a member of our engagement team to discuss the project in further detail?

- ☐ Yes ☐ No If yes, please provide details of your preferred method of contact:

Thank you for your time.

The team will continue to meet with community members and stakeholders to discuss key project elements. We look forward to hearing from you in the future. Please contact **1800 732 761** or email inlandrailnsw@artc.com.au if you wish to speak to an Inland Rail representative. For further information please head to inlandrail.artc.com.au/N2NS

Our privacy policy (the Policy) sets out in accordance with the Privacy Act 1988 (Cth) the way in which Australian Rail Track Corporation Ltd (ARTC) (ACN 081 455 754) and its associated entities (together ARTC, we, us, or our) may collect, store, use, manage and protect your Personal Information. Our policy can be found at: inlandrail.artc.com.au/privacy

Want to know more?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

📞 1800 732 761 ✉ inlandrailnsw@artc.com.au ✉ ARTC Inland Rail, GPO Box 2462, Brisbane Qld 4001

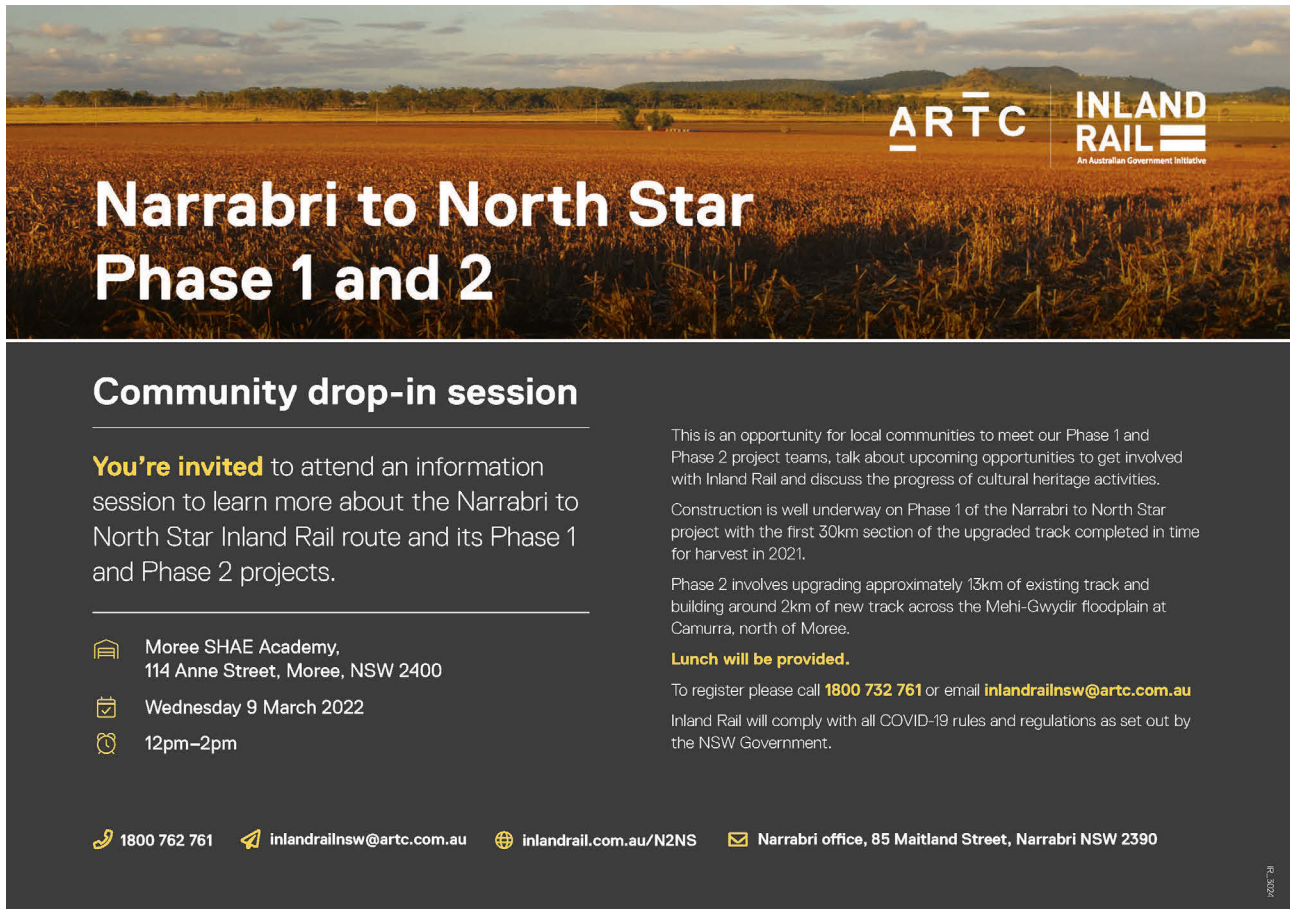
inlandrail.com.au



CURRENT AS AT OCTOBER 2021

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Appendix N Community drop-in session flyer: Narrabri to North Star Phase 1 and 2



ARTC | **INLAND RAIL**
An Australian Government Initiative

Narrabri to North Star Phase 1 and 2

Community drop-in session

You're invited to attend an information session to learn more about the Narrabri to North Star Inland Rail route and its Phase 1 and Phase 2 projects.

 Moree SHAE Academy,
114 Anne Street, Moree, NSW 2400

 Wednesday 9 March 2022

 12pm–2pm

This is an opportunity for local communities to meet our Phase 1 and Phase 2 project teams, talk about upcoming opportunities to get involved with Inland Rail and discuss the progress of cultural heritage activities.

Construction is well underway on Phase 1 of the Narrabri to North Star project with the first 30km section of the upgraded track completed in time for harvest in 2021.

Phase 2 involves upgrading approximately 13km of existing track and building around 2km of new track across the Mehi-Gwydir floodplain at Camurra, north of Moree.

Lunch will be provided.

To register please call **1800 732 761** or email **inlandrailnsw@artc.com.au**

Inland Rail will comply with all COVID-19 rules and regulations as set out by the NSW Government.

 1800 762 761  inlandrailnsw@artc.com.au  inlandrail.com.au/N2NS  Narrabri office, 85 Maitland Street, Narrabri NSW 2390

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