

Inland Rail

Community Consultative Committee update

Narrabri
30 March 2022

ARTC Inland Rail

ACKNOWLEDGMENT OF COUNTRY

Inland Rail acknowledges the Traditional custodians of the land on which we work, and we pay our respects to Elders past and present.

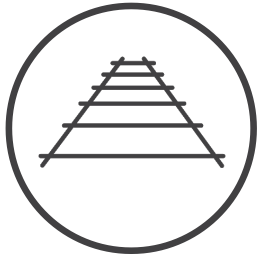
AGENDA

1. N2N Project Update – Duncan Mitchell
2. EIS Update – Matthew Errington
3. Hydrology Update – Akhter Hossain
4. Engagement Update – Louise Johnson

N2N PROJECT UPDATE



KEY PROJECT FEATURES



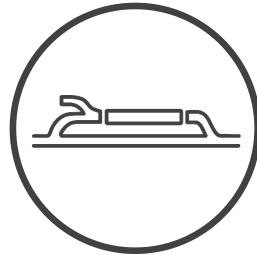
RAIL CORRIDOR

Constructing approx. 306km of new rail corridor



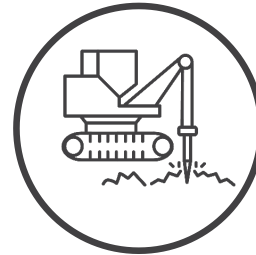
CAPACITY

Accommodating 1.8km-long double-stacked freight trains



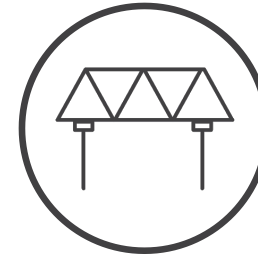
CROSSING LOOPS

7 crossing loops up to 2.2km long



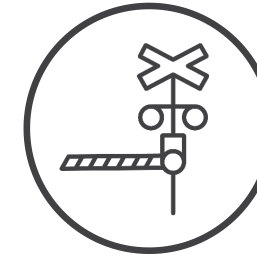
ANCILLARY WORKS

Signaling and communications, road re-alignments, utility relocations, drainage, signage, fencing, embankments and cuttings



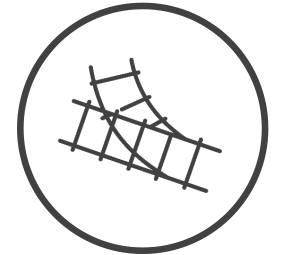
BRIDGES

75 new bridges and viaducts, ranging in length from 15m to 3.9km



PUBLIC LEVEL CROSSINGS

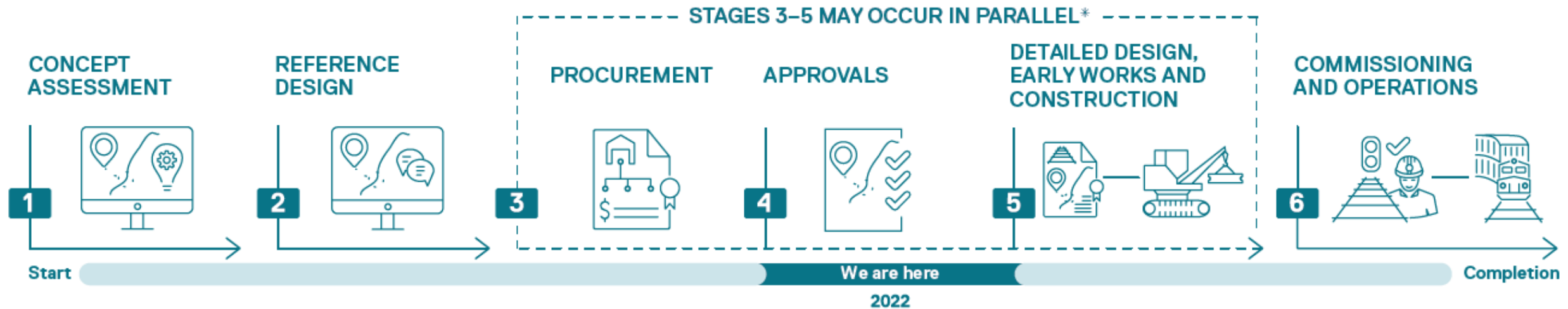
51 new level crossings
+ 12 active crossings with flashing lights, bells and boom gates



NEW CONNECTIONS

New rail connections and possible future connections with existing ARTC and Country Regional Network rail lines

WHERE WE ARE IN THE PROCESS



Inland Rail will not start any major construction works on the Narromine to Narrabri section until all regulatory and environmental approvals are obtained

January – Community shopfront opening



February - Meet the Contractor event



EIS UPDATE



OVERVIEW

- EIS Process
- Response to Submissions Report
- Preferred Infrastructure Report
- Route Selection Summary Report
- Amendment Report
- Additional Environmental Assessment
- Biodiversity Update
- Next Steps



Next steps		Status response
Concept Assessment	- Prepare State Significant Infrastructure Application Report	✓
	- Lodge State Significant Infrastructure Application Report	✓
Reference Design and EIS	- Receive Secretary's Environmental Assessment Requirements (SEARS)	✓
	- Corridor refinements (Study Area, Focused Area and Rail Corridor)	✓
	- Prepare EIS	✓
Project Assessment	- Exhibit EIS	✓
	- Prepare Response to Submissions Report	- We are here
	- Prepare Preferred Infrastructure/ Amendment Report	- We are here
	- DPE assessment and determination	- Ongoing
Project approval	- Receive planning approval	- Late 2022
Construction	- begin early works, followed by major civil construction and rail and signalling work	- Late 2022–2025
Operation	- Inland Rail Melbourne to Brisbane freight network to become operational	- From 2027*

*N2N section is expected commence operation in 2026, however dates are indicative only and subject to change due to ongoing design development and community consultation

RESPONSE TO SUBMISSIONS REPORT

Top submission themes

116 submissions were received from the public, public authorities and organisations

Property – impacts, value

Noise and vibration impacts

Environmental issues – dust, native vegetation clearing, native fauna/wildlife impact

Vegetation management – fire risk

Visual impact

Route selection, level crossing, access issues and crossing points.

Borrow pits during construction

Use of local businesses

Aboriginal heritage

Rigour of flood modelling and consideration of local knowledge

Fencing and welfare of stock around the rail line



PREFERRED INFRASTRUCTURE REPORT

In April 2021, the Planning Secretary directed ARTC to provide a Preferred Infrastructure Report (PIR) which:

- Addresses the hydrology and flooding impacts of the Project
- Provides appropriate justification and information on the design of the Project and alternative rail alignments considered
- Provides design alternatives to demonstrate how residual flooding impacts can be reduced



ROUTE SELECTION SUMMARY REPORT

01



Location of the proposed alignment and exploration of alternate routes, such as using existing rail lines in the area

02



Consideration of floodplains when identifying routes

03



Analysis of the assessment criteria for determining routes

04




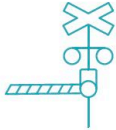



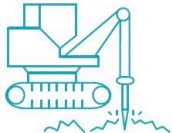
Property and business impacts associated with the final rail alignment

05



Environmental and cultural heritage concerns over the final rail alignment

AMENDMENT REPORT

PROPOSED FEATURE	PROPOSED AMENDMENT
 Crossing loops	Relocation of seven crossing loops to new locations to minimise overall impacts.
 Public level crossings	Changes to public level crossing numbers, locations and treatments due to changes to updated traffic data and refinement of sight distances.
 Public road closures	Reduction in the number of public roads and access tracks that would need to be closed, mainly as a result of crossing loop relocations.
 Public road realignments	Changes to public roads requiring realignment to minimise property impacts.
 Temporary workforce accommodation	<p>Changes to the locations of the Narromine North and Baradine temporary workforce accommodation facilities based on consultation with key stakeholders.</p> <p>Mobile accommodation facilities are now proposed be provided within some of the general compounds for improved workforce flexibility.</p>
 Construction and operation footprints	Adjustments to the construction and operational footprints to accommodate the above amendments and other proposed design refinements, and to minimise the amount of disturbance where possible.

KEY FINDINGS

- Longest greenfield section and offers best opportunity to save time and distance
- Route has been refined over many years using the iterative, transparent MCA process to:
 - Achieve the Inland Rail Service Offering
 - Consider environmental and social impacts
- Landholders, community and stakeholders have been informed and engaged since 2015
- PIR and Route Selection Summary Report respond to DPE's PIR request on route selection
- No significant residual flooding impacts associated with N2N



Biodiversity

Flooding/hydrology

Noise and vibration

**Aboriginal cultural
heritage**

Social

... considered and responded to issues raised in submissions and during consultation with stakeholders

...assessed the impacts of the proposed amendments

...further progressed commitments made in the EIS

...responded to the request of the Planning Secretary in relation to flooding and hydrology.



Ongoing consultation with Biodiversity Conservation and Science division of DPE

...completed additional targeted flora and fauna surveys in September 2020 in a number of new areas where property access had not previously been available. Surveys also took advantage of wet spring conditions.

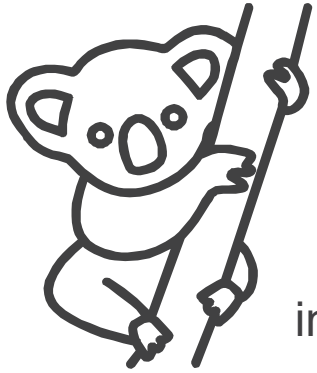
...revised construction and operation footprints have been mapped and assessed

...targeted fauna surveys in August 2021 using independent experts

...threatened flora surveys in Pilliga in March 2022



KEY TARGETED ADDITIONAL FAUNA SURVEYS



Thermal drone surveys were flown at night in August 2021 over the Pilliga to search for presence of Koalas.

Follow up day-time surveys were conducted to confirm initial findings from the drone surveys for Koalas.

Independent certified (by BCS) experts were engaged to provide advice on presence/absence of Koala, Little Eagle and Square-tailed Kite.



Findings used to confirm the presence/absence mapping of these species for use in the updated biodiversity impact assessment.



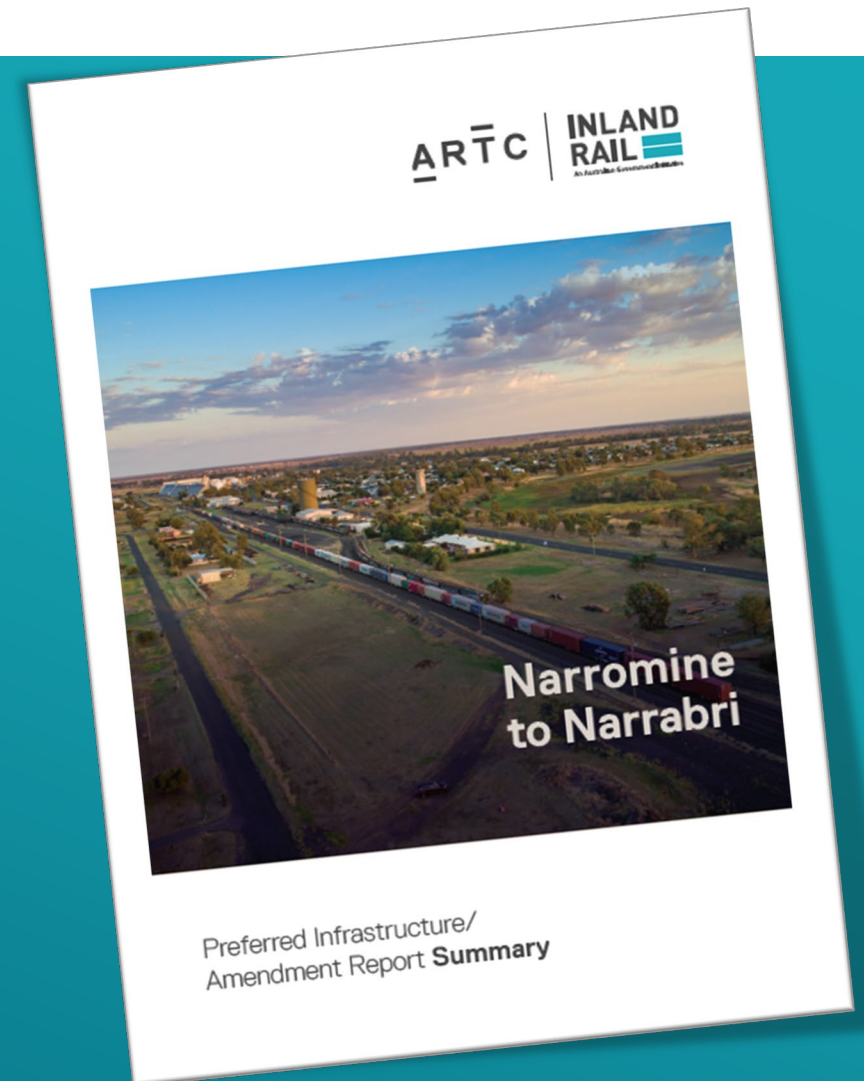
NEXT STEPS

Documentation will be publicly available on DPE's Major Projects Portal

PIR/Amendment Report Summary to help community navigate the documents

Social PinPoint to make detailed flood mapping publicly available along the entire alignment

Upcoming community consultation and stakeholder engagement activities

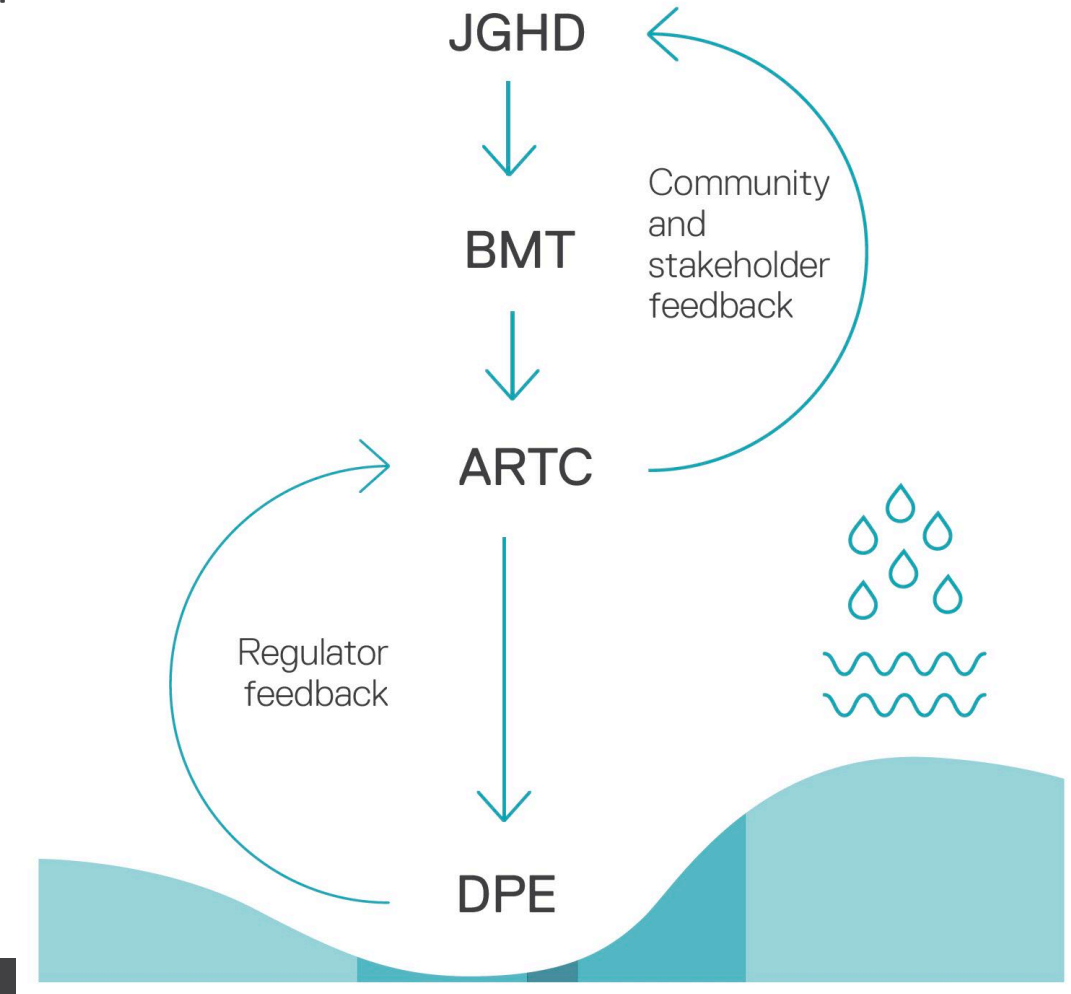


HYDROLOGY UPDATE



Updated flooding and hydrology assessment report (FHAR)

- Updated FHAR prepared to support Preferred Infrastructure / Amendment Report
- Regular and ongoing consultation with Department of Planning and Environment (DPE)

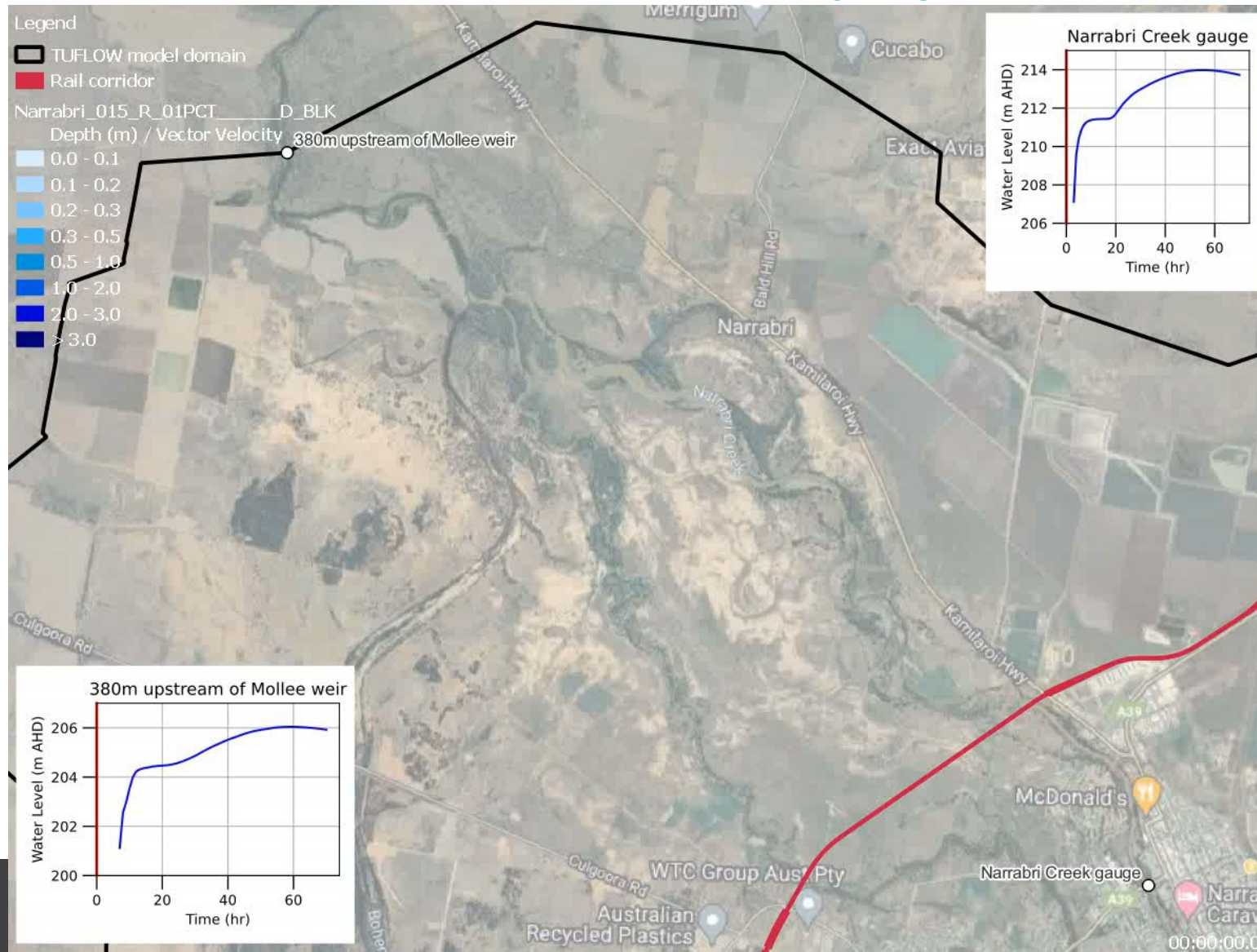


Assessment changes

- Culvert blockage factors
 - Included in updated modelling
 - Determined in accordance with Australian Rainfall and Runoff (ARR)
- Separate assessment for local and regional flooding
- Drainage control areas



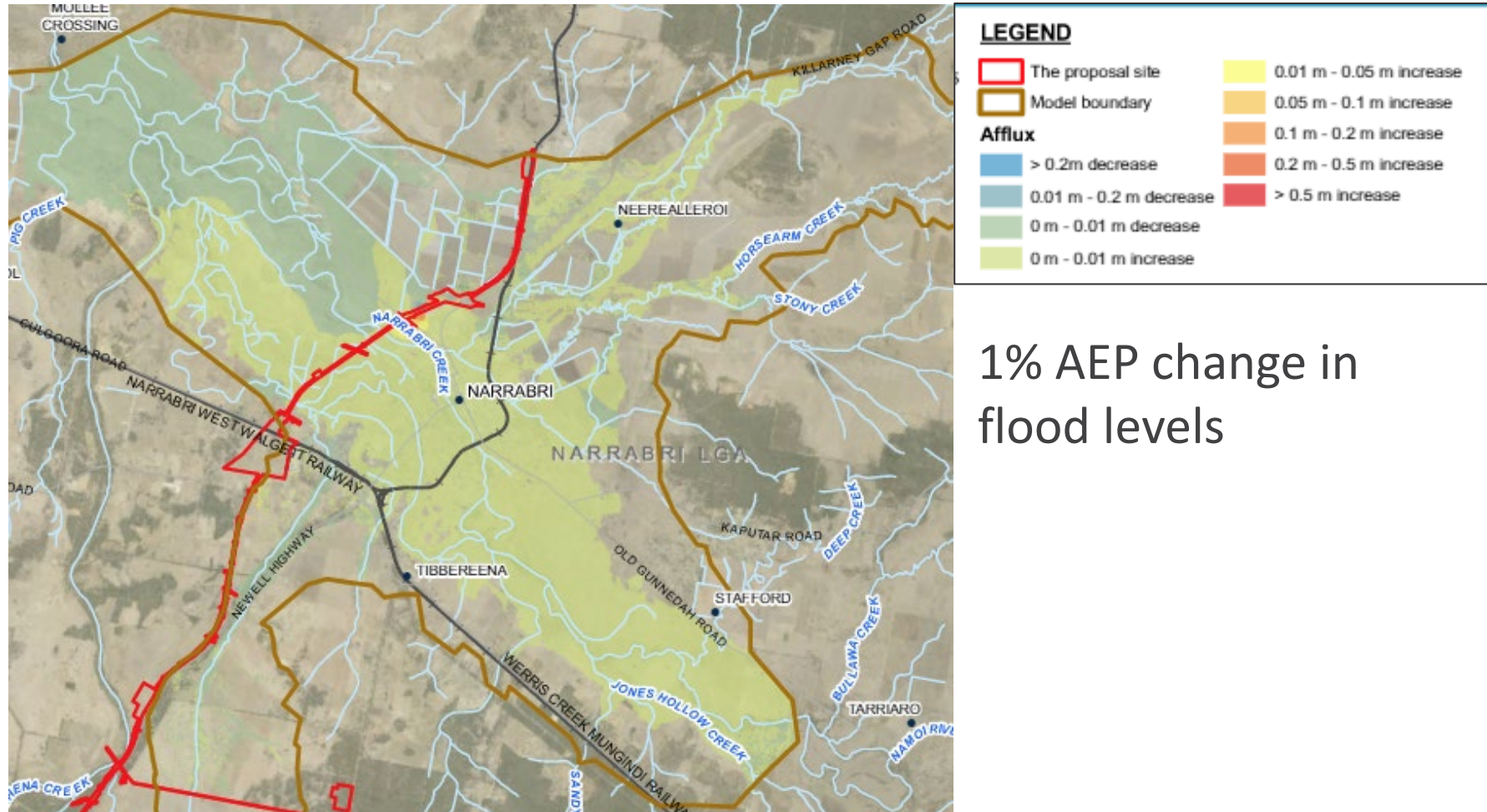
Narrabri flood simulation – with proposal



Impact assessment - Quantitative design limits (QDLs)

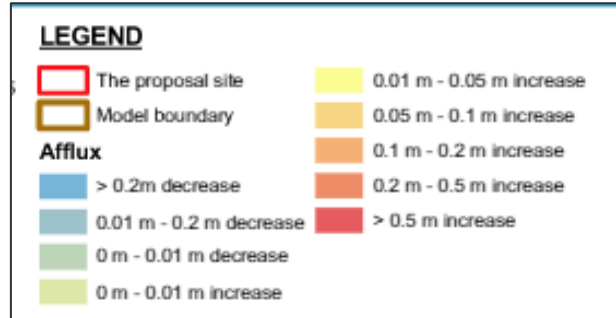
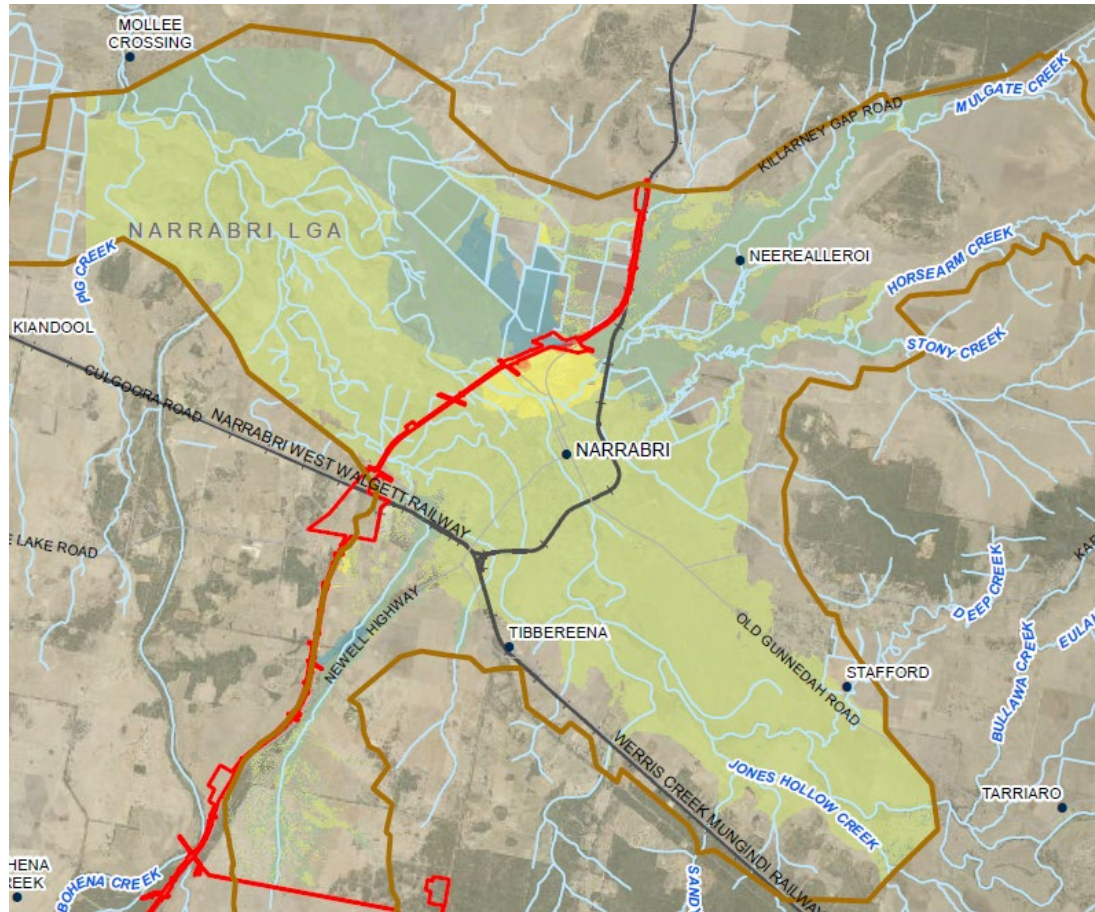
- QDLs established by DPE and require assessment of changes in:
 - Flood level (afflux)
 - Velocity
 - Hazard
 - Duration
- QDLs are for events up to and including 1% AEP
- Viaduct superstructure is above 1% AEP and majority is above the Probable Maximum Flood (PMF)

Impact assessment – Narrabri (1% AEP)



1% AEP change in flood levels

Impact assessment – Narrabri (0.2% AEP)



0.2% AEP change in flood levels

Impact assessment - Narrabri

Design is compliant with QDLs except:

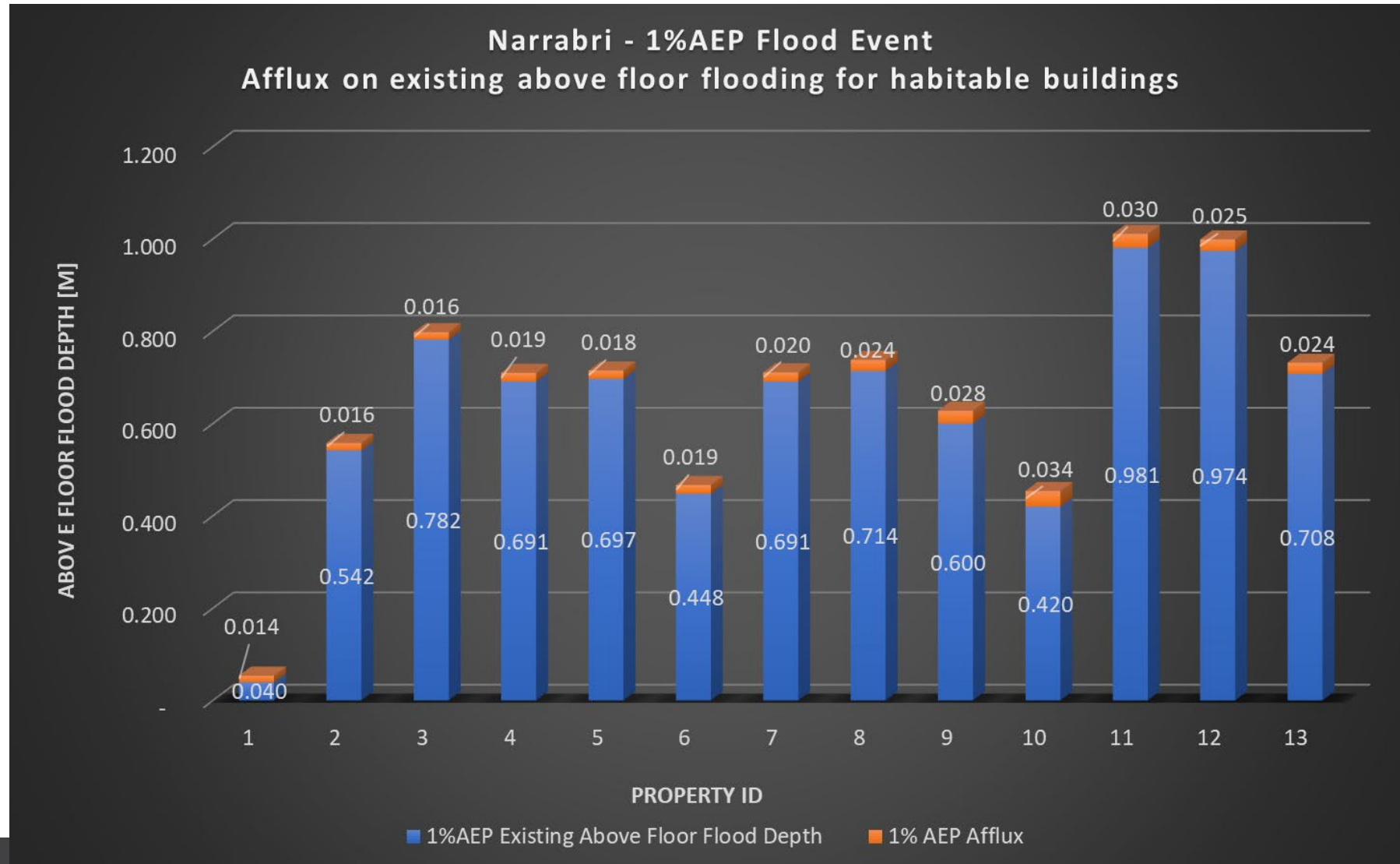
Buildings on Wee Waa Rd that are already flooded but afflux limit is exceeded in 1% AEP

- 13 habitable
- 3 non-habitable

No significant non-compliances for other QDLs (velocity, duration, hazard)



Impact assessment



Lower Namoi Valley Floodplain 2020

Assessment of consistency with the *Floodplain Management Plan for the Lower Namoi Valley Floodplain 2020* criteria (zones AD, B and CU)

Criteria	Consistent?
Change in flow distribution <5%	Yes
Afflux <200mm	Yes
Velocity increases <50%	Yes
Depth velocity product	Yes
Maintenance of adequate flood connectivity	Yes
Ground disturbance to heritage sites	Yes

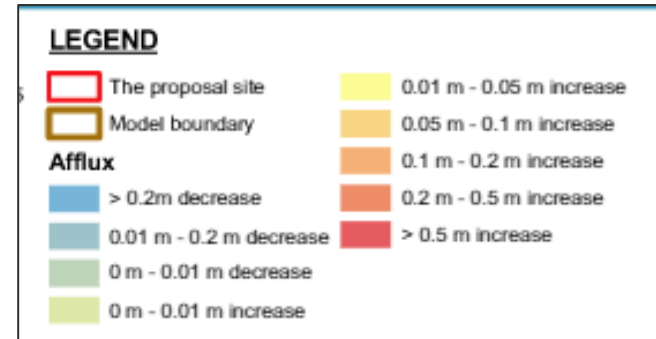
Mitigation - Narrabri

Design is substantially compliant with QDLs

Option to extend viaduct further north to be investigated during detailed design

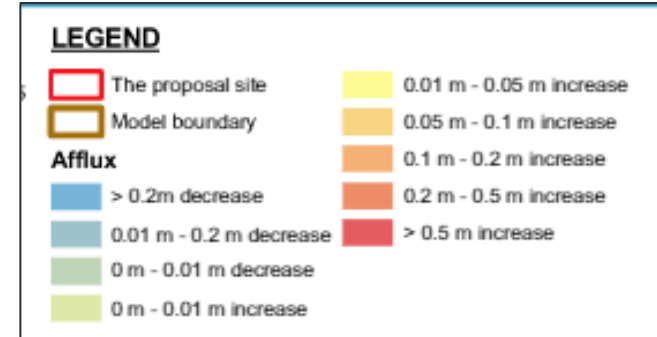
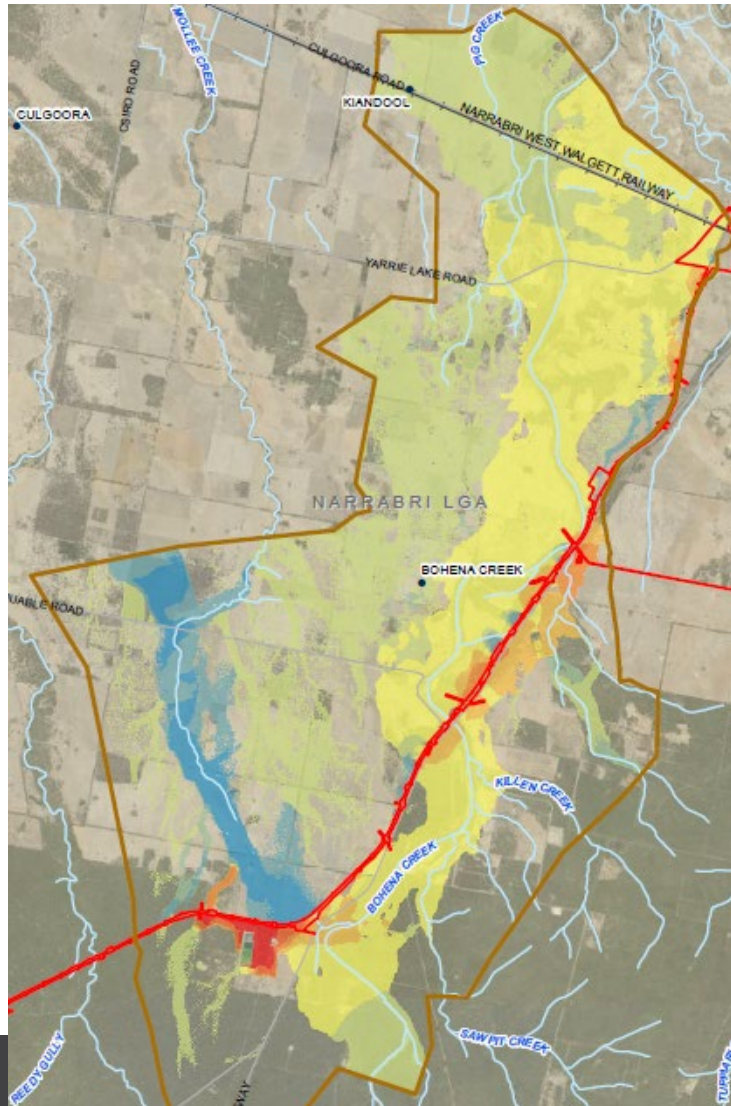


Impact assessment – Bohena Creek (1% AEP)



1% AEP change in flood levels

Impact assessment – Bohena Creek (0.2% AEP)



0.2% AEP change in flood levels

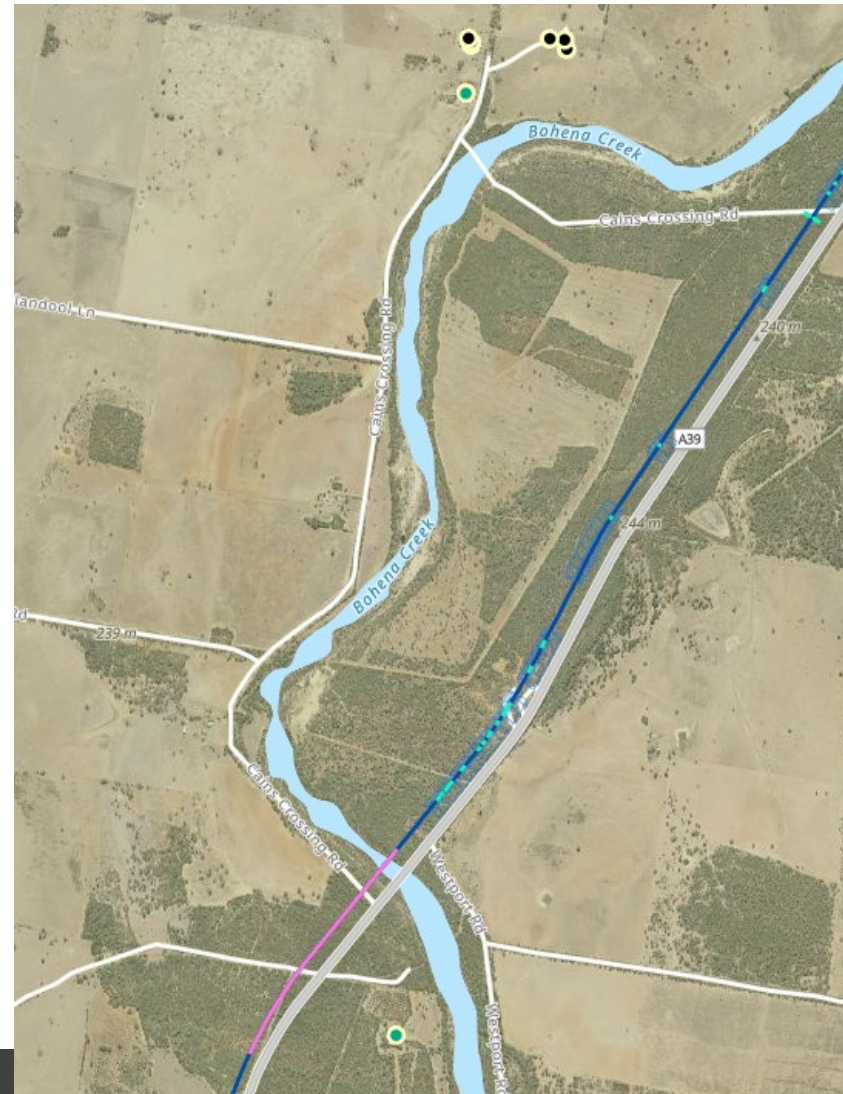
Impact assessment – Bohena Creek

Design is compliant with QDLs except:

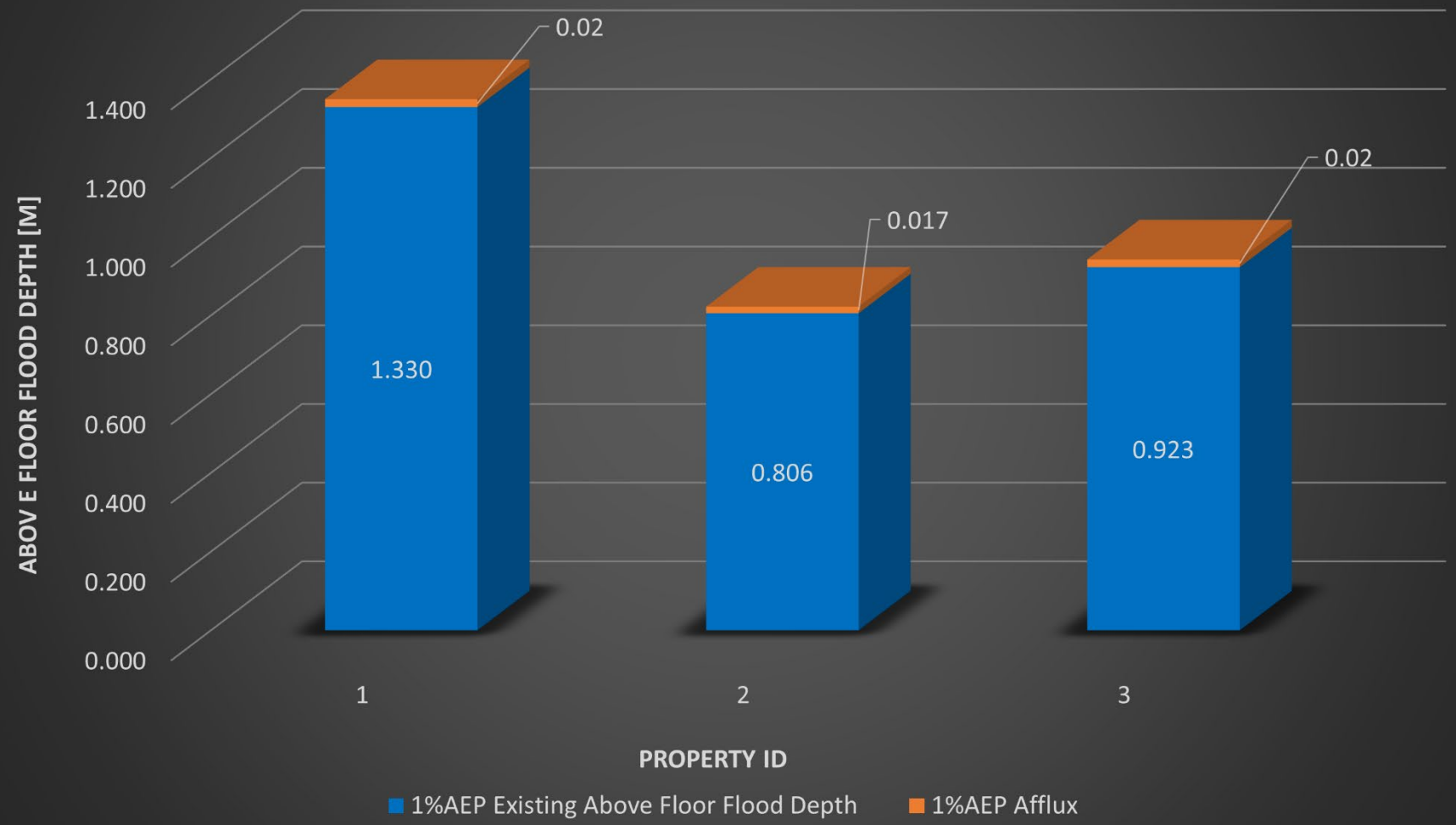
Isolated buildings that are already flooded but afflux limit is slightly exceeded in 1% AEP

- 3 habitable
- 10 non-habitable

No significant non-compliances for other QDLs (velocity, duration, hazard)



Bohena Creek - 1%AEP Flood Event Afflux on existing above floor flooding for habitable buildings



Mitigation - Bohena Creek

Identified differences between flood studies

Further assessment being undertaken



Summary

- Assessment has been updated to address regulator and stakeholder feedback
- Overall no widespread flooding impacts
- Continued refinement during detailed design to minimise impacts
- Management of QDL departures in accordance with conditions of approval

ENGAGEMENT UPDATE

ARTC INLAND RAIL



COMMUNITY ENGAGEMENT UPDATE

- Engagement Team
- Engagement – Environmental Impact Statement
- Landowner consultation and engagement
- Stakeholder consultation and engagement
- Local Government consultation and engagement
- General consultation and engagement
- Specific consultation and engagement
- Other projects and activities
- Current focus & what's next



ENGAGEMENT TEAM

- Erica Tudor, Stakeholder Engagement Manager (Narromine)
- Louise Johnson, Stakeholder Engagement Lead (Coonabarabran)
- Lachlan Beveridge, Stakeholder Engagement Advisor (Sydney)
- Anna Howard, Stakeholder Engagement Advisor (Dubbo)
- Ben Madgwick, Stakeholder Engagement Advisor (Dubbo)
- Grace Farrer, Stakeholder Engagement Advisor (Narrabri)
- Kate Schwager, Stakeholder Engagement Officer (Narrabri)
- Hannah Binge, Stakeholder Engagement Administration Officer (Narrabri)

COMMUNICATION & ENGAGEMENT – EIS

- Community Consultative Committees
- Direct communication – impacted stakeholders
- Summary of Findings
- Briefing Sessions – Key Stakeholders
- Pop-Up Sessions
- Community Drop-In Sessions
- EIS Support Sessions
- Static displays
- General communication



LANDOWNER CONSULTATION & ENGAGEMENT

- Environmental Impact Statement (EIS)
- Property acquisition – voluntary ARTC IR process (April 2021)
- Property acquisition – TfNSW process (December 2021)
- Individual matters, in particular regarding access
- Field investigations



PROPERTY ACQUISITION BY AGREEMENT

Key stages



You can talk to your acquisition support team at any time, including while your lawyer is representing you.

What you can do



STAKEHOLDER CONSULTATION & ENGAGEMENT

- Local Land Services
- Local Land Services – Weeds Committees
- Transport for NSW
- Local Aboriginal Land Councils
- Regional Development Australia – Orana and Northern Inland



LOCAL GOVERNMENT CONSULTATION & ENGAGEMENT

- Third Party Agreements
- Floodplain Committees
- Introduction of project to new Councillors
- Introduction of Delivery Team to Councillors and key Council staff
- Flooding and hydrology
- Road / rail interfaces
- Specific Council matters & proposals



GENERAL CONSULTATION & ENGAGEMENT

- Local Members
- Agricultural Shows
- Community groups – presentations
- Community events and activities
- Conference presentations
- Department of Regional NSW
- State & Federal Government Departments
- Neighbouring Councils



SPECIFIC CONSULTATION & ENGAGEMENT

- Emergency Services
- Regional Emergency Management Committees
- Chambers of Commerce
- Rail Corridor Program
- Materials Distribution Centre, Narromine
- Regional connectivity



OTHER PROJECTS & ACTIVITIES

- Health Checks – agricultural shows
- Narrabri shopfront and office
- Narromine office
- Property acquisition – public land
- Alignment familiarisation – Delivery Team
- Narrabri Special Activation Precinct
- TfNSW Grade Separation project
- Community Sponsorships & Donations Program



CURRENT FOCUS & WHAT'S NEXT

- Property acquisition process
- Updates with the general community
- Field investigations
- Finalisation of Third Party Agreements
- Development of other proposals – key stakeholders
- Helping businesses and communities to become Inland Rail ready
- Detailed design phase



MOVING FORWARD WITH INLAND RAIL

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QUESTIONS



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