

APPENDIX



C

Consultation report

NARROMINE TO NARRABRI ENVIRONMENTAL IMPACT STATEMENT



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

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Glossary

Specific terms and acronyms used throughout this strategy are listed and described in the table below.

Term	Acronym
Australian Rail Track Corporation	ARTC
Construction Environmental Management Plan	CEMP
Community Consultative Committee	CCC
Department of Planning & Environment	DP&E
Department of Planning, Industry & Environment	DPIE
Environmental Impact Statement	EIS
Focused Area of Investigation	FAoI
International Association of Public Participation	IAP2
Infrastructure Sustainability Council of Australia	ISCA
Narromine to Narrabri (Inland Rail Project)	N2N
Secretary's Environmental Assessment Requirements	SEARs
Social Impact Assessment	SIA
State Significant Infrastructure	SSI

1. Introduction

1.1 Program overview

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

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

This 1,700-kilometre (km) line is the largest freight rail infrastructure project in Australia. Based on the 10-year delivery schedule developed in 2015, the first train is expected to operate in 2024–25.

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

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

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

A ROAD COMPETITIVE OFFERING



FIGURE 1 KEY ELEMENTS OF THE INLAND RAIL SERVICE OFFERING

1.2 Project background

The Narromine to Narrabri (N2N) project (the proposal) is one of 13 projects that completes the Inland Rail program and comprises approximately 306 km of new track (see Figure 2). It is the longest and most significant new project within Inland Rail.

In November 2017, the Australian Government confirmed the study area for the N2N section of Inland Rail. This decision followed an analysis of corridor options, with the chosen preferred study area presenting the best balance of benefits for industry and the community.

A joint media release was published on 30 November 2017 by the Hon. Darren Chester MP (former Minister for Infrastructure and Transport), the Hon. Mathias Cormann (Minister for Finance), and the Hon. Mark Coulton (Federal Member for Parkes).

In 2018, ARTC lodged a State Significant Infrastructure application and a Scoping Report to the then Department of Planning and Environment (DP&E) for the N2N project. ARTC also lodged a referral with the federal Department of the Environment and Energy under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act).

In September 2018, ARTC received the Secretary's Environmental Assessment Requirements (SEARs) from the DP&E.

In July 2019, the study area for the N2N project was refined to approximately 150–400 metres (m) wide. This area is referred to as the Focused Area of Investigation (FAoI).

The determination of the FAoI follows a broad range of site and field investigations, design work and engagement. It represents an important milestone for both the project and the community.

Some of the guiding principles used in determining the FAoI include minimising property and flooding impacts, improving level crossing alignments and helping achieve a faster, safer and more reliable alternative to road freight.

A detail of the N2N study area and FAoI is provided in Figure 3.

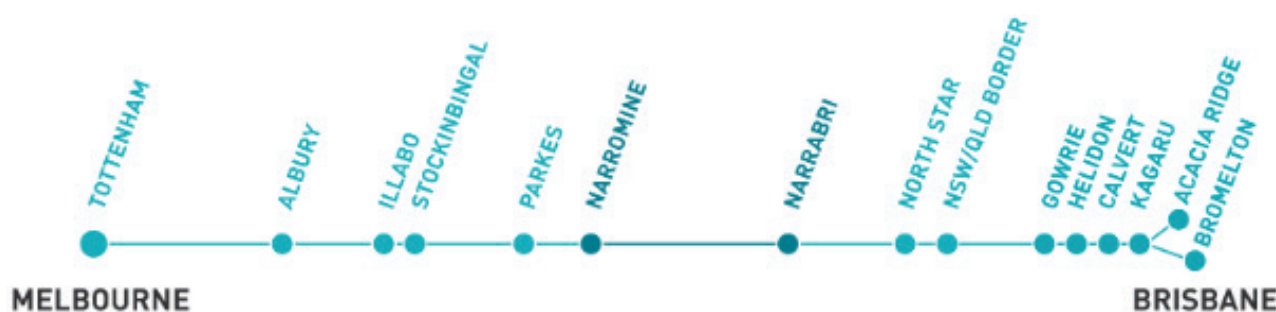


FIGURE 2 THE NARROMINE TO NARRABRI INLAND RAIL PROJECT



FIGURE 3 THE N2N STUDY AREA AND FOCUSED AREA OF INVESTIGATION

1.3 Purpose of the Report

The purpose of this Consultation Report (the Report) is to outline the objectives, strategies and consultation completed by ARTC Inland Rail as both part of delivering the N2N project and the Environmental Impact Statement (EIS).

This Report complements the consultation chapter in the EIS and Technical Report 3: Flooding and Hydrology Assessment. It includes a summary of stakeholders and communication tools, and highlights the feedback captured across the alignment. The Report emphasises the integral role community engagement plays in the successful delivery of Inland Rail.

2. Secretary's Environmental Assessment Requirements (SEARs)

The Secretary's Environmental Assessment Requirements (SEARs) details what must be covered in the EIS across a range of subjects. Issued by the Secretary of DP&E (now the Department of Planning, Industry and Environment) upon receipt of a State Significant Infrastructure (SSI) lodgment, the SEARs are effectively the 'terms of reference' that guide preparation of the assessment documentation—including on consultation. The engagement activities undertaken by Inland Rail seek to meet the requirements noted in SEARs #4 (see Table 1).

TABLE 1 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENT (#4)

Desired performance outcome	Requirement
4. Consultation The project is developed with meaningful and effective engagement during project design and delivery	1. The project must be informed by consultation, including with relevant State and local government agencies, infrastructure and service providers, special interest and industry groups, affected landowners, businesses and the community. The consultation process must be undertaken in accordance with the current guidelines.
	2. The Proponent must document the consultation process and demonstrate how the project has responded to the inputs received.
	3. The Proponent must describe the timing and type of community consultation proposed during the design and delivery of the project, the mechanisms for community feedback, the mechanisms for keeping the community informed, and procedures for complaints handling and resolution.
	4. Where the Proponent establishes a Community Consultative Committee (CCC) for the project, the establishment and operation of the CCC must be in accordance with the Department's Community Consultative Guidelines State Significant Projects (2016). The CCC must not be the only or primary method of engagement with the community on the project.

Further to the SEARs, the Department of Planning, Industry and Environment (DPIE) has published draft guidelines on community and stakeholder engagement and Social Impact Assessment (SIA), which have also informed and shaped engagement activities on N2N.

2.1 Department of Planning, Industry and Environment Guidelines

Community and Stakeholder Engagement (Draft EIA Guidance Series 2017)

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

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

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

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

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

Social Impact Assessment (SIA) Guideline for State significant mining (2017)

The SIA guideline for State Significant Mining, Petroleum Production and Extractive Industry Development (2017) provides guidance for conducting SIAs as part of NSW state level EIS assessments. It defines social impacts and specifically how their consideration is integrated into different phases of NSW environmental assessment phases, from scoping to assessment and post-approval phases.

Importantly, for stakeholder engagement activities, it also specifies the parameters for community consultation. This includes for gaining an understanding of the social context (or 'baseline') prior to initiation of the project and for ensuring that potentially affected individuals and groups are provided with a comprehensive understanding of the project's impacts—both negative and positive.

Furthermore, it seeks impacted communities' feedback on how these benefits might be capitalised upon, how impacts might be mitigated during the design phase and how to manage unavoidable residual negative impacts. More broadly, this guideline also seeks to set consistency standards for proponents across SIAs, the objectives of which are to:

- ▶ Facilitate improved project planning and design through earlier identification of potential social impacts
- ▶ Promote better development outcomes through a focus on minimising negative social impacts and enhancing positive social impacts
- ▶ Support informed decision making by strengthening the quality and relevance of information and analysis provided to the consent authority
- ▶ Facilitate meaningful, respectful and effective community and stakeholder engagement on social impacts across each EIS phase, from scoping to post approval
- ▶ Ensure that the potential social impacts of approved projects are managed in a transparent and accountable way over the project life cycle, through conditions of consent and monitoring, and reporting requirements.

Although explicitly for the mining and petroleum sectors, this currently comprises the de facto guideline for all SSI projects in lieu of DPIE publishing similar guidance specific to the Infrastructure State Environmental Planning Policies (SEPP).

3. ARTC and community engagement

3.1 Inland Rail program engagement approach

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

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

The ARTC *Inland Rail Communications and Engagement Strategy* (0-0000-900-PCS-00-ST-0002) and the *Inland Rail Community Engagement Management Plan* (0-0000-900-PMP-00-PL-0008_0) provide the overarching communications and engagement framework for the Inland Rail program stretching from Queensland to Victoria. Effective communication and stakeholder engagement are fundamental to reducing risk, optimising route alignment, minimising social and environmental impacts, securing statutory approvals, and gaining and maintaining the social licence to operate.

ARTC's overarching strategy to communication and engagement is designed to:

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

3.2 Inland Rail Program engagement principles

The strategic engagement principles that apply include:

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

ARTC is committed to active engagement in accordance with the IAP2 spectrum for public participation.

3.3 IAP2 spectrum of public participation

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

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

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

3.3.1 Public participation

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

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

FIGURE 4 IAP2 SPECTRUM FOR PUBLIC PARTICIPATION

3.3.2 IAP2 core values

ARTC will also be guided by IAP2 core values. These are outlined in Table 2.

TABLE 2 IAP2 CORE VALUES

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

3.4 ISCA stakeholder engagement credits

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

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

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

It is important to note that compliance with the ISCA requirements is subject to periodic audit, complementing and lending an additional layer of external accountability to the NSW EIS assessment process.

TABLE 3 ISCA REQUIREMENTS

ISCA credit		How ARTC will meet ISCA
Sta-1	Stakeholder Engagement Strategy	ARTC will seek to publish an external (or public facing) N2N Community Engagement Plan, which will complement internal engagement documents and strategies.
Sta-2	Level of Engagement	At a minimum there are the following negotiable items on the N2N project: <ul style="list-style-type: none"> ▶ Refining the final rail corridor—ARTC will work with landowners to incorporate feedback, where feasible, into design work as we narrow the Study Area (up to 5km wide) to a final corridor (40-60m). ▶ Level Crossings—ARTC recognises that access to and from properties and across road-rail interfaces will be an important community issue. ARTC will continue to consult with landowners and the community to ensure a suitable outcome for the region and individual landowners. ▶ Bridges and Structures—while bridges and structures will be determined by engineering investigations and operational requirements, there may exist opportunities for community input into visual and design elements associated with these structures (design or ancillary).
Sta-3	Effective Communication	ARTC will provide the community with information: <ul style="list-style-type: none"> ▶ In a timely manner ▶ That supports community participation ▶ That is meaningful and relevant ▶ That is accessible.
Sta-4	Addressing Community Concerns	ARTC will be responsive to community feedback and concerns. All information gathered will be documented in Consultation Manager and all questions from the public will be responded to in a timely manner.

4. Stakeholder identification and consultation for the EIS

4.1 Stakeholder identification

Understanding the local community and identifying stakeholders is critical to the success of Inland Rail and community engagement activities. A stakeholder is defined as any individual, group of individuals, organisation or political entity with an interest in the outcome of a decision. They may be, or perceive that they may be, affected directly or indirectly by the outcome of a decision.

The key stakeholders for Inland Rail include:

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

4.1.1 Local councils

Local councils provide a tangible and vital link to communities. ARTC has engaged with all councils across the alignment; this includes Narromine, Gilgandra, Coonamble, Warrumbungle and Narrabri shire councils.

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

A summary of how Inland Rail has engaged with local councils on the N2N alignment is provided in Appendix A.

4.1.2 Government organisations

Consultation with government agencies commenced as part of the concept development stage of the N2N project. ARTC will continue to engage with agencies, such as Transport for NSW (including the former Roads and Maritime Services), Forestry Corporation and Environment, Energy and Science Group within DPIE (which incorporates the Environment Protection Authority, Heritage NSW, Biodiversity Conservation Division and National Parks and Wildlife Service).

Consultation continued with DPIE during the EIS preparation. Ongoing consultation with the Department was required to ensure the completion of necessary community engagement practices as part of the EIS process. This included managing land access requests to undertake field investigations, and consulting broadly with the community to complete the relevant Stakeholder Engagement and Social Impact Assessment sections of the EIS.

ARTC will also need to work with the Department to manage the formal exhibition of the EIS and address engagement activities associated with the community feedback process.

4.1.3 Landholders

The N2N Community Engagement Team have worked hard to establish and maintain relationships with landholders who own or reside property within the proposed rail alignment.

From February 2018 to July 2019, ARTC met with approximately 300 landholders across the Narromine to Narrabri study area. This included close to 200 face-to-face and phone meetings.

From July 2019 to February 2020, ARTC looked to meet with all landowners within the FAoI. This included completing over 100 face-to-face and phone meetings.

Meetings included ARTC technical and engagement personnel, as well as an independent agronomist (where requested). All landholders were provided with updated property maps clearly showing the location of the FAoI. The meetings also covered preliminary flood modelling and level crossing matters.

4.1.4 Community and environment groups

This category includes resident groups, farmer groups and associations, branches of the NSW Country Women's Associations and Chambers of Commerce.

ARTC has also forged a working relationship with NSW Farmers Association throughout the development of the N2N project. NSW Farmers is an association of farmers and stakeholders of the agricultural industry. They have received well-rounded support throughout the community and have had considerable input to the project, namely through the agreed amendments to the Land Access Agreement guidelines.

4.2 Community Consultative Committees

As a NSW State Significant project, DPIE endorsed the establishment of a Community Consultative Committee (CCC) for the N2N project.

The CCC allows engagement throughout the project's progress, and it is possible that the DPIE may require a CCC to operate through construction and into the operational phases of the project. The aim of the CCC is to:

- ▶ Facilitate broader community involvement in the project
- ▶ Seek community feedback and input to project outcomes
- ▶ Increase awareness and understanding for the project by providing communities with 'one- point of call' for project information
- ▶ Act as a conduit between the project team and the community to provide information or address issues and concerns.

More information on CCCs can be found on Inland Rail's website: inlandrail.artc.com.au/community-consultative-committees.

DPIE has also developed CCC guidelines to help clarify the roles and responsibilities of CCC, which can be found on their website at: planning.nsw.gov.au/Assess-and-Regulate/Development-Assessment/Community-Consultative-Committees.

4.3 Social performance

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

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

- ▶ Workforce management
- ▶ Local and Indigenous industry participation
- ▶ Housing and accommodation
- ▶ Health and community wellbeing
- ▶ Community and stakeholder engagement.

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

- ▶ **Duty of care**—establishing a whole-of-project policy and procedure outlining ARTC’s approach to managing issues of distress, self-harm and mental health concerns raised by landowners and communities impacted by the project
- ▶ **Community safety**—utilising ARTC’s rail safety program to develop and deliver a community safety program (roads and crossings) to demonstrate that issues and concerns raised in consultation have been acted on and are being proactively managed
- ▶ **School safety strategy**—leveraging ARTC’s existing school safety program to facilitate a positive relationship between the project and some of the community’s most vulnerable residents—children
- ▶ **Local education**—creating education opportunities for residents to be trained so they can benefit from the development and operation project. This area of interest and opportunity has been raised by local councils, business and locals throughout consultation.

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

4.4 Cultural heritage

The N2N project aims to foster links with all the relevant Local Aboriginal Land Councils within the project alignment. To do this, it is critical the Community Engagement Team works closely with the ARTC Cultural Heritage Team. The Community Engagement Team ensures the Cultural Heritage Team are involved and aware of any stakeholder engagement activity conducted in the proposed rail corridor and provide project information relevant to managing their key relationships.



FIGURE 5 CULTURAL HERITAGE AND GEOTECHNICAL INVESTIGATIONS COMPLETED AS PART OF THE EIS

5. Consultation tools and activities

Various communication channels are being used to support the different phases of engagement. These channels have been and will continue to be instrumental in ensuring information and updates about the N2N project are disseminated regularly, and feedback from the community and stakeholders is received and recorded in a secure stakeholder management database (Consultation Manager). These varying channels also allow Inland Rail to respond promptly to stakeholders' questions and concerns.

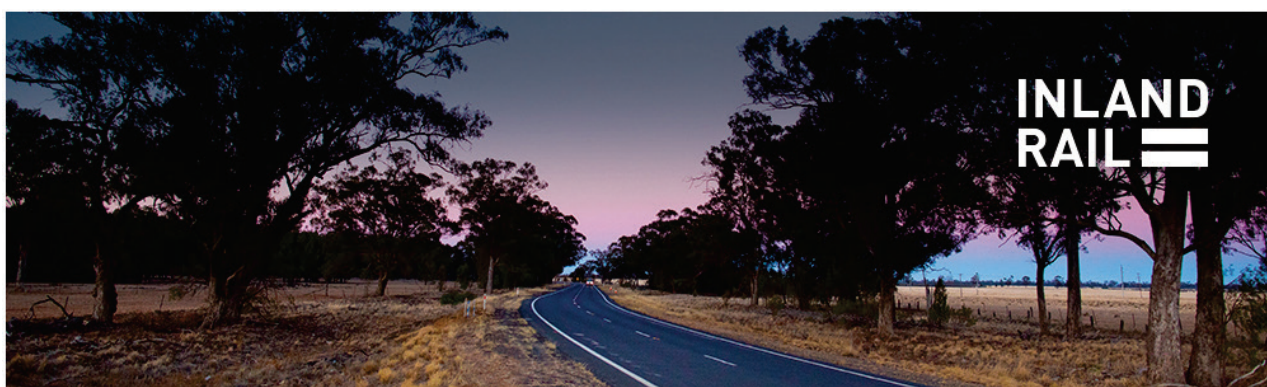
Table 4 below outlines the communication and engagement tools used and the purpose and timing of each of these activities.

TABLE 4 COMMUNICATION AND CONSULTATION TOOLS

Communication and consultation tools	Purpose	Date
Toll-free community information line (1800 732 761)	<ul style="list-style-type: none"> Inland Rail has a toll-free community information line for any queries about the project. This line is staffed during business hours (Monday to Friday 8:30am–5pm). A team of community and engagement advisors take these calls and direct them to the appropriate engagement advisor for response. 	Established Jan 2015 and continues to be managed
Project Email (inlandrailenquiries@artc.com.au) (inlandrailnsw@artc.com.au)	<ul style="list-style-type: none"> Online communication channel where stakeholders can ask questions, share their views, issues and concerns, provide feedback and request additional information Record and respond to enquiries by email. 	Established 2014 and continues to be managed
Inland Rail website (inlandrail.artc.com.au)	<ul style="list-style-type: none"> Raise awareness and understanding of the proposal Provide information to stakeholders, allowing them to ask questions, share their views, issues and concerns, and request additional information The website also includes minutes from CCC meetings, updated project maps, project newsletters, and historical documentation (such as route alignment documents) The website is updated, as required, to reflect the stages of the N2N project. 	Established 2014 and updated regularly
Inland Rail social media channels: <ul style="list-style-type: none"> LinkedIn Facebook Instagram 	<ul style="list-style-type: none"> Online communication provides information about the Inland Rail program Online communication channel where stakeholders can ask questions, share their views, issues and concerns, provide feedback and request additional information. 	Established 2019 and ongoing
Printed information—distributed to people on the project mailing list and at communication sessions: <ul style="list-style-type: none"> Fact sheets Project information packs Mail outs Project maps 	<ul style="list-style-type: none"> Raise awareness and understanding of the proposal Provide information and details about specific projects as well as features and activities Provide information on land access guidelines and procedures 	Commenced in 2016 and ongoing

Communication and consultation tools	Purpose	Date
Stakeholder e-newsletter	<ul style="list-style-type: none"> ▶ E-newsletters have been sent to stakeholders to provide project updates, invite them to attend community drop-in sessions and advise them of community information sessions ▶ Individuals can sign up for e-news project updates online, through the ARTC website or at any of our public information displays. 	Established April 2019 and ongoing
Community information sessions	<ul style="list-style-type: none"> ▶ To provide information on the proposal to the local community and seek input to inform the design process and develop the EIS 	Commenced in 2016 and held as required. Recent sessions occurred in March 2020.
Workshops	<ul style="list-style-type: none"> ▶ Discuss the proposal and address specific questions and concerns in person ▶ Provide an opportunity for stakeholder input to inform the design process and EIS ▶ To seek targeted feedback from stakeholders to develop the EIS. 	Commenced in 2018 and held as required
Landowner face-to-face meetings	<ul style="list-style-type: none"> ▶ Consultation at various stages of the project ▶ Study Area: project awareness, field studies and property access ▶ Focus Area of Investigation: project update, property impacts, flooding and hydrology and access ▶ Final Corridor: project update, property, construction impact zone, noise and hydrology impacts. 	Commenced in 2017 and ongoing
Stakeholder meetings and briefings	<ul style="list-style-type: none"> ▶ Opportunity to address specific questions and issues in person ▶ Includes meetings with local council and NSW Government agencies ▶ Build relationships and trust. Provide an opportunity for stakeholders input to inform the design process and development of the EIS. 	Commenced in 2018 and ongoing
Submissions	<ul style="list-style-type: none"> ▶ Submissions from local councils and businesses have been invited to provide an opportunity for local knowledge and views to be shared with the proposal team, e.g. investigating pre-construction legacy opportunities. 	As required
Briefing papers	<ul style="list-style-type: none"> ▶ Provided to the State and Federal Government to outline key issues and strategies. 	As required
N2N CCC: <ul style="list-style-type: none"> ▶ Narramine subcommittee ▶ Gilgandra subcommittee ▶ Narrabri subcommittee 	<ul style="list-style-type: none"> ▶ Provide a forum for the discussion between the proponent and representatives of the community, stakeholder groups and the local council on issues directly relating to a specific State significant proposal ▶ Forum for the public to gain an understanding of the project and source information, and is an effective channel for stakeholders to communicate their views, issues and concerns. 	Established in 2018 and conducted as required

Communication and consultation tools	Purpose	Date
<ul style="list-style-type: none"> ▶ Local media ▶ Advertisements ▶ Media releases ▶ Media briefings 	<ul style="list-style-type: none"> ▶ Raise awareness and understanding of Inland Rail and the proposal ▶ Provide information and promote channels through which stakeholders can communicate their views, issues and concerns ▶ Celebrate project milestones publicly. 	Ongoing
Project database	<ul style="list-style-type: none"> ▶ Record all correspondence relating to the proposal, including feedback, concerns and commitment (via Consultation Manager). 	Established 2016 and ongoing
ARTC community investment/ sponsorship	<ul style="list-style-type: none"> ▶ Opportunity for direct or in-kind community support ▶ Sponsorship of regional shows and local community organisations (Narromine, Gilgandra, Baradine, Coonamble, and Narrabri), demonstrating a commitment to local communities. 	Four times per year
E-blast emails/emails	<ul style="list-style-type: none"> ▶ Promote engagement channels and opportunities to learn more about the proposal ▶ Promote when community feedback and inputs are required 	As required



Narromine to Narrabri (N2N) Inland Rail Project Update

Commencement of Final Rail Corridor Meetings

Earlier this year, Inland Rail announced the refinement of the Narromine to Narrabri (N2N) Study Area to a Focused Area of Investigation, approximately 150 – 400 m wide. We have now refined the Focused Area of Investigation down to the Rail Corridor, which is 40 - 60 m wide.

We will soon be looking to contact and meet with all landowners directly affected by the Rail Corridor. We will also meet with landowners near the proposed alignment who may be impacted by the future construction and operation of Inland Rail.

FIGURE 6 EXAMPLE OF 'E-BLAST EMAIL' SENT TO STAKEHOLDERS IN JUNE 2020 (SNAPSHOT ONLY)

5.1 Consultation during the development of the EIS

The following provides a summary of key consultation activities undertaken by ARTC Inland Rail to assist in the development of the EIS.

5.1.1 Landowner project update—October 2016

In October 2016, ARTC sent letters to over 600 landowners advising them that the Minister for Infrastructure and Transport was considering the recommended project study area for the Inland Rail project.

5.1.2 Community information meetings—November 2016

In November 2016, ARTC hosted community information sessions between 14 and 19 November. This included sessions at Narromine, Gilgandra, Curban, Coonabarabran, Coonamble and Narrabri. These sessions provided an opportunity for the community to find out more about the project and the preliminary field investigations that were underway.

5.1.3 Community information meetings—December 2017

On 11–14 December 2017, ARTC held community information meetings at Narrabri, Coonamble, Gilgandra and Narromine. The primary purpose of these meetings was to discuss the route selection process (including the process to identify a study area) articulate the proposed study area, outline next steps to identify a rail corridor within the study area, and consultation with landowners.

The meetings were the first opportunity ARTC had to inform the community of the proposed study area following the formal announcement in November 2017. The meetings were attended by a broad range of ARTC program and project team members, including technical, environmental and community engagement staff.

5.1.4 Landowner face-to-face meetings—N2N study area

In February 2018, ARTC commenced face-to-face meetings with approximately 200 landowners who owned property or resided in the study area. The purpose of these meetings was to provide further detail on the next phase of the project—reference design and EIS.

Discussion items included outlining project milestones, the process to identify the rail corridor within the study area, discussing formal planning approval processes, requesting land access agreements for further investigations and identifying landowner concerns to be considered during the design development. Detailed property maps were provided to landowners at the meetings.

The issues raised throughout the landowner meetings were generally consistent across the project and covered:

- ▶ Timeline for determination of the final corridor, planning activities and construction
- ▶ Impacts on properties, including livestock, farming and access
- ▶ Property acquisition, including articulation of process, full/partial acquisition and compensation
- ▶ Future impact of the rail line, including flooding and noise and vibration.

5.1.5 Community information and drop-in sessions—September 2018

In September 2018, ARTC held eight town hall meetings and community information sessions in towns along the N2N project corridor. Community meetings were held in Narrabri, Baradine, Gilgandra, Curban and Narromine.

As part of the engagement sessions, ARTC advertised via print, radio and email. This included distributing an updated project newsletter to Narromine, Gilgandra, Warrumbungle, Coonamble and Narrabri shire councils.

In attendance at the sessions were members of the ARTC project team, including the N2N Program Manager, NSW Community Engagement Manager, N2N Design Manager, Environment Advisor and the Project Lead from Inland Rail JacobsGHD Joint Venture.

The purpose of the meetings was to inform the community of ongoing work as part of the N2N project, request land access from landowners, and to provide the community to meet the project team and have their say.

Some of the feedback raised by the community included the need for:

- ▶ More flexible and ongoing community engagement
- ▶ Clarity as to how and when the final corridor would be determined
- ▶ More information on level crossings and access, noise and visual amenity, business operations, trucking and moving machinery, moving stock, and fencing
- ▶ Clarity on design issues, such as the location of passing loops and how a single line can allow trains to efficiently operate in both directions
- ▶ More information on compensation and land acquisition

- ▶ Further information and engagement on proposed flooding and hydrology investigations
- ▶ Additional information on the benefits and economic opportunities for regional communities, including maximising local employment.

5.1.6 N2N 'pop up' stalls—June 2019

'Pop up' community information stalls were held for two days each in four of the major townships along the alignment; Narromine, Gilgandra, Baradine, Narrabri.

The Community Engagement Team spoke to a total of 196 locals, including 36 landowners, within the study area. Key concerns were property valuation, the land acquisition process and flooding in the study area. Enquiries ranged from the process to refine the route, field investigations and the sponsorships and donations program.



FIGURE 7 'POP-UP' STALL IN BARADINE AND INLAND RAIL STALL AT NARRABRI SHOW (2019)

5.1.7 Narromine community information sessions—August 2019

In August 2019, ARTC held community information sessions in Narromine to allow residents an opportunity to provide their feedback on preliminary design work. These sessions allowed residents of the Narromine township an opportunity to provide their feedback on preliminary findings associated with ongoing design work. The sessions were well attended and demonstrated ARTC's commitment to active engagement.



MEET OUR TEAM IN NARROMINE

We would like to update you on progress and planning for the Narromine to Narrabri (N2N) project. Inland Rail is committed to working with communities, landowners, local and state governments. This is a vital part of our planning and consultation work, and we value your input.

We are currently working on refining the Inland Rail route between Narromine and Narrabri. This process is informed by our field investigations and the conversations we've had with landowners to better understand technical challenges and opportunities.

NARROMINE DROP-IN SESSIONS

The drop-in sessions in Narromine will give you a chance to view and discuss initial findings from our investigations, including the current preferred route options in Narromine. Please come along to hear the latest project update, meet the team and ask questions.

When	Friday 23 August	Saturday 24 August
	10am–5pm	10am–2pm
Where	Narromine Station, access off Derribong Avenue, Narromine, NSW 2821	Narromine Station, access off Derribong Avenue, Narromine, NSW 2821

FIGURE 8 NARROMINE DROP-IN SESSIONS—ADVERTISEMENT

5.1.8 Landowner face-to-face meetings—N2N Focused Area of Investigation—July 2019 to February 2020

Between July 2019 to February 2020, the N2N project team looked to meet with all landowners within the FAoI. This included over 100 face-to-face and phone meetings.

These face-to-face meetings provided community members with a good opportunity to stay up to date with the project and to ask any questions related to the ongoing design process.

All landowners were provided with updated property maps, clearly showing the location of the focused area of investigation. The meetings covered preliminary flood modelling results (existing flood conditions) and level crossing matters. As part of the engagement work, ARTC also directly contacted all landowners who were in the study area but not in the FAoI.

ARTC also had meetings during this period with local and state government agencies, community and business groups, and other key stakeholders. All the feedback gathered, where applicable, was used to inform both the design and EIS process.

As part of this major milestone, the Engagement Team finalised and distributed fact sheets to all landowners explaining the engagement process (see Figure 9).

HOW YOU WILL HEAR FROM US



FIGURE 9 N2N FOCUSED AREA OF INVESTIGATION FACT SHEET

5.1.9 Community information sessions—N2N Focused Area of Investigation—March 2020

In March 2020, ARTC held community information sessions at Narromine, Gilgandra, Baradine, Curban and Narrabri. The sessions provided an update on refinement from the 2-km wide study area to a 150–400 m wide FAol.

Across the sessions, approximately 115 people attended from a broad range of stakeholder groups, including landowners, residents, local governments and businesses. Where practical, feedback received was used to inform both the design and EIS process.

5.1.10 Landowner face to face meetings—N2N proposed rail corridor

Between July 2020 and November 2020, ARTC looked to meet with landowners directly impacted by the final rail corridor.

At these meetings, landowners were provided with updated property maps clearly showing the location of the final rail corridor. The meetings also covered flood modelling, operational noise, access, visual impacts, property acquisition and construction infrastructure.

ARTC also met with indirectly impacted landholders to discuss construction infrastructure, operational noise, access and visual impacts.

We also engaged with landowners whose property or properties were predicted to have potential above-floor afflux impacts. During this engagement we explained the flood model and project structures nearby, the predicted impacts and possible mitigation measures.

Consultation also continued with local and state government entities, community and business groups, and other key stakeholders. This included briefings with both the Narromine and Narrabri Floodplain Committees.

5.1.11 Community information sessions—N2N proposed rail corridor—October 2020

In October 2020, ARTC held community information sessions at Narromine, Gilgandra, Baradine, Curban, Coonamble and Narrabri. The sessions provided an update on the refinement from the 150–400 m wide FAol to the proposed rail corridor, which is 40–60 m wide.

Across the sessions, approximately 125 people attended from a broad range of stakeholder groups, including landowners, residents, local government and businesses.



FIGURE 10 COMMUNITY INFORMATION SESSION AT BARADINE

5.1.12 Draft EIS stakeholder briefings

In August 2020, Inland Rail conducted five online Draft EIS stakeholder briefings. This included one N2N CCC meeting and additional meetings encompassing government agencies, local government officials, and interested community members.

The online sessions provided interested stakeholders with an overview of the EIS, including further information on the scope of investigations, methodology and approach. Focus areas of discussion included biodiversity, Aboriginal heritage, flooding and hydrology, water resources, noise and vibration (construction and operation), land use and property, social and economic, and traffic and access. Excluding the CCC briefing, 94 people attended the sessions.

A sample agenda for one of the online engagement sessions is provided in Appendix B.

5.1.13 Community Consultative Committees—ongoing

ARTC has established Community Consultative Committees (CCC) for the N2N project. Three committees have been formed—one each for the areas generally around Narromine, Gilgandra and Narrabri.

As part of this process, ARTC held CCC open information meetings on 12–14 June 2018 at Narrabri, Baradine, Gilgandra and Narromine. The purpose of these meetings was to inform interested community members of the role and responsibilities of the CCCs. During this time, ARTC also extended the deadline for CCC nominations till 15 June 2018, allowing more time for community members to participate and provide feedback.

An ARTC media release, dated 1 June 2018, noted:

- ▶ Input from the committees will play an integral part in designing and refining the project and will be considered as part of the formal assessment process
- ▶ Early input will help identify and address those issues that most concern landowners and communities within the Inland Rail study area.

CCCs also provide an opportunity to discuss and realise the regional and broader economic benefits of Inland Rail.

In August 2018, the Department of Planning and Environment appointed Mr Michael Silver as the Independent Chairperson for the N2N CCCs. The Department notification, dated 14 August 2018, states, *'Mr Silver is provided the authority and independence to undertake the formation and operation of the CCCs for these projects, as set out by the Department's guideline'*.

The commencement meeting for the Narromine to Narrabri CCC was held on 23 and 24 January 2019. An ARTC media release—'Inland Rail Community Consultative Committees get underway in Central West and Northern NSW'—was distributed on 1 February 2019.

Up to August 2020, ARTC Inland Rail have held six CCC meetings. The minutes and presentations given at these meetings is publicly available on the project website (inlandrail.artc.com.au/n2n-ccc).

Some of the key issues raised at the CCC meetings include:

- ▶ Ongoing and transparent community engagement
- ▶ Historical questions regarding route selection
- ▶ Further clarity as to the purpose of the EIS, schedules and role of community
- ▶ Rigour of site and field investigations—especially weed management
- ▶ Explanation of the property acquisition process
- ▶ Rigour of flood modelling activities
- ▶ Explanation of key terms in the project lifecycle, e.g. 'reference design'
- ▶ Reasoning behind the determination of the project study area and FAoI
- ▶ Proposed water usage during construction.

WHAT HAS BEEN HAPPENING

INLAND
RAIL

The project study area was generally between 2 km wide (and up to 5 km in some areas). We have now refined this studied footprint to a **Focused Area** of approximately **150 to 400 m** wide.

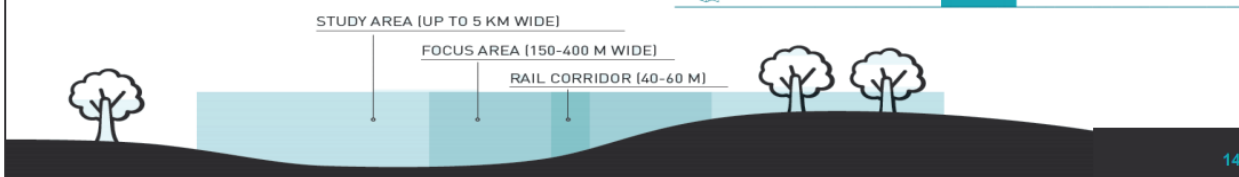
Surveys completed to date include: Geotechnical investigations; Ecological surveys; Utility identification surveys; Heritage surveys; Noise, air quality and vibration surveys; Land surveys; Flooding studies.

From July 2019, Inland Rail began visiting Landowners (**1-on-1 meetings**) to inform them of the project Focused Area. It is anticipated that this work will take several months to complete.

Ongoing investigations include: Road and Rail interfaces; Traffic and Transport; Borrow Pits; Groundwater; Social and socio-economic surveys; Agriculture and land use; Landscape and visual amenity.

Indicative summary of site and field investigations completed from March to June 2019.

TOPIC	MARCH	APRIL	MAY	JUNE
CONSULTATION				
AQUATIC ECOLOGY				
TERRESTRIAL ECOLOGY				
SURFACE WATER				
GROUNDWATER				
INDIGENOUS HERITAGE				
NOISE				
SOCIAL IMPACT				
FLOODING				
GEOTECHNICAL				
CONSTRUCTABILITY				
TRAFFIC				
BORROW PIT INVESTIGATIONS				
CADASTRAL SURVEY				



14

FIGURE 11 EXAMPLE SLIDE FROM CCC (SEPTEMBER 2019)

5.1.14 TRACKS Magazine (Northern NSW)—ongoing

ARTC established a new publication highlighting the Inland Rail project and engagement activities occurring in northern NSW. The magazine includes interviews with staff, sponsorship events (such as the Winter Wonderland, Gilgandra) and highlights of construction activities and opportunities.

The magazine was distributed to key stakeholders across the N2N alignment and served an important part of the engagement process.

T R A C K S

12 **Inland Rail
is happening**
see latest project
milestones

16 **Business
boost**
supporting local
economies

34 **Innovative
rail**
new rail design
improves track

38 **Rail safety
is paramount**
be vigilant at
level crossings

Northern NSW

**INLAND
RAIL** 



ISSN 2652-3779

FIGURE 12 TRACKS MAGAZINE (NORTHERN NSW)

Come and meet us at your show

Local shows are a highlight of the year in many regional NSW areas. They unite communities and showcase the best in agriculture, industry, business and community spirit.

For the Inland Rail team, shows are a wonderful opportunity to support grassroots events and build lasting connections.

We look forward to local shows because they're bustling, fun environments with something for everyone to get excited about.

Most of us make a beeline for the animal nursery. The 'big kids' amongst our teams can't get enough of the big machines and others get 'lost' among the local food and produce tents.

In 2019, Inland Rail team members have participated in shows across northern NSW from Coonamble to Peak Hill, and Gunnedah to Parkes.

We did a quick survey among the team to find out what they enjoyed most about the show season this year.

Anna and Alex attended AgQuip, Gunnedah

First impressions?

The scale of AgQuip was insane—we'd never seen such a collection of everything agricultural from silos to giant harvesters. Driving around in our golf buggy browsing everything was a lot of fun.

What did you love about this show?

There was a great collection of extremely cute farm animals that looked so content curled up together having a sunbake, as well as some beautiful new-born puppies.

And the alpacas—we loved the alpacas!

We really enjoyed how friendly and genuinely interested everyone was in Inland Rail, stopping by our marquee to have a chat about the program! It was great to talk to people who didn't know much about Inland Rail but who were keen to learn more.

Memorable moments?

A miniature goat happily eating hay off the neck of an unimpressed alpaca.

And looking like we worked in the mines after so much dirt being thrown around in the gale-force winds.

It was Lucy's first time at the Parkes Show

First impressions?

It was a very windy and dusty day, every part of me was covered in red dirt from the start.

What did you love about this show?

The community spirit, all the dogs and the ute barrel races.

And the tiny pigs in their colourful sequinned jackets before their races!

Memorable moments?

Don't make me choose between pig racing and fire whip cracking!

Katrina was also at the Parkes Show

First impressions?

I went straight to see the animals, didn't pay attention to much else.

What did you love about this show?

Hands down the animal nursery. What's not to love about baby animals? But I missed the Demolition Derby and didn't get to revisit my youth on the Gravitron Ride!

The vintage car collections were awesome, too. And did I mention the baby animals?

Memorable moments?

The ladies at the craft shop discussing funeral options for their husbands and the cost savings to be made in having them buried in cardboard boxes. I guess you have to think about it sometime, so why not at the show?

Gilgandra is a small town with a big heart

Like many communities in regional NSW suffering from the effects of the drought, the Gilgandra community united in July with a fresh idea to lift the town's spirits.

Spearheaded by the Gilgandra Shire Council and enthusiastic local businesses, the entire town lit up for a week of Winter Wonderland.

Inland Rail is thrilled to have supported this fantastic week-long festival and we were proud to award the Gilgandra Winter Wonderland grant funding as part of the Inland Rail Community Sponsorships and Donations program.



The Winter Wonderland was a magical night for residents and visitors to Gilgandra, including this little Tin Man.

5.2 Results of consultation relevant to the EIS

Stakeholders and community members raised various key issues during the preparation of the EIS in meetings, briefings, information sessions, and via email and phone. Table 5 maps topics raised by stakeholders.

TABLE 5 KEY ISSUES RAISED BY STAKEHOLDERS

Key topics raised	Government officials/ agencies	Impacted landowners	Indigenous stakeholders	Wider community
Project scope	✓	✓	✓	
Project design and features	✓	✓	✓	
Project justification and need		✓		✓
Operation of the project	✓	✓	✓	✓
Construction	✓	✓	✓	✓
Flooding	✓	✓		✓
Traffic and transport	✓	✓		✓
Noise and vibration	✓	✓		✓
Air quality	✓	✓		
Hazards and risks	✓	✓	✓	✓
Visual amenity		✓	✓	
Biodiversity	✓	✓		✓
Heritage	✓	✓	✓	
Soils	✓	✓		
Waste management	✓	✓		
Social and economic	✓	✓	✓	✓
Public safety	✓	✓	✓	✓
Acquisition/tax impacts	✓	✓		✓

Stakeholders and community members spoke about a broad range of topics in detail during the preparation of the EIS. Table 6 provides a summary of the topics and the issues raised, and where they are addressed in the EIS. Chapter A4: Consultation of the EIS also provides a summary of issues raised and refers to where this information is addressed in the EIS.

TABLE 6 SUMMARY OF RESPONSE TO CONSULTATION FEEDBACK

Topic category	Issues raised in relation to potential impacts to consider	Where addressed in the EIS
Traffic/access	<ul style="list-style-type: none"> ▶ Impacts on private and public level crossings ▶ Impacts on heavy vehicle movements, particularly during peak harvest times ▶ Safety impacts associated with proposal and motorists and heavy vehicle movements over the rail alignment. 	Chapter B11 Chapter B12
Biodiversity	<ul style="list-style-type: none"> ▶ Impact of weeds and management strategies to prevent spread to neighbouring agricultural properties ▶ Impact on threatened flora and fauna and associated management. 	Chapter B1 Chapter B12
Noise and vibration	<ul style="list-style-type: none"> ▶ Impact of noise and vibration during construction and operation to residential receivers ▶ Impact of noise and vibration during construction and operation to stock. 	Chapter B8 Chapter B9
Flooding	<ul style="list-style-type: none"> ▶ Level of detail provided around extent, location, and types of drainage for the route option ▶ Impact of flooding on construction and operation ▶ Flooding impacts of proposal on farmer accessibility. 	Chapter B3
Heritage and cultural impacts	<ul style="list-style-type: none"> ▶ Impacts on culturally important locations to be assessed. This includes potential sites of significance along the alignment, and destruction of culturally significant vegetation providing natural remedies and food sources to the local people. 	Chapter B6 Chapter B7
Social-economic/safety	<ul style="list-style-type: none"> ▶ Potential benefits of the wider Inland Rail project, including increased opportunities for education, employment and vocational training; increased modal competition between road and rail; improved road safety and community amenity ▶ Impacts of land severance and possible economic loss ▶ Amenity impacts to residential receivers near the proposal ▶ Impacts on safety and the need for rail safety education ▶ Effects on community cohesion, which may include severance between properties, disruption to movements across the rail corridor, disruption to families' links to land and local communities ▶ Potential economic impacts on farming operations. 	Chapter B14
Visual amenity	<ul style="list-style-type: none"> ▶ Visual impacts during operation, and the need to consider mitigation strategies, such as tree screening. 	Chapter B13
Land use/properties	<ul style="list-style-type: none"> ▶ Process of property acquisition ▶ Potential impacts on travelling stock reserves ▶ Possible impacts from lack of access and moving stock/machinery on local roads. 	Chapter B12

5.3 Implementing stakeholder feedback

The N2N design process is iterative and dependent on rigorous engineering and ongoing stakeholder engagement. Where possible, Inland Rail has sought to incorporate landowner and/or stakeholder feedback directly into the design process. This has included:

- ▶ Moving the proposed alignment outside of the study area, yet wholly within the landowners' property, to minimise property impact
- ▶ Moving the proposed alignment from the front to the rear of a landowners' residence to minimise property impact
- ▶ Examining the potential to locate the proposed rail corridor, where practical, within 'paper road reserves' to minimise impacts. This has included conducting additional flora and fauna investigations, design work and face-to-face engagement.

- ▶ Incorporating the feedback from livestock farmers who noted the importance of tree shade to their operations; therefore, fine-tuning design paths to minimise environmental disturbance
- ▶ Working with landowners to understand business operations and access requirements, and subsequently negotiating level crossing requirements
- ▶ Conducting additional face-to-face engagement with affected landowners when engineering and design work did not clearly delineate a preferred route (see Figure 13)
- ▶ Working closely with affected landowners, Local Land Services and animal behavioural specialists when designing the proposed rail corridor through the North Narrabri Travelling Stock Route
- ▶ Undertaking multiple detailed reviews of alternate potential routes at the request of affected landowners. This included completing additional design work, environmental investigations and engagement.
- ▶ Worked with local councils to facilitate opportunities for the provision of legacy infrastructure (such as bores), future connections to Inland Rail, negotiated road realignments/closures and the placement of potential work accommodation facilities
- ▶ Examining affected landowner feedback regarding operations, including the possibility of providing shared level crossings, stock underpasses or relocating critical infrastructure
- ▶ Capturing and responding to instances of significant landowner hardship, resulting in the negotiated acquisition of properties.

The N2N design process is iterative and dependent on rigorous engineering and ongoing stakeholder engagement. At times, engineering and design work does not clearly delineate a preferred route, resulting in multiple options.

These occasions allow a further opportunity to engage with both affected landowners and the broader community to ascertain community preference. Such a case occurred in Narromine, where the design team sought additional feedback on two options (orange and green) located in the south-east of the study area.

The engagement team subsequently held face-to-face meetings with affected landowners and drop-in sessions (see Figure 8) in Narromine with the broader community, with the most southern option (green) being chosen.



FIGURE 13 DETERMINING THE FOCUSED AREA OF INVESTIGATION: NARRROMINE

5.4 Consultation on work roster

To shorten the length of construction, as far as practicable, and minimise associated disruptions to the community, the following primary construction hours are proposed:

- ▶ Monday to Friday: 6am to 6pm
- ▶ Saturday: 6am to 6pm
- ▶ Sundays: 6am to 6pm
- ▶ Public holidays: no work.

During early conversation with Department of Planning, Infrastructure and Environment (DPIE) and the NSW Environment Protection Authority (EPA) on 5 March 2019, it was also recommended that ARTC seek feedback from the community and directly affected stakeholders in relation to the proposed work roster to include in the EIS.

ARTC conducted consultation on this matter as part of the FAol one-on-one landholder meetings from July 2019 to February 2020. The results of the survey were as follows:

Working hours	Yes	No	No comment	Total number of landholders surveyed
7-day working week with 6am to 6pm working hours	64	16	35	115
Night work	48	33	34	115

The results of the survey indicate that a majority of potentially impacted landholders support ARTC's approach of a seven-day per week working roster (excluding public holidays), 6.00am to 6:00pm.

Night works received less favourable responses in comparison to the seven-day work week. Where practicable, feasible and reasonable ARTC would not undertake works at night.

Discrete construction activities would be undertaken outside the primary construction hours in circumstances described below. All work outside the primary construction hours proposed would be undertaken in accordance with the Inland Rail NSW Construction Noise and Vibration Management Framework and in accordance with an out-of-hours work protocol that would be prepared as part of the Construction Environmental Management Plan (CEMP).

5.4.1 Work where there are no sensitive receivers

Where required, and where there are no sensitive receivers with the potential to be affected by noise and vibration impacts, work may be undertaken up to 24 hours a day, 7 days a week.

5.4.2 Work during rail corridor possessions

Some works associated with connections/interactions with the existing rail lines may be carried out during scheduled rail corridor possession periods (that is, the times that the movement of trains along the rail corridor are stopped for maintenance). This could include, for example, connecting tracks, abutment/pier works, girder installation, concrete deck installation and some finishing works. Rail corridor possessions are typically for a 72-hour period, 4 times a year. During possessions, works may need to be carried out on a 24-hour basis.

5.4.3 Other out-of-hours construction activities

The following activities are also proposed to be undertaken outside the primary construction hours:

- ▶ Delivery of oversized plant or structures, where required by the police or other authorities for safety reasons
- ▶ Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm
- ▶ Large concrete pours for the Macquarie River, Castlereagh River and Narrabri Creek/Namoi River bridges, to allow it to be completed in one pour and avoid high temperatures during the daytime
- ▶ Girder/bridge deck installation at bridges on selected public roads, to minimise impacts on road users and workers
- ▶ Utility works (such as connections) to minimise disruption to customers
- ▶ The above proposed out-of-hours works are not expected to exceed 48 hours at any one location.

5.5 Flooding and hydrology

As previously mentioned in section 5.1, ARTC has actively consulted with the community on flooding and hydrology. In accordance with the SEARs, ARTC has and will continue to consult with:

- ▶ DPIE BCD Flood Management Division
- ▶ Narramine Shire Council
- ▶ Gilgandra Shire Council
- ▶ Warrumbungle Shire Council
- ▶ Coonamble Shire Council
- ▶ Narrabri Shire Council (including the Narrabri Floodplain Risk Management Committee)
- ▶ State Emergency Service (SES).

A meeting was held with the Narrabri Floodplain Risk Management Committee on 28 April and draft EIS stakeholder briefings held in August 2020 included attendees from councils, SES and DPIE BCD Flood Management Division. ARTC will continue to meet, at a local government area level, with councils and the SES prior to EIS exhibition and during detailed design.

The approach to mitigating flooding and hydrology impacts includes continued consultation with councils, SES and relevant local emergency management committees.

Further information on flooding and hydrology is provided in the Chapter B4 of the EIS and Technical Report 3—Flooding and hydrology assessment.

6. Ongoing stakeholder engagement

6.1 Consultation during exhibition of the EIS

The EIS will be placed on public exhibition by the NSW DPIE for a minimum of 28 calendar days. During this period, landowners, stakeholders and the community will be able to review the EIS and are invited to make submissions. Consultation and communication activities to be undertaken during the public exhibition period will include:

- ▶ Advertisements in the local media giving information regarding the proposal and display of the EIS
- ▶ Issuing of newsletters to the community (council newsletters, e-newsletter, other)
- ▶ Briefings to key stakeholders, including councils
- ▶ Community information sessions
- ▶ The EIS will be available for viewing at the following locations (subject to Covid-19 restrictions being lifted)
 - ▶ Narramine Shire Council
 - ▶ Gilgandra Shire Council
 - ▶ Warrumbungle Shire Council
 - ▶ Coonamble Shire Council
 - ▶ Narrabri Shire Council.

The EIS will also be made available for viewing on the DPIE Major Projects and Inland Rail websites. The public will be able to review the EIS and send submissions to DPIE for consideration. Community information sessions and briefings will be held during the public exhibition period to allow community members and representatives to ask questions.

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

6.2 Submissions report

Written submissions received by DPIE during the EIS exhibition period will be forwarded to ARTC for consideration and review. After reviewing the submissions, ARTC will prepare a Response to Submissions report documenting all the submissions received and ARTC's response in accordance with the Environmental Planning and Assessment Regulation 2000.

Once the Response to Submissions (RtS) report has been published on the DPIE webpage, ARTC's Inland Rail webpage will also be updated. Stakeholders and landholders will be informed via phone, email and mail that the RtS report for the project is available. A media release will also be published to inform landholders, key stakeholders and the community that the report is available. In the event that design changes to the proposal are required, to reduce or minimise impacts, an Amendment Report will be prepared and further consultation on the Amendment Report may be required by DPIE. Further guidance on this process is available on the DPIE Major Projects webpage.

6.3 Consultation during design and delivery

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

- ▶ Landholders, community and stakeholders have a high level of awareness of all processes and advanced notice of activities associated with the project
- ▶ Accurate and accessible information is made available
- ▶ A timely response is given to issues and concerns raised by the community
- ▶ Feedback from the community is encouraged
- ▶ Opportunities for input are provided.

The 1800 phone number and project email address will continue to be available during construction, along with a 24-hour construction response line. Targeted consultation methods, such as letters, notifications, signage and face-to-face communications, will continue to occur. The Inland Rail websites and social media platforms will also include updates on the progress of the proposal.

The following communication tools and activities will continue to be used during the construction phase:

- ▶ Development of a communication management plan detailing a complaint handling process
- ▶ Proposal email address
- ▶ 1800 phone number
- ▶ Updates to the Inland Rail websites
- ▶ Updates on social media platforms
- ▶ Targeted consultation and notifications, such as letters, notifications, and face to face communication
- ▶ Construction signage.

6.4 Complaints management

A complaints management system would be developed and implemented before construction begins. It would be maintained throughout the construction period and for a minimum of 12 months after construction finishes. The complaints management system would include the following, at a minimum:

- ▶ A 24-hour, 7 days a week response line for complaints and enquiries
- ▶ A postal and email address to which complaints and enquiries may be sent
- ▶ Publication of contact details in local newspapers and the proposal website
- ▶ Management of complaints in accordance with ARTC's complaints management procedure and the conditions of approval for the proposal, including:
 - ▶ Steps to receive, manage and take appropriate action in relation to community enquiries and complaints
 - ▶ Verbal and written responses, describing what action will be taken, provided to the complainant within agreed time limits
 - ▶ A complaint register to record all complaints from community members and stakeholders
 - ▶ A procedure for managing unresolved complaints
 - ▶ Reporting requirements in accordance with the conditions of approval.

APPENDIX

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Appendix A Local council meetings (2018-2020)

NARROMINE TO NARRABRI ENVIRONMENTAL IMPACT STATEMENT

ARTC

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

Appendix A Local Council meetings (2018–2020)

2018

Council	Date	Engagement Objective
Narromine	20-Aug-2018	General project update and briefing about community information sessions
	03-Dec-2018	Meeting to discuss constructability, environmental investigations, community consultation, design reviews, and level crossings
Gilgandra	20-Aug-2018	General project update and briefing about community information sessions
	04-Dec-2018	Meeting to discuss constructability, environmental investigations, community consultation, design reviews, and level crossings
Coonamble	21-Aug-2018	General project update and briefing about community information sessions
Warrumbungle	22-Aug-2018	General project update and briefing about community information sessions
	05-Dec-2018	Meeting to discuss constructability, environmental investigations, community consultation, design reviews, and level crossings
Narrabri	31-Jan-2018	General council update/briefing
	21-Aug-18	General project update and briefing about community information sessions
	05-Dec-2018	Meeting to discuss constructability, environmental investigations, community consultation, design reviews, and level crossings
Dubbo	31-Jul-2018	P2N and N2N met with Dubbo Council Economic Development Unit to discuss upcoming supplier briefings

2019

Council	Date	Engagement Objective
Narromine	12-April-2019	Discussed Term Sheet, Third Party Agreement and provided latest project update for N2N
	28-May-2019	General project update and discussions on: <ul style="list-style-type: none"> ▶ Sponsorships and donations program ▶ Cultural heritage surveys ▶ One-on-one meetings with affected landowners ▶ Flood/hydrology studies ▶ Traffic management
	05-Jul-2019	General project update and discussions on the two preferred route options in and around Narromine
	01-August-2019	The Department of Infrastructure, Transport, Cities and Regional Development discussed the Interface Improvement Program
	05-Sep-2019	General project update and discussions on: <ul style="list-style-type: none"> ▶ Water location/supply ▶ Road maintenance matters
	11-Sep-2019	Council Briefing (P2N attended). IR discussed: <ul style="list-style-type: none"> ▶ Water location/supply ▶ Local roads ▶ LiDAR survey data
	13-Nov-2019	Council Briefing. IR discussed: <ul style="list-style-type: none"> ▶ P2N project ▶ N2N FAol meetings ▶ Local roads
	19-Nov-2019	N2N Social Impact Assessment meeting/briefing
	26-Mar-2019	Council update: explained next steps, including release of FAol and approach to offer landowners in FAol (impacted), and Study Area (property no longer impacted) one-on-one or phone meetings
Gilgandra	12-April-2019	Project update and Third Party Agreement
	30-May-2019	Council update: discussed the consultation process, initiatives in supporting the local community and legacy projects in Gilgandra
	01-August-2019	The Department of Infrastructure, Transport, Cities and Regional Development spoke about the Interface Improvement Program
	03-Sep-2019	Council update/briefing. IR discussed: <ul style="list-style-type: none"> ▶ Information on the FAol ▶ Level crossings and grade separation ▶ Traffic counts on affected roads ▶ Legacy infrastructure
	03-Oct-2019	General project update and information on: <ul style="list-style-type: none"> ▶ Road matters ▶ Any issues that have been raised during Stage 1 FAol consultations
	19-Nov-2019	N2N Social Impact Assessment meeting/briefing
	11-April-2019	Project update and Third Party Agreement
Coonamble	30-Oct-2019	Meeting to discuss the Development Agreement for Narromine to Narrabri (N2N)
	20-Nov-2019	N2N Social Impact Assessment meeting/briefing

Council	Date	Engagement Objective
Warrumbungle	11-April-2019	Project update and Third Party Agreement
	21-Nov-2019	N2N Social Impact Assessment meeting/briefing
Narrabri	10-April-2019	Project update and Third Party Agreement
	21-Nov-2019	N2N Social Impact Assessment meeting/briefing

2020

Council	Date	Engagement Objective
Narromine	03-Mar-2020	General discussion on topics including roads maintenance, P2N, FAol, road/rail interface, and potential connectivity to IR
	03-Sep-2020	Flooding and Hydrology presentation
	07-Oct-2020	Project update and discussions on: <ul style="list-style-type: none"> ▶ Rail corridor ▶ Consultation update ▶ Property acquisition process
Gulgandra	04-Mar-2020	Project update and discussions on: <ul style="list-style-type: none"> ▶ Level crossings ▶ Biosecurity ▶ Road matters
	21-Jul-2020	Project update and discussions on: <ul style="list-style-type: none"> ▶ Consultation update ▶ Upcoming activities ▶ Sponsorship and donations program
	20-Aug-2020	Project update and discussions on: <ul style="list-style-type: none"> ▶ Flooding and hydrology presentation ▶ Overview of rail corridor information ▶ Third Party Agreements
	06-Oct-2020	Project update and discussions on: <ul style="list-style-type: none"> ▶ Rail corridor ▶ Consultation update ▶ Property acquisition process
Coonamble	09-Jan-2020	Project update and discussions on: <ul style="list-style-type: none"> ▶ Social Impact Assessment ▶ Workers accommodation facility ▶ Interface improvement program, construction ▶ CCCs ▶ Flooding and hydrology
	6-Aug-2020	Project update and discussions on: <ul style="list-style-type: none"> ▶ Rail corridor ▶ Flooding and hydrology ▶ Third Party Agreement ▶ Level crossings
	01-Sep-2020	Flooding and hydrology presentation.
Warrumbungle	22-Jul-2020	Project update and discussions on: <ul style="list-style-type: none"> ▶ Consultation update ▶ Sponsorship and donations program ▶ Workers accommodation facility
	29-Oct-2020	Project update and discussions on:

Council	Date	Engagement Objective
Narrabri	01-Jul-2020	<ul style="list-style-type: none"> ▶ Rail Corridor ▶ Consultation update ▶ Property acquisition process
		Items discussed:
		<ul style="list-style-type: none"> ▶ Rail corridor meetings ▶ Third Party Agreements
	22-Sep-2020	Items discussed: <ul style="list-style-type: none"> ▶ Property impacts
	13-Oct-2020	Project update and discussions on: <ul style="list-style-type: none"> ▶ Rail corridor ▶ Consultation update ▶ Property acquisition process

APPENDIX

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Consultation report

Appendix B Online draft EIS briefings (August 2020)

NARROMINE TO NARRABRI ENVIRONMENTAL IMPACT STATEMENT

ARTC

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

Appendix B Online draft EIS briefings (August 2020)



NARROMINE TO NARRABRI PROJECT ENVIRONMENTAL IMPACT STATEMENT BRIEFING

Agenda

TIME AND DATE

Tuesday 4 August 2020
10:30am to 3:00pm AEST

LOCATION

Zoom Video Conference

ATTENDEES

Government Agencies and
Organisations

OVERVIEW OF BRIEFING

Narromine to Narrabri (N2N) is one of 13 projects that form the Inland Rail program and comprises approximately 308km of new track. It is the longest and one of the most significant greenfield projects within Inland Rail.

Inland Rail has engaged JacobsGHD Joint Venture to develop an Environmental Impact Statement (EIS) for the N2N Project. We plan to submit the EIS to the NSW Department of Planning, Industry and Environment (DPIE) later this year.

The EIS briefing will provide an overview of the proposed project, key findings and recommendations of the EIS, with time provided for questions with the Inland Rail N2N Project team. The briefing will be conducted in line with the agenda items below. This will allow meeting attendees to attend at different times based on their topics of interest.

Agenda

NO.	TOPIC	TIMING
1	Overview of session	10:30am to 10:35am
2	Acknowledgement of Country and Safety Share	10:35am to 10:40am
3	N2N project overview	10:40am to 10:55am
4	N2N EIS overview and update	10:55am to 11:10am
5	Noise and vibration (construction and operational)	11:10am to 11:30am
6	Noise and vibration (construction and operational) question and answers	11:30am to 11:40am
7	Traffic and access	11:40am to 12:00pm
8	Traffic and access question and answers	12:00pm to 12:10pm
9	Water resources	12:10pm to 12:30pm
10	Water resources question and answers	12:30pm to 12:40pm
11	Lunch	12:40pm to 1:10pm
12	Flooding and hydrology	1:10pm to 1:30pm
13	Flooding and hydrology question and answers	1:30pm to 1:40pm
14	Biodiversity (terrestrial and aquatic)	1:40pm to 2:00pm
15	Biodiversity question and answers	2:00pm to 2:10pm
16	Aboriginal cultural heritage	2:10pm to 2:30pm
17	Aboriginal cultural heritage question and answers	2:30pm to 2:40pm
18	Answer outstanding questions	2:40pm to 2:55pm
19	Meeting close	2:55pm to 3:00pm