

APPENDIX



D

Consultation Summary Report

NORTH STAR TO NSW/QUEENSLAND BORDER ENVIRONMENTAL IMPACT STATEMENT



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

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1. Introduction

1.1 Program overview

The Inland Rail Program (Inland Rail) is a once-in-a-generation project that will enhance supply chains and complete the backbone of the national freight network by providing for a transit time of 24 hours or less for freight trains between Melbourne and Brisbane via regional Victoria, New South Wales (NSW) and Queensland.

Inland Rail will transform the way we move freight around the country, connect regional Australia to markets more efficiently, drive substantial cost savings for producers and consumers, and deliver significant economic benefits.

The 1,710 kilometres (km) long Inland Rail route will involve:

- ▶ Using the existing interstate rail line through Victoria and southern NSW
- ▶ Upgrading about 1,100 km of existing track, mainly in NSW
- ▶ Providing about 600 km of new track in NSW and South East Queensland.

1.2 Project background—overview and status

Inland Rail is made up of 13 projects, seven of which are located in NSW. The 39km North Star to NSW/Queensland Border (NS2B) project (the proposal) will link NSW to Queensland and consist of upgrading approximately 25 km of non-operational rail corridor and 14 km of new track.

Located in the far north-west of NSW, the proposal will connect to the Inland Rail Narrabri to North Star (N2NS) project in the south and the Border to Gowrie (B2G) project in the north (refer Figure 1).



FIGURE 1 MAP OF THE NS2B FOCUSED AREA OF STUDY

During early stages of investigation, the proposal was known as the North Star to Yelarbon (NS2Y) Project. The aim of the proposal at this time was to link North Star in northern NSW to Yelarbon in southern Queensland. In 2010, a desktop study determined a potential rail corridor between North Star and Yelarbon, which became known as the Eastern Option, was the most direct route and crossed greenfield private properties and local roads as well as the Dumaresq River.

In 2015, following ongoing desktop studies and consultation, the need to investigate other options and consider existing corridors was identified. As a result, the Australian Rail Track Corporation (ARTC) completed a *Melbourne—Brisbane Inland Rail—2017 Phase 2 Preparatory Alignment Report* (ARTC, 2017), which reviewed four options, including the Eastern Option. This report recommended that Inland Rail select two options for further assessment and consultation. The two options were the Eastern Option, with some refinements. One option used part of the existing out of use rail line between North Star and Whalan Creek, but came closer to Goondiwindi and connected to Queensland Rail's South West Rail Line before Yelarbon. This option was known as the Western Option. A two-kilometre-wide study area was developed for each option. ARTC made these documents publicly available in early 2018 and they are available on the Inland Rail website.

Throughout 2016, Inland Rail conducted preliminary investigations including engineering, flooding, cultural heritage, geotechnical and ecological field visits, desktop studies and extensive consultation with local landowners, industry groups and councils, including Goondiwindi Regional Council, Moree Plains Shire Council and Gwydir Shire Council. This information informed a multi-criteria assessment process in April 2016 and then again in November 2016.

In February 2017, the Australian Government announced the Western Option as the preferred option. The study area for the preferred option follows the disused rail line towards Boggabilla and then crosses the Macintyre River before joining Queensland Rail's (QR) South West Rail Line. At this time, the proposal was refined to become the North Star to NSW/QLD Border (NS2B) Project. The section in Queensland between the connection point and Yelarbon now forms part of the NSW/Queensland Border to Gowrie (B2G) project.

After the announcement, further consultation and studies were conducted between February and May 2017 to help determine the most appropriate place to cross the Macintyre River and link with the South West Rail Line east of Goondiwindi. This further work informed a third multi-criteria assessment, which determined the preferred study area between Whalan Creek and the South West Rail Line.

Key components of the NS2B project include:

- ▶ Single-track, standard-gauge rail line with crossing loops, to ultimately accommodate trains up 3,600 m long, based on business needs, but initially constructed for 1,800 m long trains
- ▶ Construction of associated rail infrastructure, including maintenance sidings and signalling infrastructure, to support the Advanced Train Management Systems (ATMS)
- ▶ Ancillary works including road and public utility crossings and realignments
- ▶ Third-party infrastructure requirements to be determined during future project stages
- ▶ Construction workspace and access roads.

ARTC made the decision to make the Inland Rail route history and alignment selection development publicly available on the Inland Rail website. More information is available at ***Inland Rail Route History 2006–2019***.

1.3 Purpose of the report

The purpose of this consultation summary is to outline the consultation and engagement objectives, strategies and approach prior to and during the preparation of the Environmental Impact Study (EIS). This includes a summary of stakeholders, communications tools that have been used, captured feedback, issues management and the EIS consultation process. A detailed description of the proposal can be found in Chapter 6 and 7.

Stakeholder and community consultation play an integral role in informing the ongoing design of the proposal and in 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.

1.4 Project consultation requirements—Secretary’s Environmental Assessment Requirements (SEARs)

TABLE 1 PROJECT CONSULTATION REQUIREMENTS

Desired Performance Outcome	SEARs Reference	Requirement	Relevant section
The project is developed with meaningful and effective engagement during project design and delivery	4-1	The project must be informed by consultation, including with relevant State (including Queensland) 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 current guidelines.	Section 2: Consultation objectives, strategy and approach
	4-2	The Proponent must document the consultation process and demonstrate how the project has responded to the inputs received.	Section 2: Consultation objectives, strategy and approach
	4-3	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 3: Overview of engagement activities
	4-4	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.	Section 4.2.3—Community Consultative Committee

2. Consultation objectives, strategy and approach

2.1 Consultation objectives and strategy

ARTC's values and objectives commit the organisation to active and genuine engagement with stakeholders and the community. For Inland Rail, 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 believes that identifying, engaging and effectively communicating with stakeholders is critical to the successful delivery of Inland Rail. ARTC's approach to consultation for Inland Rail aims to:

- ▶ Build awareness, understanding, and support for Inland Rail among customers, stakeholders and the community
- ▶ Leverage the program's capacity to generate social benefit in the areas where there are opportunities for commercial connectivity and Indigenous capacity building
- ▶ Provide key stakeholders, such as local governments and industry groups, with information and support that enables them to proactively and positively promote the benefits of the NS2B proposal and the Inland Rail Program
- ▶ Build trust by being transparent about issues that have the greatest impact on landowners and other key stakeholders relating to key issues such as flooding, alignment selection and property acquisition
- ▶ Create an active dialogue with customers, communities and other stakeholders
- ▶ Identify and manage issues and opportunities
- ▶ Achieve a design that minimises the potential for environmental and community impacts
- ▶ Actively seek opportunities to create beneficial outcomes for stakeholders, without compromising the scope and budget of Inland Rail (e.g. improving local rail and road interfaces where it benefits Inland Rail and improves community safety and amenity)
- ▶ Support landowners and other key stakeholders through the assessment process.

The overarching objective for Inland Rail's consultation and engagement is to deliver 'active engagement', a core value for the organisation. Active engagement is defined as communicating with stakeholders in a professional and responsive manner, being transparent on Inland Rail's timelines and deliverables and supporting responsible delivery of the NS2B proposal.

The objectives of Inland Rail are that the organisation will:

- ▶ **Build trust**—ensure stakeholders are aware of the project, design phases, timeframes and understand the fair mechanisms for input and consultation
- ▶ **Build credibility**—ensure engagement is transparent, equitable and inclusive, and iterative, with adequate opportunities for stakeholders to comment
- ▶ **Build visibility**—create an ongoing dialogue with stakeholders and ensure appropriate information is escalated between the Inland Rail Program Engagement Team and stakeholders.

TABLE 2 CONSULTATION OBJECTIVES

Objective	Strategy—How the objective will be achieved
Build trust	<ul style="list-style-type: none"> ▶ Ongoing engagement with landowners regarding site investigations, the alignment on their property and the acquisition process, and ensure the Engagement Team continues to own the landowner relationship ▶ Demonstrate to communities how their feedback has been taken on board in the EIS and the feasibility design through an iterative consultation process. Show them the changes we have made. ▶ Regularly engage with stakeholders and ensure the conversation is advancing and items are being closed out.
Build credibility	<ul style="list-style-type: none"> ▶ Identify how Inland Rail can benefit the NS2B communities, specifically Toomelah, North Star and Boggabilla, which will experience much of the impact without any direct benefit ▶ Support the Social Performance Team to enhance positive impacts in the NS2B project area ▶ Make a decision on specific design and alignment elements requested by the community (e.g. multi-criteria analysis (MCA) independent review process and options cost differential) and then communicate the reasoning to the community ▶ Engage stakeholders and communities on the issues that are important to them, seek their input to validate models, and have technical specialists accessible in attendance that can explain what the data means ▶ Deliver on the commitments we make to the community in a timely and appropriate way.
Build visibility	<ul style="list-style-type: none"> ▶ Have a presence on the ground in communities by attending and sponsoring local events ▶ Go to the community—don't expect them to come to us—by attending community meetings such as progress association meetings ▶ Undertake a program of well-advertised consultation at times and venues that are suitable for the community.


2.2 Consultation approach

Inland Rail's consultation approach is to create an ongoing dialogue with communities and stakeholders. To meet our objectives and strategies, Inland Rail has developed principles for our stakeholder engagement team. These principles set a guideline for behaviour:

- ▶ **Early and regular engagement**—people feel informed throughout the project lifecycle
- ▶ **Inclusive**—that relevant stakeholders are consulted during the planning and design of the proposed alignment
- ▶ **Transparent**—views and opinions captured from the public are reflected during the engagement process
- ▶ **Equitable**—individuals and groups are included in the conversation, with recognition and provisions made to ensure Traditional Owners, people with disabilities, youth and the elderly are included, gender equity occurs and varied socio-economic groups can participate
- ▶ **Accessible**—different socio-economic groups can participate
- ▶ **Iterative**—share the iterative phases of the project and communicate these to stakeholders for feedback and response.

In addition to these principles, the consultation approach for the NS2B proposal is guided by the International Association of Public Participation (IAP2) Core Principles.

The IAP2 Spectrum identifies five levels where stakeholders can participate in decision making—inform, consult, involve, collaborate and empower (refer Figure 2). The level of stakeholder participation for the NS2B proposal depends on the stakeholder group and technical constraints and includes the inform, consult, involve and collaborate levels of the spectrum.

INCREASING IMPACT ON THE DECISION 					
	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 solutions.	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 the 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 to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	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 look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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Source: IAP2, 2018.

FIGURE 2 IAP2 CONSULTATION APPROACH

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 project website, 1800 telephone line, email address, and feedback forms.

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

In a number of 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.

ARTC has also adopted the Department of Planning, Infrastructure and Environment's (DPiE) guidelines to consultation, and the approach to stakeholder engagement is:

- ▶ Provide an update to key stakeholders
- ▶ Revisit issues raised by local governments and other local stakeholders during early consultation
- ▶ Discuss any issues identified during technical studies
- ▶ Seek input regarding key local stakeholder groups to be engaged through future consultation
- ▶ Identify new opportunities and issues associated with delivery of Inland Rail at a local level
- ▶ Identify key stakeholders that may be, or perceive that they may be, affected directly or indirectly
- ▶ Present proposed mitigations to key stakeholders prior to EIS submission
- ▶ Proactively seek feedback from directly affected stakeholders to incorporate into the EIS.



PHOTOGRAPH 1: GOONDIWINDI SHOW 2019—CONSULTING WITH THE COMMUNITIES SURROUNDING THE NS2B PROPOSAL

By adopting this approach to consultation, ARTC has been able to identify potential impacts of the proposal on the communities surrounding the NS2B proposal and engage with directly and indirectly affected stakeholders in line with the IAP2 Core Principles.

2.3 Consultation process

Inland Rail adopted and committed to a flexible and proactive engagement approach for the North Star to NSW/Queensland Border (NS2B) proposal. The focus is on creating and sustaining meaningful relationships that meet the expectations of the diverse range of stakeholders, and that will be applicable and adoptable throughout the planning and construction of the project. A variety of communication and engagement activities have been, and will continue to be, developed and tailored to meet the needs of the proposal's stakeholders. A focus has been a commitment to ensuring that all members of the community have access to up-to-date information and feel involved throughout all stages of the proposal and that this is to be updated as the project progresses.

Inland Rail has identified and carried out the following engagement approach using the IAP2 guiding principles.

1. **Identity**—identification of stakeholders based on proposed alignment design; including federal, state and local governments, emergency services, utility providers, education institutions, Local Aboriginal Land Councils (LALCs), the wider community and directly affected landowners
2. **Design and prepare**—implementing appropriate channels and information to strategically deliver to key stakeholders
3. **Engage**—appropriate communication tools and channels to engage with key stakeholders; by identifying key stakeholders and their needs, Inland Rail can target the right people with the right message using the right tools. For example, we identified that directly affected landowners responded positively when we met in the regions and, therefore, implemented the concept of 'Coming to you' and meeting these stakeholders on their properties and towns.
4. **Feedback**—tailoring key messages and consultation objectives to deliver to the targeted audience with the relevant communication channels. For example, the community of Toomelah responded positively to an open environment, with presentations and the required technical advisors staying for one-on-one sessions to field and respond to individual questions to seek feedback after the presentation.
5. **Review**—carry out communication activities to generate awareness, foster engagement, receive feedback and respond proactively. For example, presentations in the Toomelah community, face-to-face meetings with directly affected landowners onsite, drop-in sessions for the wider community, newsletters, advertising, an interactive map, letterbox drops, and radio advertisements were used to consistently keep the wider community updated and seek feedback.

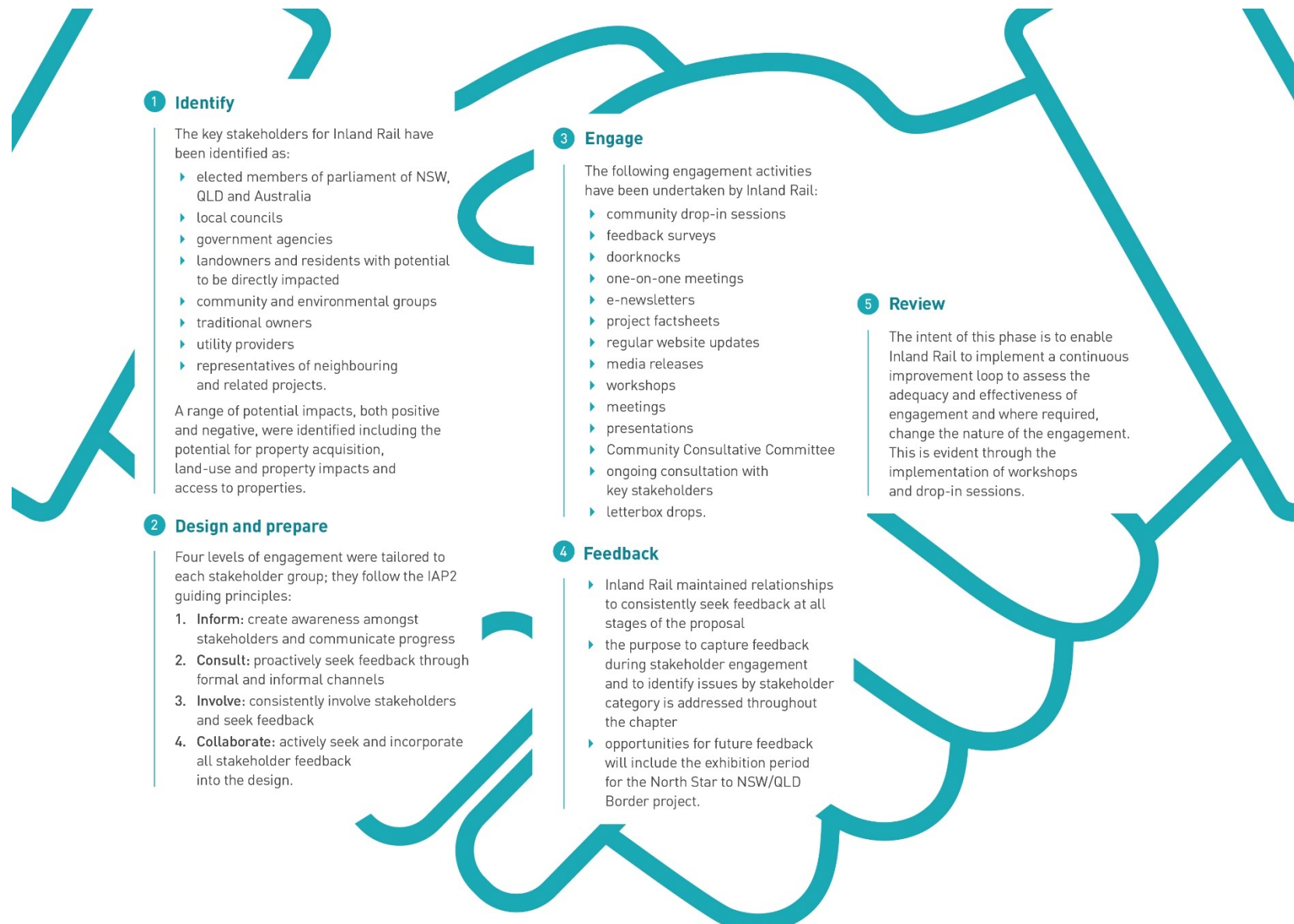


FIGURE 3 INLAND RAIL CONSULTATION PROCESS

Depending on the type of stakeholder, Inland Rail has implemented an appropriate consultation method with tailored communication to best engage and seek feedback. The following sections detail how consultation was undertaken with specific stakeholders and how engagement will evolve and continue with the proposal.

2.4 Stakeholder identification

A stakeholder is defined as any individual, group of individuals, organisation or political entity with an interest in the outcome of a decision. They may be, or perceive that they may be, affected directly or indirectly by the outcome of a decision (IAP2, 2018). A preliminary stakeholder list was developed through desk-based research and analysis of existing information materials. This list was subject to ongoing refinement throughout the consultation process, with input from ARTC, Inland Rail and other NS2B project stakeholders.

The key stakeholders for Inland Rail include:

- ▶ Elected members of the parliaments of NSW, Queensland and Australia
- ▶ Local councils
- ▶ Government agencies
- ▶ Landowners and residents with the potential to be directly or indirectly impacted by the proposal
- ▶ Community and environment groups
- ▶ Traditional Owners
- ▶ Utility providers
- ▶ Representatives of neighbouring and related projects.

Refer Table 3 for a list of NS2B stakeholders.

TABLE 3 NS2B KEY STAKEHOLDERS

Category	Stakeholder	
	NSW	QLD
Elected representatives	<p>Australian Government stakeholders:</p> <ul style="list-style-type: none"> ▶ Member for Riverina, Hon Michael McCormack MP; Deputy Prime Minister; Leader of The Nationals; Minister for Infrastructure, Transport and Regional Development ▶ Member for Parkes, Hon Mark Coulton MP; National Party; Minister for Regional Health, Regional Communications and Local Government ▶ Member for Maranoa, Hon David Littleproud MP; Minister for Agriculture, Drought and Emergency Management ▶ Hon Mathias Cormann, Leader of the Government in the Senate; Minister for Finance, Vice-President of the Executive Council <p>State Government stakeholders:</p> <ul style="list-style-type: none"> ▶ State Member for Northern Tablelands, Adam Marshall MP; Minister for Agriculture and Western New South Wales ▶ Royal Francis Butler MP, Member for Barwon (Boggabilla) <p>Local government stakeholders:</p> <ul style="list-style-type: none"> ▶ Local Councillors (including Mayors) for Gwydir Shire Council and Moree Plains Shire Council. 	<ul style="list-style-type: none"> ▶ State Member for Southern Downs, James Lister ▶ Local Councillors (including Mayors) for Goondiwindi Regional Council

Category	Stakeholder	
	NSW	QLD
State Government departments/agencies	<ul style="list-style-type: none"> ▶ Transport for NSW/Roads and Maritime Services Department of Trade and Regional Investment ▶ Office of Environment and Heritage (now DPIE) ▶ NSW Environment Protection Authority ▶ National Parks and Wildlife Office ▶ Department of Planning, Industry and Environment NSW ▶ Department of Primary Industries ▶ Local Land Services ▶ TAFE NSW ▶ Department of Education 	<ul style="list-style-type: none"> ▶ Department of Transport and Main Roads ▶ Queensland Rail ▶ Office of the Coordinator General ▶ Department of Environment and Science ▶ Department of Natural Resources, Mines and Energy ▶ Department of Agriculture and Fisheries
Australian Government department/agencies	<ul style="list-style-type: none"> ▶ Department of Infrastructure, Transport, Regional Development and Communications ▶ Department of Agriculture (now Department of the Agriculture, Water and Environment) 	
Council	<ul style="list-style-type: none"> ▶ Moree Plains Shire Council ▶ Gwydir Shire Council 	<ul style="list-style-type: none"> ▶ Goondiwindi Regional Council
Industry	<ul style="list-style-type: none"> ▶ NSW Farmers ▶ Cotton Australia ▶ Namoi Cotton ▶ GrainCorp ▶ Carrington Cotton 	<ul style="list-style-type: none"> ▶ Woods Grain ▶ Border Rivers Food and Fibre ▶ Wirralda and District Business Chamber ▶ Warialda Rivercare Committee ▶ Moree District Chamber of Commerce
Environment peak bodies and local groups	<ul style="list-style-type: none"> ▶ Regional Landcare New England Northwest ▶ Northern Slopes Landcare Association 	<ul style="list-style-type: none"> ▶ Landcare ▶ Macintyre Brook Irrigators Assoc. ▶ Goondiwindi and District Historical Society ▶ Inglewood and Texas Landcare Assoc. Inc ▶ Murray–Darling Assoc. ▶ Murray–Darling Basin Authority
Broader community	<ul style="list-style-type: none"> ▶ North Star ▶ Boggabilla ▶ Toomelah ▶ Goondiwindi 	
Directly affected landowners		
Traditional landowners	<ul style="list-style-type: none"> ▶ Gomeroi People 	<ul style="list-style-type: none"> ▶ Bigambul People
Local Aboriginal Land Councils	<ul style="list-style-type: none"> ▶ Toomelah LALC 	
Landowners (directly impacted)	<ul style="list-style-type: none"> ▶ Landowners directly affected by the NS2B proposal's final rail corridor (nominal 100-m wide corridor) 	<ul style="list-style-type: none"> ▶ Landowners directly affected by the NS2B project final rail corridor (nominal 100-m wide corridor)

Category	Stakeholder	
	NSW	QLD
Community and social services	<ul style="list-style-type: none"> ▶ Rural Financial Counselling Service of NSW—Northern Regions Vincent de Paul Society ▶ North Star CWA ▶ Australian Centre for Agricultural Health and Safety ▶ Centrelink ▶ Anglican Counselling Service ▶ Homeless Accommodation Support Team ▶ Youth Accommodation Team ▶ Meals on Wheels ▶ North West Rural Counselling Service ▶ Service ▶ Salvation Army ▶ Red Cross 	<ul style="list-style-type: none"> ▶ Care Goondiwindi ▶ Anglicare ▶ St Vincent de Paul Society ▶ Salvation Army
Special interest groups	<ul style="list-style-type: none"> ▶ NSW Farmers ▶ Macintyre Brook Irrigators Assoc. 	
Religious	<ul style="list-style-type: none"> ▶ Anglican Church ▶ Baptist Church ▶ Catholic Church ▶ Presbyterian Church ▶ Salvation Army ▶ Uniting Church 	<ul style="list-style-type: none"> ▶ Anglican Church ▶ Baptist Church ▶ Catholic Church ▶ Presbyterian Church ▶ Salvation Army ▶ Uniting Church
Commerce and tourism	<ul style="list-style-type: none"> ▶ Warialda and District Chamber of Commerce ▶ Moree District Chamber of Commerce ▶ Rural Lands Protection Board (Warialda) ▶ Northern Slopes Rural Lands Protection Board ▶ New England North West Regional Tourist Office 	<ul style="list-style-type: none"> ▶ Border Rivers Chamber of Commerce ▶ Goondiwindi Tourism Association ▶ Goondiwindi Regional Visitor Information Centre
Education	<ul style="list-style-type: none"> ▶ North Star Public School ▶ Yetman Public School ▶ Boggabilla Central School ▶ Toomelah Public School 	<ul style="list-style-type: none"> ▶ St Mary's Goondiwindi ▶ Goondiwindi State School ▶ Goondiwindi State High School ▶ Kindon State School ▶ Yelarbon State School
Health services	<ul style="list-style-type: none"> ▶ The University of Sydney New England Area Health Service ▶ Moree District Hospital ▶ Hunter New England Local Health District—Regional Head Office ▶ Home and Community Care (Yetman) ▶ Anglicare Northern Inland Counselling ▶ Inverell and District Health Service Social Worker 	<ul style="list-style-type: none"> ▶ Goondiwindi Community Health Centre ▶ Goondiwindi Hospital ▶ Family Support Service

Category	Stakeholder	
	NSW	QLD
Emergency Services	<ul style="list-style-type: none"> ▶ Police (Local Area Command New England—Armidale) ▶ Police Yetman Station ▶ Rural Fire Service—Moree Plains Local Government Area ▶ SES—North West Region ▶ Ambulance NSW—Western Sector Administrative Office ▶ North Star & North Star East Rural Fire Brigade (RFS) ▶ Boggabilla Rural Fire Brigade (RFS) 	<ul style="list-style-type: none"> ▶ Goondiwindi Police Station ▶ Rural Fire Service—Goondiwindi ▶ SES—South West Region ▶ Queensland Ambulance
Media	<ul style="list-style-type: none"> ▶ Print: Wialda Standard, Bingara Advocate, The Land, Border News ▶ Radio: ABC ▶ Television (out of other centres) ▶ ABC ▶ WIN ▶ PRIME 	<ul style="list-style-type: none"> ▶ Print: Goondiwindi Argus, Queensland Country Life ▶ Radio: ABC Radio, Southern Queensland ▶ Television (out of Brisbane)—ABC, Channel 9 ▶ Southern Cross 10 (Toowoomba) ▶ Channel 7 (Toowoomba)

2.5 Consultation tools and activities

Various consultation tools and activities are used to support the different phases of engagement. Various communication channels have been, and will continue to be, instrumental to ensuring information and updates about the NS2B project are disseminated regularly and feedback from the community and stakeholders is received, recorded in ARTC's Consultation Manager database, and escalated internally, as required, to assist with the development of the project. Stakeholders receive a prompt reply to their feedback.

Table 4 outlines the communication and engagement tools used and the purpose and timing of each of these activities.

TABLE 4 COMMUNICATION AND ENGAGEMENT TOOLS

Communication and consultation tools	Purpose	Date
Toll-free community information line (1800 732 761)	<ul style="list-style-type: none"> ▶ Inland Rail has a toll-free community information line (1800 732 761) for any queries about the project. This line is manned during business hours Monday to Friday 8:30 am–5 pm. A team of community and engagement advisors take these calls and direct them to the appropriate engagement advisor for response. 	Established Jan 2015 and continues to be managed
Project email (inlandrailenquiries@artc.com.au) (inlandrailnsw@artc.com.au)	<ul style="list-style-type: none"> ▶ 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

Communication and consultation tools	Purpose	Date
Inland Rail website (inlandrail.artc.com.au)	<ul style="list-style-type: none"> ▶ Raise awareness and understanding of the proposal ▶ Provide information and promote through which stakeholders can ask questions, share their views, issues and concerns, and request additional information ▶ Includes minutes from Community Consultation Committee meetings, interactive online map to capture feedback and contact details for the stakeholder engagement team. The website is updated as required to reflect the stages of the NS2B proposal. 	Established 2014 and updated regularly
Social media	<ul style="list-style-type: none"> ▶ Raise awareness and understanding of the proposal ▶ Provide information and details about specific projects as well as features and activities. 	Commenced 2018 and ongoing
Printed information—distributed to people on the mailing list and at communication sessions: <ul style="list-style-type: none"> ▶ fact sheets ▶ information packs ▶ mail outs ▶ maps. 	<ul style="list-style-type: none"> ▶ Raise awareness and understanding of the proposal ▶ Provide information and details about specific projects as well as features and activities ▶ Provide information on land access guidelines and procedures. 	Commenced in 2017 and ongoing
Stakeholder e-newsletter	<ul style="list-style-type: none"> ▶ E-newsletters have been sent to stakeholders to provide proposal updates, invite them to attend community drop-in sessions and advise them of community information sessions. Individuals can sign up for e-news proposal updates online through the Inland Rail website, public information displays, or stakeholder engagement advisors can sign stakeholders up after a one-on-one meeting. 	Established April 2019 and ongoing
Social Pinpoint—interactive map	<ul style="list-style-type: none"> ▶ Promote the proposed alignment ▶ Provide information about key locations along the alignment ▶ Online communication channel where stakeholders can provide feedback and ask questions 	Established May 2019 and ongoing
Community information sessions	<ul style="list-style-type: none"> ▶ Provide information on the proposal to the local community and seek input to inform the design process and develop the EIS. 	Commenced in 2017 and held on a regular basis
Workshops	<ul style="list-style-type: none"> ▶ Discuss the proposal and address specific questions and concerns in person ▶ Provide an opportunity for stakeholder input to inform the design process and EIS ▶ Seek targeted feedback from stakeholders to develop the EIS. 	Commenced in 2017 and held on a regular basis

Communication and consultation tools	Purpose	Date
Landowner face-to-face meetings	<ul style="list-style-type: none">▶ Raise awareness of the proposal, present the EIS findings, potential impacts and seek feedback on proposed mitigation▶ Provide opportunity for landowners to ask questions and have their input into the design and EIS process.	Commenced in 2017 and ongoing
Stakeholder meetings and briefings	<ul style="list-style-type: none">▶ Opportunity to address specific questions and issues in person▶ Build relationships and trust▶ Provide an opportunity for stakeholders input to inform the design process and development of the EIS.	Commenced in 2014 and ongoing
Submissions	<ul style="list-style-type: none">▶ Submissions from local councils and businesses have been invited to provide an opportunity for local knowledge and views to be shared with the proposal team.	Ongoing
Briefing papers	<ul style="list-style-type: none">▶ Provided to government to outline key issues and strategies.	Ongoing
Community Consultative Committee	<ul style="list-style-type: none">▶ Provide a forum for the discussion between the proponent and representatives of the community, stakeholder groups and the local council on issues directly relating to a specific state-significant proposal▶ Forum for the public to gain an understanding of the proposal, source information and is an effective channel for stakeholders to communicate their views, issues and concerns.	5 December 2018 20 February 2019 3 April 2019 4 September 2019 7 February 2020
Local media <ul style="list-style-type: none">▶ Advertisements▶ Media releases	<ul style="list-style-type: none">▶ Raise awareness and understanding of Inland Rail and the proposal▶ Provide information and promote channels through which stakeholders can communicate their views, issues and concerns▶ Celebrate proposal milestones publicly.	Ongoing
Project database	<ul style="list-style-type: none">▶ Record all correspondence relating to the proposal, including feedback, concerns and commitment.	Established 2014 and ongoing
ARTC Community Investment/Sponsorship	<ul style="list-style-type: none">▶ Opportunity for direct or in-kind community support.	Recipients to date: <ul style="list-style-type: none">▶ Agquip—August 2018▶ Community Connect—October 2018▶ Goondiwindi Show Committee—May 2019▶ North Star Sport Club—July 2019▶ Boggabilla State School—July 2019▶ Toomelah Tigers Football—October 2019▶ Toomelah LALC—October 2019▶ Goondiwindi C&K Kindergarten—October 2019▶ Goondiwindi Lions Club—December 2019▶ Gundy Men’s Shed—December 2019▶ Toomelah LALC—December 2019

Communication and consultation tools	Purpose	Date
E-blast emails	<ul style="list-style-type: none"> Promote engagement channels and opportunities to learn more about the proposal Promote when community feedback and inputs are required Notification of works in the area. 	<ul style="list-style-type: none"> 8 May 2019—promoting online interactive map launch. Sent to 571 email addresses, opened 337 times and 112 click throughs 24 May 2019—promoting the online survey for: <ul style="list-style-type: none"> Workers' accommodation Seven-day working roster Laydown areas. Sent to 541 email addresses, opened 832 times 11 Oct 2019—Notification of Works: LiDAR surveying in the NS2B area. Sent to 605 email addresses, opened 324 times. 22 Oct 2019—promoting community information session. Sent to 614 email addresses, opened 320 times. 18 Mar 2020—overview of our response to COVID-19.

2.6 Stakeholder management

Inland Rail maintains a secure stakeholder management database—Consultation Manager—to record all consultation undertaken as a part of the EIS consultation process. The database was established in 2015 and will be maintained throughout the remainder of the EIS process and into proposal construction and operation. This central database is used to record stakeholder consultation and monitor and report on enquiries, issues and responses across all Inland Rail projects.

3. Overview of consultation activities

Extensive consultation has been held with the communities surrounding the NS2B proposal during each stage of the proposal's development. The following sections are an overview of consultation carried out from 2016 to February 2020.

3.1 Overview of consultation

3.1.1 Consultation overview 2016

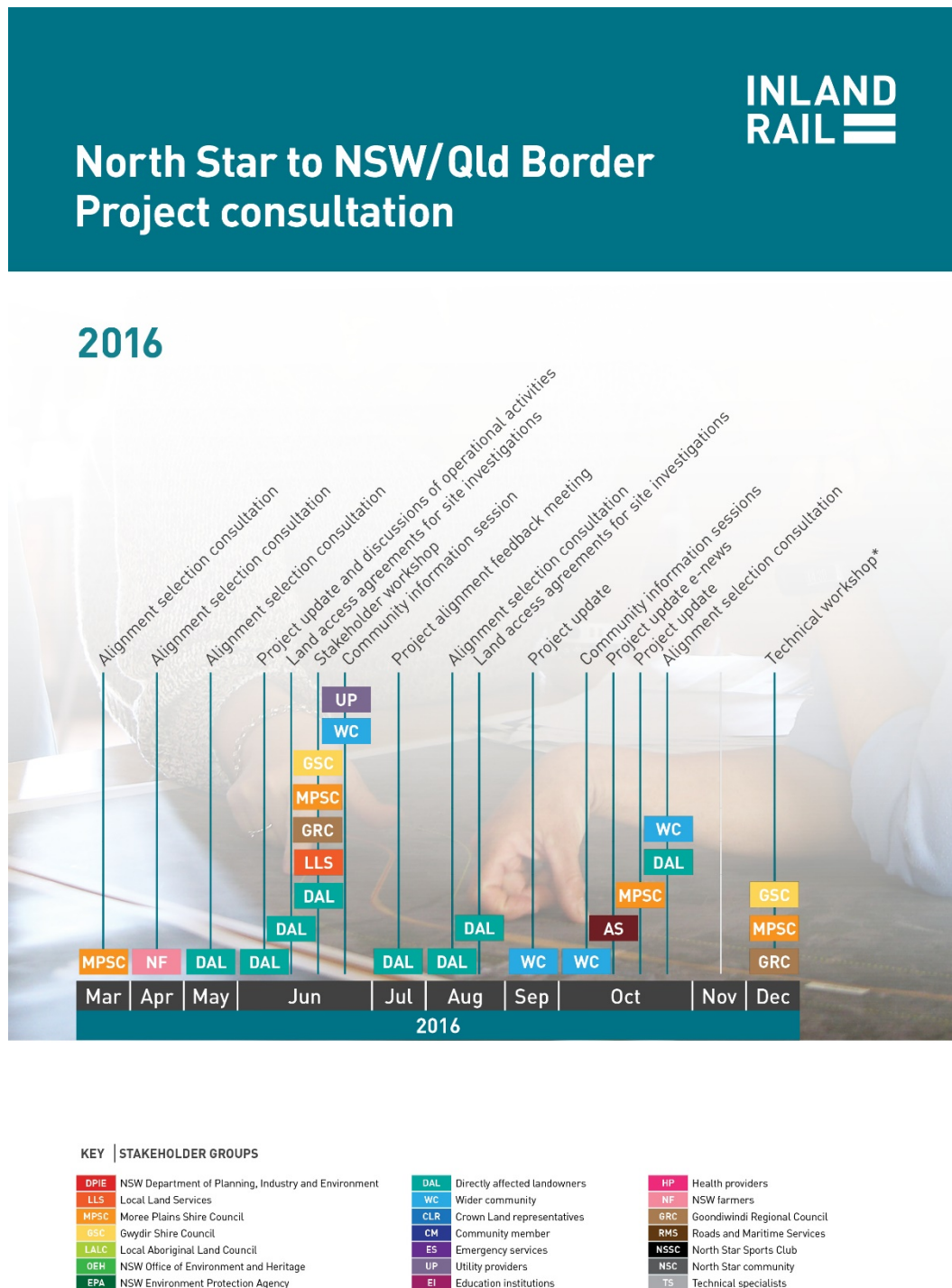


FIGURE 4 CONSULTATION OVERVIEW 2016

3.1.2 Consultation overview 2017



FIGURE 5 OVERVIEW OF CONSULTATION 2017

3.1.3 Consultation overview 2018

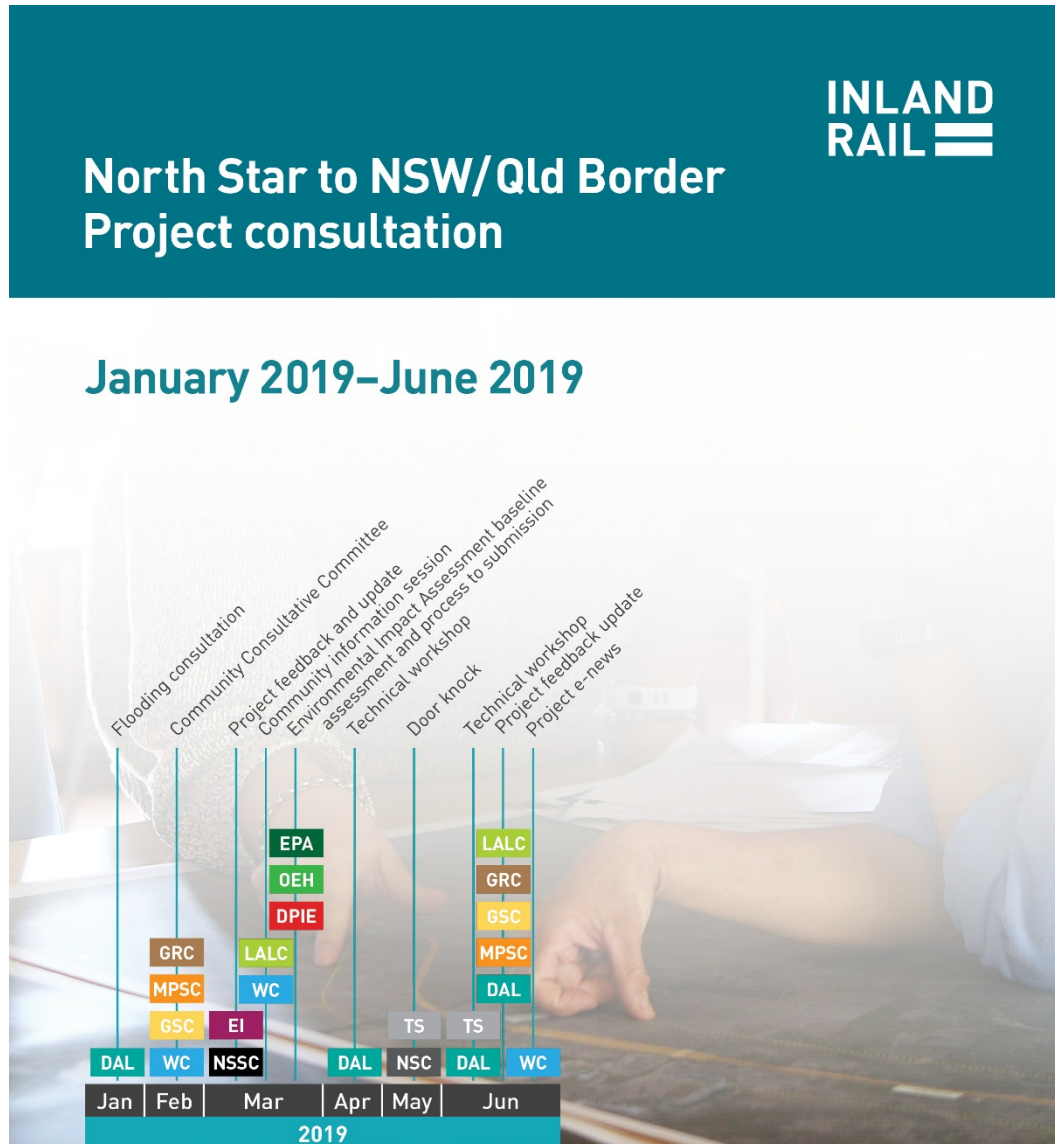


KEY | STAKEHOLDER GROUPS

DPIE	NSW Department of Planning, Industry and Environment	DAL	Directly affected landowners	HP	Health providers
LLS	Local Land Services	WC	Wider community	NF	NSW farmers
MPSC	Moree Plains Shire Council	CLR	Crown Land representatives	GRC	Goondiwindi Regional Council
GSC	Gwydir Shire Council	CM	Community member	RMS	Roads and Maritime Services
LALC	Local Aboriginal Land Council	ES	Emergency services	NSSC	North Star Sports Club
OEH	NSW Office of Environment and Heritage	UP	Utility providers	NSC	North Star community
EPA	NSW Environment Protection Agency	EI	Education institutions	TS	Technical specialists

FIGURE 6 OVERVIEW OF CONSULTATION 2018

3.1.4 Consultation overview January to June 2019



KEY | STAKEHOLDER GROUPS

DPIE	NSW Department of Planning, Industry and Environment	DAL	Directly affected landowners	HP	Health providers
LLS	Local Land Services	WC	Wider community	NF	NSW farmers
MPSC	Moree Plains Shire Council	CLR	Crown Land representatives	GRC	Goondiwindi Regional Council
GSC	Gwydir Shire Council	CM	Community member	RMS	Roads and Maritime Services
LALC	Local Aboriginal Land Council	ES	Emergency services	NSSC	North Star Sports Club
OEI	NSW Office of Environment and Heritage	UP	Utility providers	NSC	North Star community
EPA	NSW Environment Protection Agency	EI	Education institutions	TS	Technical specialists

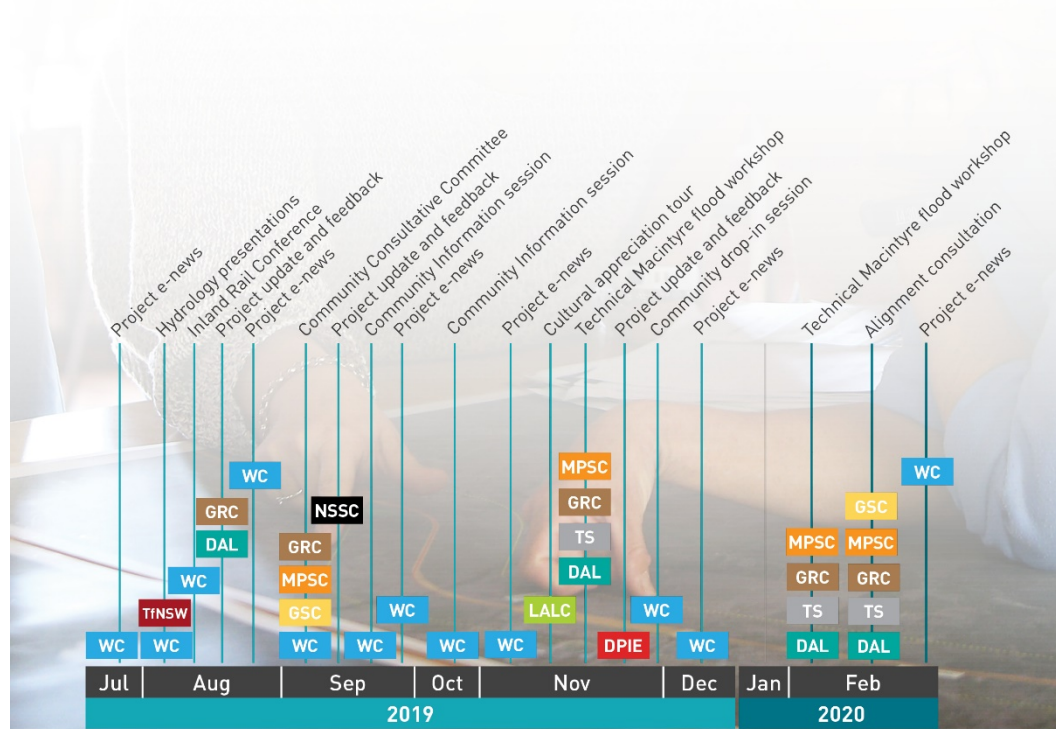
FIGURE 7 OVERVIEW OF CONSULTATION—JANUARY TO JUNE 2019

3.1.5 Consultation overview July 2019 to February 2020

North Star to NSW/Qld Border Project consultation



July 2019–February 2020



KEY | STAKEHOLDER GROUPS

DPIE	NSW Department of Planning, Industry and Environment	DAL	Directly affected landowners	HP	Health providers
LLS	Local Land Services	WC	Wider community	NF	NSW farmers
MPSC	Moree Plains Shire Council	CLR	Crown Land representatives	GR	Goondiwindi Regional Council
GSC	Gwydir Shire Council	CM	Community member	RMS	Roads and Maritime Services
LALC	Local Aboriginal Land Council	ES	Emergency services	NSSC	North Star Sports Club
OEH	NSW Office of Environment and Heritage	UP	Utility providers	NS	North Star community
EPA	NSW Environment Protection Agency	EI	Education institutions	TS	Technical specialists

FIGURE 8 OVERVIEW OF CONSULTATION—JULY 2019 TO FEB 2020

3.1.6 Overview of engagement June 2018 to December 2019—alignment consultation

Between July 2018 and December 2019, engagement with NS2B's key stakeholders increased as a result of the alignment decision. Various consultation tools were used during this time to inform the community of the proposal, to seek feedback and gain an understanding of the key issues relating to the NS2B project. All feedback and inputs have been captured in the EIS document.

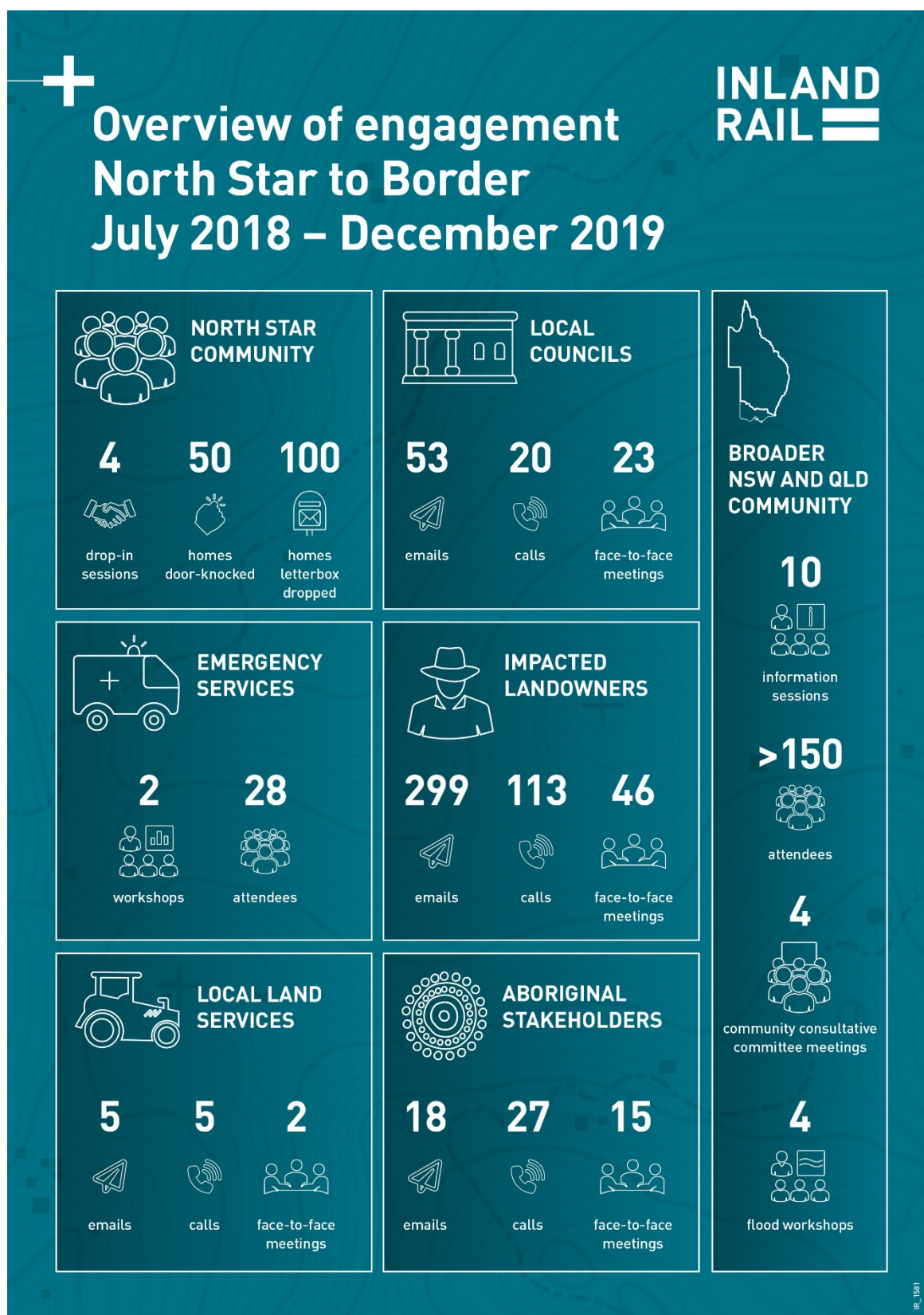


FIGURE 9 CONSULTATION BETWEEN JULY 2018 AND DECEMBER 2019

3.2 Australian Government and state governments

3.2.1 Australian Government

Engagement with the Australian Government has predominately been at a program-wide level. Regular meetings are held with the Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) at a proposal level and include engagement with Queensland and Northern NSW elected representatives.

3.2.2 NSW State Government

Since the start of Phase 1, consultation has been ongoing with NSW State Government departments.

To assist in gaining an understanding of the existing environment, potential impacts and potential mitigation and management measures for the NS2B proposal, the project team has engaged with relevant government agencies and key stakeholders to inform aspects of the EIS.

Consultation with state-government elected representatives and agencies has predominately been at an Inland Rail program-wide level. Consultation relevant to the NS2B proposal has been ongoing with:

- ▶ Transport for NSW/Roads and Maritime Services /Department of Trade and Regional Investment
- ▶ Office of Environment and Heritage (OEH)
- ▶ NSW Environment Protection Authority (NSW EPA)
- ▶ National Parks and Wildlife Office
- ▶ Department of Planning, Industry and Environment NSW (DPIE)
- ▶ Department of Primary Industries (DPI)
- ▶ Local Land Services (LLS)
- ▶ TAFE NSW
- ▶ Department of Education.

Consultation has centred around proposal updates, EIS findings, Inland Rail's proposed mitigations and seeking feedback to inform the EIS.

3.2.2.1 Feedback and issues raised

Table 5 presents the major themes and issues as identified by the Australian Government and state governments during consultation. In addition, consultation on key issues with relevant departments occurred for early input and resolution.

TABLE 5 FEEDBACK RECEIVED FROM NSW GOVERNMENT

Issue theme	Description of issue	EIS response
Traffic/access (Transport for Main Roads)	<ul style="list-style-type: none">▶ Impact on private and public crossings▶ Impact on heavy vehicle movements particularly during harvesting and planting times▶ Impact of construction and operation on travelling stock reserves.	Appendix M: Traffic Impact Assessment
Biodiversity (Office of Environment and Heritage (now DPIE))	<ul style="list-style-type: none">▶ Impact on threatened flora and fauna and associated management▶ Impact assessment during current drought conditions▶ Legibility of mapping and presentation of data▶ Incorporating a segmented biodiversity offset approach to the Biodiversity Development Assessment Report (BDAR).	Appendix B: Biodiversity Technical Report
Noise (Environment Protection Authority)	<ul style="list-style-type: none">▶ Impact of noise and vibration during operation▶ Impact on North Star as result of the workers accommodation and laydown areas▶ Impact of seven-day working roster▶ Ensure community awareness of proposed work hours and temporary uses.	Appendix K: Operational Railway Noise and Vibration Technical Report Appendix D: Consultation Summary Section 5.1.3 and 5.1.4

Issue theme	Description of issue	EIS response
Flooding (DPIE)	<ul style="list-style-type: none"> ▶ Impact of flooding on construction and operation—Goondiwindi, Boggabilla and Toomelah ▶ Ensuring sufficient footprint for scour protection and flow protection ▶ Ongoing consultation between OEH/DPIE in the use of the Border Rivers Floodplain Management Plan ▶ Feedback on matters to be addressed to meet the requirements of the SEARs (e.g. velocities, flood flows and afflux). 	Appendix H: Hydrology and Flooding Technical Report
Heritage (Office of Environment and Heritage (now DPIE))	<ul style="list-style-type: none"> ▶ Impact on culturally important locations to be assessed. 	Appendix E: Aboriginal Cultural Heritage and Archaeological Assessment Appendix F: Historical Heritage Technical Report
Socio-economic/safety (DPIE)	<ul style="list-style-type: none"> ▶ Impact on North Star as result of the workers accommodation and laydown areas ▶ Impact of seven-day working roster ▶ Impact on safety and the need for rail safety education—North Star School ▶ Impact on emergency services during construction ▶ Ensuring both the social and economic impacts associated with the works are given sufficient weight in the socio-economic impact assessment. 	Appendix O: Social Impact Assessment Technical Report Appendix I: Economic Assessment
Visual amenity (DPIE)	<ul style="list-style-type: none"> ▶ Impact of operation. 	Appendix P: Landscape and Visual Impact Assessment Technical Report
Land use/properties (Department of Primary Industries, DPIE)	<ul style="list-style-type: none"> ▶ Impact of property severance ▶ Impact to farming operations including cattle movements, equipment movements and property severance ▶ Impact to travelling stock reserves. 	Chapter 22: Land Use and Property

All key matters identified from state departments have been addressed within their relevant assessments to inform the overall EIS. An overview of how this has been applied includes:

- ▶ Regular engagement about the development of the NS2B flood model to inform the proposal design
- ▶ Refined flood model grid and assessment of velocities at boundary to ensure proposal boundaries are suitable to mitigate flooding impacts
- ▶ Segmented Biodiversity Development Assessment Report where if, due to drought conditions, a species could not be excluded with complete confidence, it was assumed to be present
- ▶ Informed further consultation required about construction activities and potential impacts to landowners, which are included within this report
- ▶ Standalone social and economic impact assessments have been undertaken to ensure a sustainable assessment approach has been achieved.

3.2.3 Queensland State Government

Because the NS2B proposal joins the Queensland Border to Gowrie (B2G) Project, engagement with the Queensland State Government has been undertaken. The key consultation activities undertaken to inform and work with Queensland State Government stakeholders during EIS preparation has involved:

- ▶ Monthly meetings with the Office of the Coordinator-General, with delegates from other departments invited as required
- ▶ State government agency briefings were held in Brisbane and Toowoomba to coincide with the release of the B2G draft terms of reference in May 2018 as detailed in Table 6
- ▶ Meetings with Brisbane and Darling Downs State Government representatives to obtain early input into NS2B and B2G reference designs
- ▶ Several EIS technical meetings to discuss assessment methodologies, results of investigations and potential mitigation
- ▶ Meetings and workshops with social service providers to identify key issues, discuss the methodology and recommendation for inclusion in the social impact management plan.

Table 6 summarises briefings made to Queensland Government agencies.

TABLE 6 ATTENDANCE AT QUEENSLAND STATE AGENCY AND EIS BRIEFINGS

Invited stakeholders (Brisbane and Darling Downs Regions)	Attended briefings and meetings
Department of Premier and Cabinet	✓
Office of the Coordinator-General	✓
Department of State Development, Manufacturing, Infrastructure and Planning	✓
Department of Environment and Science	✓
Queensland Health	✓
Department of Housing and Public Works	✓
Department of Communities, Disability Services and Seniors	✓
Department of Employment, Small Business and Training	✓
Department of Education	✓
Queensland Police Service	✓
Department of Fire and Emergency Services	✓
Department of Natural Resources, Mines and Energy	✓
Department of Transport and Main Roads	✓
Department of Agriculture and Fisheries	✓
Department of Energy and Water Supply	✓
Queensland Treasury	✓
Department of Aboriginal and Torres Strait Islander and Partnerships	✓

3.2.4 Local government

3.2.4.1 Overview of engagement

Since the start of Phase 1 consultation, Inland Rail has held multiple meetings and briefings with Goondiwindi Regional Council (GRC), Gwydir Shire Council (GSC) and Moree Plains Shire Council (MPSC).

The purpose of this engagement was to:

- ▶ Inform councils of the NS2B proposal and the EIS process
- ▶ Facilitate the councils' input into the design development
- ▶ Gain an understanding of technical constraints in the region
- ▶ Gain an understanding of the issues and opportunities currently facing the regions
- ▶ Identify the potential impacts, benefits and mitigation measures for the NS2B proposal
- ▶ Seek feedback from councils on Inland Rail's proposed mitigations for EIS impacts.

Since July 2018, Inland Rail has held 23 face-to-face meetings, exchanged 23 calls and sent 53 emails with GRC, MPSC and GSC presenting project updates and EIS findings and seeking feedback on the proposal.

3.2.4.2 Feedback and issues raised

Table 7 presents the major themes and issues as identified by the three councils during consultation.

TABLE 7 FEEDBACK RECEIVED FROM LOCAL COUNCILS

Issue theme	Description of issue	EIS response
GSC, MPSC and GRC (combined)		
Traffic and access	<ul style="list-style-type: none">▶ Impacts on private and public crossings▶ Impacts on heavy vehicle movements particularly during harvesting and planting times▶ Consideration of pedestrian safety at crossings—North Star▶ Impact on local roads during construction▶ Impact on local roads as a result of the workers' accommodation.	Appendix M: Traffic Impact Assessment
Socio-economic impact and safety	<ul style="list-style-type: none">▶ Concerns for anti-social behaviour during construction and operation▶ Impact on water supply due to construction requirements and prolonged drought▶ Impact of overcapitalisation and potential negative impact on businesses post construction▶ Impact on emergency services during construction▶ Impact on local skilled workforce▶ Concern that legacy opportunities may be missed▶ Impact on utilities during construction—camp▶ Economic benefit▶ Amenity impacts to residential receivers near the proposal▶ Impacts on safety and the need for rail safety education—North Star School▶ Concerns primary contractor may not remunerate local subcontractors▶ Impacts of the workers' accommodation—safety.	Chapter 23: Socio-economic Impact Assessment Appendix O: Social Impact Assessment Technical Report

Issue theme	Description of issue	EIS response
Biodiversity	<ul style="list-style-type: none"> ▶ Impact of weeds and management strategies to prevent spread to neighbouring agricultural properties ▶ Impact on threatened flora and fauna and associated management ▶ Impact of biodiversity offsets. 	Appendix B: Biodiversity Technical Report
Noise	<ul style="list-style-type: none"> ▶ Impact of construction—seven-day working roster and camp. 	Appendix K: Operational Railway Noise and Vibration Assessment
Waste disposal	<ul style="list-style-type: none"> ▶ Impact of construction and workers' accommodation. 	Chapter 22: Land Use and Property

During this consultation, GRC raised concerns about the alignment selection, the multi-criteria assessment used to select the alignment, the potential impacts of flooding on Goondiwindi and Toomelah and impacts to the economy of the Goondiwindi region. Through engagement with the GRC, it has been acknowledged that they are not supportive of the selected alignment and proposed Macintyre floodplain crossing solution. Further discussion about how Inland Rail has adopted feedback from GRC during its reference design phase is in Sections 5.1.1 and 5.1.2.

Table 8 presents the major themes and issues as identified by the GRC relating to the alignment selection and flooding impacts during consultation.

TABLE 8 FEEDBACK RECEIVED FROM GOONDIWINDI REGIONAL COUNCIL

Issue theme	Description of issue	EIS response
GRC specific		
Alignment selection ▶ Option A v D1	<ul style="list-style-type: none"> ▶ Ongoing requests to investigate the community preferred alternate alignment ▶ Impact of the proposed alignment on neighbouring properties ▶ Concerns there is too much risk associated with the proposed alignment ▶ Strong belief the proposed alignment will be more expensive to construct compared with the community preferred alignment. 	Chapter 3: Alternatives and Proposal Options
Flooding	<ul style="list-style-type: none"> ▶ Impact of flooding during construction and operation —Goondiwindi and Toomelah ▶ Concerns about the DPIE flood model and data used to develop the NS2B flood model ▶ Accuracy of hydraulic modelling due to adoption of levee bank heights in the area from DPIE flood model ▶ Impact of proposal on flood flows, velocities and afflux levels ▶ Impact of proposal on in-flows to irrigators. 	Appendix H: Hydrology and Flooding Technical Report
Socio-economic/safety	<ul style="list-style-type: none"> ▶ Impact on economic benefit and opportunity to the Goondiwindi region. 	Chapter 23: Socio-economic Impact Assessment Appendix O: Social Impact Assessment Technical Report

4. Engagement with the community

4.1 Overview of engagement

Since the announcement of the Inland Rail Program, engagement with the communities surrounding the NS2B proposal has been ongoing. Consultation significantly increased with the announcement of the NS2B study area on 14 February 2017.

4.2 Communication tools

A variety of communication tools has been used to disseminate information to the communities surrounding the NS2B proposal. Community information sessions, briefings, face-to-face meetings, attendance at community events, factsheet, social media, e-newsletters, CCC meetings and workshops have all been used.

In addition to the traditional engagement methods, Inland Rail has implemented a range of alternate communication tools.

4.2.1 Social Pinpoint

Social Pinpoint is an online interactive map that provides a complete toolkit for engaging with communities and stakeholders. It is described as a platform that is used to listen, inform and strengthen relationships to create positive community outcomes. The interactive mapping tool enables anyone with internet connection to view the location of the proposed alignment and leave a comment. The proposed alignment has been available for comment on the NS2B website via Social Pinpoint since May 2019. The map was promoted through email and in monthly newsletters seeking comments on the proposed alignment, flooding, noise and vibration, environmental impacts, social and economic impacts, property impacts, road and transport impacts, general comments, level crossings, rail bridge, travelling stock reserves, study area and rail bridges. To date, six comments have been received.

4.2.2 Community e-newsletters

Community e-newsletters were implemented in April 2019 to provide updates on the proposal and seek feedback from the broader NSW and Queensland communities. Table 9 provides an overview of content and the community members reached.

TABLE 9 OVERVIEW OF E-NEWSLETTERS

Date	Topics addressed	Sent	Opens	Link clicks
30/04/19	<ul style="list-style-type: none">▶ What to expect in 2019▶ Recent engagement activities—what we heard▶ Compliance review of the MCA process▶ Macintyre River crossing solution▶ Apply now for community funding grants▶ Doing business with us—tender opportunities▶ Ongoing field investigations▶ Upcoming community engagement	710	1065	85
05/05/19	<ul style="list-style-type: none">▶ North Star to the NSW/QLD border interactive map launched	603	346	114
23/05/19	<ul style="list-style-type: none">▶ Environmental and technical investigations▶ NS2B CCC▶ How are we addressing community concerns?▶ Proposed workers accommodation, 7-day working roster and laydown areas for the NS2B project▶ Social Pinpoint interactive map▶ Upcoming activities▶ Goondiwindi Show▶ Let's talk	838	1194	33
31/05/19	<ul style="list-style-type: none">▶ Feedback on proposed workers accommodation, laydown areas and 7-day working roster at North Star Sports Club	568	890	NA

Date	Topics addressed	Sent	Opens	Link clicks
03/07/19	<ul style="list-style-type: none"> ▶ Project update ▶ Recent engagement activities—workers' accommodation, seven-day working roster and construction laydown areas ▶ Recent engagement activities—Macintyre crossing solution ▶ Second round sponsorship and donation applications ▶ Ongoing field investigations ▶ Upcoming engagement ▶ Meet the team—Brett Ashby 	826	1146	NA
31/07/19	<ul style="list-style-type: none"> ▶ Project update ▶ NAIDOC week celebrations ▶ CCC update ▶ Why does Inland Rail need crossing loops? ▶ What will you see in the EIS? ▶ Program milestone ▶ North Star Trail Bike Ride ▶ Community update 	842	406	4
30/8/19	<ul style="list-style-type: none"> ▶ What have the team been up to in the community? ▶ Flooding terminology explained ▶ Scour control ▶ Regional office locations ▶ Program milestone ▶ Meet the team—Ash Williams ▶ Community update 	618	283	13
30/9/19	<ul style="list-style-type: none"> ▶ Project update ▶ Next steps ▶ Recent community engagement ▶ CCC update ▶ Engineering talk—Reference Design verses Detailed Design ▶ Inland Rail Skills Academy ▶ Neighbouring projects update 	611	319	38
4/11/19	<ul style="list-style-type: none"> ▶ Project update ▶ Next steps—upcoming engagement and project approval process ▶ Who's in the field? ▶ Project FAQs ▶ Successful sponsorship applications ▶ Cultural appreciation tour ▶ In other Inland Rail project news 	609	258	19
3/12/19	<ul style="list-style-type: none"> ▶ Project update ▶ Recent engagement—Macintyre flood model update ▶ Upcoming consultation ▶ Biodiversity offsets—calling for expressions of interest ▶ Fourth sponsorship round now open ▶ Christmas office closure 	617	264	17
16/1/20	<ul style="list-style-type: none"> ▶ Project update—Macintyre flood model ▶ Next steps—EIS submission ▶ Senate inquiry into the management of Inland Rail ▶ Intergovernmental agreement signed ▶ Narrabri to North Star (N2NS) update ▶ Becoming a local supplier on Inland Rail 	614	283	21

Date	Topics addressed	Sent	Opens	Link clicks
24/02/20	<ul style="list-style-type: none"> ▶ NS2B project update ▶ Next steps ▶ Sponsorship profile: Gundy Men's Shed ▶ Macintyre flood model and alignment consultation ▶ We're on the move: Goondiwindi office update ▶ Inland Rail route history ▶ How to become a local supplier on Inland Rail—Narrabri to North Star (N2NS) project ▶ Did you know? 	594	285	45

4.2.3 Community Consultative Committee

CCC meetings are a governing requirement of Department of Planning, Industry and Environment (DPIE) for all projects classified as 'state significant infrastructure'. DPIE have developed guidelines to clarify the roles and responsibilities of a CCC. The CCC meetings have been implemented for the NS2B proposal and have been established in accordance with the Community Consultative Committee Guidelines—State Significant Projects (DPIE, 2016). The CCCs are defined as a forum where information about Inland Rail can be shared between ARTC and the community, topics of interest can be discussed, and issues and concerns raised. The CCC ensures that engagement occurs at all stages of a project and allows community representatives to share their knowledge and experience on key issues.

The NS2B CCC has representatives from GSC, MPSC, GRC, and community members from Goondiwindi, Yetman, Boggabilla, North Star and Moree. All meeting times, dates, previous minutes and presentations are available on the NS2B website. Table 10 is an overview of CCC meetings undertaken.

TABLE 10 OVERVIEW OF CCC MEETINGS

Date	Topics addressed	
05/12/19	<ul style="list-style-type: none"> ▶ Presentation by DPIE ▶ EIS process explained ▶ Proponents report ▶ Flooding ▶ Structures ▶ Continuity of staff ▶ Alignment selection 	<ul style="list-style-type: none"> ▶ Erosion issues ▶ Service offering ▶ Cultural impacts ▶ Local government and community impacts ▶ Communications ▶ Traffic ▶ Level crossings and livestock movements
20/02/19	<ul style="list-style-type: none"> ▶ Preferred alignment ▶ Alignment analysis ▶ Previous consultation ▶ Land and property use ▶ Macintyre River crossing solution 	<ul style="list-style-type: none"> ▶ Cultural clearances ▶ Proponents report ▶ Level crossings ▶ Stakeholder engagement and consultation
3/04/19	<ul style="list-style-type: none"> ▶ Structures ▶ Flooding ▶ Travelling stock reserves ▶ Alignment selection compliance review 	<ul style="list-style-type: none"> ▶ Cost comparison ▶ Cultural heritage ▶ Social impact
4/09/19	<ul style="list-style-type: none"> ▶ Project update ▶ Project description ▶ Construction overview ▶ Operation overview ▶ Workers accommodation and 7-day working roster consultation ▶ Project timing ▶ EIS consultation summary ▶ Key findings of the EIS ▶ Surface water/groundwater ▶ Air quality ▶ Cultural heritage 	<ul style="list-style-type: none"> ▶ Ecology ▶ Traffic ▶ Noise and vibration ▶ Landscape amenity ▶ Land use and property ▶ Social impact ▶ Benefits and opportunities ▶ Waste management ▶ Sustainability ▶ Climate change

Date	Topics addressed	
7/02/20	<ul style="list-style-type: none"> ▶ Welcome ▶ Apologies ▶ New members ▶ Acknowledgement of Country ▶ Declaration of pecuniary or other interests ▶ Observers ▶ Chair's minutes—Senate Inquiry ▶ Minutes of previous meeting of 4 September 2019, approved 7 October 2019 ▶ Actions ▶ Correspondence. ▶ Proponent's report 	<ul style="list-style-type: none"> ▶ Project overview ▶ LiDAR data updating ▶ Flood modelling—model extension to include Goondiwindi ▶ Option A and D1 cost comparison ▶ Field survey activities ▶ Environmental assessment ▶ EIS status ▶ Community engagement ▶ Other agenda items ▶ General business ▶ Next meeting

4.2.4 Community information session

Community information sessions present an opportunity for community members to speak directly to the project team and technical specialists.

Three rounds of community information sessions have been held since July 2018 with a total of 10 sessions available for community members to attend. Sessions were held at Goondiwindi (three sessions), Boggabilla (two sessions), Toomelah (two sessions) and North Star (three sessions) and covered topics including overview of environmental impacts, proposed mitigations, design development, hydrology, business opportunities, social impact assessments, workers' accommodation and seven-day roster.

4.3 NS2B Stakeholder

ARTC has identified NS2B's key stakeholders as:

- ▶ Impacted landowners
- ▶ Indigenous stakeholders
- ▶ North Star community
- ▶ Broader NSW and Queensland communities
- ▶ Business community.

4.3.1 Impacted landowners

Since Phase 1, Inland Rail has led ongoing direct communication and engagement with landowners in the proposal study area, including landowners whose properties are predicted to be impacted by the alignment.

Given the small number of landowners expected to be impacted by the proposal, Inland Rail has implemented a more intimate consultation approach with directly affected landowners. Many meetings have been one-on-one or in small working groups, at each phase of the proposal development.

EIS-related consultation and communications with landowners included:

- ▶ Proposal introduction and announcement of the route selected by the Australian Government, including an overview of the proposal description
- ▶ Access to land for NS2B investigations
- ▶ Workshops and landowner meetings to inform the alignment development
- ▶ Notification of the SEARs' public comment period and information on how to make a submission
- ▶ Invitations to attend community engagement activities (community information sessions, pop-up consultation stands)
- ▶ Discussions about the alignment development (focused area of study) and gathering feedback on land use and property access to inform the design
- ▶ Discussions and gathering feedback on local road usage to inform public road crossing design
- ▶ Notification of the outcomes of hydraulic investigations and flood mapping
- ▶ Presenting Inland Rail's proposed impact mitigations and seeking feedback.

Pre-study area consultation (March 2016 to February 2017)

During this time, consultation gathered information on how landowners used their properties; obtained access to landowners' properties; completed preliminary site investigations and field studies; identified potential impacts, including access impacts, flooding impacts, farming operations impacts and property severance.

Inland Rail also held meetings with the three local governments, offered one-on-one meetings with the directly affected landowners and hosted community information sessions to inform the wider community of the proposal. Additional meetings were offered to interested community members, as required.

Announcement of the study area (February 2017)

The announcement of the focus area was made by the Australian Government's, then Minister for Infrastructure and Transport, Hon. Darren Chester MP, and the Federal Member for Parkes, Mark Coulton MP.

The focus of consultation was to inform landowners about the study area, the proposed proposal assessment and the approvals process, and the process for accessing private properties for environmental and technical investigations.

Inland Rail also engaged directly with nine landowners in the proposal area to obtain access agreements for environmental and technical investigations.

Focused area of study (November 2018)

After extensive consultation and field investigations, the project team narrowed the study area to a 100 m wide focus area of investigation. As the proposal study area narrowed, landowners whose properties were predicted to be impacted were consulted, with Inland Rail seeking feedback on current land use. Given the small number of impacted landowners, Inland Rail offered one-on-one meetings with the project team to present the focused area of investigation and seek feedback on the land use and farming operations.

During consultation for refining the area of study, it has been acknowledged that some impacted landowners are not supportive of the selected alignment and proposed Macintyre crossing solution. Further discussion about how Inland Rail has reviewed feedback from these concerns during its reference design phase is in Section 5.1.1 and 5.1.2.

Preliminary Macintyre floodplain solution (December 2018–April 2019)

Inland Rail met with directly affected landowners to present the Macintyre floodplain solution and validate it against historical event information and landowner's flood markers. Through this engagement, Inland Rail was able to further enhance the flood model and validate it against historic events.

Public and private crossing engagement (September 2018–June 2019)

Inland Rail met with directly affected landowners, local councils and road authorities to gather information about how they currently use the public roads in their area, how diversions, additional journey time, crossing wait times and local road closures could potentially affect people's journeys and their ability to use their properties.

The feedback received through this consultation was used to develop the public and private crossing designs, which have been presented to the local councils, landowners and broader community.

Workers accommodation and seven-day working roster (May 2019–ongoing)

Inland Rail met with impacted landowners, the North Star community, local council, and asset owners to discuss the workers accommodation and seven-day working roster.

Generally, the community is very supportive of the workers accommodation and seven-day working roster. Safety, noise and change to social amenity (including annual community events) were key themes raised.

Consultation to inform the EIS (June 2019–ongoing)

The focus of consultation was to present the EIS findings, Inland Rail's proposed mitigations and seek feedback from directly affected landowners, which will be included in the EIS. Key topics discussed included noise, dust, reference design, construction footprint, final footprint, visual amenity, ecological investigations, cultural surveys, seven-day working roster and flooding.

Since May 2016, Inland Rail has held 60 face-to-face meetings with directly affected landowners and exchanged 257 emails and 146 phone calls with the identified (8) directly affected landowners.

Table 11 presents the major themes and issues as identified by the directly affected landowners.

TABLE 11 OVERVIEW OF FEEDBACK RECEIVED FROM DIRECTLY AFFECTED LANDOWNERS

Issue theme	Description of issue	EIS response
Alignment selection	<ul style="list-style-type: none"> Concerns that community feedback not appropriately reflected/undertaken in multi-criteria assessment process/decision making of alignment Concerns there is too much risk associated with the proposed alignment due to flooding Belief the proposed alignment will be more expensive to construct compared with the community preferred alignment. 	Chapter 3: Alternatives and Proposal Options
Traffic/access	<ul style="list-style-type: none"> Impact on public and private level crossings Impact on heavy vehicle movements and livestock movements under bridge structures Impact on heavy vehicle movements, particularly during harvesting and planting times Impact of construction and operation on travelling stock reserves Impact on cattle movements during construction and operation Impact on landowner-installed railway crossing points across the disused Boggabilla line (not approved crossing points). 	Appendix M: Traffic Impact Assessment
Biodiversity	<ul style="list-style-type: none"> Impact of weeds and management strategies to prevent spread to neighbouring agricultural properties Impact of biodiversity offsets. 	Appendix B: Biodiversity Technical Report
Noise	<ul style="list-style-type: none"> Impact of noise and vibration during operation Impact of 7-day working roster Impact on livestock during construction and operation. 	Appendix J: Construction Noise and Vibration Technical Report
Flooding	<ul style="list-style-type: none"> Impacts of flooding on construction and operation, particularly on adjacent landowners, Goondiwindi and Toomelah Concerns about the DPIE's flood model and data used to develop the NS2B flood model Accuracy of hydraulic modelling due to adoption of levee bank heights in the area from DPIE flood model Impact of proposal on flood flows, velocities and afflux levels Impact to farming operation due to flooding Concerns associated with proposed structure at Whalan Creek Impact of proposal on inflows to irrigators. 	Appendix H: Hydrology and Flooding Technical Report
Socio-economic impacts and safety	<ul style="list-style-type: none"> Impact on viability of farming operations Impact on health and wellbeing Impact on business operations—bull sales held on property. 	Chapter 23: Socio-economic Impact Assessment Appendix O: Social Impact Assessment Technical Report
Visual amenity	<ul style="list-style-type: none"> Impact of operation on visual amenity Impact to change of landscape, particularly about the Macintyre bridge structure Impact on water supply due to construction requirements and prolonged drought. 	Appendix P: Landscape and Visual Impact Assessment Technical Report

Issue theme	Description of issue	EIS response
Land use/properties	<ul style="list-style-type: none"> ▶ Process of property acquisition ▶ Concerns about property devaluing ▶ Impact of property severance during construction and operation, including cattle movements, equipment movements and farming operations. 	Chapter 22: Land Use and Property
Bushfire	<ul style="list-style-type: none"> ▶ Corridor maintenance to avoid bushfires and other damage ▶ Welding activities and risk of fire on neighbouring properties. 	Chapter 24: Hazard and Risk

4.3.2 Indigenous Stakeholders

Consultation is ongoing with Traditional Owners, the LALC and the broader Aboriginal community. This consultation has included developing the Cultural Heritage Management Plans (CHMP) with the Traditional Owners and resulted in identifying:

- ▶ Process for undertaking cultural heritage surveys for the NS2B proposal
- ▶ Process for including Indigenous people associated with the area that the NS2B proposal traverses in assessment of the Indigenous cultural heritage values and the protection and management of Indigenous cultural heritage
- ▶ Processes for mitigating, managing and protecting identified cultural heritage sites and objects in the NS2B proposal's final rail corridor, including associated infrastructure developments, during both the construction and operational phases of the NS2B project
- ▶ Provisions for managing the accidental discovery of cultural material, including burials
- ▶ Clear recording process to assist initial management and recording of accidental discoveries
- ▶ Cultural heritage induction for the NS2B workforce
- ▶ Developing a cultural heritage awareness program to be incorporated into the contractor/employee manual and induction manual. This is likely to be in the form of a short, plain-language document that is easy for contractors and staff to understand
- ▶ Conflict-resolution process.

EIS-related consultation and communications with landowners included:

- ▶ Proposal introduction and announcement of route selected by the Australian Government
- ▶ Access to land for NS2B proposal investigations
- ▶ Workshops and meetings to inform the alignment development
- ▶ Notification of the SEARs public comment period and information on how to make a submission
- ▶ Invitations to attend community engagement activities (community information sessions, pop-up consultation stands)
- ▶ Discussions about the alignment development (focused area of study) and gathering feedback on land use and property access to inform the design
- ▶ Discussions and gathering feedback on local road usage to inform public road crossing design
- ▶ Notification of the outcomes of hydraulic investigations and flood mapping
- ▶ Presenting Inland Rail's proposed impact mitigations and seeking feedback.

Since July 2018, Inland Rail has held 15 face-to-face meetings with the Toomelah LALC and four community information sessions. As a result of feedback received, in June 2019, Inland Rail appointed an Indigenous advisor to manage and maintain regular communications with Toomelah LALC, Traditional Owners and community Elders. As of January 2020, the Toomelah LALC has joined the NS2B CCC and will continue to participate in CCC meetings.

Table 12 presents the major themes and issues as identified by the Aboriginal stakeholders.

TABLE 12 OVERVIEW OF FEEDBACK RECEIVED FROM ABORIGINAL STAKEHOLDERS

Issue theme	Description of issue	EIS response
Traffic/access	<ul style="list-style-type: none"> ▶ Impact on local roads during construction. 	Appendix M: Traffic Impact Assessment
Biodiversity	<ul style="list-style-type: none"> ▶ Impact on threatened flora and fauna and associated management ▶ Impact of access remnant forest during construction and operation. 	Appendix B: Biodiversity Technical Report
Noise	<ul style="list-style-type: none"> ▶ Impact of noise and vibration during construction and operation. 	Appendix J: Construction Noise and Vibration Technical Report
Flooding	<ul style="list-style-type: none"> ▶ Impacts of flooding during construction and operation. 	Appendix H: Hydrology and Flooding
Heritage	<ul style="list-style-type: none"> ▶ Impacts on culturally significant locations including 'Freddie's Place' ▶ Impact on scar trees during construction ▶ Impact on Indigenous cultural values. 	Appendix E: Aboriginal Cultural Heritage and Archaeological Assessment
Socio-economic impacts and safety	<ul style="list-style-type: none"> ▶ Opportunities for employment ▶ Impact of contractor behaviour towards indigenous community ▶ Impact of operations and anti-social behaviour ▶ Impacts on safety and the need for rail safety education—Toomelah State School ▶ Impacts on locally based skilled workforce ▶ Impacts on emergency services during construction ▶ Impact on health and wellbeing during construction and operation ▶ Impact on water supply due to construction requirements and prolonged drought. 	<p>Chapter 23: Socio-economic Impact Assessment</p> <p>Appendix O: Social Impact Assessment Technical Report</p>
Visual amenity	<ul style="list-style-type: none"> ▶ Impacts of construction and operation to sense of belonging ▶ Impact of construction and operation to sense of connectedness ▶ Impact to change of landscape particularly about the Macintyre bridge structure. 	Appendix P: Landscape and Visual Impact Assessment Technical Report

4.3.3 North Star community

Extensive consultation has been held with the North Star community seeking feedback on the proposed workers' accommodation, seven-day working roster and construction laydown areas. Sections 5.1.3 and 5.1.4 provide an overview of consultation held in the North Star community.

Table 13 presents the major themes and issues as identified by the North Star stakeholders.

TABLE 13 OVERVIEW OF FEEDBACK RECEIVED FROM NORTH STAR

Issue theme	Description of issue	EIS response
Traffic/access	<ul style="list-style-type: none"> ▶ Impact on public roads during construction ▶ Consideration of pedestrian safety at crossings ▶ Impacts of construction and operation on travelling stock reserves ▶ Traffic management around primary school around truck movements. 	Appendix M: Traffic Impact Assessment
Noise	<ul style="list-style-type: none"> ▶ Impact of noise and vibration during construction and operation ▶ Impact of noise due to the workers accommodation, 7-day working roster and laydown areas. 	Appendix J: Construction Noise and Vibration Technical Report
Air quality	<ul style="list-style-type: none"> ▶ Impact of dust during construction and operation ▶ Impact of dust due to increased traffic movements. 	Appendix L: Air Quality Technical Report
Flooding	<ul style="list-style-type: none"> ▶ Impact of flooding at the North Star Sports Club 	Appendix H: Hydrology and Flooding Technical Report
Socio-economic/safety	<ul style="list-style-type: none"> ▶ Impact of contractor behaviour ▶ Impact on safety and the need for rail safety education—North Star School ▶ Impact on locally based skilled workforce ▶ Impact on emergency services during construction ▶ Impact on health and wellbeing during construction ▶ Impact on water supply due to construction requirements and prolonged drought ▶ Impact on utilities during construction—power, water, mobile service, waste. 	Chapter 23: Socio-economic Impact Assessment Appendix O: Social Impact Assessment Technical Report
Visual amenity	<ul style="list-style-type: none"> ▶ Impact of construction and operation. 	Appendix P: Landscape and Visual Impact Assessment Technical Assessment

4.3.4 Broader NSW and Queensland communities

To assist in gaining an understanding of the existing environment, potential impacts, and potential mitigation and management measures for the NS2B proposal, the project team has engaged with relevant members of the broader NSW and Queensland public to inform aspects of the EIS.

The purpose of this engagement was to:

- ▶ inform the broader NSW and Queensland communities about the NS2B proposal and the EIS process
- ▶ Gain an understanding of the issues and opportunities currently facing these communities
- ▶ identify the potential impacts, benefits and mitigation measures for the NS2B proposal.

Engagement activities included community drop-in sessions (August 2018 and March 2019) in North Star, Boggabilla, Goondiwindi and Toomelah; an information session (September 2019) in North Star; information session (Oct 19); NS2B website; community hotline and community inbox. Community drop-in sessions were promoted via letterbox drop (reaching 3,280 residences), radio advertisements and local newspapers (*Goondiwindi Argus*, *Moree Champion* and *Wyalda Standard*). Examples of letterbox drops and newspaper advertisements are included in the appendix to this Consultation Summary.

The stakeholder engagement team also hosted a pop-up consultation stand at the Goondiwindi Show (May 2019) and implemented monthly e-newsletters (April 2019) to provide updates on the proposal and to seek feedback from the broader NSW and Queensland communities. Many issues or themes raised by the broader NSW and Queensland have previously been identified by other NS2B stakeholder groups and addressed through the EIS.

In January 2020, the stakeholder engagement team implemented a regional outreach program to provide the communities surrounding the NS2B proposal with additional ways to seek information about the NS2B project and the Inland Rail program.

4.3.5 Business community

Inland Rail is constantly looking for local business and service provider opportunities. Throughout the EIS consultation process, a number of business opportunities associated with the Inland Rail Program have been identified. Many of these opportunities have been proposed by neighbouring landowners, local businesses and local service providers adjacent to the proposal, seeking to maximise the potential opportunities associated with the proposal during both construction and operation. Opportunities identified include:

- ▶ Fencing
- ▶ Earthworks
- ▶ General Store in North Star
- ▶ Fuel Depot in North Star
- ▶ Workers' accommodation services—cleaning, kitchen, wet area
- ▶ Construction material supply—water, borrow pit material
- ▶ Biosecurity offsets
- ▶ Rental opportunities
- ▶ Intermodal hub facility in the Goondiwindi, Moree and Gwydir regions.

To ensure local businesses and service providers have the most up-to-date project information and are notified of suitable tender opportunities, Inland Rail has included a 'Doing business with us' webpage on the proposal's website. This page enables local businesses to register their interest in working on the Inland Rail Program, view awarded tenders, and promotes available tender opportunities.

The stakeholder engagement team have promoted the 'Doing business with us' webpage through the NS2B e-newsletters, community information sessions, council meetings and general project updates. ARTC has also co-hosted a Goondiwindi Chamber of Commerce 'Business after 5' event to further promote the economic opportunities associated with the Inland Rail program and to assist local businesses to do business with us.

Inland Rail will continue to work with local businesses, chambers of commerce, landowners and community members to ensure local businesses are aware of the proposal and how they can maximise the available opportunities. This will include tender readiness training, upskilling of local contractors and employees to ensure they have completed required training and qualifications required to work on Inland Rail, 'Meet the contractor' events and regular business opportunity updates.

5. Results of consultation relevant to the EIS

5.1 Overview of key matters of concern

During the engagement process, participants identified a range of potential social, environmental and economic impacts and benefits of the NS2B proposal. Although feedback has differed between localities and stakeholder groups, several consistent themes emerged, as follows.

Key consultation topics relating to the NS2B proposal include:

- ▶ Preferred alignment selection process
- ▶ Macintyre flood model development
- ▶ Proposed workers' accommodation
- ▶ Seven-day working roster.

In line with the DPIE's consultation guideline, ARTC's consultation about these key themes has centred around:

- ▶ Understanding the concern, issue or opportunity
- ▶ Identifying key stakeholders
- ▶ Presenting proposed mitigations to key stakeholders prior to EIS submission
- ▶ Proactively seeking feedback from directly affected stakeholders to incorporate into the EIS.

5.1.1 The preferred alignment selection process—Option A vs the proposed alignment (D1)

GRC, the CCC, and directly impacted stakeholders raised concerns relating to the alignment selection process for the proposed NS2B alignment. Themes raised included:

- ▶ Community feedback was not rated high enough in the multi-criteria assessment for Phase 1 decision making of the alignment
- ▶ Consultation regarding the route selection was not sufficient
- ▶ Concerns about the cost comparison between Option A and the proposed alignment (D1), with the belief that Option A would be cheaper
- ▶ Flooding was not rated high enough in the multi-criteria assessment, with only 2.5% weighting
- ▶ Flooding impacts associated with the selected alignment, especially on Goondiwindi and Toomelah, were not considered during the alignment selection
- ▶ Concerns relating to the multi-criteria assessment used to select the proposed alignment and crossing location
- ▶ Concerns relating to the loss of economic benefit to the Goondiwindi region
- ▶ GRC not supportive of the Option D1 alignment.

In response to these concerns, Inland Rail facilitated an independent evidence-based compliance review of the multi-criteria assessment to provide more certainty about the methodology for the decision-making process and alignment selection; committed to continuing flood workshops; reviewed design assumptions; and continued ongoing engagement with key stakeholders. The findings of the multi-criteria assessment review were presented to the NS2B CCC in April 2019 and uploaded onto the NS2B ARTC website.

In addition to the independent review, Inland Rail agreed to complete a cost comparison between the proposed alignment (Option D1) and Option A. Due to additional flood investigations, and at the request of the CCC members, it was agreed to delay presenting the cost comparison findings until these additional investigations were completed. The findings of the cost comparison were presented to NS2B stakeholders in February 2020.

Inland Rail's consultation objectives in relation to the options selection are to:

- ▶ Provide more clarity to the impacted landowners, key stakeholders and the broader community about the process used to select the preferred alignment
- ▶ Increase transparency to the public about the multi-criteria assessment used to select the preferred alignment
- ▶ Test and validate the assumptions made during the Phase 1 selection process, including the initial costings
- ▶ Conduct a thorough review of the flood model, including the extension of the model greater than normal processes
- ▶ Continue to engage concerned stakeholders.

Engagement regarding the reviews of the route selection and cost comparison processes included:

- ▶ Presentation at CCC meeting
- ▶ Presentation to Goondiwindi, Gwydir and Moree shire councils
- ▶ Presentation to interested community members
- ▶ Uploading the CCC presentation onto the NS2B ARTC website
- ▶ Information included in the proposal e-newsletter
- ▶ Focused area of investigation uploaded onto the NS2B interactive map allowing for community members to comment on proposed alignment.

Table 14 represents the mitigation activities Inland Rail has completed in response to community concerns relating to the alignment selection, as raised by key stakeholders.

TABLE 14 OVERVIEW OF ALIGNMENT SELECTION STAKEHOLDER ENGAGEMENT ACTIVITIES

Timing and activity	Topics discussed	Issues raised/ feedback received	ARTC response/ where addressed within EIS
Phase 1	Route selection	<ul style="list-style-type: none"> ▶ Option A community preferred alignment ▶ Community not consulted during route selection ▶ Concerns about the multi-criteria assessment 	<ul style="list-style-type: none"> ▶ Inland Rail undertook 6 face-to-face meetings, 3 community drop-in sessions, Toomelah LALC meeting and 3 council meetings, during phase 1 ▶ Multi-criteria assessment phase 1 route alignment strategy made publicly available on NS2B ARTC website. ▶ D1 was selected through the ARTC multi-criteria assessment ▶ Option A was recognised as the preferred community alignment within the multi-criteria assessment.
Scoping of EIS	Route refinement and baseline engagement	<ul style="list-style-type: none"> ▶ Option A community preferred alignment ▶ Community not consulted during route selection ▶ Concerns about the multi-criteria assessment process 	<ul style="list-style-type: none"> ▶ Inland Rail undertook 7 face-to-face meetings, 3 CCC meetings, 3 council presentations, 6 community drop ins meetings and a Toomelah LALC meeting during the preliminary Macintyre Crossing design phase ▶ Alignment selection undertaken to minimise property severance ▶ 3 technical flood workshops ▶ Flood immunity design criteria have driven feasibility design ▶ Multi-criteria assessment Phase 2 route alignment strategy made publicly available on the NS2B website.

Timing and activity	Topics discussed	Issues raised/ feedback received	ARTC response/ where addressed within EIS
EIS proposal alignment	Narrowing of corridor to proposal boundary	<ul style="list-style-type: none"> ▶ Raised concerns about the economic impact between Option A and the proposed alignment ▶ Perceived flood impacts ▶ Ongoing requests to investigate the community preferred alternate alignment ▶ Impacts of the proposed alignment on neighbouring properties ▶ Impacts to the Goondiwindi region's economic opportunities associated with the Inland Rail as a result of the alignment selection ▶ Concerns there is too much risk associated with the proposed alignment ▶ Impact to the service offering and strong belief the proposed alignment will be more expensive to construct compared with the community preferred alignment. 	<ul style="list-style-type: none"> ▶ Inland Rail undertook 7 face-to-face meetings, 3 community drop-ins, 3 technical flood workshops, 3 council presentations and 1 meeting with Toomelah LALC during feasibility design ▶ Monthly e-newsletters were implemented to further disseminate information about the multi-criteria assessment process and review, provide flood modelling updates and reference technical documents available on the NS2B website ▶ Commonwealth Scientific and Industrial Research Organisation (CSIRO) report, <i>Supply Chain Mapping Study</i> (CSIRO, 2019) available on the Inland Rail website.

In summary, Inland Rail has undertaken a robust review of the alignment decision process to further validate the alignment submitted for approval. Inland Rail has undertaken additional investigations and reviews to address the community's concerns, including:

- ▶ Making the multi-criteria assessment publicly available on Inland Rail's website
- ▶ Completing an independent review of the phase 1 (stage 1 and stage 2) of the multi-criteria assessment process:
 - ▶ Findings of this review were that it was undertaken against the criteria set and was informed by community consultation.
- ▶ Confirming the cost and timing assumptions of the multi-criteria assessment are still valid
- ▶ Revisiting and validating the phase 1 selection process to test the communities' preferred alignment against a matured understanding of the local environment (better understanding of flooding, Geotech, etc.)
- ▶ Undertaking robust stakeholder engagement throughout the alignment review process
- ▶ Uploading technical reports associated with alignment selection onto the NS2B website, including links to technical reports in e-newsletter and responses to enquiries through a community inbox (a shared email inbox monitored by the project team) and community hotline.

Although Inland Rail has completed extensive consultation and technical investigations relating to the preferred alignment selection for the project, which has included completing engineering and cost differential assessments for both options, Inland Rail has not been able to come to agreement on the alignment selection with the GRC or the neighbouring landowners.

The alignment selection process has been supported by the technical reports and reviews (*North Star to NSW/QLD Border Phase 1 Continuity Alignment Report—January 2017*; *North Star to NSW/QLD Border Phase 2—Preparatory Alignment Assessment Report May 2017*; *North Star to NSW/QLD Border Project Study Area Report—May 2018* and *Inland Rail North Star to NSW/QLD Border Alignment Selection Compliance Review presentation—April 2019*), detailed in Chapter 3: Alternatives and proposal options.

Inland Rail will:

- ▶ Continue to work with landowners concerned with alignment selection throughout the detailed design, construction and operational phases of the proposal
- ▶ Continue to work with directly impacted landowners affected by the alignment throughout the detailed design, construction and operational phases of the proposal
- ▶ Continue to work with local council throughout the detailed design, construction and operational phases of the proposal.

5.1.2 Macintyre River flood model development

Flooding impacts continue to be a significant community concern; in particular, the crossing of the Macintyre River floodplain. Inland Rail has completed extensive consultation relating to the Macintyre River flood model development, which has included the following consultation objectives:

- ▶ Seek feedback and inputs on the Macintyre floodplain model from key stakeholders
- ▶ Verify the calibration against historical flood events reflected all available information, including THAT community inputs seek endorsement that the model was a suitable to use as a design tool for the NS2B alignment
- ▶ Present Inland Rail's proposed mitigation measures to directly affected landowners prior to EIS submission
- ▶ Proactively seek feedback from directly affected landowners to incorporate into the EIS
- ▶ Continue to provide the community with additional information in relation to Inland Rail's flood impact criteria for designing the crossing solution as the design progresses
- ▶ Build confidence in the feasibility design of the NS2B alignment.

Community consultation was undertaken at key milestones of the study in alignment with Inland Rail's flood study engagement. This has included:

- ▶ Data collection
- ▶ Feedback on hydrologic and hydraulic modelling calibration results
- ▶ Periodic updates to the community via e-newsletters and community sessions
- ▶ Updates on flood modelling progress at Community Consultative Committee (CCC) meetings
- ▶ Phone calls and emails to key individual landowners
- ▶ Feedback on design flood modelling results—community feedback on preliminary design solutions have been used to make a number of design modifications
- ▶ One-on-one consultation with landowners affected by changes in flooding behaviour—this information has been considered as part of the EIS process.

Throughout the development of and consultation about the Macintyre River floodplain model and design development, various engagement tools were used to disseminate information. These tools included:

- ▶ Presentations at CCC meetings
- ▶ Presentations to Goondiwindi, Gwydir and Moree shire councils
- ▶ Presentations to Toomelah LALC
- ▶ One-on-one meetings with directly affected landowners and interested community members
- ▶ Five technical flood model workshops, involving:
 - ▶ Office of Environment and Heritage
 - ▶ Goondiwindi and Moree Plains shire councils
 - ▶ Local flood specialists (community recommended)
 - ▶ Directly affected landowners and interested community members.
- ▶ Community drop-in sessions in North Star, Toomelah, Boggabilla and Goondiwindi
- ▶ Social Pinpoint interactive map
- ▶ E-newsletters.

Information collected during the consultation sessions was used to inform the development of the hydrologic and hydraulic models and provide verification of the performance of both models.

In addition to the community information and engagement sessions, input was sought from key landowners during the flood model calibration process on a one-to-one basis in relation to historical flood events. A number of site meetings were held with landowners located on the floodplain upstream and downstream of the proposed rail crossing to gather further anecdotal flood data, which was used to improve the modelling validation process.

One-on-one meetings have been held with a number of landowners to discuss the impacts on the flooding regime associated with the proposed rail line. The one-on-one landowner meetings were used to discuss:

- ▶ Existing 1% annual exceedance probability (AEP) flood depths
- ▶ Predicted 1% AEP changes in peak water levels
- ▶ Potential impacts to houses and other infrastructure
- ▶ Potential mitigation options including raising floor levels, bunding/levee banks and/or acquisition.

Stakeholder engagement meetings conducted to discuss potential flood impacts on state- and local government-controlled assets include meetings with TfNSW, MPSC, GSC and GRC, Murray—Darlin Basin Authority and DPIE.

Issues raised by key stakeholders include:

- ▶ Existing landform (levee banks) not reflected in model
- ▶ Concerns about the DPIE model being used to develop the Macintyre flood model
- ▶ Reference design will change water flow paths and velocities
- ▶ Reference design will cause afflux in Goondiwindi
- ▶ Reference design will cause afflux in Toomelah
- ▶ Too much risk associated with proposed alignment
- ▶ Inland Rail has not consulted with local flood specialists during Phase 1
- ▶ Structures proposed near Whalan Creek do not provide sufficient openings to allow for spread of flood water from Whalan Creek
- ▶ Water will be forced into the Macintyre River, causing flooding in Goondiwindi
- ▶ Weightings allowed for flooding in the multi-criteria assessment were inadequate.

In response to these concerns, Inland Rail agreed to facilitate a number of technical flood model workshops and to engage recommended local flood specialists. The workshops and local flood specialists were used to further verify the calibration of the flood model against historical events and to seek endorsement that the flood model is a suitable design tool for the NS2B proposal.

To date, Inland Rail has hosted five technical flood workshops: two in April 2019, one in June 2019, one in November 2019 and one in February 2020. During the first technical workshops held in April 2019, it was identified that the existing landform used to develop the reference design, in particular, the levee bank heights along the Macintyre River floodplain, did not reflect the current landform of the floodplain. It was agreed, however, that when the landform data was updated the Macintyre River flood model was a suitable design tool for the NS2B proposal.

During the June 2019 technical workshop, Inland Rail invited representatives from the three local councils, local flood specialists and the DPIE to further verify the calibration of the flood model and ensure it was a suitable design tool for the NS2B proposal. It was acknowledged at this workshop that the developed flood model (including updated LiDAR data) is a suitable design tool for the NS2B proposal; however, Inland Rail needs to build more confidence in the reference design.



PHOTOGRAPH 2: PHOTO OF THE TECHNICAL FLOOD MODEL WORKSHOP—JUNE 2019

At the November 2019 workshop, Inland Rail presented the extended Macintyre River flood model seeking feedback on the size of the extension and to further verify the calibration of the flood model against historical flood events. It was agreed that the model extension was sufficient and successfully reflected the historic flood events. Inland Rail also presented extracted cross-sectional flow data from the 1976 flood event and completed a number of hypothetical 1976 flood event scenarios to further test and validate the Macintyre River flood model. This information was provided to the participants, seeking their feedback and input.

At the February 2020 workshop, Inland Rail presented the findings of the updated LiDAR survey and the impact this had on both alignment options: the proposed alignment Option D1, and Option A. The cost comparison between the two alignment options was presented to at this workshop, where additional comments and feedback were received. During this workshop, Inland Rail also demonstrated that there is no risk to public safety associated with the proposed alignment; that it is cheaper to construct; meets the requirements of the Inland Rail service offering and business case; and has been developed in accordance with Inland Rail's flood immunity criteria and flooding parameters. Inland Rail acknowledged that members of the community were not supportive of the alignment decision and still preferred Option A for the proposed crossing location. Inland Rail recommended stakeholders wait for the public release of the NS2B EIS document, and to make a formal submission to DPIE.

Table 15 outlines the mitigation activities Inland Rail has completed in response to issues relating to crossing the Macintyre, raised by identified key stakeholders.

TABLE 15 MACINTYRE FLOOD MODEL DEVELOPMENT CONSULTATION

Timing and activity	Topics discussed	Issues raised/ feedback received	ARTC response/ where addressed within EIS
Phase 1	Alignment selection Macintyre crossing location	<ul style="list-style-type: none"> ▶ Community not consulted during crossing selection ▶ Concerns about flooding and crossing location ▶ Too much risk associated with crossing location ▶ Alignment should follow the existing Boggabilla track 	<ul style="list-style-type: none"> ▶ Inland Rail undertook 6 face-to-face meetings, 3 community drop-in sessions, a Toomelah LALC meeting and 3 council meetings, during Phase 1 ▶ These campaigns involved seeking information from the community to confirm the modelling findings ▶ Multi-criteria assessment Phase 1 Route Alignment Strategy made publicly available on NS2B Inland Rail website ▶ D1 was selected through the Inland Rail multi-criteria assessment process ▶ Option A was recognised as the preferred community alignment within the multi-criteria assessment ▶ Inland Rail is guided by the same flood immunity criteria regardless of which route is selected ▶ Inland Rail implemented an education campaign to help the community better understand the flood immunity criteria.
Scoping of EIS	Preliminary Macintyre floodplain crossing design	<ul style="list-style-type: none"> ▶ Community not consulted during crossing selection ▶ Concerns about flooding and crossing location ▶ Too much risk associated with crossing location ▶ Alignment should follow the existing Boggabilla track ▶ Concerns about the DPIE's model and data used to develop the NS2B flood model ▶ Impact on flooding as a result of levee bank heights in the area ▶ Impact of proposal on waterflow paths, velocities and afflux levels ▶ Impact to farming operation due to flooding ▶ Impact of proposal on in-flows to irrigators. 	<ul style="list-style-type: none"> ▶ Inland Rail undertook 7 face-to-face meetings, 3 CCC meetings, 3 council presentations, 6 community drop in meetings and the Toomelah LALC meeting during the preliminary Macintyre crossing design phase ▶ 4 technical flood workshops engaging three recommended local flood specialists ▶ Feedback received from technical flood workshop was incorporated into the flood model and preliminary design April–June 2019 ▶ Inland Rail ran specialised engagement campaigns about the flood model ▶ Inland Rail will continue to work with landowners concerned with hydrology throughout the detailed design, construction and operational phases of the proposal

Timing and activity	Topics discussed	Issues raised/ feedback received	ARTC response/ where addressed within EIS
Scoping of EIS (continued)			<ul style="list-style-type: none"> ▶ Inland Rail will continue to work with directly impacted landowners affected by the alignment throughout the detailed design, construction and operational phases of the proposal ▶ Education program on flood immunity design criteria has been used to develop the feasibility design ▶ Multi-criteria assessment phase 2 route alignment strategy made publicly available on the NS2B website ▶ Monthly e-newsletters implemented to further disseminate information about the multi-criteria assessment process and review, flood modelling updates, technical documents available on the NS2B website.
Reference design	Macintyre floodplain crossing solution	<ul style="list-style-type: none"> ▶ Raised concerns about the economic impact between Option A and Option D1 ▶ Economic opportunities lost due to Option D1 alignment ▶ Perceived flood impacts 	<ul style="list-style-type: none"> ▶ Inland Rail undertook 7 face-to-face meetings and design correspondence, Toomelah LALC meeting and 3 council presentations, 2 CCC meetings, 2 community information sessions ▶ 1 technical workshop to present findings of additional investigations and to close out the alignment selection ▶ Monthly e-newsletters implemented to further disseminate information about the multi-criteria assessment process and review, flood modelling updates, technical documents available on the NS2B website.

Inland Rail has consulted with the local community; captured and incorporated community feedback; provided more information when requested; completed a series of drop-in sessions; held technical working group sessions; implemented e-newsletters to assist with flood information distribution; uploaded information onto the NS2B website; presented at local council and CCC meetings; uploaded the focused area of investigation onto the NS2B interactive map; and continued to respond to 1800 calls and community emails as required. ARTC has extended the Macintyre flood model to incorporate Goondiwindi, updated the LiDAR data and completed a number of 1976 flood event hypothetical scenarios at the requests of the community, to further test and validate the Macintyre flood model.

In summary, Inland Rail has completed a comprehensive consultation package to the communities surrounding the NS2B proposal, providing the community with more information and certainty about the flood model and Macintyre floodplain crossing solution. Inland Rail has clearly demonstrated how the flood model has been developed, verified and calibrated against historical events; how community feedback has been incorporated to further enhance the Macintyre River flood model and reference design; and have successfully demonstrated that there is no risk to public safety with the proposed alignment. Inland Rail has clearly explained how the reference design has been developed in accordance with Inland Rail's flood impact objectives and flooding parameters. Inland Rail will:

- ▶ Continue to work with landowners concerned with hydrology throughout the detailed design, construction and operational phases of the proposal
- ▶ Continue to work with directly impacted landowners affected by the alignment throughout the detailed design, construction and operational phases of the proposal
- ▶ Continue to work with local council, OEH and local flood specialists throughout the detailed design, construction and operational phases of the proposal
- ▶ Build confidence in the Macintyre River flood model and reference design.

Stakeholder information request

In February 2020, ARTC met with the technical working group to present the final Macintyre River flood model and reference design. ARTC invited all participants to submit questions relating to the Macintyre River flood model or reference design that required further clarification.

ARTC received 52 questions in total, of which 24 related to flooding. The remaining 26 questions related to the alignment selection, which has been addressed via a response identified in section 5.1.1 of this report, or within Chapter 3 of the EIS.

Table 16 references questions received from the technical working group and where they have been addressed within the EIS.

TABLE 16 QUESTIONS RECEIVED FROM KEY STAKEHOLDERS ON THE NS2B FLOOD MODEL

Question reference	Question	EIS response
Question 1	The <i>NSW Water 2017 Border Rivers Floodplain Management Plan</i> lists the 1976 flood event as a 1.3 AEP (1 in 77 year) event in Boggabilla; however, ARTC has advised it was a 1-in-100 to 1-in-200 year event (It was stated as around 1 in 120 years). Can you please explain this discrepancy, which has huge implications to the modelled flows?	Appendix H: Hydrology and Flooding Technical Report
Question 5	Can the model be rerun in a scenario of no levees overtopping, as we have no doubt at least some will be built up once it is identified they may overtop?	Chapter 13: Surface Water and Hydrology
Question 7	If the final design includes the removal of the existing line to Boggabilla, what amount of water, additional to the current flows, is expected to flow through the Morella watercourse on various sized flood events?	Chapter 13: Surface Water and Hydrology
Question 8	If the final design includes the removal of the existing line to Boggabilla, can ARTC assure irrigators that no less water will be available for floodplain harvesting under existing entitlements?	Chapter 13: Surface Water and Hydrology
Question 9	Is the predicted afflux at the southern edge of the floodplain within allowable design limits?	Chapter 13: Surface Water and Hydrology Appendix H: Hydrology and Flooding Technical Report
Question 13	What is the exact position and dimensions of the passing loop on the southern end of the floodplain?	Chapter 6: The Proposal
Question 14	Will the passing loop on the southern end of the floodplain be shown on the floodplain in the EIS?	Chapter 6: The Proposal
Question 19	Why will ARTC not submit both Option D1 and A in the NSW EIS to allow a matter of choice and discussion?	Chapter 3: Alternatives and Proposal Options
Question 23	Afflux needs to be 100mm or less at Wearne (need to decrease the increments to smaller increments so they can see the changes in water heights)?	Chapter 13: Surface Water and Hydrology Appendix H: Hydrology and Flooding Technical Report
Question 25	Velocity at bridges and culverts?	Chapter 13: Surface Water and Hydrology Appendix H: Hydrology and Flooding Technical Report
Question 29	Does model take account of the effect of structure at lower flood levels?	Chapter 13: Surface Water and Hydrology Appendix H: Hydrology and Flooding Technical Report
Question 31	It appears no account of flooding for Mobbindry and Forest Creeks. Please explain.	Chapter 13: Surface Water and Hydrology

Question reference	Question	EIS response
Question 32	Show flood depth maps for 1976, 1% AEP, 2% AEP.	Appendix H: Hydrology and Flooding Technical Report
Question 37	Will you achieve your design afflux standards for the 1976 flows on current topography?	Chapter 13: Surface Water and Hydrology Appendix H: Hydrology and Flooding Technical Report
Question 39	Can you guarantee that no passing loop will be in the floodplain, and that the location can be locked down now? (NB floodplain is anything inundated in 1976 flows on current topography)	Chapter 6: The Proposal
Question 40	Why are the proposals not consistent with the current floodplain design? The target should be no change to the current flood events.	Chapter 13: Surface Water and Hydrology Appendix H: Hydrology and Flooding Technical Report
Question 41	How will you avoid changes in overland flows to make sure harvesting rights are not affected?	Chapter 13: Surface Water and Hydrology
Question 42	Have you consulted with all downstream landowners west of the modelling area about any changes of water volumes; in particular, down the Whalan?	Appendix D: Consultation Summary (this report)
Question 43	How close would the Goondiwindi levee be to overtopping, before and after, for a true like-for-like comparison?	Appendix H: Hydrology and Flooding Technical Report
Question 44	Could you model a wider bridge on the Whalan being the same width as the bank-full situation?	Appendix H: Hydrology and Flooding Technical Report
Question 45	This is not just about sensitive receivers. Will you accept and model to ensure that there is no worsening of impacts on existing roads and farm access tracks and that duration of flooding would not be affected?	Appendix H: Hydrology and Flooding Technical Report
Question 48	Please model the maximum probable event, utilising 2019 topography.	Chapter 13: Surface Water and Hydrology
Question 50	How were blow outs modelled, and for what design events?	Appendix H: Hydrology and Flooding Technical Report
Question 51	Was consideration given to alignments that would utilise higher ground, and/or more straightforward soil construction types?	Chapter 3: Alternatives and Proposal Options

Flood design limits consultation

In addition to the hydrology consultation, key stakeholders were shown the flood design limits criteria and the predicted flood impacts relative to their properties, including changes in afflux, velocities and times of inundation.

The information was presented, and feedback collected through the engagement methods shown in Figure 10.

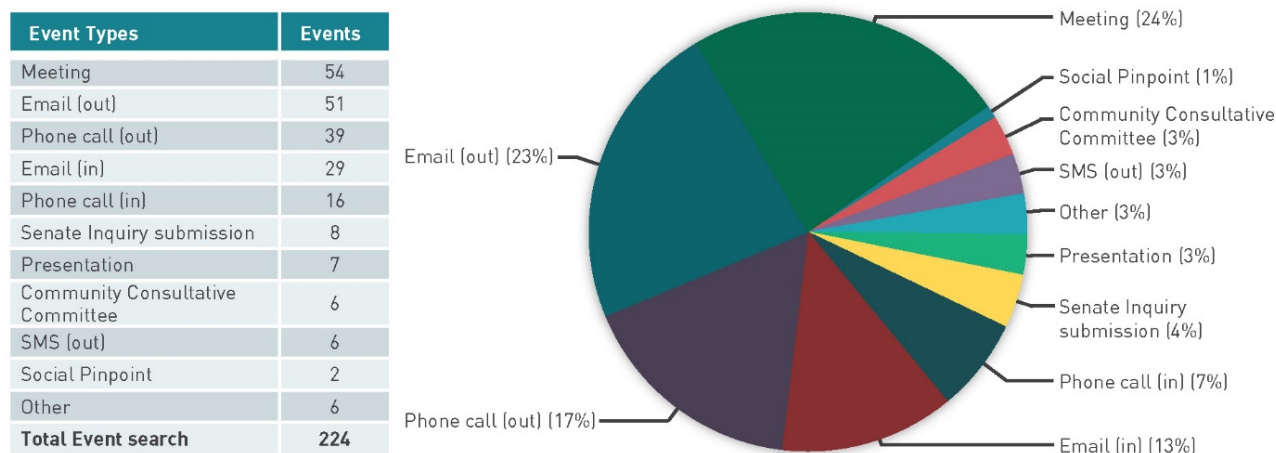


FIGURE 10 FLOOD DESIGN LIMITS CONSULTATION JUNE 2018–JUNE 2020

Key stakeholders included:

- ▶ Three local councils
- ▶ Directly affected landowners
- ▶ Asset owners
- ▶ Local flood specialists
- ▶ CCC members
- ▶ Toomelah LALC
- ▶ Broader community.

5.1.3 Proposed workers' accommodation consultation

Inland Rail is seeking approval to install a temporary workers' accommodation facility in North Star, located at the North Star Sports Club. The facility is proposed to house up to a maximum of 350 workers and be in-situ for the construction of both the Narrabri to North Star (N2NS) proposal and the NS2B proposal (approximately four years).

During early consultation with DPIE and the NSW Environment Protection Authority (EPA) in October 2018 and March 2019, it was recommended Inland Rail seek feedback from the North Star community to include in the EIS.

Inland Rail has had early and ongoing consultation with the North Star Sports Club, seeking their feedback and input into the design development and proposed mitigations required to minimise the impacts to their facility, with community groups using the facility and with the organisers of annual community events. Inland Rail has also completed a comprehensive, targeted round of engagement in the North Star area, to ensure the key themes, concerns and issues relating to the proposed workers' accommodation were captured and addressed through the EIS.

Engagement activities included:

- ▶ Community drop-in session in March 2019
- ▶ Doorknocking the North Star township
- ▶ Uploading an online survey on the NS2B website and promoting via email e-blast (for example see Appendix C)
- ▶ Meeting with the North Star State School seeking feedback on the proposal and sending hardcopy surveys home with the North Star State School students
- ▶ Leaving hardcopy surveys at the North Star Post Office
- ▶ Meeting with North Star Sports Club asset owners and community groups who use the facility
- ▶ Meeting with the local council, seeking feedback on the proposal
- ▶ Promoting the online survey through the e-newsletter
- ▶ Emailing the broader North Star community, requesting their feedback.

Figure 11 shows the results of the workers' accommodation consultation.

Workers accommodation survey results



FIGURE 11 WORKERS' ACCOMMODATION SURVEY RESULTS

Themes raised by the local governments and the North Star community included:

- ▶ Business and employment opportunities—local procurement
- ▶ Amenity upgrade opportunities including fuel depot, corner shop, etc.
- ▶ Impact on North Star's utilities, particularly water supply
- ▶ Waste management
- ▶ Traffic management
- ▶ Accommodation behaviour and community safety
- ▶ Impact on social amenity and community events.

Concerns were raised about the proposed workers' accommodation (16 per cent of responses believed mitigation measures would be required); however, many of these concerns can be mitigated through the following moderations:

- ▶ Ensuring local community events are not disrupted by installing a workers' accommodation facility at the North Star Sports Club
- ▶ Ensuring a 'community acceptable' level of security management is implemented throughout the life of the workers' accommodation
- ▶ Implementing a traffic management plan that minimises traffic impacts to North Star is implemented.

In addition to these identified potential mitigations, Inland Rail is seeking approval to install an access point on the northern side of the North Star township to minimise the traffic impacts on the North Star community and for the accommodation facility to be completely self-sufficient, to minimise impacts on local utilities.

TABLE 17 OVERVIEW OF WORKERS' ACCOMMODATION

Topics discussed	Issues raised/feedback received	Inland Rail response	Where addressed within EIS
Business and employment opportunities	<ul style="list-style-type: none"> ▶ 63% of survey respondents raised business and employment opportunities ▶ Local councils raised employment and business opportunities ▶ Feedback from the community drop-in session raised employment and business opportunities. 	<ul style="list-style-type: none"> ▶ Inland Rail will have local procurement and employment targets ▶ Inland Rail has included a 'Doing business with us' page on the Inland Rail website 	Appendix O: Social Impact Assessment Technical Report
Impact on North Star utilities and services	<ul style="list-style-type: none"> ▶ 37% of survey respondents raised concerns about North Star's utilities and services ▶ Opportunity for better services, including a fuel depot and general store ▶ Mobile service impacts ▶ Water supply impacts ▶ Council raised concerns about the impact on utilities and services in North Star. 	<ul style="list-style-type: none"> ▶ Inland Rail is seeking approval for a fully self-sufficient accommodation facility, including water, waste, power and mobile service ▶ Inland Rail will be proactively looking for legacy opportunities that will benefit the North Star township post-construction through upgrading existing infrastructure and utilities. 	Chapter 25: Waste and Resource Management
Waste management	<ul style="list-style-type: none"> ▶ Council raised concerns about impacts of local waste facilities and waste capacity 	<ul style="list-style-type: none"> ▶ Inland Rail will continue to liaise with councils to ensure local landfill facilities continue to have capacity to accept waste from accommodation operations. 	Chapter 25: Waste and Resource Management
Traffic management	<ul style="list-style-type: none"> ▶ 22% of survey respondents raised concerns about traffic management ▶ Local governments raised concerns about traffic management and impact on road conditions ▶ Concerns were raised about impacts on the North Star School ▶ During the local services meeting it was identified that the closest police station is Boggabilla. 	<ul style="list-style-type: none"> ▶ Inland Rail is seeking approval to install an access road on the northern side of the North Star township to minimise traffic movements past the school and town ▶ Contractors will implement a Traffic Management Plan through consultation with local governments ▶ 24/7 complaints hotline will be in place. 	Chapter 20: Traffic and Transport Appendix M: Traffic Impact Assessment
Safety management and accommodation behaviour	<ul style="list-style-type: none"> ▶ 22% of survey respondents raised that safety would be a concern about the accommodation facility ▶ Concerns about impacts on the North Star School ▶ During the local services meeting it was identified that the closest police station is Boggabilla. 	<ul style="list-style-type: none"> ▶ Security will be provided 24/7 at the accommodation facility ▶ A behavioural policy will be in place for all workers onsite, to be implemented where permissible ▶ Inland Rail will continue to work with the North Star community throughout the approval and construction phases ▶ 24/7 complaints hotline will be in place. 	Chapter 23: Socio-economic Impact Assessment Appendix O: Social Impact Assessment Technical Report

Topics discussed	Issues raised/feedback received	Inland Rail response	Where addressed within EIS
Impact on community events and social amenity	<ul style="list-style-type: none"> ▶ 16% of respondents raised concerns about impact on annual community events ▶ North Star Sports Club, users of the facility and local councils raised concerns about the impact on community events. 	<ul style="list-style-type: none"> ▶ Inland Rail will be working closely with the North Star community to ensure impacts on community events are minimal ▶ Consultation with the North Star Sports Club will be ongoing throughout the approval and construction phases. 	<p>Chapter 23: Socio-Economic Impact Assessment</p> <p>Appendix O: Social Impact Assessment Technical Report</p>
Impacts on air quality	<ul style="list-style-type: none"> ▶ 11% of respondents raised concerns about air quality around the North Star School. 	<ul style="list-style-type: none"> ▶ Inland Rail will have a complaints hotline and response to any air quality complaints during the life of the proposal ▶ Inland Rail will continue to work closely with the North Star School throughout construction. 	<p>Chapter 17: Air Quality</p> <p>L: Air Quality Technical Report</p>

Inland Rail will continue to work closely with the North Star Sport Club, North Star School, North Star community and the local governments during the approval and construction phases.

5.1.4 Seven-day work week

Inland Rail is seeking approval to implement a seven-day working roster, Monday to Sunday, 6.30 am to 6pm.

During early consultation with DPIE and the NSW EPA in October 2018 and March 2019, it was recommended that Inland Rail seek feedback from the North Star community and directly affected stakeholders in relation to the proposed seven-day working roster to include in the EIS.

Similar to the workers' accommodation engagement, Inland Rail has also completed a comprehensive, targeted round of consultation in the North Star region including with directly affected stakeholders to ensure the key themes, concerns and issues relating to the proposed seven-day working roster were captured and addressed through the EIS.

Engagement activities included:

- ▶ Community drop-in session in March 2019
- ▶ Doorknocking the North Star township
- ▶ Uploading an online survey on the NS2B website and promoting via email e-blast
- ▶ Meeting with the North Star State School seeking feedback on the proposal and sending hardcopy surveys home with the North Star State School students
- ▶ Leaving hardcopy surveys at the North Star Post Office
- ▶ Meeting with the local council seeking feedback on the proposal
- ▶ Promoting the online survey through the e-newsletter
- ▶ Emailing the broader North Star community, requesting their feedback.

Figure 12 shows the results of the seven-day working roster consultation.

Seven-day working survey results



FIGURE 12 SEVEN-DAY WORKING ROSTER SURVEY RESULTS

Themes raised by local governments and North Star community included:

- ▶ Traffic management
- ▶ Safety management
- ▶ Noise management
- ▶ Support for shorter construction period
- ▶ Concerns relating to additional construction work hours, e.g. night works
- ▶ Concerns community sentiment (support for seven-day working roster) may change over the period of construction.

Similar to the workers' accommodation survey results, many of the 'mitigation work required' responses can be mitigated by:

- ▶ Ensuring noise impacts are managed to ensure minimal disruption to directly affected stakeholders
- ▶ Providing affected stakeholders with the Inland Rail complaints line, enabling them to make formal complaints, as required
- ▶ Implementing a traffic management plan that minimises traffic impacts on affected stakeholders
- ▶ Continuing to engage with the affected stakeholders seeking their feedback throughout the life of construction.

TABLE 18 OVERVIEW OF SEVEN-DAY CONSULTATION

Topics discussed	Issues raised/feedback received	ARTC response	Where addressed within EIS
Traffic management	<ul style="list-style-type: none"> ▶ 11% of survey respondents raised concerns about traffic management ▶ Local governments raised concerns about traffic management and impact on road conditions ▶ Concerns about impacts on the North Star School ▶ During the local services meeting it was identified that the closest police station was Boggabilla. 	<ul style="list-style-type: none"> ▶ Inland Rail is seeking approval to install an access road on the northern side of the North Star township to minimise traffic movements past the school and town for the NS2B traffic ▶ Contractors will implement a Traffic Management Plan through consultation with local councils ▶ 24/7 complaints hotline will be implemented. 	<p>Chapter 20: Traffic and Transport</p> <p>Appendix M: Traffic Impact Assessment</p>
Safety management	<ul style="list-style-type: none"> ▶ 5% of survey respondents raised that safety would be a concern regarding the seven-day working roster ▶ Concerns about impacts on the North Star School ▶ During the local services meeting it was identified that the closest police station was Boggabilla. 	<ul style="list-style-type: none"> ▶ implement behaviour policy for all workers on the project, where applicable ▶ Inland Rail will continue to work with the North Star community throughout the approval and construction phases ▶ 24/7 complaints hotline will be implemented. 	<p>Chapter 23: Socio-Economic Impact Assessment</p> <p>Appendix O: Social Impact Assessment Technical Report</p>
Noise impacts	<ul style="list-style-type: none"> ▶ 5% of survey respondents raised concerns about the noise impacts about the seven-day working roster ▶ Local governments raised concerns about the noise impacts relating to the seven-day working roster ▶ Noise impacts were raised at the community drop-in session. 	<ul style="list-style-type: none"> ▶ Inland Rail is bound to the NSW Noise Policy where noise impacts become too great for the community. This will be managed via the proposal's complaints management process ▶ 24/7 complaints hotline will be implemented ▶ Inland Rail will continue to engage with the North Star community and impacted stakeholders during construction. 	<p>Chapter 16: Noise and Vibration</p>
Additional construction work hours—night works	<ul style="list-style-type: none"> ▶ 11% of survey respondents raised concerns relating to night works and start times on weekends ▶ Local governments raised concerns about additional work hours. 	<ul style="list-style-type: none"> ▶ Inland Rail will engage with the affected stakeholders if critical works or night works are required outside of the permissible project construction hours ▶ Engagement with the affected stakeholders will be ongoing throughout construction ▶ 24/7 complaints hotline will be implemented. 	<p>Chapter 23: Socio-Economic Impact Assessment</p> <p>Appendix O: Social Impact Assessment Technical Report</p>
Impact on affected community—change in sentiment	<ul style="list-style-type: none"> ▶ Local council raised concerns about the long-term impacts on the affected stakeholders as a result of the 7-day working roster. 	<ul style="list-style-type: none"> ▶ Inland Rail will continue to engage with the North Star community and impacted stakeholders during construction ▶ 24/7 complaints hotline will be implemented. 	<p>Chapter 23: Socio-Economic Impact Assessment</p> <p>Appendix O: Social Impact Assessment Technical Report</p>

Inland Rail will continue to work closely with the North Star community, local governments and affected stakeholders during the construction phase of the proposal.

6. Ongoing stakeholder engagement

This EIS will be placed on public exhibition by DPIE in late 2020 for a minimum of 30 calendar days. During this period, stakeholders and the community will be able to review the EIS and are invited to make submissions. A description of the consultation activities to be undertaken during the public exhibition period include:

- ▶ Advertisements in the local media giving information regarding the proposal and display of the EIS
- ▶ Issuing of newsletters to the community (council newsletters, e-newsletter, other)
- ▶ Briefings to key stakeholders, including councils
- ▶ Community information sessions.

The EIS will be available for viewing at the following locations:

- ▶ Gwydir Shire Council—58 Hope Street, Wyallda
- ▶ Moree Plains Shire Council—Administration/ Customer Service Centre, Level 2, 30 Heber Street, Moree
- ▶ Moree Community Library—36 Balo Street, Moree
- ▶ Goondiwindi Regional Council—100 Marshall Street, Goondiwindi
- ▶ Goondiwindi Library—100 Marshall Street, Goondiwindi
- ▶ North Star Post Office—17 Edward Street, North Star
- ▶ Boggabilla Town and Country Club—94 Yeoman St, Boggabilla
- ▶ Toomelah Aboriginal Land Council office—Blg 41/ 3395 Tucka Tucka Road, Boggabilla.

The EIS will also be made available for viewing on the DPIE and Inland Rail websites. The public will be able to review the EIS and send submissions to DPIE 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, DPIE will provide Inland Rail with a copy of all public and government submissions. Inland Rail will provide responses to submissions received and issues raised via a submissions report, in accordance with the *Environmental Planning and Assessment Regulation 2000*. Inland Rail will also continue to liaise directly with key stakeholders about the proposal's progress. If changes to the proposal need to be made, a Preferred Infrastructure Report (PIR) will be prepared.

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

6.1 Submissions report

6.1.1 Submissions report

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

6.1.2 Community consultation for the Response to Submissions report

Once the Response to Submissions report has been published, Inland Rail's webpage will be updated. Stakeholders and landowners will be informed via phone, email and mail that the Response to Submissions report is available via the department's website.

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

6.2 Consultation during design and delivery of the proposal

The community and key stakeholders will be consulted with ongoing in the lead up to, and during, construction. The consultation activities would 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.

The 1800 phone number and proposal email address would continue to be available during construction, along with a 24-hour construction response line.

Targeted consultation methods, such as letters, notifications, signage and face-to-face communications, would continue to occur. The Inland Rail website and social media platforms would 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 communication management plan detailing a complaint 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.

6.3 Complaints management

The construction contractor engaged to construct the proposal would be required to implement a complaints management procedure during construction of the proposal. This procedure would be defined within the Construction Environmental Management Plan (CEMP), which the contractor would be required to prepare and have approved by ARTC prior to construction commencing.

The complaints management procedure would include the following, at a minimum:

- ▶ Contact details for a 24-hour project response line and email address, for ongoing stakeholder contact throughout the proposal.
- ▶ Accurate public information signs while work is in progress
- ▶ Staging of works, developed in consultation with relevant stakeholder groups, to minimise disruptions and impacts to community activities and functions
- ▶ Management of complaints in accordance with Inland Rail's emergency management procedure, specifically:
 - ▶ Details of all complaints received will be recorded
 - ▶ Verbal and written responses describing what action will be taken will be provided to the complainant within time limits (or as otherwise agreed by the complainant).

TABLE 19 COMPLAINT MANAGEMENT CONTACT

Nature of enquiry	Response time
All enquiries	Initial acknowledgement within 24 hours
General or information enquiries	48 hours
Technical enquiries	Up to five working days

7. References

Australian Rail Track Corporation. (2017). Melbourne—Brisbane Inland Rail—2017 Phase 2 Preparatory Alignment Report. ARTC document number 01–2700–PD–P00–DE–0011.

Australian Rail Track Corporation. (2020) *Melbourne to Brisbane Inland Rail Route History 2006–2019*. Available at: **s3-ap-southeast-2.amazonaws.com/ehq-production-australia/407c2523d6544a965bcf1c942eb0d5925744a589/documents/attachments/000/128/586/original/inland-rail-route-history-2006-2019.pdf**

Commonwealth Scientific and Industrial Research Organisation. (CSIRO). (2019). *Supply Chain Mapping Study 2019*. Available at: **inlandrail.gov.au/regional-development/CSIRO-supply-chain-mapping**

Department of Planning, Industry and Environment. (2016). *Community Consultative Committee Guidelines—State Significant Projects*. Available at: **planning.nsw.gov.au/-/media/Files/DPE/Guidelines/Community-Consultative-Committee-Guideline-31-01-2019.pdf**

International Association for Public Participation (IAP2). (2018). *Public Participation Spectrum*. Available at: **iap2.org.au/resources/spectrum/**

APPENDIX



D

Consultation Summary Report

Appendix A Advertising Community Information Sessions

NORTH STAR TO NSW/QUEENSLAND BORDER ENVIRONMENTAL IMPACT STATEMENT

ARTC

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

Advertisement promoting community information sessions in the *Goondiwindi Argus*, *Moree Champion* and *Wyallda Standard* for August community information sessions held in August 2018.



Inland Rail is Australia's largest freight rail project, connecting regional New South Wales to domestic and international markets. The 1,700km route will increase the capacity of the national freight rail system and meet Australia's strategic long-term needs.

The North Star to NSW/QLD Border (NS2B) project is a new rail corridor roughly 37km in length. It will connect North Star (NSW) to the Queensland Rail South West Rail Line just over the NSW/QLD border. It will provide a new, efficient connection between regional farms in the area and export markets.

WHAT'S NEW IN THE NORTH STAR TO BORDER PROJECT?

We are starting to work on environmental studies and engineering design for the Environmental Impact Statement (EIS) in the NS2B section.

We are holding community drop-in sessions to give you an update about our work.

The sessions will focus on key areas in the EIS studies, including the route, social impact benefits, noise and level crossings. Subject-matter experts will be on hand to talk about the EIS studies and speak with you about any issues and concerns.

If you live or work in the area, please attend one of the sessions to find out what Inland Rail would mean to you.

COMMUNITY DROP-IN SESSIONS

- | | |
|--------------------|---|
| NORTH STAR | When: Tuesday 28 August, 4–6pm,
Where: North Star Sporting Club, Yetman Road, North Star NSW |
| BOGGABILLA | When: Wednesday 29 August, 12–2pm
Where: Bogabilla Town and Country Club, 94 Yeoman Street, Bogabilla |
| GOONDIWINDI | When: Wednesday 29 August, 4–7pm
Where: Goondiwindi Waggamba Community Cultural Centre,
Corner Russell and Short Streets, Goondiwindi QLD |

IR_4152

CONTACT US

For more information about Australia's largest freight rail infrastructure project, please visit our website

🌐 inlandrail.com.au @ inlandrailnsw@artc.com.au ☎ 1800 732 761

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

Invite posted to all private dwellings in the township of North Star, Boggabilla and Goondiwindi to promote the community information sessions held in August 2018.



Date: 10 August 2018

Dear resident

COMMUNITY CONSULTATION NORTH STAR TO NSW/QLD BORDER

The North Star to NSW/QLD Border (NS2B) section of Inland Rail is one of 13 projects that complete Inland Rail. NS2B is a rail corridor approximately 37km in length and follows the existing disused rail corridor towards Boggabilla and then crosses the Macintyre River, before joining the existing Queensland Rail South West Rail Line in Queensland. It will complete one of the key missing links for Inland Rail providing a new, efficient connection between regional farms in the area and export markets.

We aim to get the best outcomes for Inland Rail through community consultation and we are keen to hear your feedback. community drop-in sessions are being held for the community to learn more about the project, raise concerns and ask questions. The drop in sessions will focus on key areas that will be addressed as part of the Environmental Impact studies for NS2B. The key areas include: rail alignment, hydrology, noise and vibration, design, ecological and cultural heritage impacts, as well as the social impacts.

Please join us at one of our community sessions being held at North Star, Boggabilla and Goondiwindi. Details of where and when the sessions are being held is printed on the back of this notification. If you can't join us at this time, please call us on 1800 732 761, or email inlandrailnsw@artc.com.au to find out more about our Environmental Impact Statement for North Star to NSW/QLD Border.

Inland Rail is a Federal project to facilitate the running of double-stacked container trains along a 1700km route between Melbourne and Brisbane. The project is being delivered by Australian Rail Track Corporation which manages the nation's freight rail network.

Sincerely

A handwritten signature in purple ink that reads 'Helena Orel'.

Helena Orel
Manager Stakeholder Engagement – New South Wales

INLAND RAIL: inlandrail.com.au | inlandrailnsw@artc.com.au | 1800 732 761
ADDRESS: Level 15 | 60 Carrington Street | Sydney NSW 2000
POSTAL: GPO Box 14 | Sydney NSW 2001
ABN: 75 081 455 754



COMMUNITY DROP IN SESSION

NORTH STAR

Date:	Tuesday 28 August 4pm – 6pm
Venue:	North Star Sporting Club, Yetman Road, North Star

COMMUNITY DROP IN SESSION

BOGGABILLA

Date:	Wednesday 29 August 12pm - 2pm
Venue:	Boggabilla Town and Country, 94 Yeoman Street

COMMUNITY DROP IN SESSION

GOONDIWINDI

Date:	Wednesday 29 August 4pm - 7pm
Venue:	Goondiwindi Waggamba Community Cultural Centre, Cnr Russell and Shore Street, Goondiwindi

INLAND RAIL: inlandrail.com.au | inlandrailnsw@artc.com.au | 1800 732 761
 ADDRESS: Level 15 | 60 Carrington Street | Sydney NSW 2000
 POSTAL: GPO Box 14 | Sydney NSW 2001
 ABN: 75 081 455 754

ARTC Inland Rail North Star to Border Community Drop in sessions

ARTC Inland Rail is holding community information sessions for the North Star to Queensland Border section of Inland Rail.

The sessions will focus on key topics that will feed into the Environmental Impact Statement for the project, such as the Inland Rail route in the North Star to Border area, social impact, noise and level crossings.

Sessions are being held at:

- ▶ North Star Sporting Club on Tuesday 28 August, 4 to 6pm
- ▶ Boggabilla Town and Country Club on Wednesday 29 August, 12 to 2pm
- ▶ Goondiwindi Community Cultural Centre, Wednesday 29 August, 4 to 7pm

For more information visit inlandrail.com.au or call the team on 1800 732 761, toll free

Advertisement used to promote community information sessions in the *Goondiwindi Argus*, *Moree Champion* and *Wyalda Standard*] for August community information sessions held in March 2019.




NORTH STAR TO NSW/QLD BORDER PROJECT

ARTC Inland Rail has completed most of the environmental field studies that will feed into the engineering design and the Environmental Impact Statement (EIS) of the North Star to NSW/QLD Border Inland Rail project.

We are holding community drop-in sessions to show you what we've done and hear your feedback on key topics such as the route, social impacts, benefits, noise and level crossings. Subject-matter experts will be on hand to talk about the EIS studies and answer questions.

We would also like to hear from you about the proposal for workers' accommodation facilities located in North Star. Attend a drop-in session to find out more and to give us your feedback.

COMMUNITY DROP-IN SESSIONS

Goondiwindi

When	Monday 4 March, 5–8pm AEDT
Where	Goondiwindi Gateway To Training, 15–21 Russell Street, Goondiwindi QLD

North Star

When	Tuesday 5 March, 4–7pm AEDT
Where	North Star Sporting Club, Yetman Road, North Star NSW

Boggabilla

When	Wednesday 6 March, 4–7pm AEDT
Where	Boggabilla Town and Country Club, Corner North and Yeoman Streets, Boggabilla NSW

The North Star to NSW/QLD Border (NS2B) project is a new rail corridor roughly 39km in length. It will connect North Star (NSW) to the Queensland Rail South West Rail Line just over the NSW/QLD border.

- 📞 1800 732 761
- ✉ inlandrailnsw@artc.com.au
- 📧 ARTC Inland Rail, GPO Box 14, Sydney NSW 2001

inlandrail.com.au



ARTC

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

IR_841

Invitation posted to all private dwellings in the township of North Star, Boggabilla and Goondiwindi to promote the community information sessions held in March 2019.



Dear resident,

**RE: INLAND RAIL NORTH STAR TO BORDER (NS2B) COMMUNITY DROP SESSIONS
4 TO 6 MARCH 2019**

Please join us at one of our North Star to Border (NS2B) community drop in sessions being held at North Star, Boggabilla and Goondiwindi this March.

We aim to get the best outcomes for Inland Rail through community consultation and we are keen to hear your feedback on the project. The community drop-in sessions in March are an opportunity for you to learn about the project, ask questions and understand the key areas that will be addressed as part of the Environmental Impact studies for NS2B. These include:

- ▶ rail alignment
- ▶ hydrology
- ▶ noise and vibration
- ▶ design
- ▶ ecological and cultural heritage impacts
- ▶ social impacts.

We also want to hear your feedback regarding the proposal of a temporary construction camp at the North Star Sports Club. Please turn over for details of where and when the sessions are being held.

If you can't join us at this time, please call us on 1800 732 761, or email inlandrailnsw@artc.com.au to find out more about our Environmental Impact Statement for North Star to NSW/QLD Border.

About the project

The North Star to NSW/QLD Border (NS2B) section of Inland Rail is one of 13 projects that complete Inland Rail. NS2B is a rail corridor approximately 37km in length and follows the existing disused rail corridor towards Boggabilla and then crosses the Macintyre River, before joining the existing Queensland Rail South West Rail Line rail line in Queensland. It will complete one of the key missing links for Inland Rail providing a new, efficient connection between regional farms in the area and export markets.

Inland Rail is a Federal project to facilitate the running of double-stacked container trains along a 1700km route between Melbourne and Brisbane. The project is being delivered by Australian Rail Track Corporation which manages the nation's freight.

Yours sincerely

A handwritten signature in blue ink that reads "Helena Orel".

Helena Orel
Manager Stakeholder Engagement – New South Wales



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

COMMUNITY DROP IN SESSION
GOONDIWINDI

Date:	Monday 4 March 5pm – 8pm
Venue:	Gateway To Training 12 – 21 Russell Street, Goondiwindi

COMMUNITY DROP IN SESSION
NORTH STAR

Date:	Tuesday 5 March 4pm – 7pm
Venue:	North Star Sporting Club, Yetman Road, North Star

COMMUNITY DROP IN SESSION
BOGGABILLA

Date:	Wednesday 6 March 4pm - 7pm
Venue:	Boggabilla Town and Country Club, 94 Yeoman Street

ARTC Inland Rail is holding community drop-in sessions for the North Star to Queensland Border project.

The sessions are a good way to learn more about the project and ask questions.

The team is seeking feedback on proposed accommodation facilities for construction staff at the North Star Sports Club.

Sessions will be held at:

- ▶ Goondiwindi on Monday 4 March
- ▶ North Star on Tuesday 5 March
- ▶ Boggabilla on Wednesday 6 March

For details visit the website inlandrail.com.au or call 1800 732 761

APPENDIX

INLAND
RAIL 

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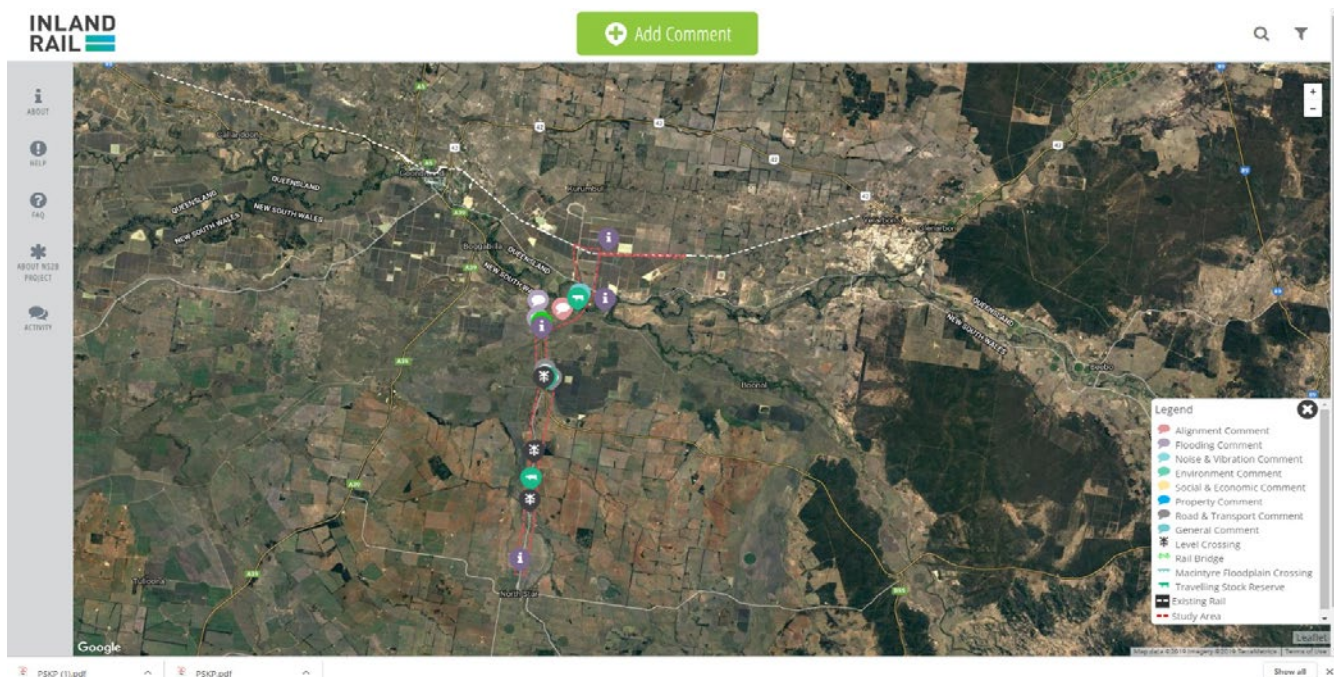
Consultation Summary Report

Appendix B Social PinPoint

NORTH STAR TO NSW/QUEENSLAND BORDER ENVIRONMENTAL IMPACT STATEMENT

ARTC

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



Comments received and responses on Social Pinpoint.

Comment number	Comment
1	<p>The proposed alignment is right in the heart of the flood plain and poses a huge threat to landowners and the towns of Boggabilla and Goondiwindi. It will cause huge logistical issues with the owners of the land and will significantly impact their businesses. ARTC had no consultation with landowners about this alignment before deciding on it. Despite the objections and local knowledge of residents and councils, armed with solid data that contradicts much of ARTC's design. An imminent disaster.</p> <p>Response: Thank you for your comment. ARTC is currently progressing the Environmental Impact Statement (EIS) for the NS2B project, expected to be submitted to the Department of Planning, Industry and Environment (DPIE) towards the end of this year. The EIS considers the impacts of the NS2B project including flooding, property severance, farming operations, environmental and cultural heritage. You will have the opportunity to comment on the EIS when DPIE releases it for public comment. If you would like more information on the project, please call 1800 732 761 or email inlandrailnsw@artc.com.au.</p>
2	Drainage required under old line to allow for drainage through natural floodways. Currently blocked by raised bank.
3	Gully erosion caused by poor drainage through culvert under disused rail line. Proposed alignment will rapidly escalate the problem. Remediation and mitigation required.
4	Within the whole NS2B alignment there must be sufficient corridor width to allow a safe passage of travelling stock.
5	Wearne TSR stock crossing will need to be all weather under the railway line and gravel leading to that crossing from the west to the east.

APPENDIX



D

Consultation Summary Report

Appendix C Workers' Camp and 7-Day Roster Feedback Tools

NORTH STAR TO NSW/QUEENSLAND BORDER ENVIRONMENTAL IMPACT STATEMENT

ARTC

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



We are seeking your feedback!!

As we progress through the feasibility design and Environmental Impact Statement (EIS) for the North Star to NSW/QLD Border (NS2B) project, the design team are seeking feedback on the potential installation of a temporary workers' accommodation, a seven-day working roster and proposed laydown areas in the North Star region.

The workers' accommodation is planned to be installed at the North Star Sports Club, house up to 350 construction workers and be required for the life of construction (approximately 4 years).



The seven-day working roster involves construction crews operating Monday to Sunday, 6.30am to 6pm daily and the three laydown areas are proposed to be located on the northern and southern sides of the North Star township.

We are seeking your feedback.

Here is how you can provide us with your feedback:

- complete our online survey - <https://inlandrail.artc.com.au/NS2B>
- contact the NS2B engagement team by phoning 1800 732 761 or emailing inlandrailNSW@artc.com.au
- the online survey will close by **14 June 2019**.

Feedback collected will be shared with Department of Planning and Environment (DPE) and NSW Environment Protection Authority (EPA) and will assist with the development of mitigation measures to minimise the potential impact of the workers' accommodation, seven-day working roster and laydown areas.

Kind regard,

The NS2B Stakeholder Engagement Team

Are you aware of the Inland Rail Project?

1. How would you rate your current knowledge about the Inland Rail project?

☐
☐

I don't know much about Inland Rail.

I know a little bit about Inland Rail.

☐
☐

I know a lot about Inland Rail.

I prefer not to say.

2. How would you rate your knowledge about the North Star to Border (NS2B) section of Inland Rail?

☐
☐

I don't know much about the NS2B section.

I know a little about the NS2B section.

☐
☐

I know a lot about the NS2B section.

I prefer not to say.

Where do you live?

3. Do you live in North Star?

☐

Yes

☐

No

4. Is your property in or near the proposed NS2B alignment?

☐

Yes

☐

No

Workers' accommodation camp

5. Do you support the proposal for workers' accommodation at North Star Sports Club?

☐

Yes

☐

No

If yes, can you please explain why?

If no, can you please explain why?

6. Do you anticipate any opportunities from the workers' accommodation?

7. Do you anticipate any impacts from the workers' accommodation? Can these be mitigated?

Seven-day working roster

3. Do you support the proposal for a seven-day workers' roster?

(The seven-day work week will involve works occurring Monday-Sunday – 6:30am to 6:00pm)

☐

Yes

☐

No

If yes, can you please explain why?

If no, can you please explain why?

4. Do you anticipate any opportunities or impacts from the seven-day working roster?

APPENDIX



D

Consultation Summary Report

Appendix D Transcript of Newsletters Distributed

NORTH STAR TO NSW/QUEENSLAND BORDER ENVIRONMENTAL IMPACT STATEMENT

ARTC

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



Inland Rail North Star to NSW/QLD Border (NS2B) e-news
April 2019

Welcome to the first edition of the Inland Rail North Star to NSW/QLD Border (NS2B) project, e-newsletter. We will be distributing regular e-news to keep landowners and community members in the NS2B area up-to-date on the project.

In this edition of the NS2B project e-news:

- [What to expect in 2019](#)
- [Recent engagement activities – what we heard](#)
- [Multi Criteria Analysis \(MCA\) process review](#)
- [Macintyre floodplain crossing solution](#)
- [Apply now for community funding grants](#)
- [Doing business with us – tender opportunities](#)
- [Ongoing field investigations](#)
- [Upcoming engagement activities](#)

What to expect in 2019

This year we will be completing the final components of the NS2B Environmental Impact Statement (EIS), which we will be submitting to the NSW Department of Planning and Environment (DPE) to obtain project planning approval.

Since 2016, our team has conducted a range of environmental and technical studies in the project area and carried out extensive engagement with landowners, community members, and Government agencies. The results of these investigations and consultation activities are being used to develop the feasibility design and EIS.

By mid-2019 we will have:

- developed the feasibility design for the alignment including a 1.7km bridge crossing of the Macintyre floodplain (includes, Whalan Creek and Macintyre River) and sought feedback from the community
- completed all necessary environmental studies required as part of the EIS
- developed the road/rail crossing solutions in consultation with Local Land Services, the Goondiwindi, Moree Plains and Gwydir councils, emergency services, as well as other agencies, businesses, landowners, community groups and the broader community.

The EIS will include information about identified environmental, social and economic impacts associated with the project and assess if and how they can be mitigated. As part of the EIS, we will be submitting the feasibility design for the project.

Upon submission of the EIS, DPE will undertake an adequacy review to ensure the EIS addresses the Secretary's Environmental Assessment Requirements (SEARs), which were finalised in August 2018 following a period of public exhibition. [Click here to access the SEARs.](#)

Following the adequacy review, the DPE will place the EIS on public exhibition for a minimum of 30 days. During that time, community members and other stakeholders are invited to provide their feedback and make formal submissions, which will be considered by the DPE. The Minister for Planning will then decide on whether to approve the project.

For more information about the NS2B approval progress to date, please visit our website [here](#).

Recent engagement activities

In recent months, the NS2B project team completed a range of engagement activities to update the community on a number of topics. Feedback was sought on the feasibility design development, flood and noise modelling results and potential borrow pit locations.

Engagement activities included meetings, presentations, phone calls, emails, workshops and four community information sessions held within the region, which were attended by a total of 80 people. We have recorded the feedback received through these activities which will be considered as part of the development of the EIS and feasibility design.

What we heard:

- businesses, potential suppliers and their employees are keen to learn more about how they can do business with ARTC Inland Rail
- the Macintyre floodplain model appropriately reflects historic flood events
- community members are eager to hear the results of the MCA process review and want to better understand how the current alignment was chosen
- community members want to better understand the benefits Inland Rail will bring for local communities.

The project team will be in the community in the coming months to respond to the queries raised. Details of upcoming consultation activities will be shared broadly in your local community.

Recently, Inland Rail partnered with the Goondiwindi Chamber of Commerce to host a 'Business after 5' evening at the Goondiwindi Golf Club. The event was well attended by many local businesses interested to learn more about how they can do business with us. Over the coming months, the NS2B project team will be hosting similar events throughout the area to assist local businesses to register their interest in doing business with us.



Rob McNamara, Project Director Inland Rail - speaking at the 'Business after 5' event.

Multi Criteria Analysis (MCA) process review

In December 2018, Inland Rail CEO Richard Wankmuller met with directly-affected landowners and community members to discuss the proposed NS2B alignment. These stakeholders raised concerns with the MCA process used to select the preferred alignment.

As a result of the concerns raised and the request for more information about the MCA process, Mr Wankmuller agreed to facilitate an independent evidence-based compliance review of the MCA process used by Inland Rail, in order to provide more certainty around the methodology used during the decision-making process and alignment selection.

The compliance review determined that the MCA process undertaken by the NS2B project team was compliant with the principles of the MCA process, and found evidence to demonstrate that all elements of the selection process were accounted for and adhered to. The compliance review findings were presented to the NS2B Community Consultative Committee (CCC) in early April 2019.

For more information on the how the current alignment was selected, please see the [North Star to NSW/QLD Border Project Phase 2 Preliminary Alignment Assessment Report May 2017](#).

Macintyre floodplain crossing solution

Inland Rail is progressing the Macintyre floodplain flood modelling and the feasibility design solution for crossing the floodplain.

We have developed a detailed flood model of the Macintyre floodplain catchment area. This is based off existing flood modelling information for the area, which was developed by the Office of Environment and Heritage (OEH). The model uses data from many different sources, all of which are included in the model. The model also considers the predicted future impacts from climate change.

Inland Rail's hydrological team have held meetings to validate the Macintyre floodplain model with landowners whose properties were surveyed for historic flood markers. To date, the general feedback has been:

- The rigour behind the model developed was acknowledged and accepted.
- It was agreed the calibration against historic flood events reflected all available information including community inputs.
- It was agreed, with refinement of the existing landform to include the current levee bank heights, the model is suitable to use as a design tool for the NS2B alignment.

Once the model has been enhanced to incorporate the existing landforms, the NS2B project team will further liaise with directly-affected landowners, local flooding experts and the broader community to demonstrate how their feedback was incorporated into the feasibility design.

Apply now for community funding grants



Inland Rail is a regional project with a focus on creating opportunities and benefits for the communities we are partnering with. Our latest initiative is the development of the Inland Rail Community Sponsorships and Donations Program, which has now been established and nominations are being sought from eligible organisations and groups.

The purpose of the funding program is to contribute to the wellbeing of regional communities in which Inland Rail operates.

We are looking for nominations from non-profit organisations, community groups, Aboriginal Land Councils, Traditional Owner groups, and local government entities with projects, events, and activities that will help achieve community and regional prosperity and sustainability.

Eligible groups can apply for amounts between \$1,000 and \$4,000 for one-off, short-term projects or activities with a focus on the priority areas of culture, safety, environment, recreation and entrepreneurship.

For terms and conditions and to access an application form, please visit [inlandrail.com.au/sponsorships](#), or email enquiries to IRCCommunitySponsorships@ARTC.com.au.

Doing business with us - tender opportunities

Inland Rail is the largest freight rail infrastructure project in Australia. From improving freight transit times across regional Australia, creating substantial cost savings for producers, to easing congestion on many of our highways; Inland Rail will transform the way we move goods to consumers and our agricultural commodities to ports – linking regional farms and businesses to local and export opportunities.

This multi-billion-dollar project will create an estimated 16,000 jobs at the peak of construction.

Inland Rail is committed to using local suppliers, skills and labour where possible, and ensuring environmental, community and economic considerations are embedded in our procurement process.

Inland Rail will be built in stages over a 10-year delivery period. Current open tenders will be listed on the TenderLink portal. Interested suppliers can also register their interest in doing business with us via the TenderLink portal. To view awarded tenders, please visit our website [here](#).

For more information on how you can do business with us, please visit our website [here](#).

Ongoing field investigations

Over the coming weeks, we will be completing cultural heritage clearances throughout the NS2B study area including proposed borrow pit locations.

Once cultural heritage clearances have been completed, we expect to commence a geotechnical campaign (core sample drilling /test hole drilling) along the proposed NS2B alignment, including proposed borrow pit locations.

Investigation activities inform the development of detailed design for the NS2B project. Field studies and site investigations will continue until late 2019 and occur on both private and public land, weather permitting. All investigations on private property are via negotiation with the individual landowner and on a voluntary basis.

Upcoming engagement activities

Let's talk. The North Star to the NSW/QLD Border (NS2B) project team together with the NSW/QLD Border to Gowrie (B2G) project team will be hosting a pop-up consultation stand at the Goondiwindi Show. The team will have the most up-to-date information and design maps.

We will be available:

- Friday 3rd May 2019 - 9am to 5pm
- Saturday 4th May 2019 - 9am to 5pm



Over the coming months we will be back in the community to provide you with an update on the following:

- Social Impact Assessment (SIA) results
- Final feasibility design
- Final Macintyre floodplain crossing solution
- Noise modelling results

Details of upcoming engagement activities will be shared broadly in your local community.

If you would like to know more about the project or would like to get in touch with our team, please email inlandrailnsw@artc.com.au or call 1800 732 761.



Transcript of May 2019 newsletter:



North Star to NSW/QLD Border (NS2B) May 2019 E-Newsletter

Welcome to our latest NS2B e-newsletter.

What you will find in this addition:

- [NS2B Community Consultative Committee \(NS2B CCC\)](#)
- [How are we addressing community concerns?](#)
- [Social pinpoint - interactive map](#)
- [Upcoming consultation](#)
- [Upcoming field investigations](#)
- [Goondiwindi Show](#)
- [Let's talk - FarmFest](#)

The NS2B project is approximately 39km in length, completing one of the key missing links in the Inland Rail program. The project will consist of upgrading approximately 25km of non-operational rail corridor and 14km of greenfield track. We are currently working through the required environmental investigations and project feasibility assessments, which will form part of the Environmental Impact Statement (EIS).



NS2B Community Consultative Committee (NS2B CCC)

The NS2B Community Consultative Committee (CCC) held its first committee meeting in December 2018. The committee have met for an additional two meetings in February and April 2019. Detailed minutes have been uploaded onto the NS2B website and are available at [inlandrail.artc.com.au/ns2b-ccc](#).

The committee is led by the independent chair, Michael Silver OAM, and attended by representatives from the Goondiwindi, Yetman, Boggabilla, Moree and North Star communities.

The CCC meetings are a forum for sharing Inland Rail information between the project team and the community, to discuss topics of interest and to address community issues and concerns.

The representatives on the committee are a voice for the wider community. We encourage you to speak with the CCC representatives to bring any concerns or questions you may have in relation to the NS2B project.

Visit [inlandrail.artc.com.au/ns2b-ccc](#) for more information about meeting minutes, member details and upcoming meeting dates.



How are we addressing community concerns?

In response to concerns raised by the NS2B community, ARTC voluntarily undertook an independent review of the Multi Criteria Analysis (MCA) process used to select the proposed NS2B alignment in early 2019. The results of the independent review found ARTC followed the MCA process appropriately, with demonstrable evidence to support this. These findings were presented to the NS2B Community Consultative Committee (CCC) on the 3 April 2019. For more information about the MCA review presentation and findings, please [click here](#).

The project team have incorporated the NS2B community's feedback around flooding and recognises the significant impact flooding has on the local community. The team are working hard on developing a robust engineering solution to cross the Macintyre floodplain and are almost in a position to share the design with the local councils and potentially affected landowners.

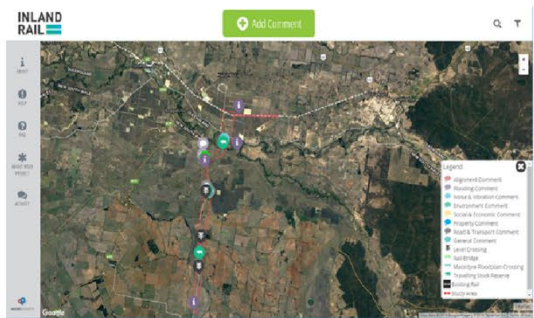
To date, we have modelled the Macintyre floodplain catchment area using Office of Environment and Heritage data, LIDAR data, historic flood data, catchment conditions, on the ground conditions, local knowledge and local flood specialists' knowledge.

If you have any photos or information relating to the Macintyre floodplain in the NS2B area, please send it through to our community inbox at inlandrailNSW@ARTC.com.au or contact the team on 1800 732 761.

Social Pinpoint – Interactive map

We are pleased to announce the launch of the NS2B online interactive map, available on the Inland Rail website. The interactive map provides the community with another opportunity to ask questions, raise concerns and provide feedback on the NS2B project.

The interactive map has been developed to show the study area and gather community feedback that will contribute to the Environmental Impact Statement (EIS). As the project continues to develop, this map will be updated to reflect the latest design.



How to provide feedback

Your feedback is valuable. Providing feedback on the project is easy. Please follow these simple steps:

- Find a location within the study corridor to add a comment
- Click the green 'Add a Comment' button
- Drag and zoom to position the green marker and click 'Place Marker Here'
- Select the type of comment you would like to leave
- Enter your comments and details and click 'Submit'

We appreciate you taking the time to share your feedback with us. To access the interactive map, please visit the Inland Rail website at [inlandrail.artc.com.au/NS2B](#) or [click here](#).

For more information contact the NS2B team at inlandrailNSW@artc.com.au or 1800 732 761.

Upcoming consultation

The NS2B project team will be in the North Star area on the 27 and 28 May 2019 seeking feedback on the workers' accommodation, seven-day working roster and laydown areas proposed for the NS2B project.

Feedback collected will be shared with Department of Planning and Environment (DPE) and NSW Environment Protection Authority (EPA) and will assist with the development of mitigation measures to minimise the potential impact of the workers' accommodation, seven-day working roster and laydown areas.

For more information about this engagement, please contact the Inland Rail team on 1800 732 761 or email inlandrailNSW@artc.com.au.

Upcoming field investigations

The Cultural Heritage team will be completing cultural clearances within the NS2B focused area of study, including clearing proposed borrow pit locations. You may see an increase in vehicles and people walking through the NS2B footprint during the month of June. These clearances will occur within the study area (including on public land) during this time. Investigations on private property will be arranged on a voluntary basis with individual landowners.

If members of the community have concerns about unidentifiable vehicles on their property, we encourage them to call the Police. If members of the community have concerns about ARTC or contractor vehicles on their property, please call 1800 732 761.

Goondiwindi Show

The NS2B project team together with the NSW/QLD Border to Gowrie (B2G) team hosted a stand at the 144 Goondiwindi Show held on the 3 and 4 May 2019. 156 visitors dropped into the display, sharing valuable information and feedback from the community.

Key themes discussed:

- Interest in the NS2B project and location of the proposed alignment
- Macintyre floodplain crossing solution
- road/rail crossing solutions
- how to do business with us and business opportunities
- project timelines; and
- how to apply for community sponsorship



The team launched the NS2B Interactive map at the event, enabling visitors to make comments on the NS2B focused area of study.

Inland Rail were also proud to sponsor the ring events and the relocation of the schools display into the McColl pavilion. Congratulations to the show committee on a wonderful event and to the Supreme Hack winner, Lee Traynor and her horse Vittoria Royal Mint (pictured above).

Let's talk - FarmFest

The Inland Rail team will be hosting a stall at the 2019 CRT FarmFest.

- DATE: 4, 5 & 6 June
- TIME: 9am to 5pm - Tuesday and Wednesday, 9am to 4pm - Thursday
- LOCATION: Kingsthorpe - in the Main Pavilion

Drop by for more information about the project and to meet the team.

We will be participating in shows across the alignment. Look out for us in your town this year!



Transcript of the June e-newsletter:



North Star to NSW/QLD Border (NS2B) June 2019 E-Newsletter

Welcome to our latest NS2B e-newsletter.

In this edition of the NS2B June e-news:

- [Project update](#)
- [Recent engagement activities – workers' accommodation, seven-day working roster and construction laydown areas](#)
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The NS2B project is approximately 39km in length, completing one of the key missing links in the Inland Rail program. The project will consist of upgrading approximately 25km of non-operational rail corridor and 14km of greenfield track. We are currently working through the required environmental investigations and project feasibility assessments, which will form part of the Environmental Impact Statement (EIS).

Project update

Over the last few weeks, the project team have continued to develop the feasibility design and EIS. Field investigations and environmental studies, which will inform the EIS, have also continued.

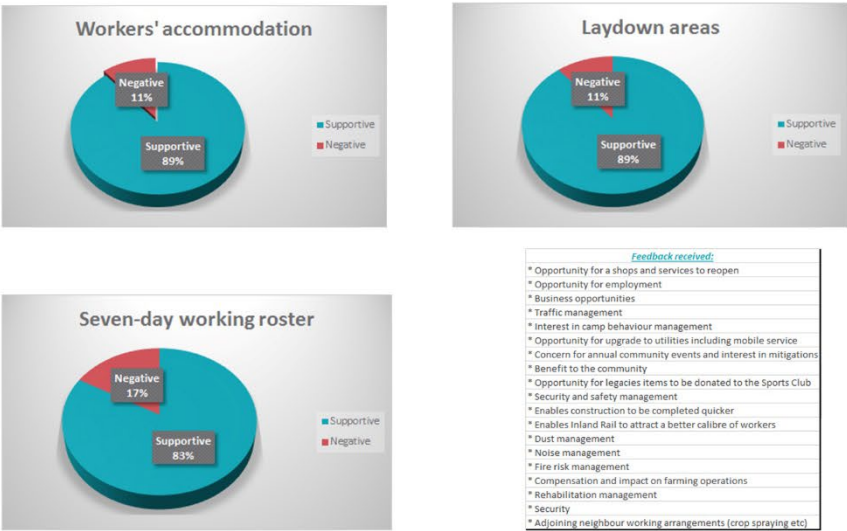
The team are now working towards submitting the EIS to the Department of Planning and Environment later this year.

Recent engagement activities – workers' accommodation, seven-day working roster and construction laydown areas

The team have completed targeted consultation around the proposed workers accommodation, seven-day working roster and laydown areas in the North Star area. Engagement activities have included:

- doorknocking the North Star township
- uploading an online survey on the NS2B website and promoting via e-blast email
- sending hardcopy survey with the North Star State School students
- leaving hardcopy surveys at the North Star post office
- meeting with North Star asset owners for the workers' accommodation area and laydown area
- meeting with the local council and seeking feedback on the proposals
- emailing the broader North Star community and requesting their feedback.

Result of this recent consultation:



Consultation with the asset owners and the North Star community will be ongoing, seeking their involvement throughout the planning and approval process. If you would like more information relating to the workers' accommodation, seven-day working roster or laydown areas, please contact the NS2B engagement team on 1800 732 761 or email inlandrailnsw@artc.com.au.

Recent engagement activities – Macintyre floodplain workshops

During April 19, the Inland Rail's expert hydrological team held meetings to validate the Macintyre floodplain model with local flood specialists, local councils and Office of Environment and Heritage (OEH). Feedback from these meetings included:

- the rigour behind the model developed was acknowledged and generally accepted
- it was agreed the calibration against historic flood events reflected all available information including community inputs
- further refinement of existing landforms and levee bank heights were required
- and was agreed the model is suitable to use as a design tool for the NS2B proposed alignment

Based on the feedback received, the hydrological team have been working hard to address the concerns raised and have incorporated the updated levee bank heights into the Macintyre flood model and feasibility design.

At the start of June, the hydrological team reconvened with the local councils, local flood specialists and the OEH to work through the updated Macintyre floodplain model. Previously identified refinements had been incorporated to map the existing landforms and levee bank heights and queries raised around stream gauge data and flow paths were answered. It was acknowledged the developed flood model is a suitable design tool for the NS2B project, however Inland Rail needs to build more confidence in the feasibility design.



Photo: Technical flood model working group - June 19

Feasibility design criteria – Macintyre crossing solution

Whilst designing the Macintyre floodplain crossing solution, the Inland Rail's hydrological and design teams are restricted by stringent flood immunity and design criteria. These criteria dictate where bridges, culverts and embankments are located. The flood immunity and design criteria include:

- Afflux control – Understanding any peak flood level changes (>10mm at house)
- Velocity control – Understand any changes in water speed (limit of 2.5m/s dependent upon soil conditions)
- Flow control – Maintain existing natural flow patterns
- Inundation duration control – Understand the impact of any changes time of inundation for land and infrastructure
- Consideration of blockage in design (Inland Rail must design for an addition 25% blockage design factor)
- Consideration of potential changes in flooding due to projected effects of climate change

The proposed Macintyre floodplain crossing solution, from Bruxner Way to Queensland side of the Macintyre River (approx. 7kms), includes:

- Seven (7) bridges
- 3 kilometres of total bridge length
- and approximately 90 culverts - ranging from 0.9 to 2.1m width

The Macintyre flood model and crossing solution will be submitted as part of the NS2B Environmental Impact Statement (EIS), which will be assessed by the Department of Planning and Environment (DPE), expected to be submitted later this year.

Below is visualisation of the proposed bridge structure crossing the Macintyre River and Tucka Tucka Road.



This bridge is 1.7km long and has a height clearance of approximately 5.4m at Tucka Tucka Road.

Second 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 second round of sponsorship and donation are open until 31 July 2019 for projects, events and activities starting between September and November 2019.

Ongoing field investigations

Our cultural heritage team have been in the field surveying culturally significant infrastructure and locations. You may have notice vehicles pulled over on the side of public roads with a team of 12 walking along the rail corridor and on private land, taking photos and GPS marking significant locations. The information collected will be included in the EIS.

If members of the community have concerns about unidentifiable vehicles on their property, we encourage them to call the Police. If members of the community have concerns about ARTC Inland Rail or contractor vehicles on their property, please call 1800 732 761.

Other ongoing investigation being carried out in NS2B:

Ecological surveys

For more information about investigations in your area, please contact the NS2B engagement team on 1800 732 761 or inlandrailnsw@artc.com.au.

Upcoming engagement

The next round of consultation will focus on the EIS findings, mitigations and collecting feedback from potentially directly affected landowners. The team will be meeting with the local councils and potentially affected landowners as part of this consultation. This consultation is planned to continue throughout July 2019

The NS2B engagement team are always happy to meet with interested community members and key stakeholders to discuss the NS2B project. If you would like to speak with someone from the team, please call 1800 732 761 or email inlandrailnsw@artc.com.au.

Meet the Team - Brett Ashby

Tell us about yourself.

I am a Gamilaraay / Yaawalaraay male from the Burra Bee Dee Aboriginal community of North West New South Wales. I am currently working on the Inland Rail Program as the Indigenous Lead which means focusing on employment, training, social capacity building, business recruitment and cultural mentoring across communities. I bring over 25 years previous experience in aboriginal affairs and have worked with over 60 indigenous communities to date.

What is the most rewarding part of your day?

I have the opportunity to revisit networks and communities to which I have previous meaningful relationships. I am able to provide support and expertise to regional communities and that I find fulfilling.

What attracted you to the Inland Rail Project?

I was approached by Inland Rail, the fact that I can influence and provide advice on a project that is across Australia was attractive. I am looking forward to the benefits being released in the regional outback aboriginal communities of NSW.

What do you do on your days off?

I value family time, returning to my country on most occasions. But I never say no to a game of golf or tennis or a relaxing day at the beach.





North Star to NSW/QLD Border (NS2B) July 2019 E-Newsletter

What will you find in this edition?

- [Project update](#)
- [NAIDOC week celebrations](#)
- [Community Consultative Committee \(CCC\) update](#)
- [Why does Inland Rail need crossing loops?](#)
- [What will you see in the EIS?](#)
- [Program milestone](#)
- [North Star Trail Bike Ride](#)
- [Community update](#)

Project update

The NS2B project is approximately 39km in length, completing one of the key missing links of the Inland Rail program. The project will consist of upgrading utilising approximately 25km of non-operation rail corridor and 14km of greenfield track.

Over the last few weeks, the project team have continued to develop and refine the reference (feasibility) design and Environmental Impact Statement (EIS) for the NS2B project. Field investigations have been undertaken for borrow pit material. Investigations will continue as the team work towards submitting the EIS to the Department of Planning, Industry and Environment (DPIE) late 2019.

You may have also noticed railway supplies and materials being delivered to the railway sidings in the North Star area. These deliveries are in preparation for construction potentially commencing in 2020. A large portion of the supplies being delivered are for the Narrabri to North Star (N2NS) project, which is anticipated to begin construction in early 2020.

NAIDOC Week celebrations

NAIDOC Week celebrations were held across Australia to celebrate the history, culture and achievements of Aboriginal and Torres Strait Islander people. NAIDOC week is celebrated not only by Indigenous communities, but by Australians from all walks of life.

Brett Ashby, ARTC's Indigenous Participation Advisor and a Gamilaraay man from Burra Bee Dee Aboriginal community of Coonabarabran in north-west New South Wales, brought NAIDOC week to life with the assistance of the Sydney based Inland Rail team. Celebrations included partaking in traditional painting styles (which will be on display in the Sydney office); sharing of traditional histories, customs and stories; and coming together to enjoy some traditional bush tucker including kangaroo san choy bow, emu sausages and mini crocodile Caesar salad. It was a great reflection of this year's NAIDOC themes – *Voice. Treaty. Truth. Let's work together for a shared future.*



Photo: Brett Ashby (NSW Participation Advisor) and Elsie Tucker undertaking traditional aboriginal art.

Inland Rail were also proud sponsors of Boggabilla Central School's NAIDOC week celebrations, held in Boggabilla on the 3 July 2019. Inland Rail's sponsorship went towards assisting the school provide the Boggabilla community with a selection of traditional bush tucker food.

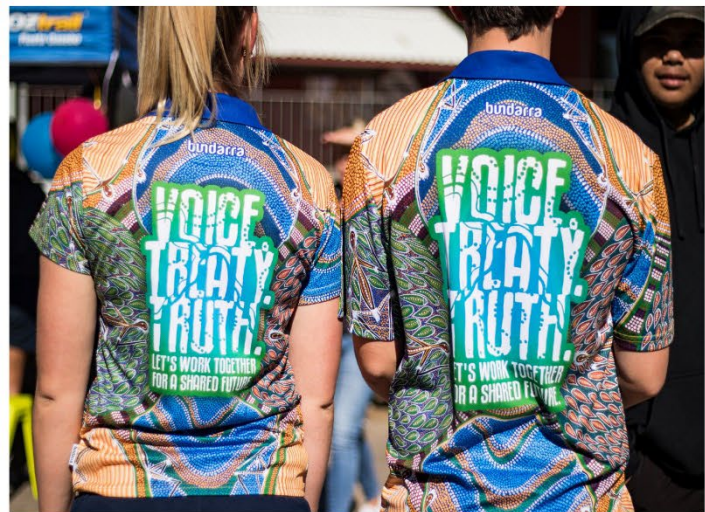


Photo: of the key themes – Voice, treaty, truth – let's work together for a shared future.

Community Consultative Committee (CCC) update

ARTC is committed to working closely with landowners and local communities. CCC meetings give us another opportunity to keep you informed about the Inland Rail project and ensure the communities views are heard and addressed by used as we progress projects through the formal planning process. The April CCC meeting covered topics including; flooding, Travelling Stock Reserves (TSR's), structures and upcoming engagement.

We encourage you to visit the website here (<https://inlandrail.artc.com.au/ns2b-ccc>) for detailed minutes, presentations and a full list of CCC members who represent you as the community. The next meeting is anticipated to be held in early September.

Why does Inland Rail need crossing loops?

Inland Rail will be building a single-track railway from Melbourne to Brisbane. Crossing loops are required to allow for trains to pass other trains using the network. In railway language this is called "Crossing" as the train paths cross, as such called crossing loops. The need for and location of the crossing loops is driven by operational modelling results. Crossing loops have been positioned in various locations depending on many factors including:

- the 24hr transit time requirement from Melbourne to Brisbane (Business Case)
- the runtime it takes to run a train between each of the crossing loops
- capacity; basically, how many trains can be operating in any direction on the networks at anytime
- account for all train configurations as some trains may be shorter and carry light loads, whereas some may be maximum weight and travel slower
- provide the operationally optimal location based on operating scenarios for the next 50 years of expected operation, futureproofing for future scenarios; slower
- entry and exit points onto inland rail from other networks (not all trains will run from Melbourne to Brisbane)
- safety

Crossing loops on the Inland Rail track will be approximately 2400m long, allowing for 1800m long trains to sit and wait for oncoming trains to pass safely. These crossing loops will also allow for 'future proofing', which will permit 3600m trains to use the network as the need arises. The final locations of Inland Rail's crossing loops will be determined by the most optimal train operations criteria - capacity and transit times.

Below are examples of what crossing loops may look like:



The NS2B team are seeking approval to install the 2400m of infrastructure for a crossing loop between north Forest Creek bridge and south of the proposed Bruxner Way's grade separated crossing point (approximately 15km in distance). Its final location will be set prior to starting detailed design and after final operational modelling as this will need to take into the account the entire network from Melbourne to Brisbane.

What will you see in the EIS?

The project team and our Technical & Approval Consultant (TACS) Future Freight Joint Venture have been working hard behind the scenes culminating the final components of the EIS. The EIS will contain an estimated 34 chapters and 16 technical reports. The chapters will include a range of topics including: Social Impact Assessment (SIA), flooding and hydrology, consultation approach, biodiversity, visual impact assessment and cultural heritage.

We anticipate we will be submitting our EIS to the Department of Planning, Industry and Environment (DPIE) late 2019. DPIE will review the EIS to ensure we have met the requirements of the NS2B [SEARs](#) before releasing it to the broader public. Once the EIS has been publicly released, community members will be invited to make formal submissions to DPIE. With approval from DPIE, the NS2B project teams will undertake extensive advertising and host community information sessions, to ensure the community have the opportunity to learn more about the NS2B EIS and answer any questions they may have.

Program milestone (P2N project)

With 300 workers attending site each day the construction of Parkes to Narromine (P2N) is well underway with the first new rail installed. The Australian-made rail comes from Whyalla in South Australia, manufactured for Inland Rail by Liberty OneSteel, using Australian Steel.

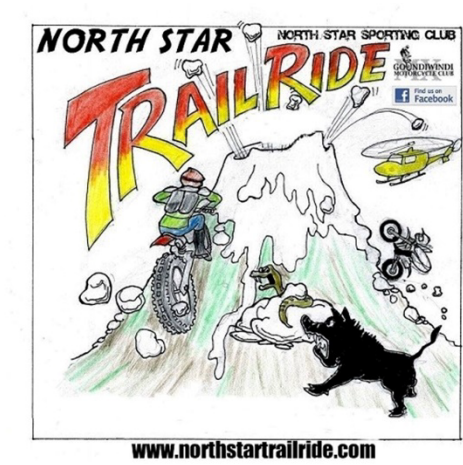
ARTC has had a presence for Parkes for many years, but with the planning for Inland Rail resulting in construction in late 2018, the area has been enjoying a steady influx of Inland Rail workers, from workers as well as contracting partners. The below is a snapshot of total spend since the inception of the project.



North Star Trail Ride

Inland Rail recognises local community events are what brings regional communities together. This year, Inland Rail were proud sponsors of the North Star Trail Ride, funding the medical treatment facility for the duration of the ride.

The North Star Trail Ride is an annual non-competitive fundraiser event, which was held on 25 July 2019. This annual event is held at the North Star Sports Club and for more information, please visit the North Star Trail Bike Ride Facebook page or click [here](#).



Community update

ARTC believe that the best results are developed when we work hand in hand with the communities in which we operate.

We have been undertaking field investigations in consultation and with approval from landowners. We have undertaken borrow pit investigations for the potential of fill material and a cultural heritage walkover. We had some great finds whilst undertaking the cultural heritage walkovers.

If members of the community have concerns about unidentifiable vehicles on their property we encourage you to call the police. If members of the community have concerns about ARTC Inland Rail or contractor vehicles on their property, please call our team on 1800 732 761.

The next round of engagement with the wider community will focus on the exhibition of the EIS and seeking feedback. The NS2B engagement team are always happy to meet with interested community members and key stakeholders to discuss the NS2B project. If you would like to speak with someone from the team, please call 1800 732 761 or email inlandrailnsw@artc.com.au.

We look forward to seeing you in your community come say hi the next time you see us at your local coffee shop.