

# NARROMINE TO NARRABRI PROJECT



**COMMUNITY CONSULTATIVE COMMITTEE**

**24–25 SEPTEMBER 2019**

## ARTC INLAND RAIL:

- ▶ **Duncan Mitchell – Project Director**
- ▶ **Robert Walker – Senior Design Manager**
- ▶ **Andrew Skele – Environment Manager NSW**
- ▶ **Patricio Munoz – Stakeholder Engagement Manager NSW (North)**
- ▶ **Jody Meier – Program Social Performance Lead NSW**
- ▶ **Kyle-James Giggacher – Project Delivery Engineer**

## JACOBS GHD:


- ▶ **Lauren Harding – Senior Social Sustainability Consultant**
- ▶ **Carmen Lau - Senior Social Sustainability Consultant**
- ▶ **Adam Wyatt - Hydrologist**



## COMMUNITY ENGAGEMENT

**PATRICIO MUNOZ**

STAKEHOLDER ENGAGEMENT  
MANAGER NSW (NORTH)

A photograph showing four people gathered around a wooden table on the back of a truck. They are looking at documents and maps. One man is wearing a blue cap with "INLAND RAIL" on it. Another man is wearing a red shirt and a hat. A woman is wearing a patterned shirt. The background shows trees and a clear sky.

**Since November 2017, we have been having conversations with landowners to help us understand how they use their property.**

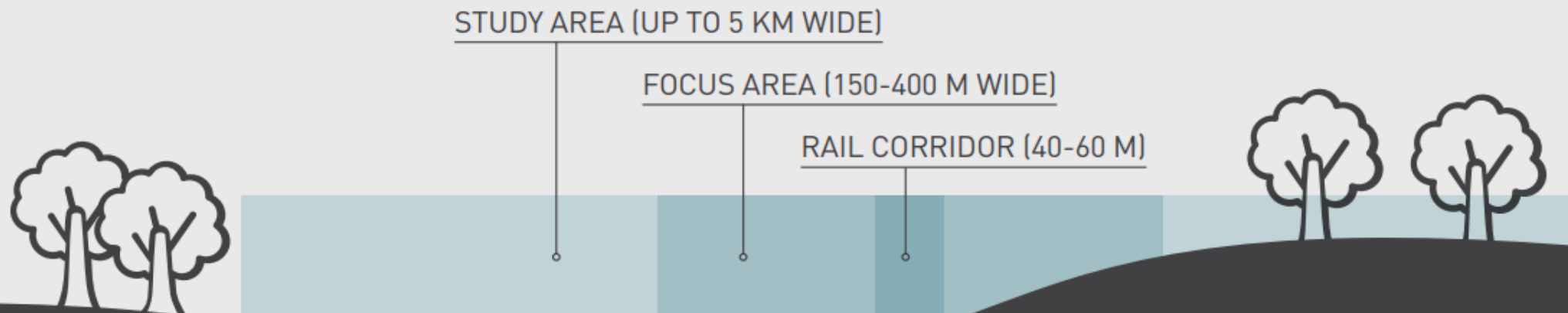
**In July 2019, ARTC Inland Rail commenced visiting landowners to inform them of the project 'focused area of investigation' (150-400 m wide). This is an important milestone for the project and the community.**

**We will meet with all landowners in the focused area of investigation.**

# FOCUSED AREA OF INVESTIGATION

- ▶ Due to the number of landowners and the distances involved, we will inform the community in a staged approach.
  - ▶ **Stage 1:** Completed
    - ▶ Curban to Mount Tenandra; Square Top Mountain to Baradine; Pilliga Forest Way.
  - ▶ **Stage 2:** Commenced in September
    - ▶ Burroway to Curban; Mount Tenandra to Square Top Mountain (Weenya Road, Black Hollow south, Black Hollow)
  - ▶ **Stage 3:** Commencing October/November
    - ▶ Narromine to Burroway (South Narromine, Eumungerie Road); Pilliga East to Narrabri North (Pilliga East, Newell Highway, Narrabri, Narrabri North)
- ▶ It is anticipated that this work – across the entire alignment – will take approximately three-to-four months to complete.

## RAIL CORRIDOR SELECTION



## FOCUSED AREA OF INVESTIGATION

The key criteria and sub-criteria considered to narrow the study area to a focused area of investigation are as follows:

- ▶ Property impacts.
- ▶ Flooding impacts.
- ▶ Indigenous cultural heritage.
- ▶ Ecological impacts.
- ▶ Noise and vibration impacts (and subsequent impacts on communities).
- ▶ Geotechnical conditions (and subsequent impacts on construction complexity).
- ▶ Road safety interfaces (level crossings).

**ARTC Inland Rail is committed to respecting the privacy of landowners. We will publish design and technical reports following the completion of engagement activities.**



# WHAT CAN LANDOWNERS EXPECT?

- ▶ **We will contact landowners directly via phone** to inform them of our decision and arrange a face-to-face meeting.
- ▶ **We will send landowners a ‘project landowner pack’**, which will include an updated map of their property clearly showing the focused area of investigation.
- ▶ **We will give landowners time to review the material.** We won’t seek to meet landowners until they have had information for at least 2-weeks.
- ▶ **We will visit landowners at a location that suits them.** These meetings will involve our technical experts and the community engagement team. Landowners will have plenty of time to ask questions.
- ▶ **We will respect their privacy by not publishing any information online until we have met with all landowners first.** This includes maps of the focused area of investigation and design reports.
- ▶ **We are always here to answer your questions.** At anytime, landowners can contact us on 1800 732 761 (24 hours, 7 days) or at [inlandrailnsw@artc.com.au](mailto:inlandrailnsw@artc.com.au).

# QUESTIONS

## ▶ Will ARTC Inland Rail meet with all landowners?

Yes. We will look to meet with all landowners within the focused area of investigation. It is anticipated that this work – across the entire alignment – will take approximately three-to-four months to complete.

We will also directly contact landowners who are in the study area, but not presently in the focused area of investigation.

## ▶ What will be discussed at the meeting?

The primary purpose of the meeting is to inform landowners of the present location of the focused area of investigation. The meetings will be attended by a stakeholder engagement representative; a technical expert; and – if requested – an agronomist and property specialist.

We will discuss a broad range of matters including: the location of the focused area of investigation as it relates to your property; flooding analysis, including asking you about historic flooding; and preliminary level crossing plans.

Landowners will have the opportunity to ask questions directly to the project delivery team.



# QUESTIONS

## ▶ Are landowners required to meet with ARTC Inland rail?

No. While these meetings are important, attendance is not compulsory.

ARTC Inland Rail appreciates the time, patience and effort given to us by landowners throughout the planning process. We understand that assisting us with access or attending meetings takes from landowner's time and work.

If landowners are unavailable to meet at the nominated time or on the property or wish to communicate with us in a different manner – for instance, by email, phone, or at a separate agreed location – they can let the Community Engagement Team know in advance. We will do our best to meet their preferences.

## ▶ Will ARTC Inland Rail engage with other stakeholders?

ARTC Inland Rail is committed to engaging with all landowners, interested community members, local councils and businesses.

In the first instance, we will engage directly with impacted landowners. This will then be followed by public information sessions and associated project updates informing the broader community.



## ENGAGEMENT ACTIVITIES

- ▶ In late August, we met face-to-face with all Narromine landowners impacted by the proposed design options. We also held two drop-in sessions for the broader community.
- ▶ In August, we supported AgQuip and the Narromine Show.
- ▶ In September, we presented at the Lachlan Regional Transport Committee where we provided an overview of activities in Northern and Southern NSW.
- ▶ Completion of Round 2 of our Sponsorship & Donations Program – Recipients in Narromine, Baradine and Narrabri.
- ▶ Regional recruitment: Onboarding 4 new regional staff members: Parkes, Dubbo, Coonabarabran and Narrabri.



# **ENGINEERING AND ENVIRONMENT PROJECT UPDATE**

**KYLE-JAMES GIGGACHER**  
PROJECT DELIVERY ENGINEER

**ANDREW SKELE**  
ENVIRONMENT MANAGER NSW

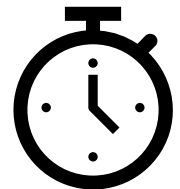


# PROJECT OVERVIEW



## WHAT IS INLAND RAIL?

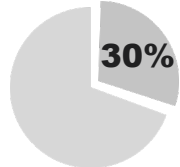
- ▶ Connected
- ▶ Fast (Straight & Flat)
- ▶ Reliable (98%)
- ▶ Cost Effective



## MELBOURNE TO BRISBANE

**NOW**  
33hrs

**FUTURE**  
< 24hrs



**COST REDUCTION**  
COMPARED TO TRUCKS



## Feasibility Includes:

- ▶ Community Consultation
- ▶ Site investigations
- ▶ Feasibility Design
- ▶ Environmental Impact Assessment

# WHAT HAS BEEN HAPPENING















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.

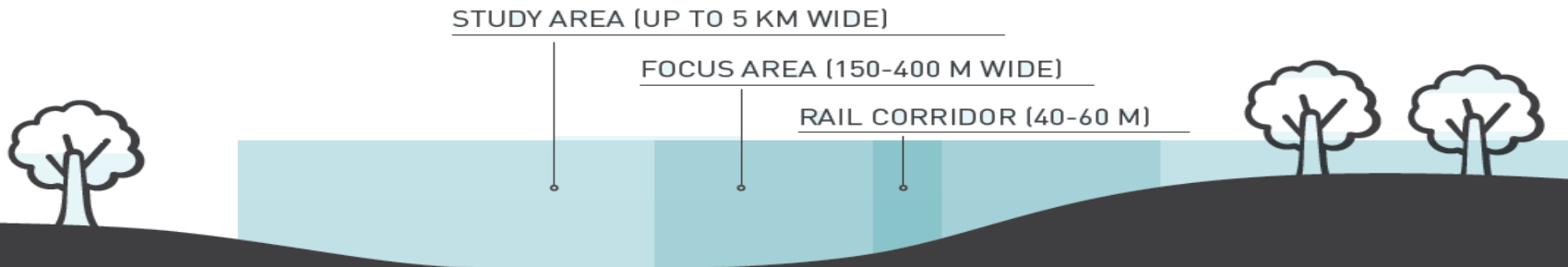
**Surveys completed to date include:** Geotechnical investigations; Ecological surveys; Utility identification surveys; Heritage surveys; Noise, air quality and vibration surveys; Land surveys; Flooding studies.

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	█	█		



# EIS UPDATE

## Borrow Pit Field Investigations

- ▶ 17 borrow pits and associated haul roads
- ▶ Field work from now until end of October 2019
- ▶ Aboriginal Cultural Heritage Surveys
- ▶ Terrestrial Ecology Surveys
- ▶ Groundwater Monitoring
- ▶ Visual Landscape Surveys
- ▶ Traffic Counts
- ▶ Noise – noise logger installation at two locations (two week monitoring period)

## N2N Land Categorisation and PCT Mapping

- ▶ Submitted draft for DPI&E review



# SOCIAL IMPACT ASSESSMENT

**LAUREN HARDING**

SENIOR SOCIAL SUSTAINABILITY CONSULTANT  
(JACOBS GHD)

**CARMEN LAU**

SENIOR SOCIAL SUSTAINABILITY CONSULTANT  
(JACOBS GHD)



# NARROMINE TO NARRABRI

## TECHNICAL AND APPROVALS CONSULTANCY SERVICES

Social Impact Assessment

24 September



# ARTC Inland Rail

JACOBS



# INTRODUCTION

**Lauren Harding, Senior Social Sustainability Consultant**

**Carmen Lau, Senior Social Sustainability Consultant**

# PURPOSE OF TODAY'S SESSION

- ▶ Overview of the Narromine to Narrabri (N2N) project
- ▶ Environmental Impact Statement (EIS) process
- ▶ SIA methodology

# OVERVIEW OF N2N PROJECT – KEY FEATURES

- ▶ Approximately 307 km of new rail line
- ▶ Rail corridor minimum 40 m wide
- ▶ Major bridges over the Macquarie River, Castlereagh River and Narrabri Creek/Namoi River
- ▶ Level crossings (active and passive) at a number of public roads – some to be realigned to provide a safe crossing
- ▶ Private level crossing arrangements subject to landholder consultation
- ▶ 7 crossing loops to allow trains to pass each other

# OVERVIEW OF N2N PROJECT – NARROMINE LGA

- ▶ 2 options currently under consideration to the south and east of Narromine
- ▶ Preferred option near Eumungerie Road not yet finalised

# OVERVIEW OF N2N PROJECT – GILGANDRA LGA

- ▶ Entire preferred route not yet defined – some areas have been confirmed and landholder consultation occurring
- ▶ Options within the study area still subject to ongoing assessment

# OVERVIEW OF N2N PROJECT – NARRABRI LGA

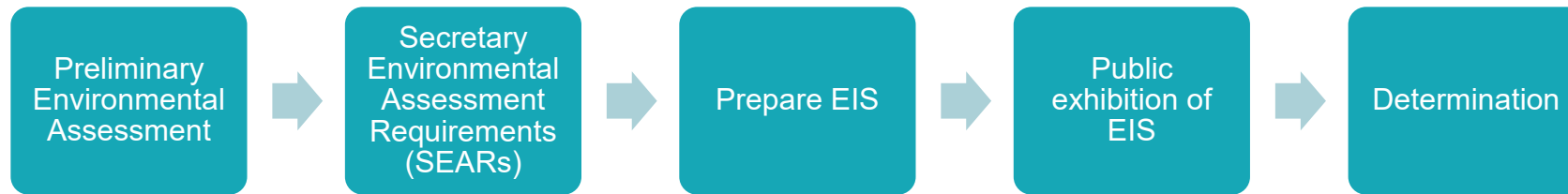
- ▶ Entire preferred route not yet defined – some areas have been confirmed and landholder consultation occurring
- ▶ Options within the study area still subject to ongoing assessment

# OVERVIEW OF N2N PROJECT - CONSTRUCTION

- ▶ Construction start approx. 2022
- ▶ Construction duration up to approx. 3-4 years
- ▶ Workforce approx. up to 2000 people
- ▶ Potential for accommodation camps for workers (up to 500 people) near Narromine, Gilgandra, Baradine and Narrabri
- ▶ Workforce likely to be transported to site by buses
- ▶ Construction hours – looking to work extended hours



# OVERVIEW OF ASSESSMENT PROCESS



## Technical studies that underpin the EIS:

- ▶ Groundwater
- ▶ Biodiversity
- ▶ Cultural Heritage
- ▶ Non Aboriginal heritage
- ▶ Agricultural Impact
- ▶ **Social Impact**
- ▶ Noise and vibration
- ▶ Air quality
- ▶ Surface Water & Flooding
- ▶ Traffic and transport
- ▶ Visual impact
- ▶ Hazards and risks
- ▶ Economics

# SECRETARY ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS) RELATED TO THE SIA

## Item 5 of SEARs – ‘assess social and economic impacts in accordance with the current guidelines’

Item	Requirement
5.1	The proponent must assess social and economic impacts in accordance with the current guidelines.
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).
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.
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.

# WHAT IS A SOCIAL IMPACT ASSESSMENT (SIA)?

- ▶ Purpose of the SIA
- ▶ Identify the social area of influence (study area) for the project
- ▶ Establish a social baseline of the study area communities
- ▶ Identify and assess potential social benefits and impacts on the communities through desktop research and targeted consultation
- ▶ Develop mitigation strategies to maximise social benefits and avoid or minimise social impacts
- ▶ The SIA explores a range of topics associated with community wellbeing and quality of life indicators (e.g. cultural, demography, community infrastructure/services, economic aspects)

# OVERVIEW OF SIA METHODOLOGY

- ▶ **Understanding the existing social environment**
- ▶ **Desktop social research**
  - ABS Census data
  - Remplan economic data
  - Review of Council social policies and plans and relevant government strategies
  - Audit of community facilities in the study area
- ▶ **Primary social research**
  - Stakeholder consultation to confirm and inform desktop research

# OVERVIEW OF SIA METHODOLOGY

- ▶ **Identify and assess potential social benefits and impacts**
- ▶ **Data triangulation method**
  - Project description
  - Desktop social research
  - Outcomes of stakeholder consultation
  - Review of other technical studies
- ▶ **Apply likelihood and consequence criteria (*ARTC Inland Rail Programme Social Impact Assessment Procedure*)**

# TOPIC AREAS FOR DISCUSSION

- ▶ Community values and lifestyle
- ▶ Economic development
- ▶ Workforce
- ▶ Community infrastructure – emergency services
- ▶ Housing and accommodation
- ▶ Landholders
- ▶ Others

# COMMUNITY VALUES AND LIFESTYLE

- ▶ Existing lifestyle, community characteristics, identity and cohesion
- ▶ Existing social issues influencing community values and lifestyle
- ▶ Current development opportunities and challenges in the community
- ▶ Other

# ECONOMIC DEVELOPMENT

- ▶ Existing industries e.g. agriculture, tourism, resource development
- ▶ Local business development opportunities
- ▶ Employment opportunities
- ▶ Other



# WORKFORCE

- ▶ Existing local employment and unemployment levels
- ▶ Skills availability in the region
- ▶ Demand on existing local workforce
- ▶ Other

# COMMUNITY INFRASTRUCTURE

- ▶ Existing capacity and adequacy of community infrastructure e.g. health services, emergency services
- ▶ Demand on community infrastructure facilities and services by project workforce
- ▶ Community infrastructure within the study area
- ▶ Other

# HOUSING AND ACCOMMODATION

- ▶ Existing housing availability and affordability – rental and purchase
- ▶ Availability of temporary accommodation
- ▶ Demand for housing and accommodation from non-resident workforce and new people moving to town
- ▶ Other

# LANDHOLDERS

- ▶ **Existing situation of farmers and landholders e.g. activities, lifestyle, challenges**
- ▶ **Potential social benefits and impacts as a result of N2N project, including:**
  - Income and employment opportunities
  - Anticipated changes to day to day activities or lifestyle
  - Anticipated changes to agricultural activities
  - Access to and within property
  - Amenity issues (noise, vibration, dust, visual, loss of privacy)
  - Co-existence of agricultural activities and N2N project
- ▶ **Other**

# MITIGATION RECOMMENDATIONS

- ▶ Workforce strategy
- ▶ Accommodation strategy
- ▶ Stakeholder and community engagement

# SOCIAL PERFORMANCE NSW

**JODY MEIER**

PROGRAM SOCIAL PERFORMANCE LEAD NSW



# ARTC'S MECHANISMS FOR DELIVERING SOCIAL OUTCOMES



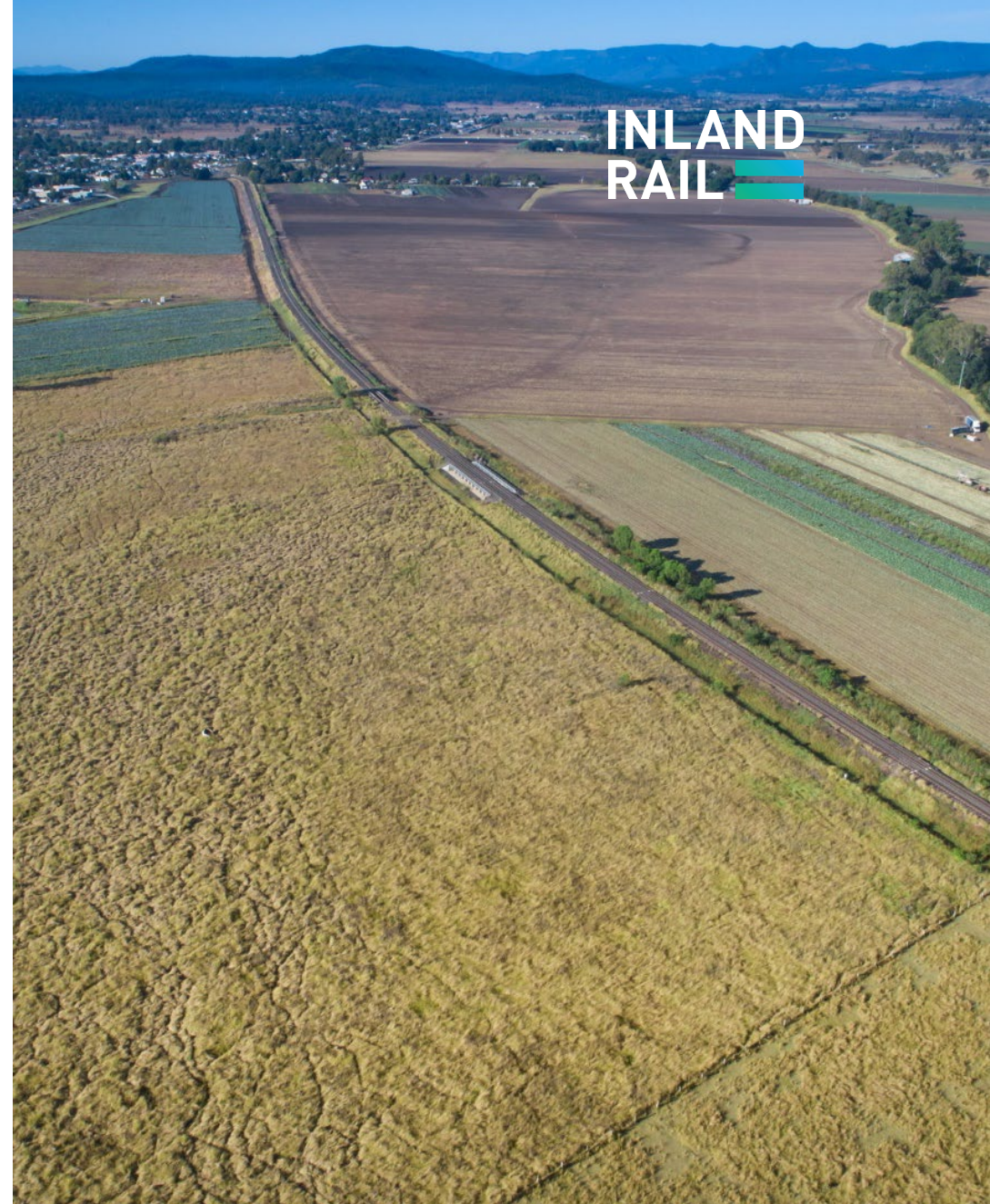
# SIMP DEVELOPMENT

Process for SIMP development included:

- ▶ Stakeholder engagement (ongoing)
- ▶ Consideration of ARTC's commitments
- ▶ Identifying additional mitigation, management and enhancement measures
- ▶ Developing performance measures and a monitoring and reporting framework

Includes five sub-plans addressing:

- ▶ Community and stakeholder engagement
- ▶ Workforce management
- ▶ Housing and accommodation
- ▶ Local business and industry content
- ▶ Health and community wellbeing

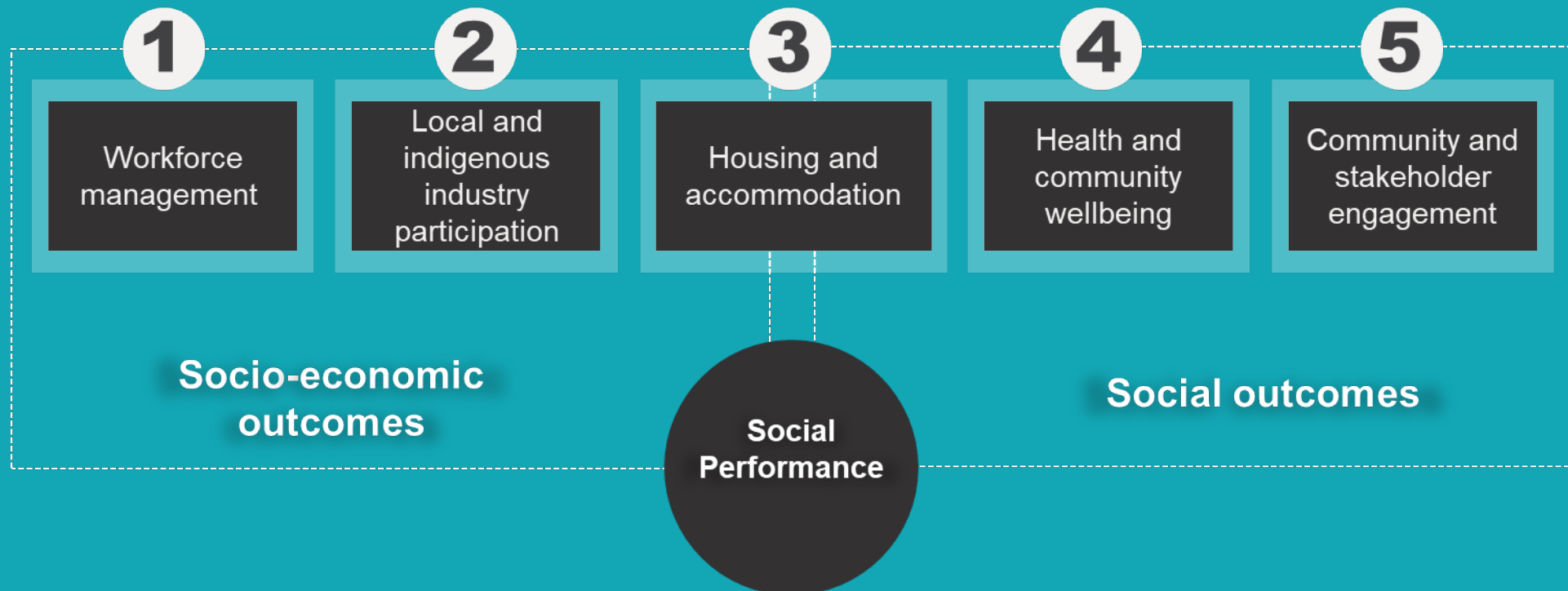




# SOCIAL PERFORMANCE PROGRAMME

## Inland Rail Social Performance Program aim

ARTC recognises its responsibility to deliver and operate Inland Rail with the least social impact possible, while enhancing the benefits Inland Rail will deliver to the people of Australia at both a local and national scale



# LOCAL AND INDIGENOUS BUSINESS PARTICIPATION

ARTC IR is committed to supporting local and Indigenous businesses to provide opportunities to participate in Inland Rail.



# ARTC IR SOCIAL INVESTMENT STRATEGY 2019 - 2025

## ARTC INLAND RAIL ACADEMY

The Academy will:

- Increase # skilled residents eligible for employment on IR and regional industries
- Increase students' awareness of and ability in 21<sup>st</sup> century skills
- Open opportunities for local businesses in new supply chains

### Education:

- STEM and trades education in schools; university scholarships

### Skills & training:

- into a range of industries as apprentices and trainees or upgrading industry accreditations

### Business capacity building:

- for small-to-medium enterprises to benefit from Inland Rail procurement opportunities

### Inland Rail staff upskilling:

- inductions, niche skills training

## COMMUNITY HEALTH AND WELLBEING

This approach will:

- Ensure support is available to residents as needed
- Support local councils deliver on regional priorities
- Increase safe behaviours in local communities

### Mental health support:

- For impacted communities, their members and our CCC representatives

### Safety programs:

- During construction of IR

### Regional priorities:

- Support on an as-needs basis

*Our legacy will be to build regional prosperity and community wellbeing alongside the fast, reliable, connected Inland Rail*

# PARKES TO NARROMINE OUTCOMES

INLAND  
RAIL 

INLAND RAIL  
SOCIAL PERFORMANCE

SNAPSHOT  
2019

December 2018  
to August 2019

ARTC

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

813

PEOPLE

have worked on  
the project since  
December 2018



127 of whom are  
Indigenous

342 local  
residents

have worked on the project

80

of whom  
are local and  
Indigenous

39

EMPLOYED FOR  
26 WEEKS OR OVER  
FOR A MINIMUM OF  
15 HOURS A WEEK

SUSTAINABLE JOBS

81

TRADESPEOPLE



43

WOMEN ARE WORKING



72

local businesses  
have supplied to  
the project

9

of which are  
Indigenous  
businesses

\$33.8M

total spend with  
local businesses

\$4.4M

total spend  
with Indigenous  
businesses

# COMMUNITY SPONSORSHIP AND DONATIONS PROGRAM

- ▶ **The ARTC Inland Rail Community Sponsorships and Donations Program supports community-initiated projects, events or activities which:**
  - Are one-off and short-term
  - Contribute to the community's wellbeing, prosperity and/or sustainability
  - Focus on one or more of the Sponsorships and Donations Programs priority areas of *culture; safety; environment; recreation; and entrepreneurship*
  - Align with the core values of ARTC Inland Rail which are *future thinking, active engagement, no harm, results.*

# COMMUNITY SPONSORSHIP AND DONATIONS PROGRAM

- ▶ Funding requests: \$1,000 - \$4,000
- ▶ Eligibility: Project, Organisation (local, not-for-profit), Application
- ▶ Rounds: 4 per year
- ▶ Guidelines, application form and FAQs available on IR website

Announce and promote round opening	Round Opens	Round Closes	Announcements of successful applicants
For June, July, August projects	1 February	30 April	14 June
For September, October, November projects	1 May	31 July	14 September
For Christmas, December, January and February projects	1 August	31 October	14 December
For March, April, May projects	1 November	31 January	14 March

**INLAND  
RAIL** 

**ARTC**

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

**THANK YOU**