

Addendum social assessment report

NARROMINE TO NARRABRI PROJECT

ARTC

INLAND
RAIL
An Australian Government Initiative

COVER IMAGE

Existing Walgett rail branch.

ACKNOWLEDGEMENT OF COUNTRY

Inland Rail acknowledges the Traditional Custodians of the land on which we work, and pay our respect to their Elders past, present and emerging.

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ARTC Inland Rail
Narromine to Narrabri (N2N)
Addendum Social Assessment Report
Revision E

2-0001-250-EAP-00-RP-0411

Glossary and abbreviations

Acronym/term	Definition
ARTC	Australian Rail Track Corporation
CCC	Community Consultative Committees
CEMP	Construction Environmental Management Plan
DIDO	Drive In/Drive Out
DPE	Department of Planning and Environment (NSW, former 2014-2019)
DPIE	Department of Planning, Industry and Environment (NSW)
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)</i>
FIFO	Fly In/Fly Out
IAIA	International Association for Impact Assessment
LALC	Local Aboriginal Land Council
LGA	Local Government Area
NNTT	National Native Title Tribunal
NSW	New South Wales
NTSCORP	Native Title Service Provider for Aboriginal Traditional Owners in New South Wales and Australian Capital Territory
REMC	Regional Emergency Management Committees
SDP	Social Delivery Plan
SEARs	Secretary's Environmental Assessment Requirements
SIA	Social Impact Assessment
SIMP	Social Impact Management Plan
The N2N proposal	Inland Rail corridor between Narrabri and Narromine with associated ancillary areas. Defined as the construction and operation of the Narromine to Narrabri section of Inland Rail. It includes the location of proposal infrastructure, the area that would be directly disturbed by the movement of construction plant and machinery, and the location of the compounds and laydown areas that would be used during construction.

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1. Introduction

1.1 Background

1.1.1 Inland Rail and the proposal

The Australian Government has committed to delivering a significant piece of national transport infrastructure by constructing a high performance and direct interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland. Inland Rail is a major national program that will enhance Australia's existing national rail network and serve the interstate freight market.

The Inland Rail route, which is about 1,700 kilometres long, involves:

- using the existing interstate rail line through Victoria and southern NSW
- upgrading about 400 kilometres of existing track, mainly in western NSW
- providing about 600 kilometres of new track in NSW and south-east Queensland.

The Inland Rail program has been divided into 13 sections, seven of which are located in NSW. Each of these projects can be delivered and operated independently with tie-in points on the existing railway.

Australian Rail Track Corporation Ltd (ARTC) ('the proponent') is seeking approval to construct and operate the Narromine to Narrabri section of Inland Rail ('the proposal').

The proposal consists of about 306 kilometres of new single-track standard gauge railway with crossing loops. The proposal also includes changes to some roads to facilitate construction and operation of the new section of railway, and ancillary infrastructure to support the proposal.

The proposal would be constructed to accommodate double-stacked freight trains up to 1,800 metres long and 6.5 metres high. It would include infrastructure to accommodate possible future augmentation and upgrades of the track, including a possible future requirement for 3,600 metre long trains.

The land requirements for the proposal would include a new rail corridor with a minimum width of 40 metres, with some variation to accommodate particular infrastructure and to cater for local topography. The corridor would be of sufficient width to accommodate the infrastructure currently proposed for construction, as well as possible future expansion of crossing loops for 3,600 metre long trains. Clearing of the proposal site would occur to allow for construction and to maintain the safe operation of the railway.

1.1.2 Approval and assessment requirements

The proposal is critical State significant infrastructure and is subject to approval by the NSW Minister for Planning and Public Spaces under the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act). The proposal is also determined to be a controlled action under the Commonwealth *Environment Protection and Biodiversity and Conservation Act 1999* (EPBC Act) and requires approval from the Australian Minister for the Environment.

An Environmental Impact Statement (EIS) was prepared to support ARTC's application for approval of the proposal in accordance with the requirements of Division 5.2 of the EP&A Act. The EIS addressed the environmental assessment requirements of the Secretary of the Department of Planning, Industry and Environment (DPIE) ('the SEARs'), dated 9 September 2020.

The EIS was placed on public exhibition by DPIE for a period of 62 days, commencing on 8 December 2020, and concluding on 7 February 2021.

The EIS was also prepared to support ARTC's application for approval of the proposal under the EPBC Act.

The EIS was supported by a range of technical reports, which provide detailed assessments of the potential impacts of the proposal as they relate to the key environmental issues defined by the SEARs. This included *Technical Report 13 – Social Assessment* (JacobsGHD, 2020).

1.1.3 Responding to submissions and proposed amendments

During the exhibition period, interested stakeholders and members of the community were able to review the EIS online or at display locations, participate in consultation and engagement activities, and make a written submission to the DPIE for consideration in its assessment of the proposal.

ARTC has prepared a *Response to Submissions Report* (JacobsGHD, 2021b) to respond to submissions received during the exhibition period.

During and following public exhibition of the EIS, ARTC has undertaken further investigations and is proposing a number of design amendments to the proposal. The aim of these amendments is to address issues raised during consultation and in submissions, and to minimise the potential impacts of the proposal where practicable, particularly in respect of land use and property, and traffic and access.

A summary of the proposed amendments is provided in Table 1-1. Further information is provided in the combined *Inland Rail Narromine to Narrabri Preferred Infrastructure / Amendment Report* (JacobsGHD, 2021a).

Table 1-1 Summary of amendments

Proposal feature	Proposed amendment
Crossing loops	Relocation of the seven crossing loops to new locations to minimise overall impacts.
Public level crossings	Changes to public level crossing numbers, locations and treatments due to changes to crossing loop locations, updated traffic data and refinement of sight distances.
Public road closures	Reduction in the number of public road and access tracks that would need to be closed, mainly as a result of the crossing loop relocations.
Public road realignments	Changes to the public roads requiring realignment to minimise property impacts.
Temporary workforce accommodation	Changes to the locations of the Narromine North and Baradine temporary workforce accommodation facilities based on consultation with key stakeholders. Mobile accommodation facilities are now proposed be provided within some of the general compounds for improved flexibility on the workforce approach.
Construction and operation footprints	Adjustments to the construction and operational footprints to accommodate the above amendments and other proposed design refinements, and to minimise the amount of disturbance where possible. In addition, drainage control areas have been added at a number of culverts to provide sufficient space outside the rail corridor for the management of flow velocities.

1.2 The proposal

1.2.1 Location

The proposal would be located between the towns of Narromine and Narrabri in NSW. The proposal would link the Parkes to Narromine section of Inland Rail located in central west NSW, with the Narrabri to North Star section of Inland Rail located in north west NSW.

The location of the proposal is shown in Figure 1.1.

1.2.2 Key features

The key design features of the proposal (as amended) include:

Rail infrastructure

- a new 306 kilometre long rail corridor between Narromine and Narrabri
- a single-track standard gauge railway and track formation within the new rail corridor
- seven crossing loops, at Burroway, Balladoran, Armatree/Tonderburine, Mt Tenandra, Baradine, The Pilliga and Bohena Creek
- bridges over rivers and other watercourses (including the Macquarie River, Castlereagh River and the Namoi River/Narrabri Creek system), floodplains and roads
- level crossings
- new rail connections and possible future connections with existing ARTC and Country Regional Network rail lines, including a new 1.2 kilometre long rail junction between the Parkes to Narromine section of Inland Rail and the existing Narromine to Cobar Line (the Narromine West connection)

Road infrastructure

- road realignments at various locations, including realignment of the Pilliga Forest Way for a distance of 6.7 kilometres
- limited road closures.

The key features of the proposal are shown in Figure 1.2.

Ancillary infrastructure to support the proposal would include signalling and communications, drainage, drainage control areas, signage and fencing, and services and utilities.

Further information on the proposal is provided in the combined *Rail Narromine to Narrabri Preferred Infrastructure / Amendment Report* (JacobsGHD, 2021a).

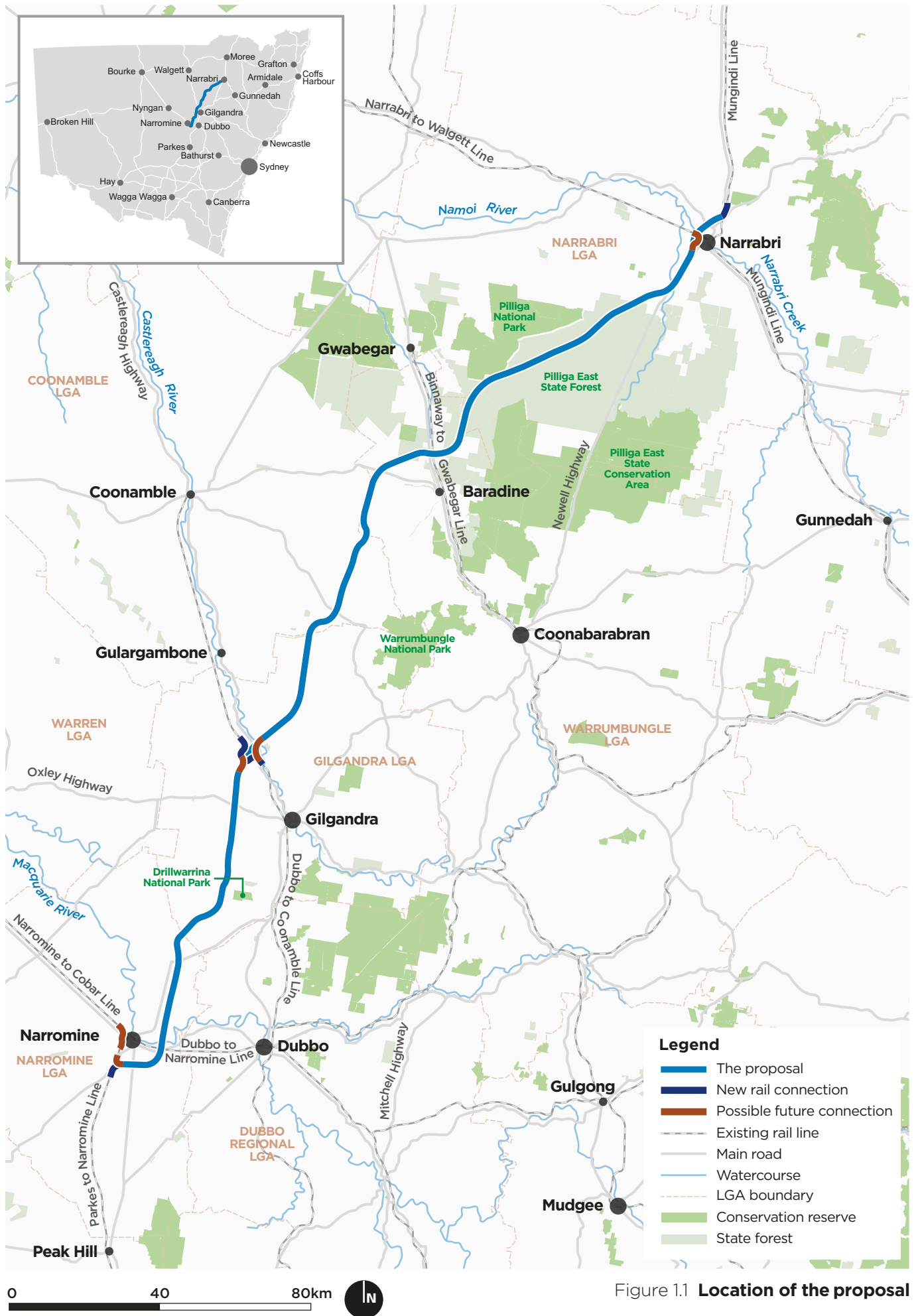


Figure 1.1 Location of the proposal

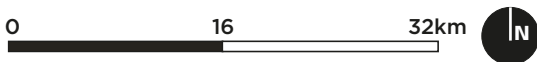
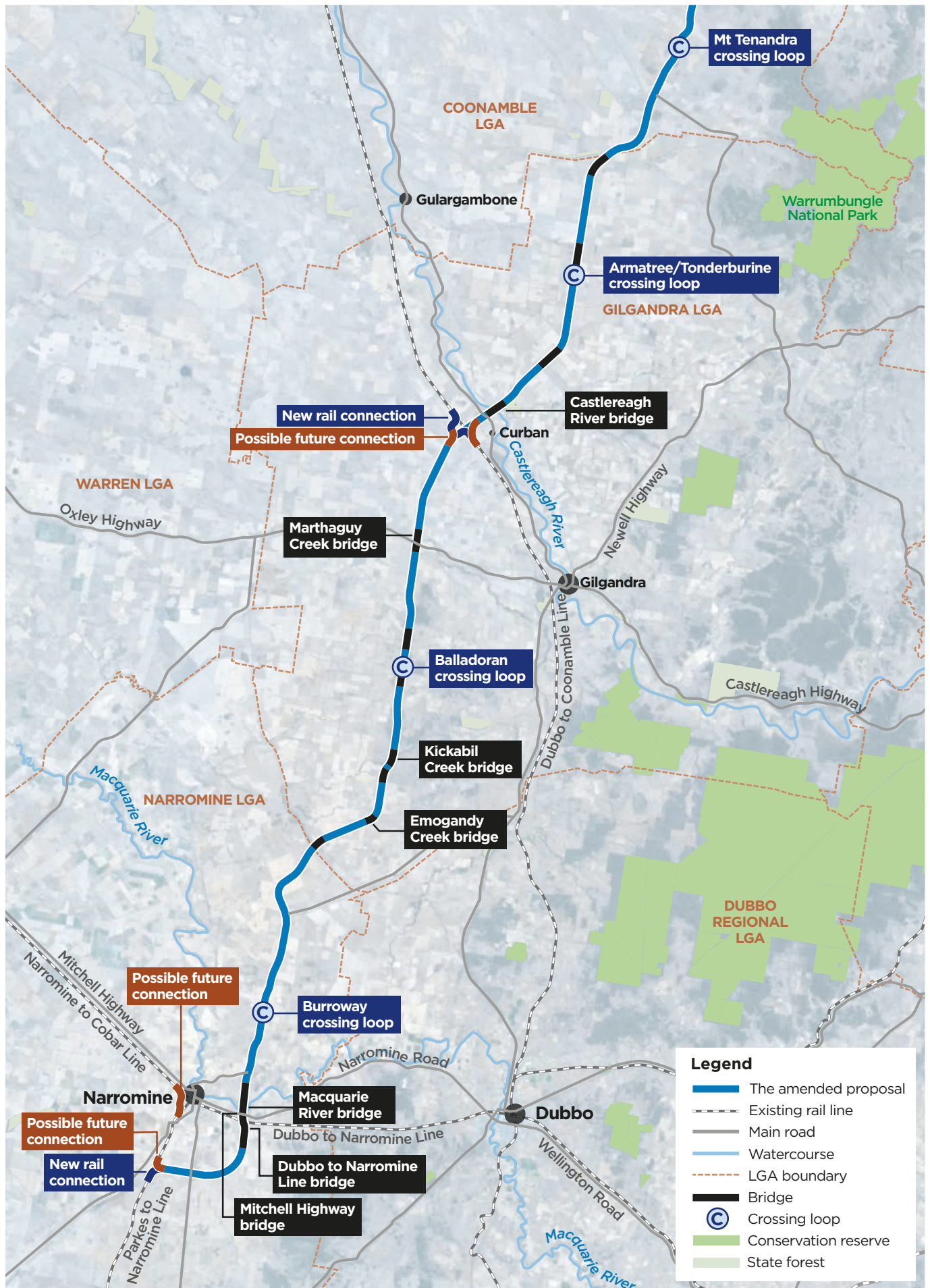


Figure 1.2 Key features of the proposal (map 1)

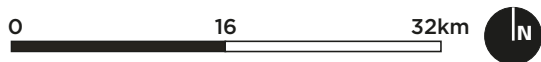
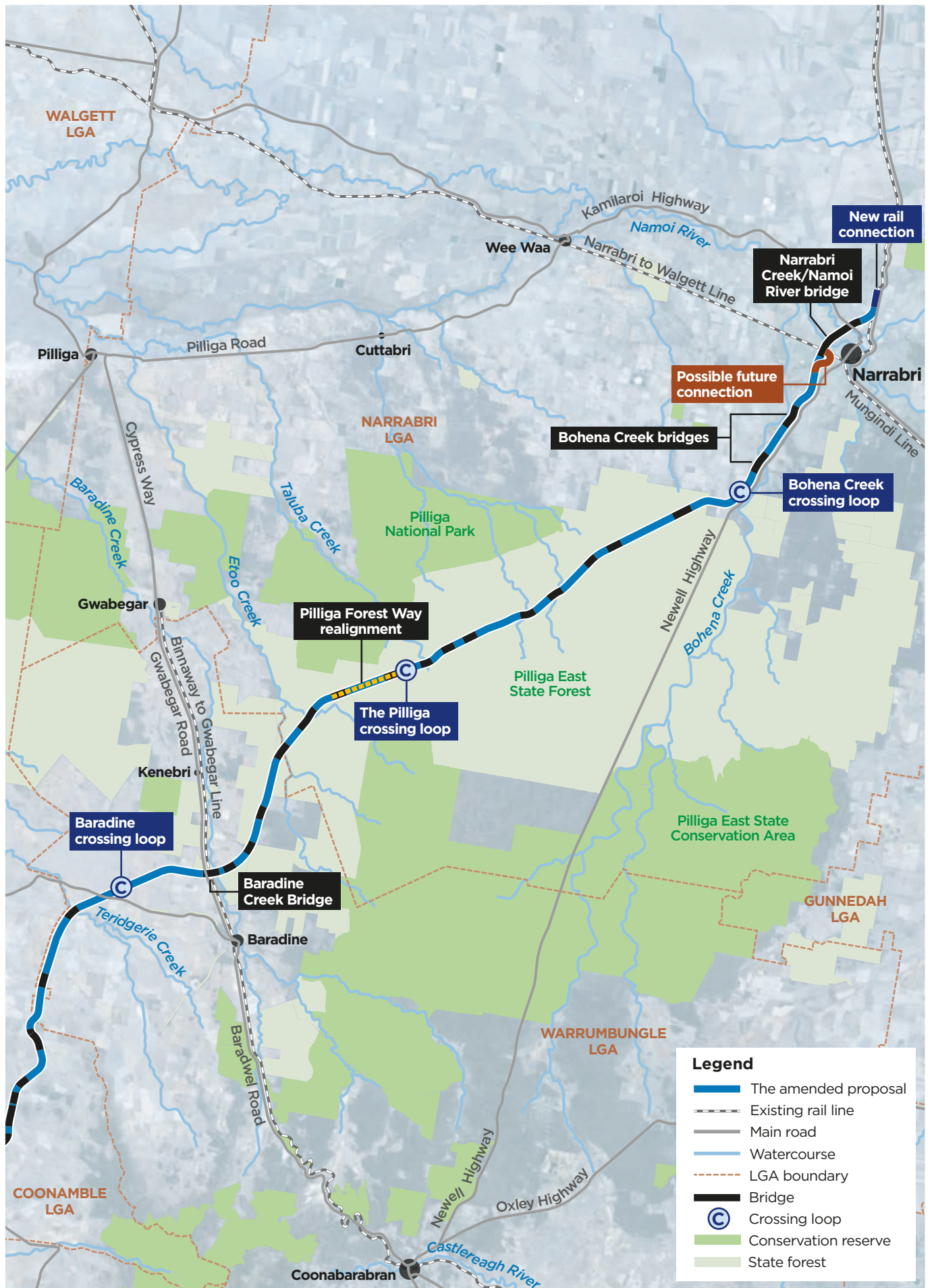


Figure 1.2 Key features of the proposal (map 2)

1.2.3 Construction overview

An indicative construction strategy has been developed based on the current reference design to be used as a basis for the environmental assessment process. Detailed construction planning, including programming, work methodologies, staging and work sequencing would be undertaken once construction contractor(s) have been engaged and during detailed design.

Timing and work phases

Construction of the proposal would involve five main phases of work as outlined in Table 1-2. It is anticipated that the first phase would commence in late 2021, and is expected to take about four years to complete.

Table 1-2 Main construction phases and indicative activities

Proposal feature	Proposed amendment
Pre-construction	<ul style="list-style-type: none">• Establishment of areas to receive early material deliveries.• Delivery of certain materials that need to be brought to site before the main construction.
Site establishment	<ul style="list-style-type: none">• Establishment of key construction infrastructure, work areas and other construction facilities.• Installing environmental controls, fencing and site services.• Preliminary activities including clearing/trimming of vegetation.
Main construction	<ul style="list-style-type: none">• Construction of the proposed rail and road infrastructure, including earthworks, track, bridge and earth works.
Testing and commissioning	<ul style="list-style-type: none">• Testing and commissioning of the rail line and communications and signalling systems.
Finishing and rehabilitation	<ul style="list-style-type: none">• Demobilisation and decommissioning of construction compounds and other construction infrastructure.• Restoration and rehabilitation of disturbed areas.

Key construction infrastructure

The following key infrastructure is proposed to support construction of the proposal (as amended) (see Figure 1.3):

- borrow pits:
 - borrow pit A – Tantitha Road, Narromine
 - borrow pit B – Tomingley Road, Narromine
 - borrow pit C – Euromedah Road, Narromine
 - borrow pit D – Perimeter Road, Narrabri
- three main compounds, which would include a range of facilities to support construction ('multi-function compounds'), located at:
 - Narromine South
 - Curban
 - Narrabri West
- temporary workforce accommodation for the construction workforce:
 - within the Narromine South multi-function compound
 - Narromine North

- Gilgandra
- Baradine
- within the Narrabri West multi-function compound.

Other construction infrastructure would include a number of smaller compounds of various sizes located along the proposal site, concrete batching plants, laydown areas, welding yards and a concrete pre-cast facility.

Further information on the indicative construction methodology and the infrastructure required to support construction is provided in the combined *Inland Rail Narromine to Narrabri Preferred Infrastructure / Amendment Report* (JacobsGHD, 2021a).

1.2.4 Operation

The proposal would form part of the rail network managed and maintained by ARTC. Train services would be provided by a variety of operators. The proposal is expected to be operational in 2026. Inland Rail as a whole would be operational once all 13 sections are complete, which is estimated to be in 2027.

It is estimated that the proposal would be trafficked by an average of 10 trains per day (both directions) in 2026, increasing to about 14 trains per day (both directions) in 2040. This rail traffic would be in addition to the existing rail traffic using other lines that the proposal interacts with.

The trains for Inland Rail as a whole would be a mix of grain, bulk freight, and other general transport trains. Total annual freight tonnages would be about 10 million tonnes in 2027, increasing to about 17.5 million tonnes in 2040.

Train speeds would vary according to axle loads, and range from 80 to 115 kilometres per hour.

1.3 Purpose and scope of this report

In September 2021, DPIE provided review comments on *Technical Report 13 – Social Assessment* (JacobsGHD, 2020) dated 30 November 2020 for the Inland Rail Narromine to Narrabri (N2N) proposal, in respect to its consistency with the requirements to consider the social impacts in the SEARs dated 9 September 2020.

The review included a several recommendations for inclusion in an Addendum Social Assessment, which are provided in this document.

This document should be read in conjunction with the *Technical Report 13 – Social Assessment* (JacobsGHD, 2020).

No updates have been made to Chapter B14 of the EIS, however as part of the submissions process, the *Response to Submissions Report* (JacobsGHD, 2021b) has been prepared, which included amended mitigation measures which supersede the measures presented in the EIS.

The following sections contain additional content to supplement the *Technical Report 13 – Social Assessment* (JacobsGHD, 2020) prepared to inform the EIS. It has been structured to reflect the structure of the original Social Assessment and provides:

- new headings and content – marked as [New]
- additional content under existing headings – marked as [Amended]

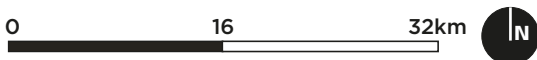
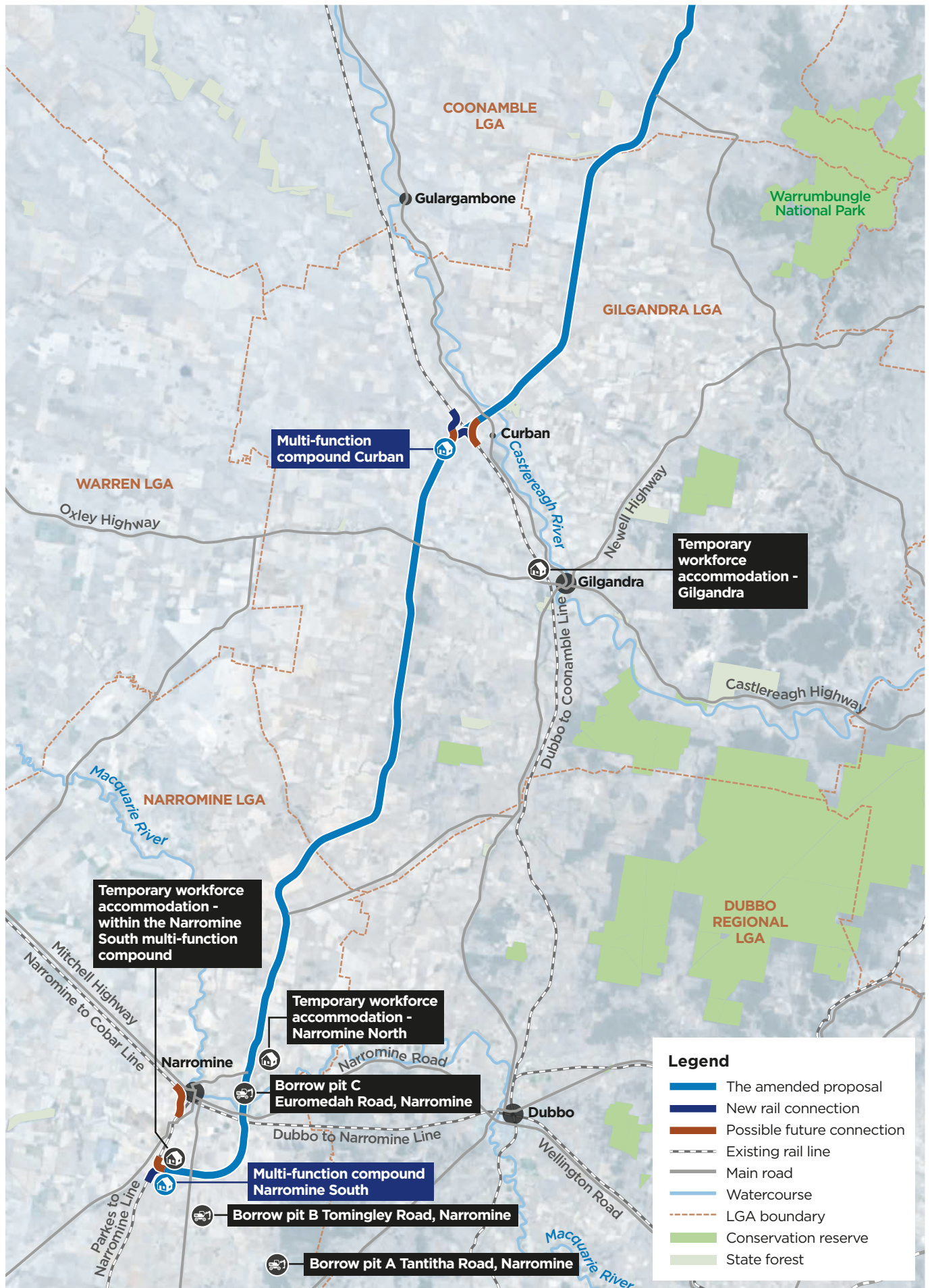


Figure 1.3 Key construction infrastructure (map 1)

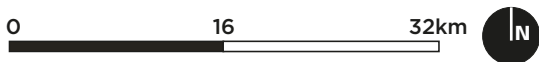
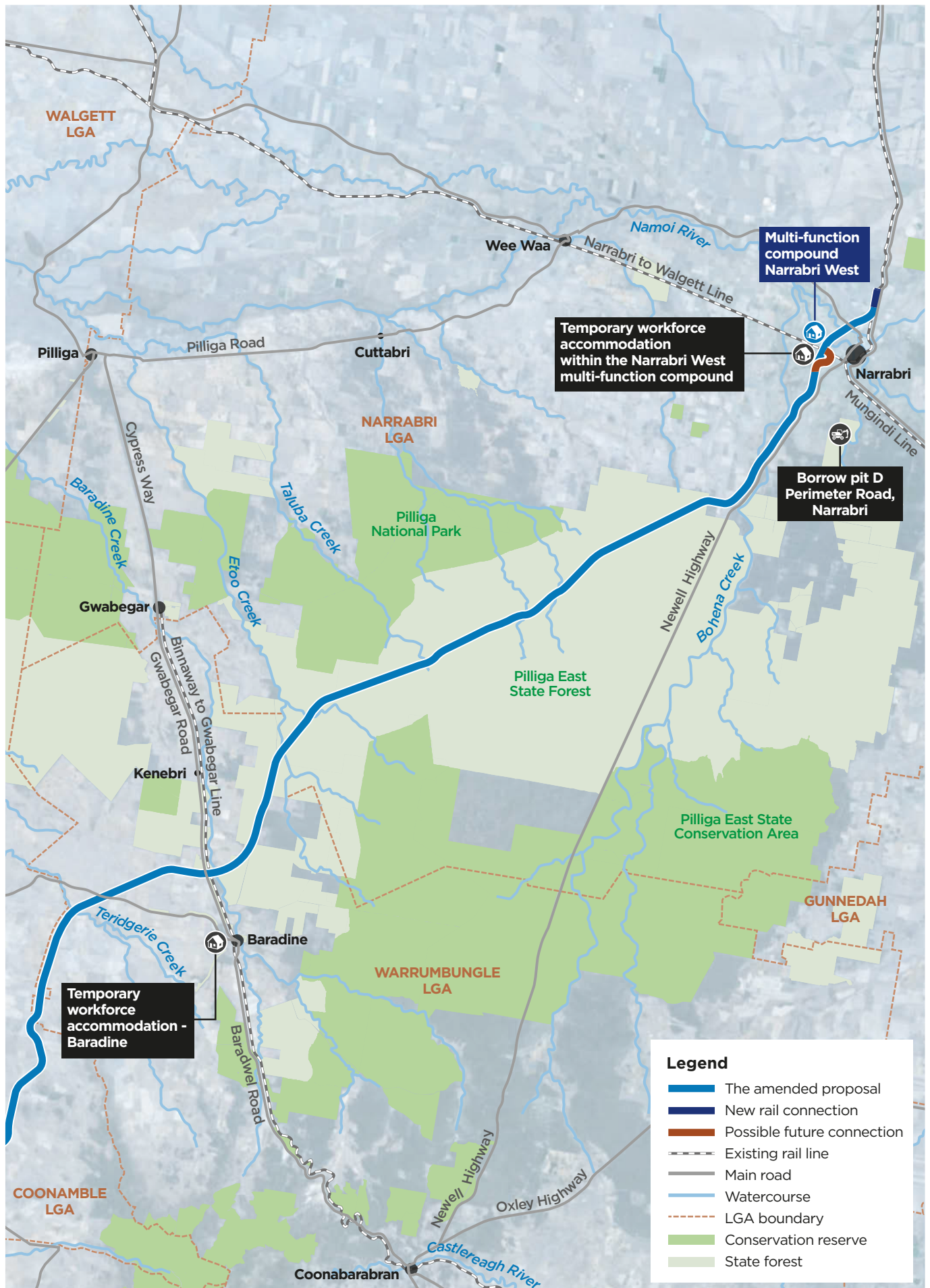


Figure 1.3 Key construction infrastructure (map 2)

Table 1-3 SEARs relevant to this assessment

SEAR number	Requirements	Where addressed in this report
5.1	The Proponent must assess social and economic impacts in accordance with the current guidelines.	See Section 3 of <i>Technical Report 13 – Social Assessment</i> The alignment with Social Impact Assessment (SIA) guideline (DPIE, 2017) is also addressed in Table 3-2 of this report
5.3	The Proponent must assess impacts from construction and operation on potentially affected properties, businesses, recreational users and land and water users (for example, recreational and commercial fishers), including property acquisitions/adjustments, access, amenity and relevant statutory rights.	See Section 7 and Section 8 of <i>Technical Report 13 – Social Assessment</i>
5.4	The Proponent must consider the capacity for communities along or near the rail corridor to house construction workers in existing accommodation. Where temporary accommodation for construction workers (construction camps) is proposed, the Proponent must assess their social and economic impact on local communities.	See Section 7 of <i>Technical Report 13 – Social Assessment</i>
5.5	The Proponent must identify opportunities and processes to prioritise local participation practices to source construction and operation employment, goods and services from communities along or near the rail alignment.	See Section 7 and Section 8 of <i>Technical Report 13 – Social Assessment</i> Opportunities identified through consultation activities are outlined in Table 3-4 of this report

1.4 Structure of this report

The structure of the report is outlined below:

- Section 1 – provides an introduction to the report
- Section 2 – outlines the legislative framework and methodology of the addendum assessment
- Section 3 – provides supplementary information to *Technical Report 13 – Social Assessment* (JacobsGHD, 2020).

2. Methodology and assessment scope

2.1 Context

In 2020, the *Technical Report 13 – Social Assessment* (JacobsGHD, 2020) was prepared to support the EIS and assess the potential social impacts of the proposal. Investigations to support the preparation of the technical report included desktop assessment and community and stakeholder engagement, impact assessment of social benefits and impacts which resulted in a suite of recommended mitigation measures to both enhance the positive impacts and manage or mitigate negative impacts from the proposal.

2.2 Legislative framework

The assessment of the amended proposal was guided by the principles of the:

- EP&A Act
- *Australian Industry Participation National Framework* (Australian Government, 2001)
- *Commonwealth Indigenous Procurement Policy* (Australian Government, 2015)
- *Social Impact Assessment Guideline for State Significant Mining, Petroleum Production and Extractive Industry Development* (DPE, 2017)
- *Environmental Planning and Impact Assessment Practice Note: Socio-Economic Assessment* (RMS, 2013)
- *Infrastructure Skills Legacy Program* (Department of Industry, 2017)
- *Aboriginal Procurement Policy* (NSW Government, 2018)
- *NSW Working Together for a Better Future: The NSW Public Sector Aboriginal Employment Strategy* (Public Service Commission, 2019)
- *Central West and Orana Regional Plan 2036* (NSW Government, 2017a), *New England North West Regional Plan 2036* (NSW Government, 2017b)
- *Community Strategic Plan: Narromine Shire 2027* (Narromine Shire Council, 2017), *Gilgandra Shire Council Community Strategic Plan 2017/18-2026/27* (Gilgandra Shire Council, 2017), *Coonamble Shire 2032 Community Strategic Plan* (Coonamble Shire Council, 2017), *Warrumbungle Shire Community Strategic Plan (Reviewed) 2017-2032* (Warrumbungle Shire Council, 2017), *Narrabri Shire Community Strategic Plan 2017-2027* (Narrabri Shire Council, 2017), *Dubbo Regional Council 2040 Community Strategic Plan* (Dubbo Regional Council, 2018).

2.3 Methodology

The methodology utilised in the preparation of *Technical Report 13 – Social Assessment* (JacobsGHD, 2020) is outlined in section 3 of that report.

At the time of preparation of the social assessment, the *Social Impact Assessment Guideline for State Significant Mining, Petroleum Production and Extractive Industry Development* (DPE, 2017) (SIA guidelines) were the applicable guidelines for the assessment.

3. Additions to Technical Report 13 – Social Assessment

Section 1.5 Preparation of social assessment [New]

The *Technical Report 13 – Social Assessment* (JacobsGHD, 2020) was prepared by Lauren Harding and Dr Pallavi Mandke. Staff qualifications are presented in Table 3-1.

Table 3-1 Qualifications of staff

Name/Role	Position	Qualifications	Professional memberships	Relevant experience
Dr Pallavi Mandke <i>Technical review (GHD)</i>	Technical Director – Engagement, Communication and Communities National Technical Lead – Social Impact Assessment	PhD Community Development, University of Queensland, 2007 Master of Science (Urban Environmental Management), Asian Institute of Technology, 1999	International Association for Public Participation (IAP2)	20+ years
Lauren Harding <i>Lead author (GHD)</i>	Technical Director – Social Sustainability	Masters Social Science (Social Planning), University of Queensland, 2007 Bachelor of Arts (Anthropology), University of Queensland, 2005	International Association for Impact Assessment (IAIA) IAP2	13+ years
Jahni Glasby <i>Social planner (GHD)</i>	Social Planning and Community Engagement Consultant	Bachelor Urban Development (Urban and Regional Town Planning), University of Queensland, 2016	IAP2	5+ years
Chloe Sullivan <i>Social planner (GHD)</i>	Social Planning and Community Engagement Consultant	Master Human Rights, University of Sydney, 2017 BA Anthropology & Psychology, University of Sydney, 2015	IAP2	5+ years

I, Lauren Harding, declare that the *Technical Report 13 – Social Assessment* (JacobsGHD, 2020) contains all information relevant to the social impact assessment for the proposal and that the information is not false or misleading. The assessment was completed on 30 October 2020.



Lauren Harding

Section 3.3 Alignment with DPIE SIA guideline principles [New]

The 2017 SIA guidelines (DPIE, 2017) identify a number of principles which underpin the guideline's approach to social impact assessment. Table 3-2 presents the alignment of the proposal with these principles and where they have been addressed in the *Technical Report 13 – Social Assessment* (JacobsGHD, 2020).

A social impact management plan (SIMP) framework has been prepared to manage the implementation of the proposed socio-economic mitigation measures, and the specific management actions and targets that would be developed in response to these measures. The SIMP defines specific actions, roles and responsibilities, and a monitoring and reporting framework for construction. It sets out requirements that the primary contractor, when appointed, will need to specify in the management plans it is responsible for preparing and implementing. Updated information about the SIMP and relevant management plans and social delivery plan (SDP) is provided under the heading for Section 10 below. A copy of the SIMP has also been provided to DPIE for reference, however it does not form part of the EIS approval documentation.

Table 3-2 N2N proposal alignment with DPIE SIA Guideline (2017) principles

Principle	Description	Where addressed in <i>Technical Report 13 – Social Assessment</i>
Action-oriented	Delivers outcomes that are practical, achievable and effective.	The mitigation measures discussed in Section 10 have been designed to be practical, achievable and effective. A SIMP has been prepared to define specific actions, roles and responsibilities, and a monitoring and reporting framework for construction. This includes detail regarding monitoring the effectiveness of management measures.
Adaptive	Establishes systems to actively respond to new or different circumstances and information and support continuous improvement.	The SIMP contains monitoring mechanisms to respond to changing circumstances over time.
Distributive equity	Considers how social impacts are distributed within the current generation (particularly across vulnerable and under-represented groups) and between current and future generations.	Sections 7 and 8 have identified and transparently acknowledged the proposal is likely to have negative effects on the existing way of life in local communities (and potentially livelihoods for landholders), while economic benefits will accrue largely at a regional and state level. Mitigation measures in Section 10 and the SIMP aim to maximise equal distribution of overall socio-economic benefits and negative effects.
Impartial	Is undertaken in a fair, unbiased manner and follows relevant ethical standards.	Assessors' qualifications and professional memberships have been provided in Section 1.5. This includes the lead author who is a member of IAIA. GHD has a company-wide Integrity Management System with an expectation of ethical business behaviour in all circumstances.
Inclusive	Seeks to hear, understand and respect the	Stakeholder engagement process and inputs for the EIS and <i>Technical Report 13 – Social</i>

Principle	Description	Where addressed in <i>Technical Report 13 – Social Assessment</i>
	<p>perspectives of the full diversity of potentially affected groups of people. It is also informed by respectful, meaningful and effective engagement that is tailored to suit the needs of those being engaged (for example, culturally sensitive, accessible).</p>	<p><i>Assessment</i> (Section 5) (JacobsGHD, 2020) includes consultation with a range of potentially affected groups and used a variety of engagement mechanisms.</p> <p>Further detail on proposal consultation, engagement and mechanisms is provided in Appendix C Consultation Report of the EIS.</p>
Integrated	<p>Uses and references relevant information and analysis from other assessments to avoid duplication and double counting of impacts in the EIS. It also supports effective integration of social, economic and environmental considerations in decision-making.</p>	<p>The findings from other EIS technical studies are referred to throughout the <i>Technical Report 13 – Social Assessment</i> (JacobsGHD, 2020) and have informed the recommended mitigation measures in Section 10.</p> <p>The construction environmental management plan (CEMP) will provide a centralised mechanism through which all potential construction-related environmental and social impacts would be managed.</p> <p>The SIMP provides a further co-ordinated approach to managing the social impacts and opportunities of the proposal.</p>
Life cycle focus	<p>Seeks to understand potential impacts (including cumulative impacts) at all project stages, from pre-construction to post closure.</p>	<p>Sections 7 and 8 consider the pre-construction, construction and operation phases of the proposal, and Section 9 discusses potential cumulative impacts.</p> <p>The SIMP (Section 6.2) includes the requirement for annual updates through the design and construction phases to reflect changes in the proposal scope or progress in meeting stipulated targets.</p>
Material	<p>Identifies which potential social impacts matter the most, and/or pose the greatest risk to those expected to be affected.</p>	<p>Section 4 describes the scoping process, and the Scoping Worksheet is included in Appendix A of the <i>Technical Report 13 – Social Assessment</i> (JacobsGHD, 2020).</p> <p>Section 4.2 provides a summary of the focus of assessment.</p> <p>Sections 7 and 8 present the potential impacts of the proposal during construction and operation, considering the nature, type and duration, likelihood and consequence of potential impacts and presents a risk/benefit rating for each potential impact.</p>
Precautionary	<p>If there is a threat of serious or irreversible damage to the environment, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental</p>	<p>The response to ecologically sustainable development, including the precautionary principle, is presented in Section D6.2.3 of the EIS.</p>

Principle	Description	Where addressed in <i>Technical Report 13 – Social Assessment</i>
	(including social) degradation.	
Proportionate	Scope and scale should correspond to the potential social impacts.	Section 4.1 presents the scoping of potential social issues and preliminary assessment. The focus of assessment is presented in Section 4.2 which identifies the targeted areas of investigation for the <i>Technical Report 13 – Social Assessment</i> (JacobsGHD, 2020).
Rigorous	Uses appropriate, accepted social science methods and robust evidence from authoritative sources.	Section 3 presents the overall approach and detailed methodology undertaken to complete the <i>Technical Report 13 – Social Assessment</i> (JacobsGHD, 2020). References are cited throughout the report and provided in Section 12.
Transparent	Information, methods and assumptions are explained, justified and accessible; and people can see how their input has been considered.	A summary of stakeholder and community engagement is provided in Section 5. Stakeholder engagement inputs are documented and referenced to relevant assessment sections throughout the report. A new table has been added to Section 5.2 of the <i>Technical Report 13 – Social Assessment</i> (JacobsGHD, 2020) and shown in Table 3-3 below to provide a summary of where specific issues raised through the consultation activities have been addressed in the assessment.

Section 5.2 Social Assessment consultation activities [Amended]

Table 5.2 of the *Technical Report 13 – Social Assessment* (JacobsGHD, 2020) presents a summary of stakeholders consulted for its preparation during 2019 and 2020 and an overview of the consultation activities. Table 3-3 below provides an updated table with an additional column indicating the timing and delivery method for each activity.

Table 3-3 Summary of Social Assessment consultation activities

Stakeholder group	Stakeholders consulted ¹	Overview of consultation activity	Timing and delivery
Community Consultative Committees (CCCs)	<ul style="list-style-type: none"> Narromine Gilgandra Narrabri 	CCC meetings were attended in October 2019 to present the assessment methodology, discuss potential social and economic impacts, and potential management and mitigation measures.	In-person 24-25 September 2019

¹ Note that representatives from Dubbo Regional Council and Dubbo Business Chamber were included in the consultations for the *Technical Report 13 – Social Assessment* (JacobsGHD, 2020) due to the role the LGA plays in employment and service provision for communities throughout other LGAs in the study area.

Stakeholder group	Stakeholders consulted ¹	Overview of consultation activity	Timing and delivery
Local government	<ul style="list-style-type: none"> Coonamble Shire Council Gilgandra Shire Council Narrabri Shire Council Narromine Shire Council Warrumbungle Shire Council Dubbo Regional Council 	<p>Representatives of each council in the regional study area were consulted, including economic development, community development and planning staff. Discussions included confirming the social baseline findings, understanding potential social impacts during construction and operation, and potential mitigation strategies.</p>	In-person 18-22 November 2019
Chambers of commerce	<ul style="list-style-type: none"> Coonamble Chamber of Commerce Dubbo Business Chamber Coonabarabran District Chamber of Commerce Narrabri Chamber of Commerce Chamber of Commerce Narromine Baradine Progress Association 	<p>Representatives of chambers of commerce in the regional study area were consulted. Discussions included confirming the skills and capacity of the local workforce and businesses to tap into opportunities during construction and operation, and understanding potential social and economic impacts during construction and operation.</p>	In-person 18-22 November 2019
Local Aboriginal Land Councils (LALC)	<ul style="list-style-type: none"> Narrabri Pilliga Baradine Wayilwan Gilgandra Narromine Coonamble Dubbo 	<p>Representatives of LALC were consulted including CEOs, Board members and local Aboriginal community members. Discussions included confirming the skills and capacity of the local Aboriginal workforce, understanding local social issues, sensitivities and potential social impacts during construction and operation.</p> <p>Representatives of Coonabarabran LALC and Wee Waa LALC were not able to be consulted in late 2019 when they were in the field. Due to social distancing restrictions in the first half of 2020, the LALCs were unable to meet in person which was their preferred method of consultation.</p> <p>ARTC remains committed to open and ongoing engagement and have</p>	In-person 18-22 November 2019 and September 2021 (Dubbo LALC was consulted virtually in February 2020)

Stakeholder group	Stakeholders consulted ¹	Overview of consultation activity	Timing and delivery
		<p>contacted Coonabarabran and Wee Waa LALCs during the response to submissions phase of the proposal to arrange face-to-face meetings. ARTC met with Wee Waa LALC in late September 2021, but is yet to meet with Coonabarabran LALC.</p> <p>ARTC will continue to consult with all LALCs during the detailed design phase and construction phases.</p>	
Regional Emergency Management Committees (REMC)	<ul style="list-style-type: none"> Central West REMC 	<p>Central West REMC were consulted at their meeting in December 2019 regarding potential changes to service provision resulting from construction activities, increased demand due to the construction workforce, and approach to further consultation to inform the detailed design.</p> <p>The New England REMC meeting in December 2019 was cancelled due to bushfire emergency. ARTC will continue to consult with local and regional emergency service providers during the detailed design and construction phases.</p>	In-person December 2019
Impacted community facilities and services	<ul style="list-style-type: none"> Baradine Showground, Baradine Aussie Kindies Early Learning, Gilgandra Narrabri Dirt Bike Club Jack Towney Hostel, Gilgandra 	<p>Representatives of community facilities that may be affected by construction or operation of the proposal were consulted. These included:</p> <p>Baradine Showground and Jack Towney Hostel in Gilgandra which are adjacent to proposed temporary accommodation facilities</p> <p>Aussie Kindies Early Learning, which is close to a potential location for the temporary workforce accommodation facility in Gilgandra</p> <p>Narrabri Dirt Bike Club which may be affected by the proposal's temporary and permanent land requirements.</p> <p>The purpose of these meetings was to understand the use and function of the facilities, understand their users, discuss potential impacts, and mitigation measures.</p>	<p>Virtual</p> <p>Baradine Showground, Baradine – June 2020</p> <p>Aussie Kindies Early Learning, Gilgandra – June 2020</p> <p>Narrabri Dirt Bike Club – June 2020</p> <p>Jack Towney Hostel, Gilgandra – August 2020</p>

As can be seen in the above table, the majority of consultation activities for the *Technical Report 13 – Social Assessment* (JacobsGHD, 2020) were completed in 2019, and were able to be completed in person. With COVID-19 travel restrictions in place from March 2020, the remaining engagement activities were completed via telephone, where possible.

Further detail on consultation activities undertaken to inform the EIS is provided in a consultation report provided in Appendix C Consultation Report of the EIS.

Section 5.2 Social Assessment consultation activities [New]

Table 3-4 presents a summary of issues raised during the consultation activities and where each issue has been assessed in the *Technical Report 13 – Social Assessment* (JacobsGHD, 2020).

Table 3-4 Social Assessment consultation outcomes by stakeholder group

Issue category	Issues raised	Where addressed in <i>Technical Report 13 – Social Assessment</i>
All – common themes and issues		
Uncertainty and stress	There has been frustration amongst some community members in the study area due to the uncertainty of the location of the final alignment. This is causing some affected landowners stress about potential impacts on their properties resulting from the proposal.	<ul style="list-style-type: none"> Section 7.3.2 – Social effects due to property impacts
Drought impacts	All communities in the study area have been in drought which has placed increased pressure on landholders, particularly those who are dependent on their properties to provide household income and do not have access to other income sources.	<ul style="list-style-type: none"> Section 7.3.2 – Social effects due to property impacts
Employment and training	At the time of the interviews, local farmers and workers in the agricultural industry are seeking alternate income opportunities due to the prolonged drought conditions. Most have the relevant skills and machinery for construction activities; however, some may need support to gain required certifications and tickets.	<ul style="list-style-type: none"> Section 6.4.4 – Training providers and programs Section 7.2 – Employment, workforce and training Section 10 – Recommended mitigation measures
Local employment and procurement	Stakeholders indicated there is general interest from the local workforce and local businesses in the region to access employment and procurement opportunities through the proposal.	<ul style="list-style-type: none"> Section 7.1.2 – Local and indigenous businesses Section 10 – Recommended mitigation measures
Definition of 'local content'	A number of stakeholder groups indicated there is concern about Inland Rail's definition of 'local content'. There is a sentiment amongst stakeholders that 'local' is defined as the whole region along the proposal site, which could mean that some LGAs or	Local and regional study areas are defined in Section 3. ARTC is committed to engaging contractors who demonstrate a commitment to maximising outcomes for local and regional communities while minimising and managing

Issue category	Issues raised	Where addressed in <i>Technical Report 13 – Social Assessment</i>
	towns are likely to receive more opportunities and benefits than others during construction.	social impacts of the proposal. This will be achieved by implementing SIMPs and community development programs in the delivery of the contracted work which focus on contracting with local and Indigenous businesses, employment and training of local and Indigenous workers, and positive engagement with local stakeholders. ARTC requires contractors for Inland Rail construction projects to prepare and submit a proposed SDP as part of their tender. ARTC requires the SDP to demonstrate the ‘spread of economic benefit across the project alignment and local communities’. The SDP outlines agreed targets for industry participation, workforce, community health and wellbeing and housing and accommodation.
Employment, procurement and training	Councils, chambers of commerce and LALCs all expressed willingness to help their communities prepare for employment and procurement opportunities to maximise benefits for local communities.	<ul style="list-style-type: none"> • Section 6.4.4 – Training providers and programs • Section 10 – Recommended mitigation measures • SIMP
Communication	To maximise opportunities for local communities, it will be important for Inland Rail to ensure there is early and extensive communication about available opportunities, including information about how people can access the opportunities and the required training. Most stakeholders indicated they would like to see Inland Rail have a shopfront/presence within towns along the corridor as not all people will go online to find information.	<ul style="list-style-type: none"> • Section 10 – Recommended mitigation measures • SIMP
Community Consultative Committees		
Community resilience	An important consideration for the social context of this study is the prolonged drought conditions experienced in NSW. Many farmers have been significantly affected by the drought and have had low or no incomes for extended periods. This pressure has affected	<ul style="list-style-type: none"> • Section 6.3 – Industry and business • Section 6.4.2 – Under-employed populations • Section 6.6.2 – Accommodation

Issue category	Issues raised	Where addressed in <i>Technical Report 13 – Social Assessment</i>
	the resilience of many communities in the study area. At the time the SIA was prepared, the Central West region, where many of the communities in the study area are located, was one of the worst affected regions.	<ul style="list-style-type: none"> • Section 7.3.2 – Social effects due to property impacts • Section 7.4 – Housing and accommodation • Section 7.5.4 – Wellbeing and safety • Section 10 – Recommended mitigation measures
Employment and training	Providing local employment opportunities is important, particularly given some areas have high rates of unemployment. It is also important to ensure employment opportunities are distributed across the communities in the study area. Job readiness may be an issue if local people do not have experience or skills.	<ul style="list-style-type: none"> • Section 6.4.1 – Overview of unemployment rates • Section 6.4.4 – Training providers and programs • Section 7.2 – Employment, workforce and training • Section 10 – Recommended mitigation measures
Employment and training	The proposal presents opportunities for young people to gain qualifications and local employment, and experience for future career pathways.	<ul style="list-style-type: none"> • Section 6.4.2 – Under-employed populations • Section 7.2 – Employment, workforce and training • Section 10 – Recommended mitigation measures
Local skills and capacity	There are many local farmers who have required skills and experience for construction activities, and in some cases have the required qualifications (e.g. machinery and truck tickets, construction white cards). They could gain work on the proposal, which would particularly assist those affected by drought by providing alternate income.	<ul style="list-style-type: none"> • Section 6.4.4 – Training providers and programs • Section 7.2 – Employment, workforce and training • Section 10 – Recommended mitigation measures
Local procurement & communication	Procurement opportunities for local businesses are viewed positively, however businesses will need timely information about the proposal, and some may need support to be prepared for the procurement opportunities.	<ul style="list-style-type: none"> • Section 6.3.1 – Local and Indigenous businesses • Section 7.1.2 – Local and Indigenous businesses • Section 10 – Recommended mitigation measures
Local services capacity	The temporary workforce and accommodation present potential opportunities not only for local businesses but also for services such as healthcare and emergency services. Some of these	<ul style="list-style-type: none"> • Section 6.3.1 – Local and Indigenous businesses • Section 6.5.3 – Health providers • Section 7.1.2 – Local and Indigenous businesses

Issue category	Issues raised	Where addressed in <i>Technical Report 13 – Social Assessment</i>
	services are currently under resourced, there is a need to plan for the potential increase in demand during construction.	<ul style="list-style-type: none"> • Section 7.7.3 – Changes to service provision • Section 10 – Recommended mitigation measures
Local government		
Construction methodology	Some councils want to see Inland Rail’s definition of ‘local content’ defined according to LGAs rather than the whole region along the proposal site. A number of the councils recommended dividing work packages up by LGA.	<ul style="list-style-type: none"> • Section 10 – Recommended mitigation measures • SIMP
Temporary workforce accommodation	Temporary workforce accommodation is supported by councils, particularly if there are economic benefits for local businesses. Some LGAs have existing workforce accommodation facilities that could be used once upgraded, or have identified preferred sites in their LGA. There is support for some workers using local accommodation facilities rather than all workers staying in temporary workforce accommodation to increase economic opportunities.	<ul style="list-style-type: none"> • Section 6.2 – Regional study area baseline • Section 7.4 - Housing and accommodation • Section 10 – Recommended mitigation measures • SIMP
Local services capacity	Services and businesses in larger population centres (e.g. Dubbo, Coonabarabran and Narrabri) would have capacity to support temporary workforce accommodation.	<ul style="list-style-type: none"> • Section 7.7.3 – Changes to service provision
Local procurement & communication	Local services and businesses should be used to service the temporary workforce accommodation to increase local economic benefits and sustainable employment opportunities from the proposal. Early information about procurement opportunities enables local services and businesses to prepare and coordinate additional resources if required.	<ul style="list-style-type: none"> • Section 7.1.2 – Local and Indigenous businesses • Section 7.7.3 – Changes to service provision • Section 10 – Recommended mitigation measures • SIMP
Employment and training	There is a general willingness from the local workforce to seek employment opportunities on the proposal, particularly local farmers and workers in the agricultural industry who require alternate income due to the prolonged drought conditions, and who	<ul style="list-style-type: none"> • Section 6.4.4 – Training providers and programs • Section 7.2 – Employment, workforce and training

Issue category	Issues raised	Where addressed in <i>Technical Report 13 – Social Assessment</i>
	have relevant skills for construction activities. Some local residents may need support to gain required certifications.	
Construction workforce	The construction workforce should be primarily based in the local area rather than Fly In/Fly Out (FIFO) or Drive In/Drive Out (DIDO), as FIFO and DIDO workforces do not deliver local social and economic benefits.	<ul style="list-style-type: none"> • Section 7.1.2 – Local and Indigenous businesses • Section 7.2 – Employment, workforce and training • Section 7.3 – Property and landholder impacts • Section 10 – Recommended mitigation measures • SIMP
Construction skills shortage	There is currently a construction skills shortage in the southern end of the study area due to several projects requiring local workforce (e.g. Dubbo Hospital redevelopment, Regional Rail program, Gilgandra solar farm). Councils have been working with the NSW Government to market workforce and business opportunities in the area. Inland Rail should coordinate with other projects to attract and retain workers in the local area.	<ul style="list-style-type: none"> • Section 6.4.3 – Availability of skilled workforce • Section 7.2 – Employment, workforce and training • Section 9 – Cumulative impact assessment • Section 10 – Recommended mitigation measures • SIMP
Demand on local skilled workers	There is potential for competition for skilled workers and increased demand on local businesses and services to occur in the local study area if the drought breaks prior to or during construction.	<ul style="list-style-type: none"> • Section 7.2 – Employment, workforce and training • Section 9 – Cumulative impact assessment
Local water supply	There are concerns regarding the use of the local water supply for construction activities. This would have a significant impact on the drought affected region. It is important for the proposal to utilise a sustainable water supply that does not impact the local communities.	<ul style="list-style-type: none"> • Section 7.3 – Property and landholder impacts
Land use impacts	From a local environmental planning perspective, there are concerns about the impacts on land use as a result of acquisition for the proposal. Prime agricultural land that is subdivided as a result of acquisition may have significant impacts on its productivity, reuse capacity and value.	<ul style="list-style-type: none"> • Section 7.1.1 – Industry • Section 7.3.1 – Directly affected properties • Section 10 – Recommended mitigation measures

Issue category	Issues raised	Where addressed in <i>Technical Report 13 – Social Assessment</i>
Employment, training and communication	All local governments along the corridor want to work with Inland Rail to ensure the proposal provides more local benefits beyond training of the workforce in construction skills. Suggestions to deliver long term benefits included providing employment opportunities during operation, focusing on training young people to retain them in the region, upgrading community facilities, and business development related to the rail industry.	<ul style="list-style-type: none"> • Section 6.4.4 – Training providers and programs • Section 7.2 – Employment, workforce and training • Section 10 – Recommended mitigation measures • SIMP
Chambers of Commerce		
Skills shortage and accommodation impacts	There is currently a skills shortage in the LGAs at the southern end of the corridor (Dubbo, Narromine and Gilgandra) due to several construction projects in the region. As a result there has been an increase in migrants and backpackers coming to the region for employment opportunities, however there have been challenges providing adequate accommodation for a transient workforce.	<ul style="list-style-type: none"> • Section 6.4.3 – Availability of skilled workforce • Section 7.2 – Employment, workforce and training • Section 9 – Cumulative impact assessment • Section 10 – Recommended mitigation measures • SIMP
Employment and training	There is a general willingness in the communities in the local study area to undertake the required training in order to pursue employment opportunities during construction.	<ul style="list-style-type: none"> • Section 6.4.4 – Training providers and programs • Section 7.2 – Employment, workforce and training • Section 10 – Recommended mitigation measures • SIMP
Community benefits	It will be important for Inland Rail to engage a primary contractor that will have a positive presence in the towns along the proposal area and is committed to connecting into local communities and supporting local businesses.	<ul style="list-style-type: none"> • Section 10 – Recommended mitigation measures • SIMP
Employment, procurement and communication	The majority of representatives indicated that six to eight months prior to construction commencement would be sufficient lead time for employment and local business procurement opportunities. It will be important for the proposal to offer sustainable employment	<ul style="list-style-type: none"> • Section 7.2 – Employment, workforce and training • Section 10 – Recommended mitigation measures • SIMP

Issue category	Issues raised	Where addressed in <i>Technical Report 13 – Social Assessment</i>
	opportunities in both skilled and labour roles to retain young people in the area.	
Skills drain post construction	Concerns were raised that workers will leave the region once construction is complete to seek other employment opportunities. This could result in a skills drain, increase the proportion of low socio-economic households, and have indirect impacts on local services, schools, sporting groups and businesses.	Concern is acknowledged however this situation is beyond the control of the project approval process.
Employment, procurement and training	The majority of chambers of commerce expressed a willingness to work with Inland Rail and the primary contractor to identify specific businesses with interest and capacity to work on the proposal. Some also indicated they would be willing to help support businesses to upskill, resource and prepare for opportunities.	<ul style="list-style-type: none"> • Section 6.3.1 – Local and Indigenous businesses • Section 7.1.2 – Local and Indigenous businesses • Section 7.2 – Employment, workforce and training • Section 10 – Recommended mitigation measures • SIMP
Local Aboriginal Land Councils		
Local Aboriginal communities	Overall, most Aboriginal communities living in the study area are based in local towns, however there may be some Aboriginal people living in the Pilliga East State Forest.	<ul style="list-style-type: none"> • Section 6.2 – Regional study area baseline • Section 7.7.2 – Impact due to amenity and access changes
Community mistrust	There is negative sentiment amongst Aboriginal stakeholders in the northern end of the study area regarding the Narrabri Gas Project. This project has created angst and mistrust about large infrastructure projects as they feel their values and concerns are being ignored.	ARTC and the primary contractor would engage with local Aboriginal stakeholders through the proposal-specific communication management plan to understand and manage potential concerns as required.
Communication	There is sentiment amongst Aboriginal stakeholders in the southern end of the study area that employment and business opportunities associated with the Inland Rail Parkes to Narromine project were not effectively communicated to Aboriginal communities, and opportunities were missed.	<ul style="list-style-type: none"> • Section 7.2 – Employment, workforce and training • Section 10 – Recommended mitigation measures • SIMP

Issue category	Issues raised	Where addressed in <i>Technical Report 13 – Social Assessment</i>
Local context and Country	There is some sentiment that Inland Rail's definition of 'local' does not align with cultural boundaries and connection to Country. Some stakeholders indicated it is disrespectful to allow Aboriginal people from outside of Country to work on their Country. Similarly, there is concern that some non-Indigenous people may claim Aboriginality to gain employment on the proposal.	<ul style="list-style-type: none"> • Section 10 – Recommended mitigation measures • SIMP
Employment	There is a general willingness from Aboriginal communities to pursue employment opportunities brought by the proposal. There is also a willingness to extend the employment opportunities for Aboriginal people who were employed for Aboriginal heritage investigations for the proposal into further employment opportunities during construction.	<ul style="list-style-type: none"> • Section 7.1.2 – Local and Indigenous businesses • Section 7.2 – Employment, workforce and training • Section 10 – Recommended mitigation measures • SIMP
Training and communication	Early engagement and support will be important for the community to understand and access training and ticket requirements.	<ul style="list-style-type: none"> • Section 7.2 – Employment, workforce and training • Section 10 – Recommended mitigation measures • SIMP
Employment and training	The LALCs are generally willing to work with Inland Rail and their community to disseminate information about employment opportunities. Some LALCs are willing to support and organise necessary training and transport.	<ul style="list-style-type: none"> • Section 10 – Recommended mitigation measures • SIMP
Community benefits	There is interest from a number of LALCs along the proposal site to benefit from Inland Rail's Community Sponsorship and Donations Program.	Inland Rail would continue to engage with local stakeholders including LALCs to share information about the Inland Rail Community Sponsorship and Donations Program.
Central West Regional Emergency Management Committee		
Access and connectivity	It will be important to consult with Local Emergency Management Committees when information is available about changes to road access and connectivity so local service providers can comment on potential changes to emergency access. This includes access	<ul style="list-style-type: none"> • Section 7.6 – Access and connectivity • Section 8.7.1 – Amenity and access changes • Section 10 – Recommended mitigation measures

Issue category	Issues raised	Where addressed in <i>Technical Report 13 – Social Assessment</i>
	routes, numbers of trucks on roads, detours and construction access points.	<ul style="list-style-type: none"> • SIMP
Emergency service provision	Experience from the Inland Rail Parkes to Narromine project shows there were no major changes to emergency service provision or access. However it was acknowledged this was a brownfield project, while the proposal is a greenfield project, so there could be some impacts on emergency services. Lessons from the Inland Rail Parkes to Narromine project should be reviewed and applied to the proposal.	<ul style="list-style-type: none"> • Section 7.7.3 – Changes to service provision (construction) • Section 8.7.2 – Changes to service provision (operation) • Section 10 – Recommended mitigation measures • SIMP
Local service capacity and communication	Some emergency services may need to increase staffing levels during construction, particularly those in smaller towns. Emergency services should be kept updated about the proposal including plans for the temporary workforce accommodation to ensure they can prepare adequately.	<ul style="list-style-type: none"> • Section 7.7.3 – Changes to service provision • Section 10 – Recommended mitigation measures • SIMP
Emergency service provision and communication	ARTC will need to consult with local emergency management committees and NSW State Emergency Services about flooding and fire management for the proposal.	<ul style="list-style-type: none"> • Section 7.7.3 – Changes to service provision • Section 10 – Recommended mitigation measures • SIMP
Community facilities and services		
Employment and economic benefits	There is a general sentiment that the proposal is a significant opportunity and will bring employment and economic benefits for local communities, including the towns that will host temporary workforce accommodation facilities.	<ul style="list-style-type: none"> • Section 6.3 – Industry and business • Section 7.1.2 – Local and Indigenous business • Section 7.2 – Employment, workforce and training • Section 7.4 – Housing and accommodation • Section 10 – Recommended mitigation measures • SIMP

Issue category	Issues raised	Where addressed in <i>Technical Report 13 – Social Assessment</i>
Non-resident workforce	Some stakeholders raised concerns about how impacts of the non-resident workforce would be managed (e.g. behaviour of workers) while other stakeholders discussed that non-resident workers are common in the region and have not caused any concerns.	<ul style="list-style-type: none"> • Section 7.5.4 – Wellbeing and safety • Section 10 – Recommended mitigation measures • SIMP
Temporary workforce accommodation	During discussions about the potential impacts of temporary workforce accommodation facilities, stakeholders requested detailed information about the facilities (e.g. number and size of buildings) as this information was noted to be important to help stakeholders prepare for and manage potential impacts. Some stakeholders raised concerns about potential impacts on local communities in close proximity to temporary workforce accommodation facilities, such as privacy, potential noise and traffic impacts, and perceived safety issues.	<ul style="list-style-type: none"> • Section 7.4 – Housing and accommodation • Section 7.5 – Local amenity, community values and wellbeing • Section 10 – Recommended mitigation measures • SIMP
Ongoing engagement	Ongoing engagement and support will be important for community facility operators to understand and manage the potential impacts to their relevant facilities and users.	<ul style="list-style-type: none"> • Section 7.7.2 – Impacts due to amenity and access changes • Section 10 – Recommended mitigation measures • SIMP

Section 5.3 Native Title Applicant Group consultation [New]

Native title rights are pre-existing (pre-colonial) rights in land and waters held by indigenous peoples and groups as derived from their laws and customs.

There are two current registered native title claims in the vicinity of the N2N proposal. The Gomeroi (Federal Court file no. NSD2308/2011, NNTT file no. NC2011/006) which was registered on 20 January 2012, and the Ngemba, Ngiyampaa, Wangaaypuwan and Wayilwan claim (Federal Court file no. NSD38/2019, NNTT file no. NC2012/001) which was lodged on 12 April 2012 and registered on 14 March 2012.

Gomeroi

The Gomeroi People claim was registered over more than 11 million hectares of northern NSW, becoming one of the largest registered claims in Australia, and the second largest filed by NSW and ACT representative body NTSCORP. The Gomeroi claimant group includes most of the Aboriginal population of the NSW North-West Slopes and Plains, represented by a procedural description of 114 apical ancestors. The Gomeroi claim area covers approximately 182 kilometres of the proposal route between the Kamilaroi Highway and Castlereagh Highway.

Ngemba, Ngiyampaa, Wangaaypuwan and Wayilwan

The Ngemba, Ngiyampaa, Wangaaypuwan and Wayilwan claim was registered over more than 10 million hectares of western NSW, again one of the largest registered claims in Australia. The claim area covers approximately 16 kilometres of the proposal route between the Oxley and Castlereagh highways. The claimants are represented by a procedural description of 45 apical ancestors.

The Ngemba, Ngiyampaa, Wangaaypuwan and Wayilwan application area is bounded by the towns of Brewarrina, Bourke, Coonamble, Gulargambone, Warren, Nyngan, Hillston, Mossgiel and Ivanhoe. It includes the Bogan, Castlereagh, Barwon, Darling and Lachlan Rivers in western NSW.

Both Native Title claimant groups were included on the Aboriginal cultural heritage register and were involved in all phases of engagement for the preparation of the *Technical Report 6 – Aboriginal Cultural Heritage Assessment Report* which included Aboriginal Focus Groups, email and phone updates, reviews of draft and final reports and opportunities to be involved in site survey work on Country. This engagement was undertaken through NTSCORP who represents both the Gomeroi Peoples' Applicant and the Ngemba, Ngiyampaa, Wangaaypuwan and Wayilwan Peoples' Applicant in their native title determination applications and related matters.

Under the *Native Title Act 1993* (Cth) it is recognised there is the potential for native title rights and interests to be recognised and exercised in Crown land by the Traditional Owners. There are processes available for the agreement of native title rights available under the Act, even where there has been no determination of native title.

The proposal would require both the acquisition and leasing of Crown lands, which has the potential to impair native title rights and interests.

As described in Section B12.3.6 of the EIS, and in accordance with mitigation measure LP8, acquisition of Crown land would be undertaken in consultation with the Department of Planning, Industry and Environment, and in accordance with the requirements of the *Crown Land Management Act 2016* and the *Land Acquisition (Just Terms Compensation) Act 1991*. The physically large scale of native title claims, and their undetermined status, makes it difficult to assess the ultimate impact on these claims. In accordance with mitigation measure SE1, Native Title claimants would continue to be consulted about potential impacts to the claim areas

resulting from construction activities and property impacts to assist ARTC and the primary contractor to understand and appropriately manage potential social issues that may arise from these activities.

Section 5.4 Ongoing Aboriginal community and stakeholder engagement [New]

ARTC will develop a detailed Aboriginal Community and Stakeholder Engagement Strategy for implementation during detailed design and construction.

The detailed strategy will utilise the *Preliminary Aboriginal Community and Stakeholder Engagement Framework* that ARTC has prepared, to require that:

- information about the N2N proposal is shared with Aboriginal stakeholders and communities in a timely manner
- strong relationships between ARTC and Aboriginal stakeholders are built and maintained
- local Aboriginal cultural and community values are identified and understood
- opportunities to reflect Aboriginal community and cultural values in infrastructure or other outcomes of the N2N proposal are identified and implemented.

Section 7.8 Summary of key findings – construction [Amended]

The assessment of potential social impacts presented in section 7 considers the implementation of mitigation measures recommended in other technical reports identified in section 10.

Potential benefits and impacts during construction are listed in Table 7.1 and the identified management measures and residual risk ratings.

Table 7-1 Social impact summary table - construction

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
Industry and business									
Livelihoods	Increased demand for goods and services during construction – opportunities for local and Indigenous businesses	Increased demand for goods and services would benefit local and Indigenous businesses through subcontracting to the primary construction contractor, including supplying temporary workforce accommodation facilities. However there are existing barriers and challenges to participation for local and Indigenous businesses in the region.	Local and Indigenous businesses in the region	Positive Direct Short term	Possible	Minor	Moderate	Australian Industry Participation Plan / Inland Rail Program Indigenous Participation Plan (SE7) Proposal-specific Industry Participation Plan (SE6 and SE7) Initiatives to establish and support local and Indigenous business capacity (SE7)	High
	Regional economic expansion due to proposal inputs	The Construction sector, Professional, Scientific and Technical Services sector, and the Wholesale Trade sector would expand	Regional Construction sector, Professional, Scientific and Technical sector,	Positive Direct Short term	Almost certain	Moderate	Extreme	Communication of local supply opportunities (SE7)	Extreme

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		during construction due to direct and indirect employment opportunities of employment. This is expected to benefit the regional economy and provide additional employment opportunities for regional and local communities.	Wholesale trade sector					Preference to local and Indigenous businesses (SE7)	
	Economic benefits associated with workforce spending wages in towns	Economic benefits due to the non-resident workforce spending money in regional towns hosting temporary workforce accommodation facilities when not on shift. Businesses likely to benefit include food and beverage, hospitality and retail. However there is potential for workers to travel to larger centres such as Dubbo, especially those in the	Businesses located in Narromine, Gilgandra, Baradine, Narrabri and Dubbo	Positive Indirect Short term	Possible	Minor	Moderate	Proposal-specific Industry Participation Plan (SE6 and SE7)	Moderate

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		southern end of the study area.							
Employment, workforce and training									
Livelihoods	Direct construction employment opportunities for local workforce	<p>ARTC is committed to creating opportunities for development of local workers. The proposal will create construction employment opportunities for skilled workforce in the regional study area, particularly labourers, tradespeople, machinery operators, engineers, surveyors and site supervisors. However there are a number of challenges that would need to be considered to fulfil these commitments including:</p> <ul style="list-style-type: none"> Skills shortage in the study area which could limit the ability of the 	Local skilled and unskilled workforce	Positive Direct Short term	Likely	Moderate	High	<p>ARTC Training and development programs (SE6)</p> <p>Workforce requirements (SE5)</p> <p>Workforce Management Plan (SE11 and SE12) including:</p> <ul style="list-style-type: none"> local hire preference policy workforce targets Indigenous participation requirements. <p>Advertising of employment</p>	High

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		<p>proposal to deliver local employment opportunities. However there are many local farmers seeking alternate income who would have relevant skills for construction work.</p> <ul style="list-style-type: none"> • The youth labour force fluctuates and many younger people leave the region. • Females in the study area have lower rates of unemployment than males. • There are high levels of unemployment and barriers to employment for 					opportunities (SE12)		

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		Indigenous people.							
	Training opportunities	Potential for upskilling of the local workforce through the provision of training during construction which would provide longer-term benefits for these workers.	Local workforce	Positive Direct Long term	Possible	Minor	Moderate	ARTC Training and development programs (SE6) Workforce Management Plan (SE11 and SE12)	High
	Indirect employment opportunities	Indirect employment opportunities as a result of construction in Professional, Science and Technical Services and Wholesale Trades.	Regional workforce	Positive Direct Short term	Likely	Moderate	High	No management or mitigation required	High

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
Property and landholder impacts									
Way of life	Potential for disruption to landholder activities as a result of construction activities and changes to internal property access	Potential for disruption to internal property access due to severed/ fragmented land as a result of permanent partial property acquisitions, and/or temporary lease of land for construction infrastructure. This may reduce efficiency and viability of farming operations on affected properties, increase operating costs associated with the movement of livestock and/or farm machinery within the property, and require changes to current farming practices.	Landholders affected by property acquisition	Negative Direct Long term	Likely	Moderate	High	Landholder agreements and compensation (LP2, LP3, LP4, LP5) Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1) Complaints management system (SE10)	Moderate
Health and wellbeing	Uncertainty and frustration leading to stress for some landowners	Uncertainty and frustration leading to stress for some landowners facing changes due to	Landholders affected by property acquisition	Negative Direct Long term	Likely	Major	Extreme	Landholder agreements and compensation	High

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
	facing changes due to property impacts	property impacts, with potential implications for individual health and wellbeing. This has likely been compounded by the prolonged drought conditions in the region and the economic shock of the COVID-19 pandemic, which has placed increased pressure on landholders and those dependent on their properties for household income.						(LP2, LP3, LP4, LP5) Referral to support services (SE1) Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1)	
Way of life	Disruptions to landholder day-to-day family life due to construction activities	Potential for disruptions to day-to-day family life for occupants of properties near construction activities e.g. changes to school bus services, mail deliveries, utility changes.	Landholders	Negative Direct Short term	Possible	Moderate	High	Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1)	Moderate

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
								Complaints management system (SE10)	
Housing and accommodation									
Accessibility	Increase in demand for tourist accommodation	Given that the workforce accommodation is expected to be sufficient for the peak workforce if required, it is expected that the majority of non-resident workforce would stay in the temporary workforce accommodation facilities. However, the proposal may increase some demand for local tourist accommodation facilities during the design and construction phase as ARTC and specialist workers access the proposal site for short-term periods. The potential minor	Local accommodation providers	Positive Direct Short term	Unlikely	Minimal	Low	Use of workforce accommodation villages (SE-C12) Temporary Workforce Accommodation Plan (SE-C12) Local housing demand monitoring (SE13)	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		increase in demand for tourist accommodation would generate a positive impact for local accommodation service providers, and is unlikely to restrict the usual demand for accommodation in the region.							
Accessibility	Increase in demand for rental accommodation	There is potential for some non-resident workers to choose to rent homes in the study area rather than stay in the temporary workforce accommodation, and this is most likely to occur in host towns. This demand is likely to be small and subject to availability of rental accommodation at a reasonable price. There are varying levels of availability of rental properties and	Renters living in towns throughout the study area	Negative Indirect Short term	Unlikely	Minor	Low		Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		<p>varying housing vacancy rates across the host towns, and housing is generally affordable across the study area. It is unlikely that such minor demand for rental accommodation would increase the price of rental properties in these locations.</p>							

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
Local amenity, community values and wellbeing									
Surroundings / way of life	Reduced quality of living environment for landholders and nearby residents due to amenity impacts	Potential for reduced amenity due to increased noise and vibration for residents in close proximity to construction activities. This may interrupt people's day-to-day activities, and some residents may experience night-time noise at times, which has the potential to cause sleep disturbance. Night-time noise would occur intermittently.	Landholders and residents close to works along the proposal site	Negative Direct Short term	Possible	Minor	Moderate	Construction and Environmental Management Plan (NVV3, AQ1, TT1, LV5) Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1) Complaints management system (SE10)	Low
		Some residents living in close proximity to construction activities may spend more time cleaning and washing surfaces. Vulnerable groups (e.g. people with asthma, elderly) may be more sensitive to dust.	Residents living in close proximity to construction works	Negative Direct Short term	Possible	Minor	Moderate		Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
	Amenity impacts and privacy concerns for residents close to temporary workforce accommodation	Potential for residents in Gilgandra close to the temporary workforce accommodation facility to experience increased noise due to establishment and use of the facility.	Residents living close to temporary workforce accommodation facilities in Gilgandra and Baradine	Negative Indirect Short term	Possible	Minor	Moderate	Construction and Environmental Management Plan (NVV3, AQ1, TT1, LV5) Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1)	Low
	Changes to visual amenity due to construction activities impacting on community values	Changes to visual amenity from construction activities and infrastructure may impact on community values relating to the rural landscape and reduce the enjoyment of private properties for some residents. Some residents may be impacted by a loss of privacy due to the proximity of workers to their properties, particularly where temporary workforce accommodation would be located near	Landholders and residents close to works, residents close to temporary accommodation facilities	Negative Direct Short term	Possible	Minor	Moderate	Complaints management system (SE10) Temporary Workforce Accommodation Plan (SE-C12) Urban design and landscape plan (LV2 and LV9)	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		residential areas in Gilgandra.							
Health and wellbeing	Unsupportive views about the proposal by affected landholders causing increased stress and anxiety in the community	<p>Strongly held unsupportive views about the proposal by affected landholders and the general community are likely to cause increased stress and anxiety in the community. Given the long timeframes of the proposal such impacts can be experienced by some community members over an extended period of time, affecting mental health and wellbeing for some.</p> <p>When compounded with the impacts of other factors affecting the regional community such as drought, bushfires and COVID-19 pandemic, have the potential to</p>	Landholders and communities along the proposal site	Negative Indirect Short to long term	Likely	Moderate	High	<p>Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1)</p> <p>Support for local community and health services (SE1)</p> <p>Complaints management system (SE10)</p>	Moderate

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		exacerbate feelings of stress and anxiety related to the proposal.							
Surroundings / community	Perceived impacts to community safety from potential anti-social behaviour from construction workforce	Potential for the associated perception of anti-social behaviour and safety concerns for locals due to a temporary increase in the male population of the towns of Narromine, Gilgandra, Baradine and Narrabri. Some residents, and residents of Jack Towney Hostel, may be more sensitive to perceived impacts.	Residents living in Narromine, Gilgandra, Baradine and Narrabri Jack Towney Hostel residents	Negative Indirect Short term	Unlikely	Minor	Low	Workforce Code of Conduct (SE13) Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1) Complaints management system (SE10) Temporary Workforce Accommodation Plan (SE-C12)	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
Health and wellbeing	Potential risk to mental health of non-resident workers	Literature indicates that non-resident workforces are at greater risk of mental ill health than local workers undertaking similar work, and this is primarily related to isolation and loneliness.	Non-resident construction workforce	Negative Indirect Short term	Possible	Moderate	High	Programs and facilities that support positive workforce mental and physical health (SE11)	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
Culture	Impacts to community values associated with Aboriginal and non-Aboriginal cultural heritage	Potential for community values associated with Aboriginal and non-Aboriginal cultural heritage to be affected by construction activities due to impacts to places of cultural significance and/or heritage items.	Local communities	Negative Direct and indirect Short term	Possible	Minor	Moderate	Aboriginal cultural heritage management measures (AH1 to AH13) Aboriginal Community and Stakeholder Engagement Strategy (SE3) Non-Aboriginal cultural heritage management measures (NAH1 - NAH9)	Moderate
Access and connectivity									
Way of life	Increased travel times for road users as a result of construction traffic and association disruptions	Construction traffic and temporary changes to road conditions may result in minor delays and disruptions, increasing travel times for some road users.	Road users including local communities	Negative Direct Short term	Possible	Minimal	Low	Traffic, transport and access management plan (TT6)Inland Rail Communications and Engagement Strategy /	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
Health and wellbeing	Reduced traffic safety due to construction traffic	Potential for increase in actual and perceived road safety risks due to construction traffic. Shuttle buses would be used to transport temporary construction workforce to reduce the number of vehicles using local roads.	Local communities	Negative Direct Short term	Unlikely	Minor	Low	Proposal-specific Communication Management Plan (SE1) Communicating changes to access and road conditions (SE2)	
Way of life	Impacts to school bus routes	Potential for delays and disruptions affecting school bus routes, as well as perceived safety risks due to construction traffic on school bus routes. This may occur in Narromine, Narrabri and Curban where the proposal site crosses school bus routes or where school bus routes are also construction vehicle routes in some places.	Local school bus services and users in Narromine, Curban and Narrabri	Negative Direct Short term	Unlikely	Minor	Low		Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
Impacts on social infrastructure									
Accessibility / surroundings	<p>Impacts to social and recreation infrastructure due to amenity and access changes, including:</p> <ul style="list-style-type: none"> Narrabri Dirt Bike Club Baradine Showground Jack Towney Hostel Narromine Golf Course Pilliga Forest Three Mile Reserve 	<p>Narrabri Dirt Bike Club would be impacted by the land requirements for rail infrastructure as well as temporary lease of land during construction. This would affect sections of the grass track and access to the facility. As a volunteer organisation, the club is concerned about the resources and time required to negotiate reconfiguration and design of the track, and potential loss of members if the grass track was closed</p>	Narrabri Dirt Bike Club and patrons	Negative Direct Long term	Almost Certain	Moderate	Extreme	Consultation with social and recreation infrastructure facilities (SE8, SE9 and SE14)	Moderate
		<p>Potential for amenity and access impacts to users of Baradine Showgrounds due to the location of temporary workforce accommodation facility</p>	Users Baradine Showgrounds	Negative Direct Short term	Possible	Minor	Moderate	Consultation with social and recreation infrastructure facilities (SE-C11) Temporary Workforce	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		within the showgrounds.						Accommodation Plan (SE-CI2) Construction and Environmental Management Plan (NVV3, AQ1, TT1, LV5) Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1) Communicating changes to access and road conditions (SE2) Complaints management system (SE10)	

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		Potential noise, dust and traffic impacts during facility establishment for residents of Jack Towney Hostel, which is adjacent to the proposed Gilgandra temporary workforce accommodation facility. Proximity of the facility to the hostel as well as the presence of workers may also lead to concerns about privacy and security for residents. The hostel caters to Aboriginal and Torres Strait Islander seniors, who may be more sensitive to these impacts.	Jack Towney Hostel residents	Negative Indirect Short term	Possible	Moderate	High	<p>Consultation with social and recreation infrastructure facilities (SE9, SE-C11)</p> <p>Temporary Workforce Accommodation Plan (SE-C12)</p> <p>Construction and Environmental Management Plan (NVV3, AQ1, TT1, LV5)</p> <p>Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1)</p> <p>Communicating changes to</p>	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
								access and road conditions (SE2) Complaints management system (SE10)	
		Increased noise and dust from construction activities could affect enjoyment of Narromine Golf Course for some users at times. However, construction works at this location are expected to be limited, and any impacts would be temporary.	Narromine Golf Club and customers	Negative Direct Short term	Possible	Minimal	Low	Construction and Environmental Management Plan (NVV3, AQ1, TT1, LV5) Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1) Complaints management system (SE10)	Low
		Some users of the Pilliga forests close to construction activities	Users of Pilliga Forest	Negative Direct	Possible	Minor	Moderate	Construction and Environmental Management	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		and undertaking activities that rely on a peaceful environment, such as birdwatching, bushwalking and picnicking, could experience reduced enjoyment. However given the size of the Pilliga Forest, it is expected that most users could undertake activities in other parts of the forest and would therefore not be deterred from visiting the forest. However, there would likely be some users who are more sensitive to impacts on the forest, such as local Aboriginal people.		Short term				Plan (NVV3, AQ1, TT1, LV5)	
		Construction of the Macquarie River bridge near Narromine may reduce the amenity of Three Mile Reserve, which is a	Users of Three Mile Reserve	Negative Direct Short term	Possible	Minor	Moderate	Construction and Environmental Management Plan (NVV3, AQ1, TT1, LV5)	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		popular swimming area and has significance to the local Aboriginal community. Users' enjoyment of the river in this location could be affected, and there is potential for some users of the reserve to be deterred from using the area when some construction activities are taking place. Local Aboriginal communities and users of the waterways may be more sensitive to these changes.						Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1) Complaints management system (SE10)	
	Increased demand for community services and recreational facilities due to non-resident workforce	Potential for the non-resident construction workforce to access community services and recreational facilities in towns hosting temporary workforce accommodation	Local medical and emergency services in Narromine, Gilgandra, Baradine and Narrabri.	Negative Direct Short term	Possible	Minor	Moderate	Workforce requirements (SE5) Measures to manage non-resident workforce demand on health and	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
		facilities. It is expected that most services and facilities would have capacity to meet the increased demand. However the baseline indicates there may be some existing challenges for local health service provision, such as long wait times for local GPs. There is potential for the construction workforce to exacerbate these challenges in host towns of Narromine, Gilgandra, Baradine and Narrabri. Social Assessment consultation also indicates some local emergency services may need to increase staffing levels in host towns.						emergency services (SE11 and SE13)	
	Potential increase to	Potential increase to emergency service	Regional and local	Negative Direct	Possible	Minor	Moderate	Consultation with emergency	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk / benefit rating	Management measure	Residual risk / benefit rating
	emergency service response times due to construction activities and changes in access	response times due to changes in access and road conditions, however, access would be maintained for emergency vehicles along the public road network during construction, with suitable alternative access arrangements provided where required.	emergency services	Short term				service providers (SE2) Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1)	
		Potential for increased demand on emergency services due to risks associated with changes to flooding conditions as a result of construction activities.	Regional and local emergency services	Negative Direct Short term	Possible	Minor	Moderate		Low

Section 8.8 Summary of key findings – operation [Amended]

The assessment of potential social impacts presented in section 8 considers the implementation of mitigation measures recommended in other technical reports identified in section 10.

Potential benefits and impacts during construction are listed in Table 8.1 and the identified management measures and residual risk ratings.

Table 8-1 Social impact summary table - operation

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk rating	Management measure	Residual risk / benefit rating
Industry and business									
Livelihoods	Regional economic contribution	The estimated potential economic impact of the permanent removal of agricultural land is estimated to be a loss of about \$1.54 million which is equivalent to about 0.16% of the annual value of agricultural production in the regional study area. This would be offset by \$258.9 million in incremental benefits due to improvements in freight productivity, reliability and availability, and benefits to the community from crash reductions, reduced environmental externalities and road decongestion benefits. Agricultural industries in the regional study area would benefit from improvements in supply chain efficiency. In particular, the proposal	Regional agricultural industry and communities	Positive Direct Long term	Almost certain	Major	Extreme	No additional management or mitigation measures.	Extreme

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk rating	Management measure	Residual risk / benefit rating
		would increase competition between road and rail freight modes, driving savings in freight costs, which would benefit producers, consumers and the regional community.							
	Opportunities for local businesses to supply ARTC during operations	During operation, there may be some opportunities for local businesses to supply ARTC to assist with rail operations and maintenance.	Local businesses	Positive Indirect Short term	Possible	Minimal	Low	Australian Industry Participation Plan / Inland Rail Program Indigenous Participation Plan (SE7)	Low
Employment, workforce and training									
Livelihoods	Employment opportunities in operation	Up to 10 skilled roles required for day-to-day operation.	Skilled local workforce	Positive Direct Long term	Likely	Minimal	Moderate	Australian Industry Participation Plan / Inland Rail Program Indigenous Participation Plan (SE7) ARTC training and	Moderate

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk rating	Management measure	Residual risk / benefit rating
								development programs (SE6)	
Property and landholder impacts									
Surroundings / way of life	Disruption to landholder activities due to proposal land requirements	About 142 privately-owned properties would be impacted by land requirements for the proposal. This may disrupt internal property access, farming operations and operating costs, or change current farming practices for these properties.	Property owners, farm operators and staff	Negative Direct Long term	Likely	Moderate	High	Landholder agreements and compensation (LP2, LP3, LP4, LP5) Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1)	Moderate
	Changes to private road networks impacting landholder	Changes to the private road network where the rail corridor crosses existing access on private properties. This would	Property owners, farm operators and staff	Negative Direct Long term	Possible	Moderate	High	Landholder agreements and compensation (LP2, LP3, LP4, LP7)	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk rating	Management measure	Residual risk / benefit rating
	access and connectivity, and presenting safety risks	<p>impact access and connectivity for some landholders within their properties, impacting on the distances and time required for travel.</p> <p>The proposal would be designed in accordance with relevant safety standards and requirements, including fencing of the corridor, as required, to manage potential safety risks relating to livestock and access to the corridor.</p>						Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1)	

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk rating	Management measure	Residual risk / benefit rating
Local amenity, community values and wellbeing									
Surroundings / way of life	Reduced quality of living environment for residents along the alignment due to changes in noise levels	Up to 40 receivers along the proposal area would have the potential to experience increases in daytime and night-time noise in 2026, and an additional 12 receivers would have the potential to experience increased noise in 2040 when the number of trains increase. Predicted noise levels were above the maximum noise criteria at up to 35 receivers. Increased noise has the potential to disrupt daily activities and night time noise has the potential to disturb night-time peacefulness.	Residents close to rail corridor	Negative Direct Long term	Possible	Minor	Moderate	Operational noise mitigation measures (ONV1 to ONV5) Inland Rail Communications and Engagement Strategy / Proposal-specific Communication Management Plan (SE1)	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk rating	Management measure	Residual risk / benefit rating
Surroundings / way of life	Changes in visual amenity for residents in close proximity to new rail infrastructure	Visual changes as a result of new rail infrastructure, bridges and train movements may reduce local amenity, interrupt views and affect values associated with waterways and the landscape character. Local Aboriginal communities, residents, users of waterways may be more sensitive to these changes. However it is expected that community members would adapt to these visual changes over time and would not be deterred from using the river and reserve.	Residents close to rail corridor, Local Aboriginal communities and users of waterways	Negative Direct Long term	Possible	Minor	Moderate	Urban design and landscape plan (LV2 and LV9)	Moderate
Access and connectivity									
Accessibility / way of life	Increased travel times due to changes to local road network and level crossings	Public and private road closures or diversions may change the route some people need to use to access properties, local towns, schools and other destinations. This would lead to minimal impacts for some road users, with	Residents and users of the local road network, school bus operators and students	Negative Direct Long term	Unlikely	Minimal	Low	No additional management or mitigation required.	Low

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk rating	Management measure	Residual risk / benefit rating
		some increased travel distances and journey times for some people. New level crossings may also lead to minor delays, increasing travel time for some road users. It is expected community members would adapt to these changes over time.							
Health and wellbeing	Increased safety risks for pedestrians and motorists due to potential collisions with trains at level crossings	Risks to health and safety for pedestrians, motorists and livestock from potential collisions with trains at level crossings.	Local communities	Negative Direct Long term	Unlikely	Catastrophic	High	Rail safety awareness program (SE15)	High

Impacts on social infrastructure

DPE impact category	Impact summary	Potential impact description	Stakeholders affected	Nature, type and duration	Likelihood	Consequence	Risk rating	Management measure	Residual risk / benefit rating
Accessibility / surroundings	Amenity impacts for users of social and recreational facilities in close proximity to new rail infrastructure	Users of recreational facilities near the rail corridor (Narrabri Dirt Bike Club and Three Mile Reserve) may experience amenity changes due to the potential for increased noise and vibration and visual changes as a result of the proposal. This is not expected to deter most users due to the nature of these facilities.	Users of Narrabri Dirt Bike Club and Three Mile Reserve	Negative Direct Long term	Possible	Minimal	Low	Operational noise mitigation measures (ONV1 to ONV5)	Low
Accessibility	Delays at level crossings during operation could affect emergency response times	Emergency services could experience increased response times due to delays at level crossings, particularly the level crossing at Castlereagh Highway. Demand for emergency services could also increase due to increased safety risks associated with illegal crossings while trains are approaching, although the likelihood of an accident occurring is low.	Regional and local emergency service providers	Negative Indirect Long term	Unlikely	Moderate	Moderate	Consultation with emergency service providers (SE2) Rail safety awareness program (SE15)	Low

Section 10 Recommended mitigation measures [Amended]

The mitigation measures presented in Table 10.1 of the *Technical Report 13 – Social Assessment* (JacobsGHD, 2020) have been superseded by the amended mitigation measures that are provided in Appendix A of the *Response to Submissions Report* (JacobsGHD, 2021b). The measures remain similar in content and intent however they have been revised to provide additional clarity.

The management of environmental impacts during construction would be documented in the CEMP. The CEMP would provide a centralised mechanism through which all potential construction-related environmental and social impacts would be managed. It would also provide the overall framework for the system and procedures to ensure that environmental and social impacts are minimised, and that legislative and approval requirements are fulfilled during construction. The CEMP would include detailed management plans (environmental sub-plans), which would define how specific environmental and social issues are to be managed during construction in accordance with the mitigation measures and the approval conditions. The management plans/environmental sub-plans would be prepared in consultation with relevant agencies and key stakeholders, as defined by the mitigation measures and conditions of approval.

Appendix I Outline CEMP of the EIS provides the framework for construction management, including potential impacts with social aspects such as noise, dust and visual amenity.

A SIMP framework has been prepared by ARTC which outlines ARTC's approach to managing social impacts and opportunities identified in the Social Assessment (JacobsGHD, 2020) and establishes the roles and responsibilities of ARTC and other parties in relation to the implementation of identified management measures.

The purpose of the SIMP is to provide a framework for the implementation of management measures to address impacts and opportunities identified in the Social Assessment (JacobsGHD, 2020). The SIMP framework:

- Outlines the management measures required to minimise or manage identified social impacts and maximise opportunities.
- Identifies and defines the roles and responsibilities of ARTC and other parties in the mitigation and management of social impacts throughout construction and operation of the proposal.
- Outlines a framework to monitor social outcomes throughout the life of the proposal.

The framework SIMP has been prepared as an overview document to align the commitments from the Social Assessment prepared for the EIS and ARTC's social procurement processes. It is commensurate with the level of proposal planning at the reference concept design phase prior to project approval.

In accordance with the principle of adaptive management, the SIMP is intended to be a 'live' document and will be updated as required during the design, construction and operation phases based on continuous monitoring and engagement with councils, Community Consultative Committees (CCCs), affected landholders and other key stakeholders.

The SIMP outlines how ARTC will report on social performance outcomes, such as a monthly social performance snapshot, as well as quarterly and annual reports. The SIMP also outlines a review process based on quarterly reviews, with the SIMP to be updated on an annual basis through the design and construction phases to reflect changes in the proposal scope or progress in meeting stipulated targets. The SIMP would also be updated as required based on the outcomes of consultation with local stakeholders such as Councils, CCCs, affected

landholders, the general community, and others, over the course of the design and construction phases.

Based on the findings presented in Sections 7 and 8 of the *Technical Report 13 – Social Assessment* (JacobsGHD, 2020), it is recommended that a number of specific management plans be prepared by the primary contractor to manage social performance elements of the proposal during construction in order to maximise the social benefits and minimise the social impacts. ARTC requires all contractors for Inland Rail projects to prepare and submit a SDP, as a requirement in the tendering process. The SDP prepared by the contractor will include four management plans that describe how the contractor will commit and manage:

- communication management plan
- industry participation plan
- workforce management plan
- temporary workforce accommodation plan.

The requirements for these plans have been identified in the SIMP and are aligned with ARTC's social performance principles. The SDP will contain the expected procurement, employment and training opportunities and provide details of how housing and accommodation and community health and wellbeing actions/ initiatives will be managed over the duration of the proposal's construction phase. The SDP will identify specific commitments, actions and strategies the contractor will implement to support ARTC's social performance and local content requirements, including local and Indigenous participation and the spread of local economic benefit. Details on the overall Inland Rail Social Performance Program can be found on the Inland Rail website <https://inlandrail.artc.com.au/opportunities/>.

Similar to the DPE post-approval process for the management and preparation of the CEMP, these plans would include consultation with the relevant agencies and key stakeholders, as defined by the mitigation measures and conditions of approval.

A new mitigation measure (SE3) has been included in the amended mitigation measures presented in Appendix A of the *Response to Submissions Report* (JacobsGHD, 2021b):

A detailed Aboriginal community and stakeholder engagement strategy and action plan would be prepared and implemented by ARTC at the commencement of the detailed design phase to require that:

- *information about the N2N proposal is shared with Aboriginal stakeholders and communities in a timely manner*
- *strong relationships between ARTC and Aboriginal stakeholders are built and maintained*
- *local Aboriginal cultural and community values are identified and understood*
- *opportunities to reflect Aboriginal community and cultural values in infrastructure or other outcomes of the N2N proposal are identified and implemented.*

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JacobsGHD

Level 3, 24 Honeysuckle Drive, Newcastle NSW 2300
PO Box 5403, Hunter Region Mail Centre NSW 2310
T: +61 2 4979 9999 F: +61 2 4979 9988 E: ntlmail@ghd.com

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