

APPENDIX

F

Engagement report

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT

ARTC

INLAND
RAIL
An Australian Government Initiative

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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 and Environment	DPE
Department of Infrastructure, Transport, Regional Development and Communications	DITRDC
Department of Planning, Industry and Environment	DPIE
Review of Environmental Factors	REF
Environmental Impact Statement	EIS
Focused Area of Investigation	FAI
International Association of Public Participation	IAP2
Albury to Illabo	A2I
Infrastructure Sustainability Council of Australia	ISCA
Secretary's Environmental Assessment Requirements	SEARs
Social Impact Assessment	SIA
State Significant Infrastructure	SSI
Critical State Significant Infrastructure	CSSI

F1 Introduction

F1.1 Program overview

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

The Inland Rail route, which is about 1,700 kilometres (km) long, would involve:

- ▶ using the existing interstate rail line through Victoria and southern NSW
- ▶ upgrading about 400 km of existing track, mainly in western NSW
- ▶ providing about 600 km of new track in northern NSW and South East Queensland.

Inland Rail has been divided into 13 projects, seven of which are located in NSW. Each of these projects can be delivered and operated independently with tie-in points to the existing railway. Inland Rail as a whole would be operational when all 13 sections are complete, which is estimated to be in 2027.

Australian Rail Track Corporation Ltd (ARTC) (the proponent) developed a program to deliver Inland Rail by 2027. ARTC was created after the Australian Government and state governments agreed in 1997 to the formation of a 'one-stop shop' for all operators seeking access to the national interstate rail network. Across its network, ARTC is responsible for:

- ▶ selling access to train operators
- ▶ developing new business
- ▶ capital investment in the corridors
- ▶ managing the network
- ▶ infrastructure maintenance.

The objectives of the Inland Rail program are to:

- ▶ provide a rail link between Melbourne and Brisbane that is interoperable with train operations to Perth, Adelaide and other locations on the standard-gauge rail network, to serve future rail freight demand, and stimulate growth for inter-capital and regional and bulk rail freight
- ▶ increase in productivity that will benefit consumers through lower freight transport costs, provide a step-change improvement in rail service quality in the Melbourne to Brisbane corridor and deliver a freight rail service that is competitive with road
- ▶ improve road safety, ease congestion, and reduce environmental impacts by moving freight from road to rail
- ▶ bypass bottlenecks within the existing metropolitan rail networks, and free up train paths for other services along the coastal route
- ▶ act as an enabler for regional economic development along the Inland Rail corridor.

Further information on ARTC and Inland Rail can be found at artc.com.au and inlandrail.com.au.

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

A ROAD COMPETITIVE OFFERING



FIGURE F1-1 KEY ELEMENTS OF THE INLAND RAIL SERVICE OFFERING

F1.2 Proposal background

As one of the 13 projects that comprise ARTC's Inland Rail program, the Albury to Illabo (A2I) section (the proposal), will form a vital freight rail link in southern NSW. The proposal will make enhancements or modifications to specific sites along the existing 185 km of rail corridor from the Victorian–NSW border at Albury to Illabo in regional NSW. The enhancement and modification works are required to create height and width (horizontal and vertical) clearances to accommodate double-stacked freight trains, and include footbridges and road bridges, overhead structures, signal structures and level crossings.

The A2I proposal site covers the five local government areas (LGAs) of Albury, Greater Hume, Lockhart, Wagga Wagga and Junee. It also includes interface and connections with neighbouring Inland Rail projects: Illabo to Stockinbingal (I2S) and Tottenham to Albury (T2A).

During early stages of route planning, the *North South Rail Corridor Study* (NSRCS 2006), prepared by Ernst and Young, was published in 2006. This study assessed far western, central inland, coastal and hybrid sub-corridors, recommending the far western option based on capital costs and transit times. In 2010 the *Inland Rail Alignment Study* (IRAS) determined the optimum alignment for the inland railway, generally following the far western sub-corridor identified by NSRCS 2006. Prepared by PricewaterhouseCoopers and a consortium of technical consultants, the report considered market take-up, high-level costing, and capital costs versus journey times for two route options within the western sub-corridor.

The IRAS study recommended the route via Albury and Wagga Wagga over Shepperton and Narrandera, between Seymour and Parkes. The study took into account the findings of the *2006 North-South Rail Corridor Study* (which had examined a Shepperton route re-joining the Albury route at Junee); and studies commissioned by the Greater Shepperton City Council and the Food Bowl Inland Rail Alliance, both of which advocated a route via Shepperton. The recommendation was primarily based on the higher capital costs and little additional revenue estimates associated with the Shepperton option.

In 2015, the *Inland Rail Implementation Group* (IRIG) considered the 2015 business case and revisited the 2010 IRAS study. The IRIG agreed broadly with the alignment identified in the 2010 IRAS but considered several issues in more detail, including a re-examination of Albury vs Shepperton. IRIG considered further work commissioned by the Department of Infrastructure and Regional Development (now known as the Department of Infrastructure, Transport, Regional Development and Communications) in response to representations by key stakeholders in the food bowl region of northern Victoria and southern NSW. Ultimately, IRIG re-affirmed the IRAS recommendation that the preferred route was via Albury. Between 2015 and 2017, ARTC conducted early consultation on the announcement of the proposal, including preliminary design consultation.

Between 2017 and 2020, the proposal was conducting announcement and project scoping consultation and was subject to a Review of Environmental Factors (REF) approval pathway. The proposal was declared State Significant Infrastructure (SSI) in May 2020 and has commenced the environmental impact statement (EIS) approvals pathway. The NSW Government issued the Secretary's Environmental Assessment Requirements (SEARs) in October 2020 and the proposal has been deemed a 'non-controlled action' under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act).

Information on consultation during the REF approvals pathway between 2017 and 2020 can be found in Appendix A: Early community consultation activities, below; this report will focus on consultation activities in the EIS approvals pathway.

Throughout 2020–2022 ARTC conducted extensive consultation with local landowners, local communities, industry groups, elected representatives, and councils, including Albury, Greater Hume, Lockhart, Wagga Wagga and Junee councils. Further details of stakeholder identification and consultation activities during development of the EIS are provided in Section F3, below.



FIGURE F1-2 THE ALBURY TO ILLABO SECTION OF THE INLAND RAIL PROGRAM

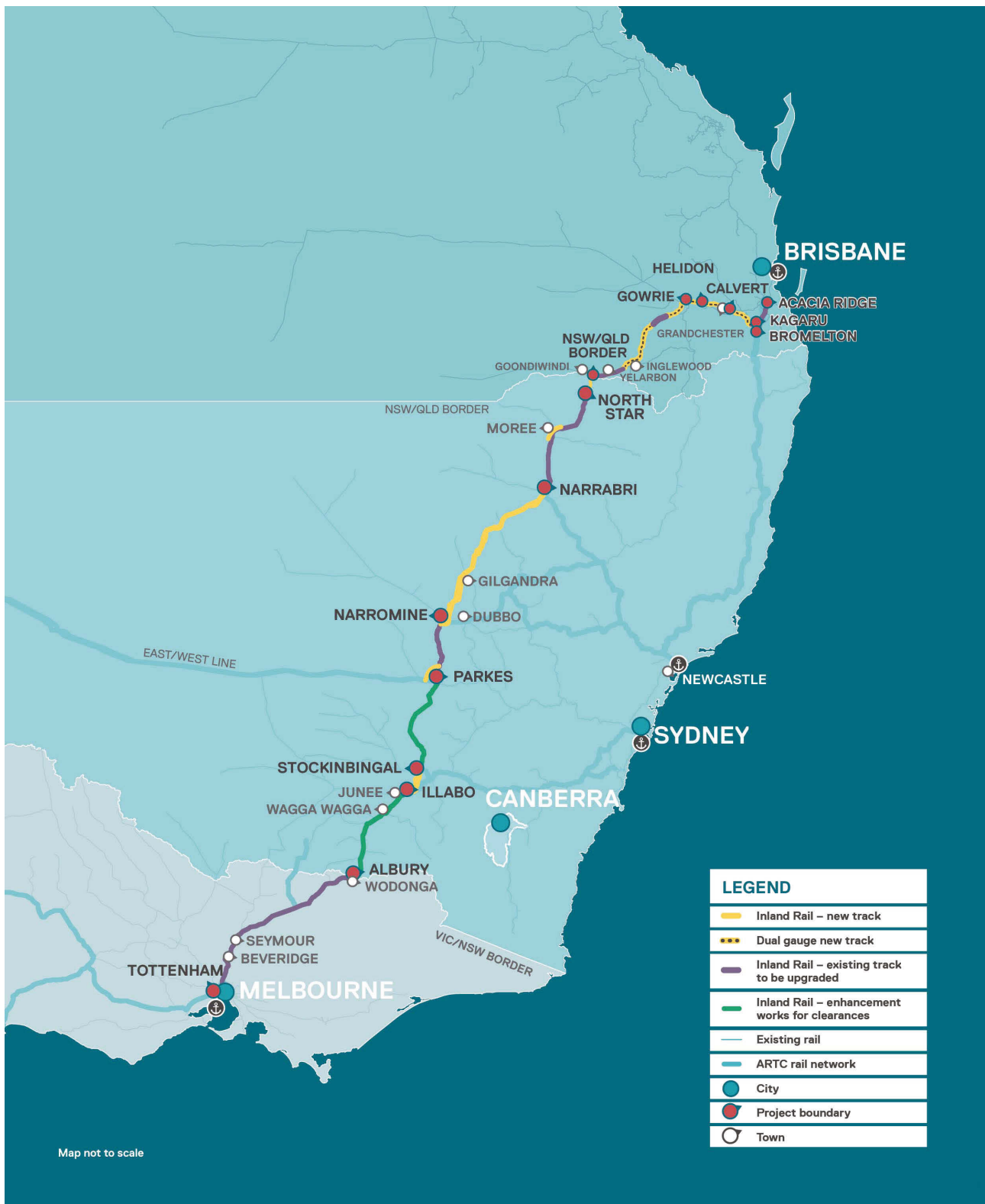


FIGURE F1-3 THE INLAND RAIL PROGRAM OVERVIEW MAP

F1.3 Purpose of the Report

The purpose of this Engagement Report (the Report) is to outline the objectives, strategies and consultation completed by ARTC as both part of delivering the A2I proposal and the EIS.

This Report complements Chapter 5: Engagement in the EIS. 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.

F2 Secretary's Environmental Assessment Requirements

The SEARs details what must be covered in the EIS across a range of subjects. Issued by the (then) Secretary of the Department of Planning, Industry and Environment (now the Department of Planning and Environment) on receipt of a SSI lodgement, the SEARs are effectively the 'terms of reference' that guide preparation of the assessment documentation—including on consultation. The engagement activities undertaken by ARTC seek to meet the requirements noted in SEARs #4 (see Table F2–1).

TABLE F2–1 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	<ol style="list-style-type: none"> 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.

F2.1 Department of Planning and Environment guidelines

Further to the SEARs, relevant engagement guidelines have informed engagement activities on A2I. As engagement has been ongoing since 2017 for the proposal, new guidelines have come into effect over time. The following section documents the guidelines that have been relevant throughout the development of the proposal.

The primary engagement guideline is now *Undertaking Engagement Guidelines for State Significant Projects* (DPIE, 2021e) (Undertaking Engagement Guidelines), which came into effect from 1 October 2021 and applies to SSI projects. Undertaking Engagement Guidelines encourages engagement throughout the life cycle of a project, from early planning through to delivery, and forms part of a suite of guidelines under the overarching document the *State Significant Infrastructure Guidelines* (DPIE, 2021c). Included as part of these guidelines is the *Social Impact Assessment Guidelines for State Significant Projects* (DPIE, 2021a), which has also shaped engagement activities for the proposal.

F2.1.1 Community and stakeholder engagement (Draft Environmental Impact Assessment (EIA) Guidance Series 2017)

This document sets out DPE's expectations for proposal 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.

F2.1.2 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 proposal and for ensuring that potentially affected individuals and groups are provided with a comprehensive understanding of the proposal'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 DPE publishing similar guidance specific to the Infrastructure State Environmental Planning Policies (SEPP).

F2.1.3 Social Impact Assessment (SIA) Guidelines for Significant State Infrastructure Projects (2021)

This guideline document sets out DPE's expectations of the SIAs as part of the NSW state-level EIS process. The guideline draws on agreed principals and frameworks of various international institutes. The guideline details how social impacts should be identified, evaluated and responded to.

Furthermore, the guideline directs proponents on stakeholder engagement to obtain qualitative data and obtain multiple perspective from various groups.

The guideline aims to:

- ▶ help proponents understand how to meet the department's expectations
- ▶ give the community comfort that their concerns and perspectives are considered early and build community trust
- ▶ build higher levels of community 'social license' for projects
- ▶ reduce risks and costs to the project as a result of unplanned or reactive management of social impacts
- ▶ streamline assessment processes by reducing departmental requests for more information
- ▶ create better proponent–community relations and more socially sustainable outcomes.

This guideline replaces the *SIA Guideline for State significant mining* (2017).

F2.1.4 Undertaking Engagement—Guidance for State Significant Projects (2021)

This document sets out DPE's expectation for early and effective engagement for SSI projects in NSW. The document provides a framework to carry out meaningful and tailored engagement that meets the needs of the community, local councils and government agencies. The guideline sets out the requirements for effective, honest engagement for state significant projects. It aids in ensuring engagement is meaningful, tailored to the needs of stakeholders, supports fair and transparent assessment and is consistent with DPE's community participation objectives. Specifically, the document outlines:

- ▶ effective engagement
- ▶ innovative engagement
- ▶ best practices
- ▶ requirements to engage
- ▶ expectation for engagement.

F3 ARTC and community engagement

F3.1 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* and the *Inland Rail Community Engagement Management Plan* 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 license 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.

F3.2 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.

F3.3 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.

F3.3.1 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. The public participation goals for the proposal are to inform, consult and involve.

INCREASING IMPACT ON DESIGN					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
Public participation goal	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or 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 commendations into the decisions, to the maximum extent possible.	We will implement what you decide.

FIGURE F3-1 IAP2 SPECTRUM FOR PUBLIC PARTICIPATION

F3.3.2 IAP2 core values

ARTC will also be guided by IAP2 core values. These are outlined in Table F3–2.

TABLE F3–2 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.

F3.4 ISC stakeholder engagement credits

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

The ISC 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 ISC requirements is subject to periodic audit, complementing and lending an additional layer of external accountability to the NSW EIS assessment process.

TABLE F3–3 ISC REQUIREMENTS

ISC credit		How ARTC will meet ISC requirements
Sta-1	Stakeholder Engagement Strategy	ARTC will seek to publish an external (or public facing) A2I Community Engagement Plan, which will complement internal engagement documents and strategies.
Sta-2	Level of Engagement	<p>At a minimum, these are the following negotiable items on the A2I proposal:</p> <ul style="list-style-type: none">▶ Land access—ARTC will work with landowners to ensure land access agreements are mutually agreed by landowners and ARTC for all required investigations. This allows landowners to negotiate their level of involvement, including their access requirements, the purpose and conditions of access, timing of access and notification requirements.▶ 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).

ISC credit		How ARTC will meet ISC requirements
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.

F4 Consultation tools

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 A2I proposal are disseminated regularly, and feedback from the community and stakeholders is received and recorded in a secure stakeholder management database. These varying channels also allow ARTC to respond promptly to stakeholders' questions and concerns.

Table F4–4 below outlines the communication and engagement tools used and the purpose and timing of each of these activities. A summary of engagement activities employed is provided in Table F4–5. Specific consultation activities and information relating to each stakeholder group is found in section F5.1.

TABLE F4–4 COMMUNICATION AND CONSULTATION TOOLS

Tool	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 proposal. This line is staffed during business hours Monday to Friday 8:30 am–5 pm. A team of community and engagement advisors take these calls and direct them to the appropriate engagement advisor for response. 	Established Jan 2015 and continues to be managed
Proposal 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 proposal maps, proposal newsletters, and historical documentation (such as route alignment documents) ▶ The website is updated, as required, to reflect the stages of the A2I proposal. 	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 proposal mailing list and at communication sessions: <ul style="list-style-type: none"> ▶ fact sheets ▶ proposal information packs ▶ mail outs ▶ proposal 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

Tool	Purpose	Date
Stakeholder e-newsletter	<ul style="list-style-type: none"> ▶ E-newsletters have been sent to stakeholders to provide proposal updates, invite them to attend community drop-in sessions and advise them of community information sessions ▶ Individuals can sign up for e-news proposal updates online, through the ARTC website, or at any of our public information displays. 	Established April 2019 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
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
<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 proposal milestones publicly. 	Ongoing
<ul style="list-style-type: none"> ▶ Briefing papers 	<ul style="list-style-type: none"> ▶ Provided to the State and Australian Government to outline key issues and strategies. 	As required
<ul style="list-style-type: none"> ▶ Proposal 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 (Henty, Junee, Illabo and Albury), demonstrating a commitment to local communities. ▶ Regional shows as required (all 2020 shows cancelled due to COVID) with plans to include 2021 shows and field days in the program dependent on COVID restriction. 	Sponsorship and donations program quarterly.

TABLE F4–5 CONSULTATION ACTIVITIES

Activities	Purpose	Date
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 2018 and held as required. Recent sessions occurred in May, June, and July.
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 meetings	<ul style="list-style-type: none"> ▶ To provide information on the proposal and discuss and complete land access agreements from landowners to conduct environmental investigations to inform the reference design and the EIS ▶ Meetings for property requirements and temporary and permanent land acquisitions 	Commenced in 2020 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

Activities	Purpose	Date
Traditional Owners consultation and meetings	<ul style="list-style-type: none"> ▶ Opportunity to foster links with all the relevant Local Aboriginal Land Councils (LALC) and associated organisations within the proposal alignment. ▶ Involve Traditional Owners and knowledge holders in the proposal as part of the ACHAR and to seek cultural input to inform the development of the EIS. 	Commenced in 2018 and ongoing
A2I CCC	<ul style="list-style-type: none"> ▶ Provide a forum for the discussion between the proponent and representatives of the community, stakeholder groups and the local council on issues directly relating to a specific State Significant proposal ▶ Forum for the public to gain an understanding of the proposal and source information and is an effective channel for stakeholders to communicate their views, issues, and concerns. 	Established in February 2021 and recent meeting conducted June 2021



FIGURE F4-1 INLAND RAIL INFORMATION SESSIONS

F5 Stakeholder identification and consultation for the EIS

F5.1 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 affected site neighbours
- ▶ special interest groups
- ▶ local businesses and industry
- ▶ Traditional Owners.

The following provides a summary of key stakeholder consultation activities undertaken by ARTC to assist in the development of the EIS. Additional detail of these consultation activities is located in Appendix B: Community consultation activities specific to EIS and SIA.

F5.1.1 Elected members of parliament

Stakeholder identified include:

- ▶ Justin Clancy MP, State Member for Albury
- ▶ Dr Joe McGirr MP, State Member for Wagga Wagga
- ▶ Steph Cooke MP, State Member for Cootamundra
- ▶ Sussan Ley MP, Federal Member for Farrer
- ▶ Michael McCormack MP, Federal Member for Riverina.

Summary of engagement:

- ▶ In April 2020, a briefing was provided to the Deputy Prime Minister's office (DPMO) for the entire NSW south projects, which included A2I. The briefings provided project updates for A2I, I2S and Stockinbingal to Parkes (S2P) and included upcoming design milestones, planned stakeholder engagement activities and community issues and concerns that had been raised for each project.
- ▶ In November and December 2020, three briefings were provided to elected representatives to provide a high-level update on the projects' progress including the receipt of the SEARS, the contract award to deliver the reference design and EIS to WSP, the upcoming design milestone and associated engagement activities. The briefings were provided online (due to COVID-19) to the DPMO, State Member for Albury—Justin Clancy MP and State Member—Dr Joe McGirr MP.
- ▶ Between March and June 2021, five briefings were held with the DPMO, State Member for Cootamundra—Steph Cooke MP, State Member for Albury—Justin Clancy MP and State Member—Dr Joe McGirr MP to provide a proposal update, including the 70 per cent reference designs and engagement activities.
- ▶ Between September and November 2021, four online briefings were held with State Member for Albury—Justin Clancy MP, State Member for Wagga Wagga—Dr Joe McGirr MP, Federal Member for Farrer Sussan Ley MP and Federal Member for Riverina—Michael McCormack MP to provide a proposal update, including the 100 per cent reference designs and upcoming engagement activities.
- ▶ An electronic direct mailout, was sent to elected members in October 2021. It provided a proposal update, design solutions with visualisations per enhancement site, ways to get in contact and provide feedback as well as a look ahead.
- ▶ In January and March 2022, meetings were held with Steph Cooke MP and Michael McCormack MP to provide a general proposal update and discuss key issues.
- ▶ In June 2022, meetings were held with Michael McCormack MP's office and Dr Joe McGirr MP to provide a general proposal update and discuss key issues.

F5.1.2 Local councils

Local councils provide a tangible and vital link to communities. ARTC has engaged with all councils across the alignment and 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.

Engagement occurred at each stage of the reference design to present the designs and receive feedback. Each council had an opportunity to provide feedback through the proposal comment register to raise their issues and concerns. Consultation is ongoing to finalise any outstanding items.

For further detail on each of the meetings below, please refer to Appendix C.

Key stakeholders identified include:

- ▶ Albury City Council
- ▶ Greater Hume Shire Council
- ▶ Lockhart Shire Council
- ▶ Wagga Wagga City Council
- ▶ Junee Shire Council.

Wodonga City Council was also identified as a relevant council stakeholder given the proposal site borders the Wodonga local government area (LGA) at the Murray River bridge enhancement site; however, as the proposal has no direct impacts or work proposed within the Wodonga LGA, reference design meetings were not required and they were briefed on the proposal in February 2021 and have been kept informed of the proposal.

Summary of engagement:

Albury City Council

- ▶ 30% reference design engagement with staff occurred in February 2021.
- ▶ 70% reference design engagement with staff occurred in June 2021.
- ▶ 100% reference design engagement with staff and councillors occurred in September 2021.
- ▶ Since 100% design engagement, ongoing consultation with Council has occurred to finalise outstanding items.

A total of eight meetings have occurred with Albury City Council in relation to reference design and EIS. A further five meetings occurred during preliminary consultation before 2020.

Greater Hume Shire Council

- ▶ 30% reference design engagement with staff occurred in February 2021.
- ▶ 70% reference design engagement with staff occurred in May 2021, and with councillors in June 2021.
- ▶ 100% reference design engagement with staff and councillors occurred in September 2021.
- ▶ Since 100% design engagement, ongoing consultation with Council has occurred to finalise outstanding items.

A total of seven meetings have occurred with Greater Hume Shire Council in relation to reference design and EIS. A further six meetings occurred during preliminary consultation before 2020.

Lockhart Shire Council

- ▶ 30% reference design engagement with staff occurred in February 2021.
- ▶ 70% reference design engagement with staff occurred in June 2021.
- ▶ 100% reference design engagement with staff and councillors occurred in September 2021.

A total of four meetings have occurred with Lockhart Shire Council in relation to reference design and EIS.

Wagga Wagga City Council

- ▶ 30% reference design engagement with staff occurred in January 2021. A councillor meeting was also attended by ARTC in February 2021 to present a proposal update; however, the Inland Rail agenda item was not raised and, therefore, ARTC was unable to present.
- ▶ 70% reference design engagement with staff occurred in May 2021. A councillor meeting was also offered to Council and was declined.
- ▶ 100% reference design engagement with staff occurred in September 2021 and with councillors in November 2021.
- ▶ Since 100% design engagement, ongoing consultation with Council has occurred to finalise outstanding items.

A total of 22 meetings have occurred with Wagga Wagga City Council in relation to reference design and EIS. A further 10 meetings occurred during preliminary consultation before 2020.

Junee Shire Council

- ▶ 30% reference design engagement with staff and councillors occurred in February 2021.
- ▶ 70% reference design engagement with staff and councillors occurred in June 2021.
- ▶ 100% reference design engagement with staff and councillors occurred in October 2021.
- ▶ Since 100% design engagement, ongoing consultation with Council has occurred to finalise outstanding items.

A total of 13 meetings have occurred with Junee Shire Council in relation to reference design and EIS. A further 13 meetings occurred during preliminary consultation before 2020.

F5.1.3 Government agencies

Stakeholders identified include:

- ▶ DPE
- ▶ DPE's Biodiversity Conservation Division (BCD)
- ▶ DPE's Water group and the Natural Resource Access Regulator (NRAR)
- ▶ NSW Environment Protection Authority (EPA)
- ▶ Department of Primary Industries (DPI) Fisheries
- ▶ Heritage NSW
- ▶ DPE's Crown Lands division
- ▶ Department of Regional NSW (which incorporates NSW Local Land Services)
- ▶ NSW Local Land Services both Murray and Riverina regions
- ▶ Murray Regional Emergency Management Committee (REMC)
- ▶ NSW State Emergency Service (SES)
- ▶ Junee Local Emergency Management Committee (LEMC)
- ▶ NSW Department of Education
- ▶ Transport for NSW (TfNSW) (including both Road and Maritime divisions)
- ▶ NSW Trains
- ▶ Country Regional Network (CRN) manager Consultation with government agencies commenced as part of the concept development stage of the A2I proposal and has continued through the preparation of the EIS. ARTC will continue to engage with agencies, where relevant.

Consultation continued with DPE during the preparation of the EIS to keep them informed of the status of the proposal and to close out assessment requirements prior to EIS exhibition. ARTC will also need to work with DPE to manage the formal exhibition of the EIS and address engagement activities associated with the community feedback process.

In early 2022, UGL Regional Linx became the manager of operations and maintenance on the Country Regional Network (CRN) in NSW, which is owned by TfNSW. Consultation with the CRN manager is carried out with and through TfNSW. The CRN interfaces with the Main South Line at Junee and consultation has been carried out with the CRN manager via TfNSW regarding the Junee North Fork project.

Summary of engagement:

- ▶ Between March and April 2020, a pre-SSI lodgement meeting was held with a variety of government departments and agencies to provide a briefing about the proposal, and a high-level understanding of the potential environmental and social impacts involved. The meetings also informed the SSI application and the subsequent preparation of the SEARS.
- ▶ Between June and December 2020, several monthly meetings were organised with various government and environmental agencies to provide regular proposal and program updates, and work through any design or environmental issues or concerns. During this time, there were 15 meetings in total and the agencies included DPIE, DCCEEW, TfNSW and Department of Regional NSW.
- ▶ In October 2020, a presentation was provided to the Riverina Murray Regional Emergency Management Officers (REMOs) to provide a high-level proposal update and to discuss the structural set up of the REMOs, the area they cover, and the potential issues/concerns in the region and in regard to Inland Rail.
- ▶ In December 2020 and January 2021, three meetings were held with NSW Department of Education to provide a proposal update and to discuss any potential issues or concerns relating to the proposed solutions of the proposal and the engagement planned in support of the proposal's design milestones.
- ▶ In February 2021, a proposal update was provided to TfNSW. The meeting also discussed the 30 per cent reference drawings, including the review and feedback from TfNSW.
- ▶ In February 2021, a meeting was held with Crown Lands to discuss the NSW South projects (Including A2I) to provide proposal updates and to discuss specific Crown land matters such as Crown lands, stock routes, level crossings and laydown areas for the proposal.
- ▶ In March 2021, a presentation was given to REMO, this was a proposal and design update.
- ▶ In April 2021, the Junee LEMC (Local Emergency Management Committee) was briefed with a proposal and design update.
- ▶ In May, June, and July 2021, the following agencies were engaged with regarding 70 per cent reference design: TfNSW, NSW Trains, Crown Lands and NSW Department of Education. Each of these organisations were provided the opportunity to give feedback on design.
- ▶ A presentation was given to REMO in July 2021, this was a combined project and design update with I2S.
- ▶ During September and October 2021, meetings were held with the Department of Education, NSW Trains and TfNSW regarding 100% reference designs.
- ▶ In September and October 2021, EIS briefings were held with government agencies to provide a progress update on the EIS and an overview of key findings and recommendations of the EIS, as well as to receive agency feedback. These government agencies included DPIE, TfNSW, NSW Trains, NSW EPA, Local Land Services, DPI Fisheries, DPIE BCD and DPIE Water, and NRAR. Continual efforts have been made to meet with Heritage NSW and NSW Crown Lands, with efforts ongoing.
- ▶ An electronic direct mailout, was sent to government agencies in October 2021. It provided a proposal update, design solutions with visualisations per enhancement site, ways to get in contact and provide feedback, as well as a look ahead. The NSW SES has also been included on the proposal mailing list and has been sent updates as the proposal has progressed. No feedback has been provided.
- ▶ A meeting was held in November 2021 with TfNSW to discuss the Kemp Street bridge design and the proposed tie-ins to existing infrastructure.
- ▶ A meeting was held in March 2022 with TfNSW to close out the reference design in relation to the level crossings between Junee and Illabo.
- ▶ An update was provided to the Junee LEMC in April 2022 to provide information on the A2I package of works and potential flood impacts, and receive feedback on the potential impact on emergency services as a result of traffic diversions.

F5.1.4 Landowners and site neighbours

Summary of engagement:

- ▶ Land Access Agreement (LAA) meetings were conducted with 26 landowners between 2020 and 2021. The agreements have been established with identified landowners along the A2I alignment. The access agreements have been put in place for the purpose of conducting investigations to inform the design and EIS. During meetings to establish these access agreements, an understanding of the proposal scope, alignment and design was discussed.
- ▶ Two mail outs, in the form of a fold-out brochure, were sent to impacted landowners and site neighbours (totalling 123 stakeholders) in May and October 2021. They provided a proposal update, design solutions with visualisations per enhancement site, ways to get in contact and provide feedback, as well as a look ahead.

- ▶ In September and October 2021, meetings were held with a number of private landowners identified to be impacted by proposed temporary occupation as well as site neighbours who may be impacted due to close proximity to the proposal site. An upgrade on the proposal scope and 100 per cent reference design was provided.
- ▶ Landowners and residents in proximity to enhancement sites were geo-targeted via online and social media platforms to receive advertising for the 30 per cent, 70 per cent and 100 per cent community information sessions.
- ▶ In January 2022, a formal letter was sent to six residential stakeholders that were identified as sensitive noise receivers inviting them to an information session. No responses were received.
- ▶ In January 2022, a meeting was held with residents adjacent to Edmondson Street bridge to provide information on the reference design as well as some of the expected impacts during and after construction. Throughout March 2022, initial introductory letters were sent to landowners who were identified as being impacted by temporary occupation or easement acquisition. Meetings followed these letters at the request of each individual landowner.
- ▶ In June 2022, a meeting was held with the Wagga Wagga Show Society to discuss the temporary occupation during construction of a small area within the show ground.
- ▶ In June 2022, property valuations for temporary occupations were conducted. Each affected landowner was contacted, and a valuation was arranged.
- ▶ Two meetings were held with Kildare Catholic College Wagga Wagga in June 2022 to discuss proposed utility relocation works occurring as part of the early works at the Edmondson Street bridge enhancement site. Establishment of an easement on the property, impacts to school operations, heritage listings and the college's future plans were discussed.
- ▶ The proposal's property requirements are subject to further engagement and agreement with landowners. As discussions are ongoing, the location and area of individual property requirements may change or be removed. The final land requirements for the proposal would be confirmed during detailed design.

F5.1.5 Special interest groups

Community and environment groups provide feedback and insight from several special interest viewpoints. ARTC will continue to build existing strong relationships with these special interest groups and, where possible, align proposed engagement activities and/or initiatives with respective engagement strategies and strategic plans. Special interest groups were given opportunities at each reference design round (30 per cent, 70 per cent and 100 per cent) for input and feedback.

Stakeholders identified include:

- | | |
|--|--|
| ▶ NSW Farmers Association (Eastern Riverina) | ▶ Junee Railway Workshop |
| ▶ Riverina Country Women's Association | ▶ Multicultural Council Wagga Wagga |
| ▶ Culcairn Development Committee | ▶ South Wagga Public School P&C |
| ▶ Yerong Creek Progress Society | ▶ Wagga Wagga High School |
| ▶ Border Rail Action Group (BRAG) | ▶ Kildare Catholic College Wagga Wagga |
| ▶ Landcare Eastern Riverina | ▶ Scots School Albury |
| ▶ Parklands Albury Wodonga | ▶ Junee Public School |
| ▶ Albury & District Historical Society | ▶ Erin Earth Wagga |
| ▶ Wagga Wagga Show Society | |

Summary of engagement:

- ▶ In October 2020, a brief update was provided to the Regional Service Manager of NSW Farmers Association to provide a proposal update and to discuss any potential concerns around the proposal.
- ▶ In February 2021, meetings were held with Albury Historical Society and Junee Railway Workshop to obtain feedback of 30 per cent reference designs.
- ▶ In June 2021, meetings were held with Kildare Catholic College, the Multicultural Council of Wagga, South Wagga Public School, and Junee Railway Workshop to obtain feedback on the 70 per cent reference designs.
- ▶ In September and October 2021, meetings were held with Culcairn Development Committee, Junee Railway Workshop, Multicultural Council of Wagga, South Wagga Public School, Kildare College, Wagga High School, Scots School Albury, Junee Public School and Erin Earth to provide update regarding final reference designs.

- ▶ Two electronic direct mailouts were sent to special interest groups in May and October 2021. They provided a proposal update, design solutions with visualisations per enhancement site, ways to get in contact and provide feedback, as well as a look ahead.
- ▶ From November 2021 to February 2022, meetings were held with schools identified as potentially experiencing operational rail noise impacts. The schools included Illabo Primary School, Junee North Public, Kildare Catholic College, Scots School Albury, South Wagga Public and Yerong Creek Public.

F5.1.6 Local business and industry

Local businesses and industry groups provide feedback and insight from several business-specific viewpoints. ARTC will continue to build existing strong relationships with these business and industry groups and, where possible, align proposed engagement activities and/or initiatives with respective engagement strategies and strategic plans.

Stakeholders identified include:

- | | |
|---|---|
| ▶ Albury Business Connect | ▶ Qube Logistics |
| ▶ Wagga Wagga Business Chamber | ▶ AusIndustry |
| ▶ Business NSW | ▶ Australian Industry Group |
| ▶ Committee4Wagga | ▶ Hanson Concrete Wagga |
| ▶ Businesswomen Wagga Wagga | ▶ Makeham's Coach and Bus Service Wagga |
| ▶ Junee Business and Trades Association | ▶ Allen's Coaches Wagga |
| ▶ Busabout Wagga Wagga | ▶ Riv Kids Psychology Wagga |
| ▶ RDA Murray | ▶ Goodstart Early Learning Junee |
| ▶ RDA Riverina | ▶ Junee Buses |

Summary of engagement:

- ▶ Between July and September 2020, six meetings were held with various development and business organisations to gather information on regional issues and discuss the potential opportunities of the region and with ARTC. The meetings included Albury and Wagga Wagga business chambers, Regional Development Australia (RDA) Riverina, Committee 4 Wagga, AusIndustry and Australian Industry Group.
- ▶ In February 2021, stakeholder meetings were held with NSW Business Chamber, Albury Business Connect, Wagga Wagga Business chamber. The meetings were to provide a proposal update and to discuss issues and opportunities for business and industry in the region.
- ▶ In February 2021, a meeting was held with RDA Murray to provide them with a proposal update and to discuss matters of concern. The meeting included discussions on the SIA, level crossings and construction impacts related to workforce capacity and contractor resourcing.
- ▶ In June 2021, Wagga Wagga Business Chamber and Business NSW were provided a proposal and design update.
- ▶ In September and October 2021, meetings were held with Albury Business Connect, Wagga Business Chamber, Business NSW, Junee Business and Trades, Busabout Wagga Wagga, Hanson Concrete Wagga, Makeham's Coaches Wagga, Allen's Coaches' Wagga, Riv Kids Psychology Wagga, Goodstart Early Learning Junee and Junee Buses to provide them with final reference design updates.
- ▶ Two electronic direct mailouts were sent to local businesses and industry groups in May and October 2021. They provided a proposal update, design solutions with visualisations per enhancement site, ways to get in contact and provide feedback, as well as a look ahead.
- ▶ In November 2021, a meeting was held with Qube Logistics to discuss possible project impacts due to Qube operations' proximity to proposal site.
- ▶ Local businesses and industry bodies have been engaged at all reference design stages.

F5.1.7 Traditional Owners

The A2I proposal aims to foster links with all the relevant Local Aboriginal Land Councils (LALC) within the proposal alignment. To do this, it is critical the Stakeholder Engagement Team works closely with the ARTC Cultural Heritage Team. The Stakeholder Engagement Team ensures the Cultural Heritage Team is involved and aware of any stakeholder engagement activity conducted in the rail corridor and provides proposal information relevant to managing their key relationships.

Cultural heritage investigations were undertaken by WSP, with the following Registered Aboriginal Parties (RAPs) and individuals:

- ▶ Bundyi Aboriginal Cultural Knowledge (Mark Saddler)
- ▶ Miyagan Culture and Heritage, Narrandera
- ▶ Will Carter
- ▶ Bangerang Aboriginal Corporation (BAC)
- ▶ Ken Murray
- ▶ Bidya Marra Consultancy (James and Dylan Ingram)
- ▶ Albury and District Local Aboriginal Land Council
- ▶ Mawang Gaway Aboriginal Consultative Group
- ▶ Wagga Wagga Local Aboriginal Land Council
- ▶ Narrandera Local Aboriginal Land Council
- ▶ Darren Charles.

Summary of engagement:

- ▶ Continual efforts have been made to meet with Wagga Wagga LALC by staff of both the IR Engagement and Social Performance teams. Efforts are ongoing and a priority due to their critical involvement across both the I2S and A2I projects.
- ▶ Consultation on A2I Cultural Heritage issues commenced in Dec 2020 and is ongoing through the Cultural Heritage Assessment Report process. Consultation has been undertaken through a number of communication channels and information was sent by letter and email to organisations and Individuals who replied to notices regarding the proposal, which were placed in local and regional newspapers
- ▶ Eleven responses were received from potential Aboriginal stakeholders registering an interest in the proposal (from LALCs, Aboriginal organisations and individuals). The RAPs were issued a copy of the field investigation methodology and were invited to provide comments between 17 February 2021 to 17 March 2021. Seven of the RAPs participated in cultural heritage surveys and field investigations, within the enhancement areas and areas close by.
- ▶ The RAPs were requested to comment on the draft Cultural Heritage Assessment Report between 5 October 2021 and 3 November 2021. No comments on the draft Cultural Heritage Assessment Report were received.
- ▶ A meeting was held with Albury LALC on September 24, 2021. ARTC's Indigenous Participation and Social Performance teams were present.
- ▶ An electronic direct mailout was sent to Traditional Owners in October 2021. It provided a proposal update, design solutions with visualisations per enhancement site, ways to get in contact and provide feedback, as well as a look ahead.
- ▶ An information introduction session was held with the Albury LALC in April 2022. The board members expressed interest in working closely with the ARTC team.

F5.2 Community Consultative Committees

As an NSW state significant project, DPE endorsed the establishment of a Community Consultative Committee (CCC) for the proposal in February 2021. Due to the length of (185 kms), and the interest in the proposal, the CCC was split into two sub-committees. One sub-committee captured the LGA's of Albury and Greater Hume, and the second sub-committee captured the LGA's of Lockhart, Wagga Wagga and Junee.

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

- ▶ facilitate broader community involvement in the proposal
- ▶ seek community feedback and input to proposal outcomes
- ▶ increase awareness and understanding for the proposal by providing communities with 'one-point of call' for proposal information
- ▶ act as a conduit between the proposal 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.

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

- ▶ The Albury/Greater Hume subcommittee includes representatives from: NSW Business, Albury Historical Society, BRAG, Albury Council, Landcare, Greater Hume Council, Culcairn Development Committee, Albury Northside Business Chamber and NSW farmers.
- ▶ The Lockhart/Wagga Wagga/Junee subcommittee includes representatives from: Lockhart Council, Wagga Wagga Council, NSW Farmers, Junee Council, residents, Indigenous groups, Wagga Wagga Business Chamber, Education Services International.

Summary of engagement:

- ▶ In February 2021, the initial CCCs were held in Albury and WaggaWagga (one for each sub-committee). The CCCs provided a proposal overview (including the multi criteria analysis (MCA) options assessment, a proposal status update and upcoming 30 per cent reference design and engagement activities.
- ▶ In June 2021, the second CCCs were held for the proposal. The meetings focused on the design update (including preferred design options), community feedback received and how it was captured in the 70 per cent reference design and specific details of the environmental approvals process.
- ▶ In September 2021, the third CCCs were held for the proposal. The meetings focused on the final reference designs for the whole A2I proposal including visualisations and a community consultation update.
- ▶ In December 2021, the fourth CCCs were held for the proposal. The meetings focused on environmental impacts and community consultation.
- ▶ In February 2022, the fifth CCCs were held for the proposal. The meetings focused on predicted impacts and benefits, the EIS summary of findings and community consultation.
- ▶ Written update provided to CCC members in May 2022. The update included the status of the EIS, areas for further investigation and a general proposal update.

F5.3 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 proposal 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 off 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 proposal
- ▶ **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 off ARTC's existing school safety program to facilitate a positive relationship between the proposal 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 of the proposal. 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.

F5.4 Wider community

- ▶ Between 2018 and 2020 (pre EIS), ARTC held or attended over 20 community events to provide information on the proposal and collect feedback on early designs. More information can be found in Appendix A: Early community consultation activities.
- ▶ There were no community information sessions held throughout 2020 for the proposal due to the impacts and restrictions of COVID-19.
- ▶ Throughout February 2021, nine community information sessions were held online and face to face along the A2I alignment. The sessions were in Wodonga, Albury, Greater Hume, Lockhart, Wagga Wagga and Junee to provide the community with an update and seek their feedback on the 30 per cent reference design.
- ▶ Throughout May, June, and July 2021 five community information sessions were held. Of these five, four were in person and one online, each session provided information and visualisations on 70 per cent reference design and the opportunity to ask questions and provide feedback. Each of these sessions was advertised widely across traditional platforms such as newspapers as well as online geotargeted advertising.
- ▶ A mail out was conducted ahead of 70 per cent engagement to site neighbours and affected landowners, this mail out featured a newly developed A2I-specific brochure which highlighted each of the proposal sites and proposed treatments as well as an update and look forward for the proposal.
- ▶ In October 2021, an online community information session was held for the overall proposal, providing an update on the proposal and 100 per cent reference design. Approximately 25 community members joined the session.
- ▶ A week-long myth-busting geo-targeted social media campaign commenced along the A2I alignment in May 2022 to promote targeted fact sheets for the council areas of Albury, Lockhart and Greater Hume, Wagga Wagga and Junee.
- ▶ A fact sheet for the Wagga Wagga area was inserted in the Wagga Daily Advertiser in May 2022.
- ▶ The Albury Model Rail Show was attended by the stakeholder Engagement Team in May 2022. In attendance were over 1000 locals who engaged with the stand and collateral available.

F6 Results of consultation

F6.1 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 F6–6 maps topics raised by stakeholders.

TABLE F6–6 KEY ISSUES RAISED BY STAKEHOLDERS

Key topics raised	Government officials/agencies	Landowners	Traditional Owners	Wider community
Proposal scope	✓		✓	
Proposal design and features	✓	✓	✓	
Proposal justification and need				✓
Operation of the proposal	✓	✓		✓
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 F6–7 provides a summary of the topics and the issues raised, and where they are addressed in the EIS. Chapter 4: Engagement of the EIS also provides a summary of issues raised and refers to where this information is addressed within the EIS.

TABLE F6–7 SUMMARY OF RESPONSE TO CONSULTATION FEEDBACK

Topic	Issue	Where addressed in the EIS
Hydrology/ Flooding	A number of key stakeholders have raised concerns around flooding, particularly at track lowering sites.	Chapter 18: Hydrology, flooding and water quality
Pedestrian access	Councils, Dept. of Education, community groups and general community members have a strong desire to include <i>Disability Discrimination Act 1992</i> (NSW) (DDA) compliant pedestrian access over any newly constructed bridges (road and foot)	Chapter 7: Key features and operation and Chapter 9: Transport and traffic
Number of trains running/ impacts to local traffic	Community concerned with number of trains running per day and the impact, i.e. traffic, wait times at crossings	Chapter 9: Transport and traffic and Chapter 13: Social

Topic	Issue	Where addressed in the EIS
Heritage	Key stakeholders concerned about heritage issues at a number of locations including Murray River bridge, Albury Yard, Culcairn, Wagga Yard, Junee Yard.	Chapter 11: Non-Aboriginal heritage
Future proofing	Several key stakeholders are concerned about the limited scope of the proposal and that adequate collaboration is not taking place with other departments/entities to investigate improved outcomes for communities.	Chapter 5: Consultation
Feedback not incorporated	A number of communities are concerned that their feedback is not being adequately reflected in design decisions.	Chapter 5: Consultation
Local business participation	Local businesses want to ensure they are prepared to contract to the Inland Rail program.	Chapter 13: Social and Chapter 14: Economic
Workforce capacity	Business chambers, RDAs and councils are concerned that IR is not considering its project within the context of the wider regional setting and that the workforce demands of the proposal will cause negative impacts to the local economy, instead of opportunity for local businesses.	Chapter 13: Social, Chapter 14: Economic and Chapter 26: Cumulative impacts
Noise	Construction and operation noise and vibration impacts to close residents and businesses.	Chapter 15: Noise and vibration
Traffic and transport access	Property access impacts, construction traffic management plans and detours a concern for community and Councils.	Chapter 9: Transport and traffic

F6.2 Implementing stakeholder feedback

The A2I design process is iterative and dependent on rigorous engineering and ongoing stakeholder engagement. Where possible, ARTC has sought to incorporate stakeholder feedback directly into the design process. Below are examples of how stakeholder feedback has been incorporated into reference design.

F6.2.1 Albury

Albury City Council and the community indicated the importance of DDA-compliance on the Albury Station pedestrian bridge during consultation meetings and community information sessions. As a result, ARTC have incorporated DDA-compliant ramps on the eastern and western connections for the pedestrian bridge at Albury Station.

F6.2.2 Greater Hume and Lockhart

Greater Hume Shire Council indicated their interest in repurposing the current decommissioned pedestrian bridge. The gifting of the Culcairn pedestrian bridge for the purpose of reuse elsewhere would be investigated with Greater Hume Shire Council prior to removal.

F6.2.3 Wagga Wagga

Consultation with Wagga Wagga City Council, surrounding residents, schools and the wider community confirmed that Wagga Wagga Station pedestrian bridge (also known as Mothers bridge) is a key pedestrian access point for the city. Replacement rather than removal of the footbridge was concluded to be the preferred solution to meet the needs of community and schools.

Traffic detours associated with the temporary closure of the Edmondson Street bridge during construction were refined following consultation with Wagga Wagga City Council as well as the community, businesses and surrounding residents. A previous version of the traffic detour proposed diverting vehicles via Coleman Street to reach the Sturt Highway, and was not supported. The traffic detour was revised to use Urana Street to reach Docker Street and then the Sturt Highway.

Wagga Wagga Show Society indicated in property discussions in June 2022 that it is no longer preferable that ARTC use the proposed compound site within the showground located adjacent to the rail corridor. An alternative location within the showground for a compound site is being progressed with the Wagga Wagga Show Society.

During consultation with Wagga Wagga City Council, they indicated their potential desire to undertake works on the current culvert at the Pearson Street bridge track lowering enhancement site. ARTC has agreement to work collaboratively with Wagga Wagga City Council on associated culvert works at Pearson Street bridge. Discussions are ongoing between ARTC and Wagga Wagga City Council, including closing out comments raised by Wagga Wagga City Council relating to the potential future interaction of the Pearson Street bridge track lowering with a potential future project.

Wagga Wagga City Council's Active Travel Plan incorporates the Cassidy Parade pedestrian bridge. ARTC have worked collaboratively with Wagga Wagga City Council to incorporate the requirements of the active travel route plan and DDA-compliance at the Cassidy Parade pedestrian bridge. ARTC will continue to work with Wagga Wagga City Council on the integration of the new Cassidy Parade pedestrian bridge to align and minimise impacts to the Wagga Wagga Active Travel Plan.

The pedestrian footpaths on the existing Edmonston Street bridge are narrow paths that are not DDA-compliant, with no vehicle separation. Through consultation with the surrounding schools, community, residents, businesses, Wagga Wagga City Council and the Department of Education, the proposal includes shared paths (with pedestrian safety fences and a barrier between the road and the footpaths) on both sides of the Edmondson Street bridge (rather than on one side) to meet the needs of the adjacent schools and the wider community. Further consultation with Wagga Wagga City Council has confirmed the requirement for achieving DDA compliance. ARTC is committed to revising the existing design to achieve DDA compliance. To achieve this, it is expected that a footbridge independent of the road bridge may be required as a substitute for the footpath on one side of the road bridge.

F6.2.4 Junee

The traffic detour for heavy vehicles during the temporary closure of the Kemp Street bridge was refined following consultation with Junee Shire Council. This identified an out-of-town heavy vehicle detour, which would minimise impacts on local roads through the town.

Junee Shire Council indicated their interest in repurposing the current decommissioned pedestrian footbridge. The gifting of the Junee pedestrian bridge for the purpose of reuse elsewhere would be investigated with Junee Shire Council prior to removal.

A compound site is proposed in a vacant area of the Locomotive Hotel to support construction work at the Kemp Street bridge enhancement site. After meeting with the owners of the Locomotive Hotel, the area required for the compound site was reduced to avoid direct impact on a proposed development in part of the vacant land. The compound was refined to be in an area identified for a future stage of development that the landholder has advised would occur after construction of the proposal concludes.

Junee Shire Council proposed the addition of a pedestrian switch-back ramp on to Edgar Street from the Kemp Street bridge eastern pedestrian footpath. ARTC communicated to Junee Shire Council that this was out of scope of the proposal.

Engagement with Junee Shire Council and TfNSW has resulted in a proposed bridge that will provide the structural capacity for Heavy Mass Loading (HML).

ARTC has incorporated an extra-wide shared path on Kemp Street bridge to allow for a viewing area across the rail corridor. The importance of a viewing area was raised during consultation with Junee Shire Council and the community. Further investigation is also taking place regarding the safety fence material and the ability to see through to the rail corridor. Following further consultation with Junee Shire Council, ARTC is committed to revising the existing design to achieve DDA compliance. To achieve this, it is expected that a footbridge independent of the road bridge may be required as a substitute for the footpath on the road bridge.

F6.3 Consultation on work roster

Consultation on the proposed construction hours and schedule was undertaken with stakeholders throughout reference design. The proposed construction hours, as shown in Figure 6-1, are based on three different scenarios, except where rail possessions and track occupancy authorisations are required. The final schedule and detailed possession planning would occur during detailed design and may involve additional rail possessions.

The proposed construction hours have been developed to:

- ▶ balance worker safety and rail corridor access, to support efficiencies in the workforce utilisation and to reduce construction durations as far as practicable
- ▶ reduce community impacts, by minimising the overall duration of disruption and amenity impacts from construction activities and road diversions.

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).

Construction hours for work not undertaken during rail possessions

Work during rail possessions will be 24-hours per day – typically up to 60-hour periods

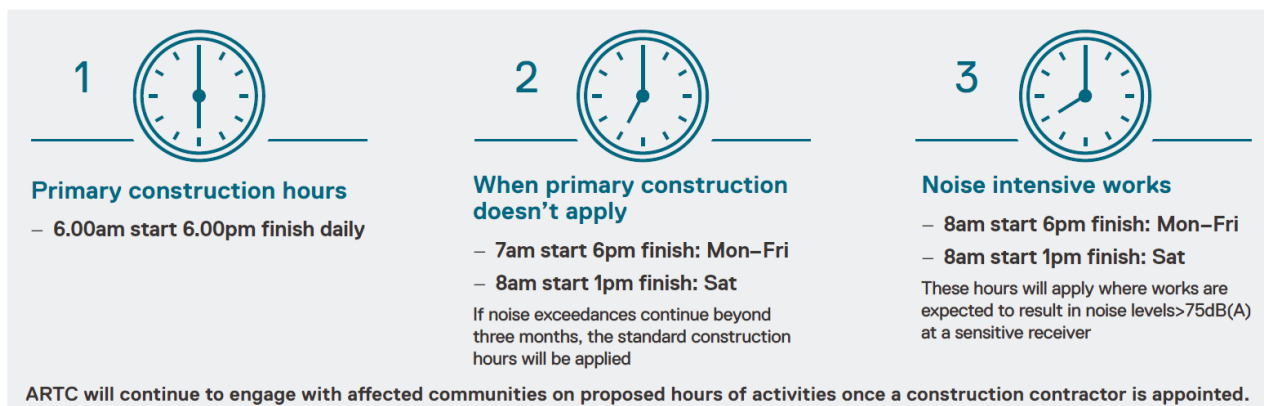


FIGURE F6-1 PROPOSED CONSTRUCTION HOURS

F6.3.1 Work during rail possessions or under track occupancy authorisations

Work under rail possessions would be carried out during scheduled possession periods (i.e. the times that the movement of trains along the rail corridor are stopped for maintenance). Rail possessions are typically for 60-hour periods, twice a year—in March and September. During rail possessions, works may need to be carried out on a 24-hour basis. Track works (such as track realignment, track lowering, and connecting tracks) can only occur under rail possessions.

Outside scheduled rail possessions, works would also occur within available five- to nine-hour windows when train services are not scheduled and when authorised by ARTC (called a track occupancy authorisation). These periods are determined in consultation with operators of freight and passenger train services, and may occur outside the primary construction hours.

Alternatively, track works may occur where single-line running is possible (such as in Albury Yard). Single-line running refers to when trains are able to use another line for travel in either direction when one track is occupied, and would be subject to a track occupancy authorisation. Opportunities for single-line running would be confirmed during detailed design and informed by operational requirements.

F6.3.2 Other out-of-hours construction activities

In addition to the activities identified in Figure 6-1 the following construction works would be carried out outside of standard 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 new bridges, to allow it to be completed in one pour and avoid high temperatures during the daytime
- ▶ works where it is required to minimise impacts on road users and customers (such as bridge deck installation or utility works)
- ▶ low-impact noise activities at any time where:
 - ▶ construction causes $L_{Aeq(15 \text{ minute})}$ noise levels no more than 5 dB(A) above the rating background level at any residence, in accordance with the *Interim Construction Noise Guideline* (DECC, 2009), and no more than the 'noise affected' noise management levels specified in Table 3 of the *Interim Construction Noise Guideline* at other sensitive land uses
 - ▶ vibration is no more than the preferred values for human exposure to vibration specified in Table 2.2 or Table 2.4 (as applicable) of *Assessing Vibration: a technical guideline* (DEC, 2006a).
- ▶ where permitted by an environment protection licence
- ▶ where agreement is reached with affected receivers.

F7 Ongoing stakeholder engagement

F7.1 Consultation during exhibition of the EIS

The EIS will be placed on public exhibition by the NSW DPE for a minimum of 28 calendar days. It will be made available on DPE's Major Projects website and, during this period, landowners, stakeholders and the community will be able to review the EIS and are invited to make submissions. While all submissions received will be made available for viewing on DPE's Major Projects website, if requested, the privacy of submitters will be protected by redacting names from submissions.

Consultation and communication activities to be undertaken by ARTC during the public exhibition period will include:

- ▶ advertisements in the local media giving information regarding the proposal and display of the EIS
- ▶ making the EIS available for viewing on the Inland Rail website (inlandrail.artc.com.au/)
- ▶ issuing of newsletters to the community (council newsletters, e-newsletter, other)
- ▶ briefings to key stakeholders, including councils
- ▶ community information sessions
- ▶ the public will be able to register to have a copy of the EIS on a USB mailed to them when the public exhibition period begins.

F7.2 Other planned consultation to occur prior to exhibition of the EIS

The planned consultation which will occur from between June 2022 until public exhibition is outlined below.

- ▶ Meet the proponent events will be conducted in Albury and Wagga in July 2022. The Australian Government Department of Infrastructure, Transport, Regional Development and Communications will be present with invitations issued to key stakeholders, local businesses, and suppliers.
- ▶ During NAIDOC Week, ARTC staff will be involved in a cultural tour of Country provided by the Albury Local Aboriginal Land Council. An Inland Rail stall will also be at the community market to follow.
- ▶ In July 2022, a letter and proposal fact sheet will be sent to all landowners within 200 metres (m) of each enhancement site. The letter will provide a brief overview of the proposal and advise of upcoming early utility relocation works. Landowners will have the opportunity to sign up for ongoing notifications. The fact sheets provide information on each package of works including facts relating to existing and future train numbers, speed, noise and level crossings.
- ▶ On 14 July 2022, a presentation will be given to the Albury Men's Shed. This will provide the group with a general overview and update of the proposal including the Albury enhancement sites.
- ▶ In July and August 2022, ARTC staff will be attending Science, Technology, Engineering and Mathematics (STEM) events at local schools in Albury and Wagga.
- ▶ In August 2022, a briefing will be given to Albury councillors at their monthly Council Meeting. The briefing will include a general proposal update, key facts about the scope and outcomes of the proposal and reference designs.
- ▶ Ongoing notifications and engagement will continue around utility relocation works as required.

F7.3 Submissions report

Written submissions received by DPE 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 (submissions report) documenting all the submissions received and ARTC's response in accordance with the Environmental Planning and Assessment Regulation 2021.

Once the submissions report has been published on DPE's webpage, ARTC's Inland Rail webpage will also be updated. ARTC will be inform stakeholders and landowners that the submissions report is available. A media release will also be published to inform landowners, key stakeholders and the community that the submissions 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 DPE. Further guidance on this process is available on DPE's Major Projects webpage.

F7.4 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:

- ▶ landowners, community and stakeholders have a high level of awareness of all processes and advanced notice of activities associated with the proposal
- ▶ accurate and accessible information is made available
- ▶ a timely response is given to issues and concerns raised by the community
- ▶ feedback from the community is encouraged
- ▶ opportunities for input are provided.

The 1800 phone number and proposal email address 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.

F7.5 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 complaints 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 F

Engagement report

Appendix A Early community consultation activities

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT



Appendix A Early Community Consultation Activities

Preliminary consultation began in 2015 with initial council roadshows to raise awareness of the wider program, process and proposed timeline.

In 2016, initial community information sessions were held in Albury and Wagga Wagga as well as environmental investigations and studies to inform the concept design and assessment.

In early 2017, engagement and consultation were focused on the Review of Environmental Factor (REF) process, which were placed on hold pending a decision on the proposal's approvals pathway.

In 2018, engagement activities restarted and, throughout the second half of 2018, the A2I proposal team undertook its 30 per cent reference design consultation with site neighbours and regular users, such as nearby schools and the wider community, that reached almost 270 community members and a regional show presence at Junee and Albury in October and November 2018. This consultation followed briefings with council executives and councillors at Albury City Council, Wagga Wagga City Council and Junee Shire Council throughout June to August 2018.

The community feedback was largely positive, with many commenting on the opportunities Inland Rail will bring to the region and that rail infrastructure upgrades were long overdue in Australia. The questions received were mostly around when construction will start and how long it will take, both of which we're unable to answer at this point while the proposal is at such an early stage. Some business owners also asked about contracting opportunities and how to register their interest in working on the proposal.

Several key issue themes were apparent during the community consultation to date, including issues being experienced with noise and vibration from existing operations. Nearby residents want to know how much worse it will be with double-stacked freight trains and exactly how many more trains can be expected per day. The residents nearby the structures were also concerned about visual amenity and steepness for Kemp Street and Edmondson Street bridges, how high they will be and whether they'll cause shading or flooding.

For Edmondson Street bridge we have also received a request from South Wagga Primary School to consider incorporating a drop off/pick up area for students. The Greater Hume Council and Culcairn community has also asked that the Balfour Street footbridge is relocated to an area where it can continue to be enjoyed.

Throughout 2019, community and stakeholder engagement continued to be undertaken in preparation of the EIS and reference design. This included consultation with TfNSW, Roads and Maritime Services (RMS), local councils, state government agencies, community, environment and interest groups, local business chambers as well as neighbouring landowners, sensitive receivers' adjacent to key sites, and the general public.

Event and date	Location	Attendance
Neighbourhood around Kemp Street bridge 11 Sept 2018	Endeavour Park, Junee	40
Neighbourhood around Olympic Hwy underpass—12 Sept 2018	Ben Martin Park, Junee	23
Community information stand in Junee—13 Sept 2018	Junee News agency	33
Neighbourhood around Edmondson Street—13 Sept 2018	Railway Street, Wagga Wagga	35
Community information stand in Albury—24 Sept 2018	QEI Square, Dean Street Albury	40
Community information stand in Wagga Wagga—24 Sept 2018	Marketplace, Wagga Wagga	95
Stall at Henty Machinery Field Days—18–20 Sept 18	Henty Showground	N/A
Stall at Illabo Show—13 Oct 2018	Illabo Showground	90
Stall at Junee Show—27 Oct 2018	Junee Showground	300 IR bags given out, more than 200 spoken too, over 50 feedback forms filled out
Stand at Albury Show—02–03 Nov 2018	Albury Showground	Minimum 28 (feedback forms)
Culcairn Community Information Session—01 Dec 2018	Culcairn	50
Presentation to Junee Business and Trades Association—07 Aug 19	Junee Ex-Services Memorial Club	14

Event and date	Location	Attendance
Presentation to Hume Group Country Women's Association (CWA)—07 Aug 2019	Junee Ex-Services Memorial Club	36
Henty Field Days—Stall with DITCRD—17–19 Sep 2019	Henty Field Days grounds	200
Rural Fire Services meeting—01 Oct 2019	Rural Fire Services Office Wagga Wagga	8
DITCRD—Opportunities with Inland Rail presentation—09 Oct 2019	Carriage House, 7 Eunony Bridge Road, Wagga Wagga	N/A
Junee Councillor Forum—Kemp Street bridge—08 Oct 2019	Junee Council Chambers	8
Meeting with Murray Riverina Regional Advisory Council included Council officers and industry representatives—15 Oct 2019	Wagga Wagga	3
Meeting with Murrumbidgee PHN—15 Oct 2019	Wagga Wagga	2
Attendance at Landcare Conference—23–24 Oct 2019	Broken Hill	N/A
Stand at Junee Show—26 Oct 2019	Junee Showground	Over 150
Public Works Advisory NSW Meeting—29 Nov 2019	ARTC Office Wagga Wagga	2
Meeting with Transport for NSW and Roads and Maritime—29 Nov 2019	RMS Office Wagga Wagga	4
Presentation to Local Emergency Management Planning (LEMC)—4 Dec 2019	Junee Council Chambers	12
Justin Clancy Member for Albury, Meeting—13 Dec 2019	Albury	2

APPENDIX F

Engagement report

Appendix B Community consultation activities specific to EIS and SIA

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT



Appendix B Community consultation activities specific to EIS and SIA

Stakeholder	Date	Location	Contact	Key Issues
Wagga Wagga City Council	29/05/2020	Wagga	Warren Faulkner	Pearson Street bridge proposal Edmondson Street tie-ins and grade Grade separation
Albury Wodonga Parklands	23/06/2020	Albury	Ant Packer	Pedestrian access inclusion on the Murray River bridge
Junee Shire Council	22/07/2020	Online	James Davis Cole Davis Luke Taberner	In principle, support provided by ARTC to Council for access to the footbridge following its removal, pending a structural assessment and a hazardous materials inspection. ARTC will not progress the diagonal bridge option.
Junee Shire Councillors	28/07/2020	Online	Junee Councillors James Davis	Diagonal design option for Kemp Street bridge will not be considered further. Local benefits Rail corridor fencing for safety In-principle support provided to gift the footbridge to Council
Wagga Wagga City Council	28/07/2020	Wagga Wagga	Michael Keys Dominic Kennedy Darren Raack Warren Falkiner	Progressing Third Party Agreement Commitment from both parties to establish a Wagga Wagga working group Drainage concerns at Pearson Street bridge
Greater Hume Shire Council	29/07/2020	Holbrook	Steven Pinnuck Greg Blackie	Re-locating Culcairn Footbridge
Lockhart Shire Council	29/07/2020	Lockhart	Peter Veniris	No issues raised
Albury City Council	30/07/2020	Online	Ambrose Glass Steve Millett David Christie Andrew Lawson Anthony McFarlane	T2A update Update on the Davey Road interchange project Interface with Ettamogah Rail Hub
TfNSW	06/08/2020	Online	John Zannes	Monthly catch up Request for Davey Road interchange—full diamond plans/information. Request for information regarding Sladen Street and Henty level crossing upgrade plans.
DPIE and DCCEEW	27/08/2020	Online	Louise Vickery Dane Roberts Glen Snow Tim Kirby David Gainsford	Approvals

Stakeholder	Date	Location	Contact	Key Issues
Albury Business Connect	04/09/2020	Albury	Carrick Gill Valance	Major projects and business/industry consultation Collaboration to share information and membership to the Chamber.
Wagga Wagga Business Chamber	08/09/2020	Wagga Wagga	Serena Hardwick	Business sentiment, industry opportunities, collaboration, and membership.
Wagga Wagga Council	08/09/2020	Wagga Wagga	Dominic Kennedy	Economic Development—Major Projects, business, and industry development
Albury City Council	10/09/2020	Albury	Angela Larkin	Progression of Third-Party agreement Interface Improvement Fund EIS and Reference Design process
RDA Riverina	15/09/2020	Wagga Wagga	Rachel Whiting	Workforce development and skills gap analysis
Committee 4 Wagga	15/09/2020	Wagga Wagga	Alan Johnston	Sponsorship and Donations Program Industry briefing
RAMJO	21/09/2020	Albury	Bridget Leopold	Interface Improvement Fund
AI Group	23/09/2020	Albury	Tim Farrah	Manufacturing industry and skills academy
Business NSW	24/09/2020	Albury	Andrew Cottril	Local contractors and capability development
TfNSW	30/09/2020	Online	John Zannes	Level crossings director-level meeting
AusIndustry	30/09/2020	Albury	Nicola James	Business Support and Government programs
REMOs	06/10/2020	Online	Owen Plowman Scott Fullerton	Proposal overview and Reference Design process.
NSW Farmers	14/10/2020	Albury	Daniel Brear	Proposal update
ARTC	19/10/2020	Albury	Joe Fealy	Proposal update and business advocates
Regional and Planning NSW	22/10/2020	Wagga Wagga	James Bolton	Bomen SAP
Wagga Wagga Council	05/11/2020	Wagga Wagga	Dominic Kennedy	Land access Investigations
TfNSW	05/11/2020	Online	John Zannes	Hydrology and access Upcoming reference design engagement
Wagga Wagga Council	18/11/2020	Online	Darren Raeck	Working group establishment
Dr Joe McGirr MP	30/11/2020	Online	Dr Joe McGirr	School drop-off zone and pedestrian access at Edmondson Street bridge
NSW Dept Education	03/12/2020	Online	Geoff Waterhouse	School drop-off zone and pedestrian access at Edmondson Street bridge

Stakeholder	Date	Location	Contact	Key Issues
NSW Dept Education	09/12/2020	Wagga Wagga	Catherine Wren	Rail safety and school School drop-off zone and pedestrian access at Edmondson Street bridge
TfNSW	15/12/2020	Online	John Zannes	Monthly catch up, early reference design engagement
Justin Clancy MP	18/12/2020	Online	Justin Clancy	Heritage concerns—Albury Station establishing CCC Graffiti within the alignment
DMPO	23/12/2020	Online	Clementine Julian	A2I proposal update provided
Wagga Wagga Council	29/01/2021	Wagga Wagga	Darren Raeck Warren Falkiner Peter Ross Peter Garland Sylvester Otieno	Pearson Street bridge culvert and Glenfield drainage corridor Cassidy footbridge active cycle network considerations Edmondson Street bridge traffic and heavy vehicle/bus movements
NSW Dept. Education	29/01/2021	Wagga Wagga	Xavier Chigwidden	Kemp street bridge pedestrian access Fence to be installed around school perimeter Inland Rail built drop-off zone in Railway Pde, not a request coming from the Department or school principal
Junee Shire Council	02/02/2021	Junee	James Davis Cole Davis Luke Taberner	Concerned about congestion at the level crossing near the Junee yard. Funding application submitted to the IR Interface Improvement Fund. Preference is for bridge replacement at Kemp Street—flooding is already an issue in this section of the corridor. Request for DDA compliance and pedestrian access on Kemp Street bridge. HML rating not included on the Kemp St bridge. Request for bridge lifting at Olympic Hwy Overpass.
ARTC	05/02/2021	Albury	Joe Fealy	Rail operator engagement. Suggestion to contact GrainCorp for all A2P projects in one meeting.
Wodonga City Council	05/02/2021	Albury	Adam Wiseman	Request to provide Albury content at Wodonga information sessions. Collaboration with T2A project for business development activities.
Junee Community Information Session +35 attendees	06/02/2021	Junee	n/a	Hydrology re. track lowering Gradient of new bridge – Kemp St Pedestrian access over new Kemp St bridge. Level crossing closures Speed, noise, vibration, length of trains Traffic congestion re. train line cutting the town in half Construction duration and start date More engagement with the community

Stakeholder	Date	Location	Contact	Key Issues
RDA Murray	08/02/2021	Albury	Edwina Hayes	<p>Provided Indigenous groups/individuals contact details for SIA</p> <p>Industry capability discussions</p> <p>Concerns re. workforce capacity and local contractor burn-out</p> <p>Incorrect information is circulating about IR closing as many level crossings as possible</p> <p>Consider establishing a Social Performance working group or presenting to the Murray Socio-Economic Activation Taskforce</p>
NSW Business Chamber	08/02/2021		Anthony McFarlane	<p>Requested schedule visibility for the bigger players</p> <p>Happy to distribute information to members on our behalf</p> <p>Need to be clear about how 'local' is defined for contractors</p>
Albury Business Connect +20 attendees	09/02/2021	Albury	Carrick Gill Vallance	Presentation provided to Chamber members and invitation to attend the upcoming information sessions
Albury City Council	10/02/2021	Albury	Brad Ferris Andrew Lawson David Christy Greg Wharlow Ambrose Glass	<p>Concern about stability of Murray River bridge with additional train weight</p> <p>Major concerns with proposal to construct ramp on western end of the Albury Station footbridge and not the eastern. Request to escalate.</p> <p>Request to demonstrate that the track lowering at Riverina Hwy (Borella Rd) bridge won't increase flooding issues</p> <p>The Signal Box at the Albury Station is an eyesore. It is ARTC's responsibility to maintain this as a listed heritage item</p> <p>Make sure discussions are being held with the Ettamogah Rail Hub re. Billy Hughes bridge</p> <p>Billy Hughes bridge will have considerably more traffic put through once Davey Rd interchange is completed</p>
Junee Information Session (online)	10/02/2021	Online	n/a	No issues raised
Albury Historical Society	10/02/2021	Albury	Greg Ryan	<p>Upgrades to the track – similar to NERL</p> <p>Ongoing maintenance concerns</p>
Lockhart Shire Council	11/02/2021	Online	Johan Lohan	Pedestrian safety at The Rock level crossing
Wagga Wagga Information Session (online)	11/02/2021	Online	N/A	No issues raised
MPs	12/02/2021	E-Bulletin	Joe McGirr Sussan Ley Steph Cooke Phil Donato Justin Clancy	Update on engagement round, 30% reference design and MCA process
Transport for NSW	12/02/2021	Online	John Zannes Nic Dalton Wayde Hazelton Jason Walsh	Design drawings had not been disseminated throughout the organisation

Stakeholder	Date	Location	Contact	Key Issues
ARTC	12/02/2021	Wagga Wagga	Craig Fei Doug Bennett Wael Nasser Steve Skates	Concern that bridge replacement is not an option at Borella Rd Track lowering is not a preferred option at any site due to pumping and increased maintenance requirements The passing loop at Borella Rd must be available for double-stacked trains. Tabletop gantry can use the existing footings and replace the signal post Request for additional meeting to discuss Riverina Hwy and track slews
Wagga Wagga Community Info Session +40 attendees	13/02/2021	Wagga Wagga	N/A	Cassidy footbridge—neighbouring property privacy concerns Vandalism of Wagga Wagga Station footbridge Both Wagga Wagga footbridges are well used by the community
Wagga Wagga Business Chamber	15/02/2021	Wagga Wagga	Serena Hardwick	Requested schedule visibility for local businesses Happy to distribute information to members on our behalf
Crown Lands	16/02/2021	Wagga Wagga	Shona Cowley Grant Maginness	Would like to understand temporary lay down areas on Crown lands Property search information requested by IR will be made available once fee is paid Suggestions made as to closing of Crown roads that would assist in reduction of LX requirement I2S.
Junee Shire Councillors	16/02/2021	Junee	Junee councillors James Davis	Preference for new bridge at Kemp Street Would like to work with ARTC to lift the Olympic Hwy underpass Concerns around speed through town and impacts on traffic Concerns around some of the level crossings not being upgraded to active crossings
Greater Hume Shire Council	18/02/2021	Online	Steve Pinnuck Greg Blackie	Confirmation they would like deck of Culcairn footbridge moved to a nearby park Request for storyboard to convey the history of the bridge. Considering additional lease of ARTC land near the footbridge to increase RV parking and rest zone for tourists. How will this impact IR operations? Would like to lease ARTC rail corridor land on the western side of Sladen St level crossing to support RV parking Would like to lease ARTC rail corridor land on the western side of Sladen St level crossing to support RV parking Would like the goods shed at Henty retained in the vicinity for development in the tourism precinct Would like the Henty level crossing upgraded to match Culcairn to enable all ability crossing
Greater Hume – Lockhart Info Session (online)	18/02/2021	Online	N/A	No issues raised
Albury Community Information Session +55 attendees	20/02/2021	Albury	N/A	Pedestrian access at the Station Footbridge Heritage concerns Murray River bridge How can business work with Inland Rail? Interest in the progression of the rest of the alignment and projects to the north and south

Stakeholder	Date	Location	Contact	Key Issues
Wodonga Community Information Session +15 attendees	22/02/2021	Wodonga	Shondelle Matthews David Donnelly	NERL T2A sites
ARTC	23/02/2021	Online	Wael Nasser Steve Skates Craig Fei Robert Rath Barry Reeves Kevin Brown Adrian Hudson	Albury yard configuration and track slews. Opposition to Riverina Highway track lowering. Avoid slewing over the Uranquinty LX Bomen is a key site to consider for high rail maintenance Flooding concerns re. Kemp Street bridge track lowering option No concerns removing Down platform road after 134 A—currently unused Concerned about end of life for the Olympic Hwy over bridge structure.
CCC	24/02/2021	Albury Wagga Wagga	CCC Members	Confirmed train length of 1800 m Request for Junee footbridge to be relocated to the railway museum. Request to future proof any new road bridges for increases in traffic. No intention to close level crossings. Speed, noise, and vibration concerns
Greater Hume—Lockhart Community Info Session	25/02/2021	Culcairn	N/A	Gifting the footbridge Expanding the RV parking into railway corridor land. Speed and noise concerns. Construction duration and start
Albury Community Info Session (online)	25/02/2021	Online	N/A	No issues raised
Junee Railway Workshop P/L	02/03/2021	Online	Wayne Robinson Michael Irons	Connectivity of the business into Junee Yard following track slews
Justin Clancy MP	24/03/2021	Albury	Justin Clancy	CSSI Graffiti and fencing concerns within the alignment
Michael McCormack MP	19/04/2021	Online	Michael McCormack MP	No issues
Albury City Council	04/05/2021	Online	Brad Ferris Steven Millett	Third-party agreement meeting
Greater Hume Shire Council	05/05/2021	Online	Steven Pinnuck	Third-party agreement meeting
Wagga Wagga City Council	10/05/2021	Online	Warren Faulkner Darren Raeck	Third-party agreement meeting
Junee Shire Council	11/05/2021	Online	James Davis	Third-party agreement meeting
Heritage NSW	17/05/2021	Online	Rajeev Maini	Introduction to the proposal and EIS
Wagga Wagga City Council	19/05/2021	Wagga Wagga	Darren Raeck	Location of the southern Cassidy Footbridge ramp for active Travel Plan Construction staging

Stakeholder	Date	Location	Contact	Key Issues
Wagga Wagga Council & TfNSW	19/05/2021	Wagga Wagga	John Zannes Darren Raeck	Pedestrian access on Edmondson Street bridge Gradient and design speed Traffic detours and surrounding businesses impact Safety School impacts
Wagga Wagga Business Chamber	19/05/2021	Wagga Wagga	Serena Hardwick Steve Rossiter (WSP)	SIA survey Business readiness and preparation Construction timeline Community views Workforce demands
Wagga Wagga Community Information session 50+ attendees	29/05/2021	Wagga Wagga	N/A	Construction staging, preference is to construct one of the footbridges first so pedestrian access to the CBD remains Concern around construction period for Edmondson Street bridge. Traffic impact and detours. Preference to extend work hours to reduce the amount of time Edmondson Street bridge would be closed Future job growth and opportunities
DPIE	31/05/2021	Online	Mary Garland	Introduction to the proposal and EIS
Junee Shire Council	09/06/2021	Junee	Cole Davis Luke Taberner	Level crossings Hydrology Kemp Street bridge design, gradient, and approaches
Junee Shire Councillors	15/06/2021	Junee	Luke Taberner Cole Davis Matt Austin	Relocation of Junee Station pedestrian bridge Road tie in's, HML capacity and gradient MCA process
Junee Community Information session 30+ attendees	17/06/2021	Junee	N/A	Kemp Street bridge Design—gradient, surrounding roads, heavy vehicle access Traffic detours and impacts on residents
Kildare Catholic College	17/06/2021	Wagga Wagga	Chris Browne	Pedestrian access on Edmondson Street bridge Southern ramp location at Cassidy Parade pedestrian bridge Traffic detours School zone and traffic speeds Fencing of the rail corridor and student safety
NSW Department of Education & South Wagga Public School	17/06/2021	Wagga Wagga	Kate Hardy Xavier Chigwidden Leonie Stevenson Tanya Whyte	Pedestrian access on Edmondson Street bridge Hydrology School drop off zone Safety fencing Design speeds and gradient
Dr Joe McGirr, MP	18/06/2021	Wagga Wagga	Dr Joe McGirr	School drop of zone for Edmondson Street bridge

Stakeholder	Date	Location	Contact	Key Issues
Albury City Council	22/06/2021	Albury	Steven Millet	Loss of car parking Station pedestrian bridge DDA compliance Lighting Anti-graffiti treatment Hydrology and pumping flows Utilities impacts Murray River bridge age and years of life Construction impact area (referred to as the proposal site)
CCC	23/06/2021	Albury and Wagga Wagga	CCC members	Noise and vibration concerns passing loops Aboriginal cultural heritage Fencing within townships
Multicultural Council of Wagga Wagga	24/06/2021	Wagga Wagga	Belinda Crain	Removal of visitor parking Access and impact during construction Alternate routes Timeline and schedule
Albury Community Information session 30+ attendees	25/06/2021	Albury	N/A	No issues raised
TfNSW	25/06/2021	Online	John Zannes Jason Walsh	No issues raised
Greater Hume Shire Councillors	29/06/2021	Online	Steven Pinnuck Councillors	Rail corridor land use Short review timeframes for design packages
Lockhart Shire Council	30/06/2021	Online	Johan Louw	No issues raised
NSW Trains	30/06/2021	Online	Mark Kourouche	Impact on staff parking at Albury and Wagga Wagga stations
Wagga Wagga Information Presentation (online)	09/07/2021	Online	N/A	Presentation recorded and made available online No issues raised
REMO	28/07/2021	Online	Owen Plowman	Proposal and design update
Private land owner	16/08/2021	Online	Private landowner	Temporary occupation associated with Kemp Street bridge works Proposed development on site in question, Inland Rail still able to use half of the site
Dr Joe McGirr MP	31/08/2021	Online	Dr Joe McGirr	Construction impacts on carparks at Wagga Multicultural Centre
Erin Earth Wagga	01/09/2021	Online	Karen Leary	Construction impacts on carparks
Busabout Wagga Wagga	02/09/2021	Online	Shaun Williams	Proposed detours require refinement New bus stops may be required during construction
DPIE BCS group	02/09/2021	Online	Renee Shepherd	Land categorisation in the Biodiversity Development Assessment Report and field surveys
Hanson Wagga	03/09/2021	Online	Gemma Vote	No issues raised

Stakeholder	Date	Location	Contact	Key Issues
Makeham's Coach & Bus Service	03/09/2021	Online	Annette Makeham	Proposed detours and timing
Wagga Wagga Business Chamber	03/09/2021	Online	Serena Hardwick	Proposed detours require refinement
Allen's Coaches Wagga Wagga	06/09/2021	Online	Brett Allen	Proposed detours require refinement New bus stops may be required during construction
NSW Dept Education and South Wagga Primary School	06/09/2021	Online	Xavier Chigwidden Leonie Stevenson Kate Hardy	Extension of safety screens on Edmondson Street bridge
Wagga High School	06/09/2021	Online	Christopher Davies	Extension of safety screens on Edmondson Street bridge Dust and noise during construction
Wagga Wagga City Council	07/09/2021	Online	Warren Faulkner	Pearson St bridge culvert Proposed detours require refinement especially considering Hospital upgrades and associated road works
Kildare Catholic College	07/09/2021	Online	Chris Browne	Extension of safety screens on Edmondson Street bridge Proposed detours need work Erin Street closure—will there still be pedestrian access Works near heritage items in front of school
Multicultural Council of Wagga Wagga	07/09/2021	Online	Belinda Crain	Construction impacts on carparks
Riv Kids Psychology Wagga	09/09/2021	Online	John Sheppard (wife Monique)	Little Best Street intersection
Michael McCormack MP	10/09/2021	Online	Michael McCormack	No issues raised
Greater Hume Councillors	10/09/2021	Online	Steve Pinnuck Councillors	Timing and scheduling of works
Culcairn Development Committee	10/09/2021	Online	Les Fraser	Noise and vibration to surrounding residents
DPIE	15/09/2021	Online	Mary Garland	EIS briefing—overview of the EIS and key issues
Greater Hume Shire Council	16/09/2021	Online	Johan Louw	Timing and scheduling of works
Lockhart Shire Councillors	20/09/2021	Online	Peter Veneris (CEO) Councillors	No issues raised
TfNSW and NSW Trains	20/09/2021	Online	John Zannes	EIS briefing—overview of the EIS and key issues Traffic diversion routes Access to be maintained under Murray River bridge during construction
Junee Shire Council	20/09/2021	Online	James Davis	Third-party agreement meeting

Stakeholder	Date	Location	Contact	Key Issues
Albury City Council	20/09/2021	Online	Brad Ferris Steve Millett	Third-party agreement meeting
Greater Hume Shire Council	21/09/2021	Online	Steven Pinnuck	Third-party agreement meeting
Wagga Wagga Council	21/09/2021	Online	Warren Faulkner	Third-party agreement meeting
Albury City Council	27/09/2021	Online	Steve Millett	Lighting on station footbridge River Access maintained
NSW Business Chamber	27/09/2021	Online	Anthony McFarlane	No issues raised
NSW EPA	27/09/2021	Online	Anna Timbrell	EIS briefing—overview of the EIS and key issues Construction hours and Environment Protection Licence
TfNSW – Maritime division	27/09/2021	Online	John Zannes	EIS briefing—overview of the EIS and key issues Access to be maintained under Murray River bridge during construction
Private Junee landowner	28/09/2021	Online	Private landowner	Temporary occupation associated with Carter level crossing upgrade
Albury Business Connect	28/09/2021	Online	Lisa Hastie	No issues raised
Albury City Councillors	28/09/2021	Online	Brad Ferris	Footbridges and heritage concerns
CCC	29/09/2021	Online	CCC Members	Heritage aspects at Bomen yard Environmental impacts that are being fed into the EIS
DPIE BCD group	30/09/2021	Online	Renee Shepherd	EIS briefing—overview of the EIS and key issues
Scots School Albury	01/10/2021	Online	Mark Geraets	Operational and construction noise and vibration Vegetation impacts behind the school
Junee Shire Council	01/10/2021	Online	James Davis	Level crossing activations Proposed detours require refinement Pedestrian footbridge switch-back option to Edgar Street
Junee Business and Trade Chamber	05/10/2021	Online	Tony Butt	Traffic congestion at level crossing during change overs
Junee Railway Workshop P/L	05/10/2021	Online	Wayne Robinson	Access to Junee Yard during construction
Goodstart Early Learning Junee	05/10/2021	Online	Elizabeth Robbie	Construction noise affecting children Parking concerns in street due to proposed detours
Junee Shire Councillors	05/10/2021	Online	James Davis	Pedestrian movement around and over Kemp St bridge
Junee Buses	06/10/2021	Online	David Glass	No issues raised
Junee Public School	06/10/2021	Online	Anthony Leary (Nicole reception)	Pedestrian detours and safety during construction
Sussan Ley MP	14/10/2021	Online	Sussan Ley	No issues raised

Stakeholder	Date	Location	Contact	Key Issues
Private landowner	18/10/2021	Online	Private landowner	Operational noise and vibration concerns Visual amenity and impact of new Cassidy footbridge structure Issues with people jumping over fence and looking into yard
TfNSW & NSW Trains	27/10/2021	Online	John Zannes	Parking impacts at train stations
DPIE Water group and Natural Resources Access Regulator (NRAR)	28/10/2021	Online	Alistair Drew	EIS briefing—overview of the EIS and key issues Water Access Licence
Justin Clancy MP	04/11/2021	Albury	Justin Clancy Irena Novak	Albury Yard signal box
Wagga Wagga Council	07/11/2021	Online	Warren Faulkner Scott Barber	Pearson Street bridge—ensuring IR design is compatible with Council plans Drainage and hydrology Cassidy footbridge location in relation to Active Travel Plan
NSW Local Land Services Murray region	10/11/2021	Online	Peter O'Shannassy	EIS briefing—overview of the EIS and key issues Travelling Stock Reserves
Wagga Wagga Councillors	15/11/2021	Online	Peter Thompson Councillors	Bomen station Heritage considerations Safety screens on Edmondson Street Bridge
TfNSW	17/11/2022	Online	Cindy Pappin	Kemp Street bridge design
Scots School Albury	23/11/2021	Online	Mark Gerats	Noise and vibration (identified sensitive receiver)
NSW Local Land Services Riverina region	26/11/2021	Online	Peter Beal	EIS briefing—overview of the EIS and key issues Travelling Stock Reserves
Illabo Public School	29/11/2021	Online	Meg Reynolds	Noise and vibration (identified sensitive receiver)
Yerong Creek Public School	30/11/2021	Online	Kellie Noske	Noise and vibration (identified sensitive receiver)
Junee North Public School	01/12/2021	Online	Justine McDevitt	Noise and vibration (identified sensitive receiver)
Edmondson St neighbour	01/12/2021	Online	Private landholder	Impact to Level Crossings Edmondson Street bridge design Inland Rail budget
South Wagga Public School	02/12/2021	Online	Leonie Stevenson	Noise and vibration (identified sensitive receiver)
CCC	08/12/2022	Online	CCC members	Future skills requirements, workforce planning
Kildare College Wagga	16/12/2021	Online	Chris Browne	Noise and vibration (identified sensitive receiver)
Steph Cooke MP	19/01/2022	Online	Steph Cooke	No issues raised

Stakeholder	Date	Location	Contact	Key Issues
Wagga Wagga Council	16/02/2022	Online	Scott Barber Bede Lane	Reference design close out, Active Travel Plan alignment, Pearson St culvert
CCC	23/02/2022	Albury, Wagga	CCC members	No issues raised
Michael McCormack MP	07/03/2022	Wagga	Michael McCormack	No issues raised
TfNSW	11/03/2022	Online	Cindy Pappin	Reference design close out of level crossings between Junee and Illabo
Wagga Wagga City Council	16/03/2022	Online	Scott Barber Bede Lane	Reference design close out, Active Travel Plan alignment, Pearson St culvert
Albury Model Rail Show 1000+ attendees	21/05/2022	Albury	N/A	No issues raised
Wagga Wagga City Council	01/06/2022	Wagga	Silas Darby Bede Lane	Reference design close out, Active Travel Plan alignment, Pearson Street culvert, Edmondson Street bridge, noise, and level crossings
Junee Shire Council	02/06/2022	Junee	James Davis	Road acquisition process
Wagga Wagga City Councillors	06/06/2022	Wagga	Peter Thompson Wagga Councillors	No issues raised by Councillors
Wagga Show Society	07/06/2022	Online	Robert Hamilton	Temporary acquisition laydown area requested to be moved towards West of site
Kildare College	16/06/2022	Online	Jessica De Jong	No significant issues raised Optic fibre location and minimising impact to school operations
Michael McCormack MP	17/06/2022	Online	Kim Grimson	No issues raised
Joe McGirr MP	17/06/2022	Online	Dr Joe McGirr MP	Train numbers and speeds, level crossing wait times, Wagga Wagga reference designs

APPENDIX F

Engagement report

Appendix C Council consultation activities specific to EIS and SIA

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT

ARTC

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Appendix C Council consultation activities specific to EIS and SIA

Event ID	Date	Council	Stakeholder	Summary
105810	14/07/2022	Junee Shire Council	Executive	Meeting with Junee Shire Council engineering team to present a DDA-compliant pedestrian option for Kemp Street bridge
105014	30/06/2022	Wagga Wagga Council	Executive	Meeting with Wagga Wagga Council engineering team to present a DDA-compliant pedestrian option for Edmondson Street bridge
104231	06/06/2022	Wagga Wagga Council	Councillors and Executive	Wagga Council Meeting
103159	01/06/2022	Wagga Wagga Council	Staff	Wagga Working group meeting
103250	02/06/2022	Junee Shire Council	Staff	Meeting to explain road acquisition process
104236	25/05/2022	Wagga Wagga Council	Staff	Wagga Working Group Meeting with General Manager
100909	21/04/2022	Junee Shire Council	Staff	Kemp Street bridge approaches and pedestrian connectivity
99819	30/03/2022	Wagga Wagga Council	Staff	Wagga working group meeting
99053	16/03/2022	Wagga Wagga Council	Staff	Wagga working group meeting
97344	16/02/2022	Wagga Wagga Council	Staff	Wagga working group meeting
104195	15/11/2021	Wagga Wagga Council	Councillors and Executive	100% design consultation—councillor meeting
92961	07/11/2021	Wagga Wagga Council	Staff	Wagga working group meeting
90219	05/10/2021	Junee Shire Council	Councillors and Executive	100% design consultation—councillor meeting
90025	01/10/2021	Junee Shire Council	Staff	100% design consultation
104240	28/09/2021	Albury City Council	Councillors and Executive	100% design consultation—councillor meeting
89792	28/09/2021	Junee Shire Council	Staff	Meeting regarding LX605
89725	27/09/2021	Albury City Council	Staff	100% design consultation
89487	20/09/2021	Lockhart Shire Council	Councillors and Executive	100% design consultation—councillor meeting
90212	21/09/2021	Wagga Wagga Council	Staff	Third-party agreement meeting
90216	21/09/2021	Greater Hume Shire Council	Staff	Third-party agreement meeting
90213	20/09/2021	Albury City Council	Staff	Third-party agreement meeting
90215	20/09/2021	Junee Shire Council	Staff	Third-party agreement meeting
89305	16/09/2021	Greater Hume Shire Council	Staff	100% design consultation

Event ID	Date	Council	Stakeholder	Summary
89085	10/09/2021	Greater Hume Shire Council	Councillors and Executive	100% design consultation—councillor meeting
88986	07/09/2021	Wagga Wagga Council	Staff	100% design consultation—Wagga working group meeting
85699	30/06/2021	Lockhart Shire Council	Staff	70% design consultation
85697	29/06/2021	Greater Hume Shire Council	Councillors and Executive	70% design consultation—councillor meeting
85630	22/06/2021	Albury City Council	Staff	70% design consultation
85405	15/06/2021	Junee Shire Council	Councillors and Executive	70% design consultation—councillor meeting
85404	09/06/2021	Junee Shire Council	Staff	70% design consultation
84590	19/05/2021	Wagga Wagga Council	Staff	Wagga Wagga City Council and TfNSW joint meeting
84588	19/05/2021	Wagga Wagga Council	Staff	70% design consultation
85398	11/05/2021	Junee Shire Council	Staff	Third-party agreement meeting
83854	10/05/2021	Wagga Wagga Council	Staff	Third-party agreement meeting
85396	05/05/2021	Greater Hume Shire Council	Staff	Third-party agreement meeting
N/A	16/04/2021	Wagga Wagga Council	Councillors and Executive	70% attempted design consultation—offer declined
85395	04/05/2021	Albury City Council	Staff	Third-party agreement meeting
79743	18/02/2021	Greater Hume Shire Council	Staff	30% design consultation
79691	16/02/2021	Junee Shire Council	Councillors and Executive	30% design consultation
N/A	15/02/2021	Wagga Wagga Council	Councillors and Executive	30% attempted design consultation— ARTC attended to provide a briefing however, the Inland Rail agenda item was not raised and, therefore, ARTC was unable to present
79252	11/02/2021	Lockhart Shire Council	Staff	30% design consultation
79228	10/02/2021	Albury City Council	Staff	30% design consultation
79763	02/02/2021	Junee Shire Council	Staff	30% design consultation
83598	29/01/2021	Wagga Wagga Council	Staff	30% design consultation—Wagga Working Group Meeting
74601	18/11/2020	Wagga Wagga Council	Staff	Wagga working group meeting
79391	05/11/2020	Wagga Wagga Council	Staff	Access to Council property for biodiversity investigations
70776	10/09/2020	Albury City Council	Staff	Meeting with economic development staff to discuss industry consultation
70777	08/09/2020	Wagga Wagga Council	Staff	Meeting with economic development staff to discuss industry consultation
68267	30/07/2020	Albury City Council	Staff	Proposal update meeting with Albury City Council

Event ID	Date	Council	Stakeholder	Summary
68788	29/07/2020	Lockhart Shire Council	Staff	Proposal update meeting with Lockhart Shire
68246	29/07/2020	Greater Hume Shire Council	Staff	Meeting with general manager
68187	28/07/2020	Junee Shire Council	Councillors and Executive	Junee councillor briefing
68188	28/07/2020	Wagga Wagga Council	Staff	Wagga working group meeting
65163	29/05/2020	Wagga Wagga Council	Staff	Wagga working group meeting